SECTION V
COMMENTS AND COORDINATION

CHAPTER V

COMMENTS AND COORDINATION

SHA has conducted various outreach activities to obtain feedback from residents of the study area. Activities included the formulation of a focus group, separate informal meetings with community groups and business associations, the distribution of a survey to study area property owners and residents, informational updates on SHA's website (www.marylandroads.com), the MD 3 Alternates Public Workshop, and Location/Design Public Hearing. In addition, SHA mailed project newsletters periodically to all community members in the study area and those included on the mailing list, and met informally with community members, potentially impacted property owners, and business representatives during project development. Newspaper ads were placed in several local and regional newspapers and a public service announcement was sent to 21 local and regional radio stations prior the Alternates Public Workshop and Location Design Public Hearing.

This section of the document includes a discussion of the public involvement and correspondence with the environmental resource agencies, elected officials, organizations, and the public since the May 20, 2004 Location/Design Public Hearing.

A. LOCATION/DESIGN PUBLIC HEARING

A Location Design Public Hearing was held on May 20, 2004 at Crofton Middle School, in Crofton. The purpose of the Public Hearing was to formally present the results of the engineering and environmental studies that had been completed for the MD 3 Transportation Corridor Study. The Pubic Hearing also provided an opportunity for interested individuals, associations, citizen groups, or governmental agencies to submit verbal or written comments into the project record. Nearly 200 people attended the hearing and SHA received 47 written and 35 testimonial comments through the closing date of July 8, 2004. The majority of the responses were in favor of a build option.

B. PUBLIC AND AGENCY COORDINATION FOLLOWING THE DEIS AND LOCATION/DESIGN PUBLIC HEARING

Following the feedback received from the Public Hearing, on January 19, 2005 the study team presented the SHA Selected Alternate to the Administrator. Prior to choosing the SHA Selected Alternate, SHA corresponded with and held several meetings with agencies and the public after the DEIS had been reviewed.

Coordination meetings following the DEIS and Public Hearing included the following:

- February 10, 2005 Agency Field Review #1 of Wetland/Waterway Mitigation Sites,
- March 17, 2005 Greater Crofton Growth Management Commission – Discussed MD 3 study and the group's preferences,
- May 17, 2005 Agency Field Review #2 of Wetland/Waterway Mitigation Sites,
- September 21, 2005 Interagency Review Meeting – Selected Alternate/Conceptual Mitigation Presentation,
- October 31, 2005 Conflict Resolution Meeting #2,
- March 9, 2006 ACOE – ACOE presented a new option for the MD3/MD 450 interchange,

- May 2, 2006 ACOE – SHA presented the findings of the ACOE's MD 3/MD 450 interchange option,
- June 21, 2006 Interagency Review Meeting – Revised Selected Alternate/Conceptual Mitigation Presentation,
- July 18, 2006 – Meeting with ACOE, FHWA and SHA to discuss concerns potential operational and safety concerns with the MD 450 interchange,
- August 8, 2006 – Meeting with ACOE, USFW, FHWA and SHA to present finding of information discussed at July meeting,
- August 16, 2006 – Interagency Review Meeting – Presented Modification to Selected Alternate and revised mitigation requirement for the Selected Alternate/Conceptual Mitigation Package,
- April 17, 2007 – Conflict Resolution Meeting #3,
- December 11, 2008 – Meeting with ACOE, SHA, MDE, EPA, and USFWS to review, proposed retaining wall incorporation at MD 450 to minimize wetland impacts, as well as to discuss approval of conceptual wetland mitigation sites,
- March 18, 2009 – Interagency Review Meeting to present revised conceptual mitigation sites. USFWS staff presented eel passage concept and sites,
- August 28, 2009 – Selected Alternative Conceptual Mitigation Meeting with FHWA, USACOE, MDE, EPA, USFWS, and SHA to discuss a compromise on the stalled selected alternative conceptual mitigation process,
- September 16, 2009 – Interagency Review Meeting to provide update on Selected Alternative Concurrence and process agreements regarding Conceptual Mitigation, and
- October 8, 2009 – Selected Alternative Conceptual Mitigation Meeting with Environmental Resource and Regulatory Agencies to review proposed Mitigation Package.

Comments from these coordination efforts have been taken into consideration in the planning of the SHA Selected Alternate and are documented in this section (see the following Comments and Coordination Table of Contents).

Comments and Coordination
Table of Contents

Date	From	To	Subject	Page #
A. Agency Coordination since the Public Hearing and DEIS				
- Concurrence on Selected Alternate -				
8/27/09	ACOE	SHA	Letter explaining position on April 2009 SACM	V-A-1
12/15/09	ACOE	SHA	E-mail confirming that letter was last comment	V-A-2
9/14/09	NMFS	SHA	Selected Alternate Concurrence form	V-A-2
9/14/09	MDE	SHA	Selected Alternate Concurrence form	V-A-3
10/22/09	MHT	SHA	Selected Alternate Concurrence form	V-A-3
11/17/09	MPO (BRTB)	SHA	Selected Alternate Concurrence form	V-A-4
11/24/09	MPO (COG)	SHA	Selected Alternate Concurrence form	V-A-4
11/24/09	MDP	SHA	Selected Alternate Concurrence form	V-A-5
12/1/09	FWS	SHA	Letter explaining position on September 2009 Selected Alternate	V-A-5
12/9/09	FHWA	SHA	Selected Alternate Concurrence form	V-A-7
1/5/10	DNR	SHA	Selected Alternate Concurrence form (with comments)	V-A-7
1/7/10	EPA	SHA	Selected Alternate Concurrence form (with commenting letter dated 1/7/10)	V-A-8
- Discussion of Potential Acquisition of Mitigation Property -				
3/12/10	SHA	FWS	SHA update for agencies on status of potential MD 3 Berkshire property acquisition with e-mail chain of agencies' preferred options for acquisition, and meeting minutes (2/24/10) from discussion of options for purchasing Berkshire's mitigation properties	V-A-9
- Maryland Streamlined Environmental/Regulatory Process Coordination -				
3/08/04	MHT	SHA	SHPO Effects Determination on Cultural Resources	V-A-14
12/03/04	FWS	SHA	Response to DEIS	V-A-20
12/15/04	SHA	Agencies	Interagency Review Meeting Minutes (12/15/04 meeting-Recommended Alternate)	V-A-22
1/25/05	SHA	Agencies	Meeting minutes of discussion of agencies' concerns with recommended alternate	V-A-24
5/13/05	EPA	SHA	EPA Environmental Impact Rating	V-A-25
5/17/05	SHA	USACOE	SHA addressing the ACOE request for SHA to purchase additional ROW along MD 3 for potential future diamond interchanges	V-A-27

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8/23/05	SHA	FHWA	Meeting minutes of discussion of concerns about build improvements' lane widths and failing intersections.	V-A-28
9/19/05	Anne Arundel County	SHA	Letter that discusses that there are no plans for bypass of MD 3	V-A-29
9/21/05	SHA	Agencies	Interagency Review Meeting Minutes (9/21/05 meeting – SACM)	V-A-30
10/31/05	SHA	Agencies	Meeting minutes of conflict resolution meeting to discuss failing level of service and right of way needs.	V-A-32
6/21/06	SHA	Agencies	Interagency Review Meeting Minutes (6/21/06 meeting – SA/CM update)	V-A-33
8/16/06	SHA	Agencies	Interagency Review Meeting Minutes (8/16/06 meeting – Project update/PACM)	V-A-35
8/24/06	MDP	SHA	Concurrence Form on SA/CM: Note regarding compliance with PFA	V-A-36
8/30/06	FWS	SHA	Reaction to SA/CM and selection of Alternate 3 – Boulevard Concept	V-A-37
9/12/06	SHA	FWS, ACOE	Letter clarifying SHA's and Anne Arundel County's position on bypass of MD 3	V-A-42
9/14/06	MHT	SHA	Concurrence Form on SA/CM	V-A-44
9/21/06	EPA	SHA	Concurrence Form on SA/CM	V-A-44
9/27/06	DNR	SHA	Letter in response to SHA Selected Alternate/Conceptual Mitigation Document: Issues at Jabez Branch Stream, Stormwater Management needs	V-A-46
9/27/06	DNR	SHA	Concurrence Form on SA/CM with minor comments	V-A-47
10/23/06	SHA	FWS	Letter responding to 8/30/06 letter of questions and concerns about selected alternate	V-A-47
12/18/06	ACOE	SHA	Letter stating position about acquisition of mitigation site and ramification to study should that acquisition not be possible.	V-A-57
3/13/07	SHA	SHA	Discussion of follow-up items from 12/20/06 agency meeting	V-A-59
4/20/07	SHA	Agencies	Conflict Resolution meeting minutes (4/17/07 meeting)	V-A-67
5/31/07	SHA	FHWA	MOA for Archeological Sites: Warfield Site, Oak Grove Site, Basil Hall Site, and submerged rock pile at Priest's Bridge	V-A-71
10/3/07	SHA	Agencies	Field Review of potential mitigation sites meeting minutes (9/6/07 meeting)	V-A-74
5/9/08	FWS	SHA	Reaction to mitigation list, concerns with Selected Alternate and timing of mitigation purchase, and desire for South River watershed land	V-A-77

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			preservation as part of mitigation.	
9/11/08	SHA	SHA & ACOE	Internal email outlining discussion of issues at MD 450 and associated wetland impacts: outlines ACOE requirements for LEDPA, discusses issues associated with conceptual mitigation sites and purchase of preservation sites.	V-A-79
2/17/09	SHA	Agencies	Minutes from meeting to discuss minimization efforts along the corridor and at the MD 450 interchange, and to discuss placing the wetland, floodplain and 100 foot buffer portion of the Berkshire site In perpetual/conservation easement (12/11/08 meeting).	V-A-80
3/18/09	SHA	Agencies	Interagency Review Meeting (3/18/09 meeting – SACM)	V-A-82
3/27/09	FWS	SHA	Letter with recommendation for eel passage as mitigation for this project.	V-A-84
4/20/09	SHA	MDOT	Letter to MDOT regarding PFA compliance and concurrence the project qualifies for Linear Feature Exception	V-A-85
4/24/09	DNR (EnvRev)	SHA	Coordination about stream use class at eel passage site.	V-A-88
5/12/09	DNR (Heritage)	SHA	Coordination about the potential for rare species at eel passage site.	V-A-89
6/1/09	SHA	MHT	Letter from SHA to MHT for concurrence on Cultural Resources noted at Proposed Conceptual Mitigation Sites	V-A-89
6/2/09	FWS	SHA	Letter detailing why can not accept mitigation as proposed	V-A-95
7/23/09	MDP	SHA	Smart Growth Regulations Concurrence Letter	V-A-98
10/8/09	SHA	Agencies	Meeting minutes from update of SA/CM concerns and discussion of separating mitigation requirements from planning process (to allow time to address issues related to June 2008 ACOE Section 404 regulatory requirements; 8/28/09 meeting).	V-A-99
9/16/09	SHA	Agencies	Interagency Review Meeting minutes (6/16/09 meeting – Concurrence on Selected Alternate)	V-A-102
3/30/10	SHA	MHT	Letter requesting concurrence that rock mound and bridge resources were not historic	V-A-103
1/12/11	ACHP	FHWA	Advisory Council of Historic Preservation letter accepting MOA	V-A-106
- Environmental/Regulatory Process Coordination Prior to Public Hearing and DEIS -				
7/18/01	DNR	SHA	Historical records review of potential Rare, Threatened, and Endangered Species	V-A-107
5/20/03	FWS	SHA	Concurrence letter that there are no Rare, Threatened, and Endangered	V-A-109

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			Species located within the Study Area	
B. Public Involvement Coordination				
2/11/05	SHA	SHA	Meeting minutes from meeting with Greater Crofton Council (2/8/05 meeting)	V-B-1
3/21/05	SHA	SHA	Meeting minutes from meeting with Greater Crofton Growth Management Commission (3/17/05 meeting)	V-B-2
7/13/04	SHA	D. and C. LeJeune, M. McDonough	SHA acknowledges concerns regarding a concrete barrier on MD 3 at St. Stephens Church Road and the sight distance issue between Reidel and St. Stephens Church Roads, and the preference for Alternative 3 with Option A	V-B-4
6/10/04	D. and C. LeJeune	SHA	Volunteers comments on the alternatives, pedestrian safety, concrete barriers, and sight distance problems	V-B-5
7/27/04	SHA	D. Homick	SHA acknowledges comments and discusses traffic studies	V-B-14
7/7/04	D. Homick	SHA	Supports a limited access roadway and lists dangerous traffic conditions	V-B-15
7/29/04	SHA	C. Hedman	SHA acknowledges comments and addresses proposed grade-separated interchange at Columbian Way and Forest Drive, new development, and public fishing at the Patuxent	V-B-7
7/8/04	C. Hedman	SHA	Volunteers suggestions regarding access, traffic, and fishing	V-B-8
7/27/04	SHA	M. Bassett	Acknowledges comment card and describes tentative schedule for project phases	V-B-10
6/22/04	M. Bassett	SHA	Supports Alternative 3 and provides contact information	V-B-11
7/27/04	SHA	L. McPartland	SHA acknowledges comment form and discusses NEPA, traffic, safety	V-B-17
7/5/04	L. McPartland	SHA	Supports Alternative 3 or no-build, supports enforcement of reduced speed limit and diverted truck traffic, opposes grade separations and sound barriers	V-B-18
7/21/04	SHA	L. Taub	SHA acknowledges comments and impacts to properties and discusses proposed alternative and next steps in the project process	V-B-28
7/7/04	L. Taub	SHA	Suggests ways to minimize impacts to client's properties	V-B-28
7/20/04	SHA	J. Leydorf	SHA acknowledges comment form and notes support for boulevard concept and depressed roadway, and addresses speed limit, traffic calming, and road signs	V-B-38
6/29/04	J. Leydorf	SHA	Supports boulevard concept and depressed roadway and comments on truck traffic and congestion	V-B-38

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7/8/04	H. Sinclair	SHA	Supports construction and suggests alternatives	V-B-36
7/15/04	SHA	C. and C. Kloss	SHA acknowledges comments and notes support for pedestrian bridges, and addresses pedestrian bridges and environmental impacts	V-B-44
7/7/04	C. and C. Kloss	SHA	Support pedestrian and bike paths and comments on impacts to natural resources	V-B-45
7/15/04	SHA	City of Bowie-Robinson	SHA acknowledges comments and notes support for Alternative 3 and grade-separated trumpet interchange at MD 450, and addresses suggested modification	V-B-45
6/29/04	City of Bowie-Robinson	SHA	Supports Alternative 3 and suggests modifications	V-B-47
7/12/04	SHA	S. Conwell	SHA acknowledges comments and notes support for Alternative 3 with Option C, and addresses community impacts and traffic studies	V-B-50
6/17/04	S. Conwell	SHA	Supports construction and lists concerns regarding traffic studies and quality of life, as well as community impacts, and comments on the design	V-B-51
7/8/04	SHA	J. Leahy	SHA acknowledges comment form and acknowledges preferences, and addresses noise study	V-B-57
5/20/04	J. Leahy	SHA	Lists preferences for the alternatives and comments on noise	V-B-58
7/8/04	H. Sinclair	SHA	Comments on DEIS and supports construction, lists new alternatives	V-B-37
7/1/04	SHA	M. and H. Clark	SHA acknowledges comment form and addresses noise impacts	V-B-61
5/20/04	M. and H. Clark	SHA	Request a sound wall for Crofton Woods	V-B-62
6/29/04	SHA	M. Schutt	SHA acknowledges comment form and notes support for lowering MD 3, request for pedestrian crossings, and environmental concerns, and addresses noise studies and pedestrian, bike facilities	V-B-64
5/20/04	M. Schutt	SHA	Supports lowering MD 3 while keeping other roads at current level, concerned about noise, pedestrian crossing, and environmental impacts	V-B-65
6/28/04	SHA	Greater Crofton Growth Management Commission	SHA acknowledges comments and notes support for boulevard concept, and addresses Alternative 3 with Option A, boulevard features, alternatives, traffic studies, western bypass, planning documents, safety, bicycle and pedestrian features, environmental impacts, noise and air pollution, and next project steps	V-B-66

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5/20/04	Greater Crofton Growth Management Commission	SHA	Discusses roadway sections and supports boulevard concept and western bypass. Includes memorandum of agreement and MD 3 Subcommittee Report	V-B-68
6/28/04	SHA	Crofton Civic Association	SHA acknowledges comments and notes support for Alternative 3 with Option A and addresses boulevard features, traffic, safety, NEPA process, noise, and next project steps	V-B-74
Public Hearing	Crofton Civic Association	SHA	Opposes Alternative 5, overpass, noise, supports Alternative 3. Concerned that SHA does not implement recommendations from representative organizations	V-B-72
6/24/04	SHA	J. Reedy	SHA acknowledges comment form and note concern regarding Waugh Chapel Road/Riedel Road intersection, and address safety and bike/ped facilities	V-B-77
5/16/04	J. Reedy	SHA	Addresses Waugh Chapel Road/Riedel Road intersection, safety, and bike/ped facilities	V-B-78
6/21/04	SHA	R. Marek	SHA acknowledges comment form and notes support for Alternative 3, and addresses community integrity and traffic	V-B-78
5/24/04	R. Marek	SHA	Supports Alternative 3	V-B-79
6/21/04	SHA	J. Herrmann	SHA acknowledges comment form and notes support for Alternative 1, and addresses community integrity, traffic, historic properties, native plants, and landscaping	V-B-80
5/20/04	J. Herrmann	SHA	Opposes public art in conjunction with the project	V-B-81
5/20/04	J. Herrmann	SHA	Supports native species in landscaping	V-B-81
5/20/04	J. Herrmann	SHA	Opposes grade separated interchanges	V-B-82
5/20/04	J. Herrmann	SHA	Supports Alternative 1	V-B-82
6/21/04	SHA	Reliable Contracting Co.	SHA acknowledges comment form and notes support for Alternative 5	V-B-83
6/14//04	Reliable Contracting Co.	SHA	Supports Alternative 5	V-B-83
6/18/04	SHA	P. Baldwin	SHA acknowledges comment form and notes support for Alternative 5 with MD 424 Option B, Waugh Chapel Road Option B, MD 175 Option A and hiker/biker trails	V-B-84
6/14/04	P. Baldwin	SHA	Supports Alternative 5	V-B-84

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6/18/04	SHA	G. Klavans	SHA acknowledges comments and notes support for Alternative 5 and MD 175 Option A	V-B-85
6/9/04	G. Klavans	SHA	Support Option A alternate 5 modified	V-B-85
6/17/04	SHA	E. Samuel	SHA acknowledges comment form and notes support for pedestrian crossing at Cronson Boulevard and Crawford Boulevard, and addresses county roads	V-B-86
6/2/04	E. Samuel	SHA	Supports safe bike/ped crossing at Cronson/Crawford and opposes gravel truck access at post office and adjacent areas	V-B-87
6/16/04	SHA	P. Saderholm	SHA acknowledges comment form and notes support for MD 450 Option B, and addresses western bypass	V-B-87
5/21/24	P. Saderholm	SHA	Concerned about traffic, supports building and bypass	V-B-88
6/16/04	SHA	M. Ritter	SHA acknowledges comment form and notes support for Alternative 1, and addresses economic impacts and next project steps	V-B-88
5/18/04	M. Ritter	SHA	Supports no-build	V-B-89
6/16/04	SHA	T. Lawyer	SHA acknowledges comment form and notes support for Alternative 1, and addresses economic impacts and next project steps	V-B-89
5/24/04	T. Lawyer	SHA	Supports Alternative 3, opposes alternative 5	V-B-90
6/16/04	SHA	F. Meyer	SHA acknowledges comment form and notes support for Alternative 3, and addresses boulevard elements, speed limit, and next project steps	V-B-91
5/28/04	F. Meyer	SHA	Supports boulevard, opposes truck traffic, and encourages a speedy resolution to build	V-B-92
6/16/04	SHA	P. and K. McKay	SHA acknowledges comment form and notes support for Alternative 3 and 5 modified	V-B-92
5/26/04	P. and K. McKay	SHA	Support Alternative 5 modified and comment on options	V-B-93
6/10/04	SHA	R. Healy	SHA acknowledges comment form and addresses intersection design, traffic studies, and western bypass	V-B-94
5/20/04	R. Healy	SHA	Comment on traffic and oppose build alternatives, supports bypass	V-B-95
6/10/04	SHA	F. Shahzad	SHA acknowledges comment form and addresses impacts to business, displacement	V-B-96
5/20/04	F. Shahzad	SHA	Opposes build alternatives and business impacts	V-B-97
6/10/04	SHA	J. Bellandi	SHA acknowledges comment form and addresses traffic volumes	V-B-97
5/8/04	J. Bellandi	SHA	Supports solutions to congestion	V-B-98

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6/10/04	SHA	T. Sewell	SHA acknowledges comment form and notes opposition to MD 175 Option B, and addresses safety and environmental impacts	V-B-98
5/20/04	T. Sewell	SHA	Opposes Option B	V-B-99
6/8/04	S. Malley	SHA	Missed Rte. 3 meeting and requests a record of the meeting	V-B-100
6/7/04	SHA	S. Malley	SHA acknowledges comments and addresses next project steps	V-B-100
5/31/04	S. Malley	SHA	Missed Rte. 3 meeting and requests a record of the meeting	V-B-100
6/2/04	SHA	B. Seymour	SHA acknowledges comment form and notes concerns about Option B, and addresses safety and access to and from Charles Hall Road along southbound MD 3	V-B-102
5/11/04	B. Seymour	SHA	Concerns regarding access to and from Charles Hall Road along southbound MD 3, safety	V-B-103
6/2/04	SHA	R. Gardner	SHA acknowledges comment form and notes concerns about businesses, and addresses improvements to Cronson Blvd.	V-B-103
5/20/04	R. Gardner	SHA	Opposes impacts to businesses and property	V-B-104
6/1/04	SHA	D. Callahan	SHA acknowledges comment form and notes support for Alternative 3, opposition to 5	V-B-104
5/20/04	D. Callahan	SHA	Opposes limited access and alternative 5, prefers Alternative 3	V-B-105
6/1/04	SHA	C. Lubbert	SHA acknowledges comment form and notes support for Alternative 2, and addresses impacts to Jabez Branch	V-B-106
5/20/04	C. Lubbert	SHA	Supports Alternative 1, concerned for Jabez Branch and Severn	V-B-106
5/27/04	J. Schrenker-Case	J. Kirdwell	Email notice of attached response	V-B-107
5/25/04	SHA	M. Kirdwell	SHA acknowledges comments and notes support for Alternative 3 with modifications	V-B-107
5/20/04	J. Kirdwell	SHA	Supports for Alternative 3 with modifications	V-B-108
5/25/04	SHA	C. Inman	SHA acknowledges comments and notes support for bike paths, and addresses bike facilities	V-B-108
5/20/04	C. Inman	SHA	Supports bike paths	V-B-109
5/25/04	SHA	W. Jacobs	SHA acknowledges comment form and addresses development and traffic	V-B-109
5/20/04	W. Jacobs	SHA	Opposed to Crofton development	V-B-110
5/25/04	SHA	T. Watson	SHA acknowledges comment form and notes support for Alternative 3 with Option B	V-B-110
5/21/04	T. Watson	SHA	Supports Alternative 3, Option B	V-B-111

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5/25/04	SHA	D. Snellings	Opposes truck traffic on MD 3, concerned about traffic safety	V-B-111
5/20/04	SHA	D. Snellings	SHA acknowledges comments and addresses traffic and truck traffic	V-B-112
5/17/04	SHA	A. Khokhar	SHA acknowledges comment form and addresses business impacts and displacement	V-B-115
5/5/04	A. Khokhar	SHA	Opposed to business impacts	V-B-116
5/13/04	SHA	C. O'Connell	SHA acknowledges comment form and addresses Village Green complex	V-B-116
4/30/04	C. O'Connell	SHA	Bringing Village Green to the attention of the project planners	V-B-117
5/13/04	SHA	G. Turner	SHA acknowledges comment form and notes preference for leaving 301 north as it is	V-B-117
5/21/04	G. Turner	SHA	Supports leaving 301 north as it is	V-B-118
5/12/04	SHA	K. Thompson	SHA acknowledges comment form notes support for Alternative 1	V-B-118
5/1/04	K. Thompson	SHA	Supports Alternative 1 – Don't need more and/or new problems	V-B-119
5/1/04	K. Thompson	SHA	Supports Alternative 1 – Request no changes be made	V-B-119
5/11/04	SHA	S. Rogers	SHA acknowledges comments and notes support for Alternative 3 with Option C at MD 450, B at Cronson/Crawford, C at MD 424, C at Waugh Chapel, and B at MD 175	V-B-120
5/1/04	S. Rogers	SHA	Supports Alternative 3 with Option C at MD 450, B at Cronson/Crawford, C at MD 424, C at Waugh Chapel, and B at MD 175	V-B-120
- Public Hearing Testimony & Correspondence -				
7/27/04	SHA	L. Wells	SHA acknowledges public hearing testimony and discusses traffic studies	V-B-11
7/20/04	SHA	C. Lejeune	SHA acknowledges public hearing testimony and addresses impacts to resources and the concept of a pedestrian bridge near the Waugh Chapel/Reidel Road intersection with MD 3	V-B-6
7/27/04	SHA	C. Marr	SHA acknowledges public hearing testimony and discusses traffic studies, safety, truck traffic, and tentative project schedule	V-B-12
7/22/04	SHA	R. Eckhardt	SHA acknowledges public hearing testimony and notes support for Alternative 3, and discusses sound barriers, traffic, safety, and bypass alternative	V-B-19
7/21/04	SHA	D. Rauseo	SHA acknowledges public hearing testimony and noise studies	V-B-20
7/21/04	SHA	C. Hedman	SHA acknowledges public hearing testimony and discusses the purpose	V-B-21

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			and need, traffic, and safety	
7/21/04	SHA	T. Frank	SHA acknowledges public hearing testimony and discusses purpose and need and traffic studies	V-B-22
7/21/04	SHA	M. Panah	SHA acknowledges public hearing testimony and discusses purpose and need and traffic studies	V-B-23
7/21/04	SHA	B. Pletch	SHA acknowledges public hearing testimony and notes support for alternative 3 and discusses purpose and need and speed concerns	V-B-24
7/21/04	SHA	R. Trunnel	SHA acknowledges public hearing testimony and discusses boulevard features, traffic, and study process	V-B-25
7/21/04	SHA	T. Crandol	SHA acknowledges public hearing testimony and notes support for Option B and study process	V-B-26
7/21/04	SHA	Forks of the Patuxent Improve-ment Association	SHA acknowledges public hearing testimony and discusses purpose and need	V-B-123
7/21/04	SHA	S. Moline	SHA acknowledges public hearing testimony and discusses safety at Forest drive and next steps in project process	V-B-30
7/21/04	SHA	T. Callahan	SHA acknowledges public hearing testimony and notes support for boulevard concept and opposition to freeway and discusses purpose and need and boulevard features	V-B-31
7/20/04	SHA	M. Swank	SHA acknowledges public hearing testimony and notes concerns for businesses and support of Alternative 3	V-B-32
7/20/04	SHA	D. Maurello	SHA acknowledges public hearing testimony and notes concerns for Jabez Branch, and discusses environmental coordination and McKnew Road	V-B-32
7/20/04	SHA	B. Scott	SHA acknowledges public hearing testimony and notes preference for boulevard features and opposition to grade-separated interchanges.	V-B-33
7/20/04	SHA	R. DiAiso	SHA acknowledges public hearing testimony and notes support for boulevard concept with Option A and discusses boulevard features and pedestrian facilities	V-B-34
7/20/04	SHA	E. Stone	SHA acknowledges public hearing testimony and notes preference for Alternative 3 and opposition to Alternative 5	V-B-35
7/20/04	SHA	T. Jacobsen	SHA acknowledges public hearing testimony and notes support for grade separated interchanges, traffic, signs, and order of construction	V-B-35

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7/20/04	SHA	H. Sinclair	SHA acknowledges public hearing testimony and notes support for boulevard concept and depressed roadway, and addresses suggested alternatives and purpose and need	V-B-36
7/20/04	SHA	R. Johnston	SHA acknowledges public hearing testimony and notes support for Alternative 3 with Option A and opposition to grade-separated interchanges, and addresses community impacts and traffic	V-B-40
7/16/04	SHA	Anne Arundel County Council-Reilly	SHA acknowledges public hearing testimony and addresses road classification, boulevard features, grade levels, and Patuxent river impacts	V-B-41
7/16/04	SHA	MD House of Delegates-Boschert	SHA acknowledges public hearing testimony and addresses road classification, boulevard features, bike paths, Patuxent River impacts, and project phases	V-B-42
7/15/04	SHA	C. Woody	SHA acknowledges public hearing testimony and notes opposition to Option B, and addresses safety, and impacts to natural resources	V-B-48
7/12/04	SHA	L. Beiber	SHA acknowledges public hearing testimony and notes concerns about relocating business, and addresses congestion, safety, traffic, boulevard features, and impacts to businesses	V-B-49
7/9/04	SHA	S. Guaragna	SHA acknowledges public hearing testimony and addresses the purpose and need, traffic studies, and alternatives	V-B-53
7/8/04	SHA	T. Sewell	SHA acknowledges public hearing testimony and acknowledges concerns about Option B and Alternative 5 modified, and refers to earlier response to her concerns	V-B-54
7/8/04	SHA	M. Ingle	SHA acknowledges public hearing testimony and acknowledges support for Alternative 1, and addresses the alternatives studied	V-B-54
7/8/04	SHA	M. Gluckert	SHA acknowledges public hearing testimony and addresses though lanes and truck traffic	V-B-56
7/8/04	SHA	A. Khokhar	SHA acknowledges public hearing testimony and addresses suggested alternative	V-B-57
7/8/04	SHA	Crofton Civic Association	SHA acknowledges public hearing testimony and notes support for Alternative 3 and opposition to Alternative 5	V-B-74
7/6/04	SHA	J. Ingle	SHA acknowledges public hearing testimony and notes opposition to business displacements and support for Alternative 1, and addresses displacements	V-B-61

Date	From	To	Subject	Page #
7/1/04	SHA	F. Shahzad	SHA acknowledges public hearing testimony and notes support for Alternative 1	V-B-63
7/1/04	SHA	C. Jerman	SHA acknowledges public hearing testimony and notes concern regarding business displacements, and addresses May 11 2004 meeting and next steps in the project	V-B-63
C. Local Agencies Coordination				
11/15/04	Ron Barns	CJW	Tables listing intersections and traffic to 2025	V-C-1
4/20/04	SHA	Cynthia Fenton	Proposed intersection near Forest Drive	V-C-2
4/15/04	URS	SHA	Forest/Sylvan interchange concept	V-C-2
10/1/03	SHA	Anne Arundel County Fire Department	SHA acknowledges evaluation of proposals	V-C-3
9/18/03	Anne Arundel County Fire Department	SHA	Providing comments regarding the proposed projects. No impacts to Fire Service responses are anticipated with Alternatives 1 and 2, but 3, 4, and 5 would create periods of delay.	V-C-4
11/26/03	SHA	Anne Arundel County Police Department	SHA acknowledges comments on the study and preference for Alternative 3, and informs that Alternatives 2 and 4 have been dropped from further study.	V-C-6
11/1/03	Anne Arundel County Police Department	SHA	Assesses each alternative for impacts to response times and identifies Alternative 3 as the best option for response times	V-C-7
11/17/03	SHA	Prince George's County Police Department	SHA acknowledges comments on the study and the positive effect on response times that would occur with Alternatives 3 and 5.	V-C-11
10/31/03	Prince George's County Police Department	SHA	Supports widening of MD 3, and Alternatives 5 and 3, Option C	V-C-12
9/18/03	Anne Arundel County Police Department	SHA	All alternative expect for Alternative 1 will delay response times during construction.	V-C-13

A. AGENCY COORDINATION SINCE THE PUBLIC HEARING AND DEIS

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO ATTENTION OF

AUG 27 2009

Operations Division

Mr. Joseph Kresslein
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kresslein:

This letter is in response to your letter dated April 10, 2009, requesting concurrence from the US Army Corps of Engineers, Baltimore District, for the Selected Alternate and Conceptual Mitigation (SA/CM) for the MD 3 study.

The Baltimore District has reviewed the provided information in the SA/CM package and concurs with the Selected Alternative. We are extremely pleased with the Maryland State Highway Administration (SHA) decision to construct retaining walls along the east, north, and northwest boundaries of the MD 3/ MD 450 interchange, which will reduce impacts to 2.5 acres of wetlands within the Patuxent River floodplain. The Baltimore District agrees that the selected interchange, in combination with the proposed retaining walls, is the Least Environmentally Damaging Practicable Alternative (LEDPA). However, we have additional comments on the conceptual mitigation for the project.

The Final SHA Selected Alternative/Conceptual Mitigation Concurrence (SACM) package, dated April 2009, provides no commitment to any mitigation site. The documentation lists five potential primary sites and three secondary sites as conceptual mitigation. SHA has also added seven eel passage projects to the secondary list as per the recommendation of the U.S. Fish and Wildlife Service. SHA states, "These proposed sites are subject to change based on site availability and costs once design funding becomes available. The next step in the process will be to continue discussions with the property owners to determine willingness to sell or place an easement on their property." Therefore, it appears the final selection of mitigation sites will be based on cost and an owner's willingness to sell at some point in the future.

The Baltimore District considers the Patuxent River floodplain as one of the highest quality wetland systems on the western shore of the Chesapeake Bay in Maryland. The forested floodplain in the vicinity of the proposed interchange provides forest interior habitat for nesting birds and is a major corridor for numerous species of mammals, reptiles, and amphibians. Recognizing the high quality of the aquatic resources in the Patuxent River watershed to be impacted for this project, we request that an acceptable mitigation package be submitted that becomes a formal SHA commitment in the Environmental Impact Statement and the Record of Decision.

The Baltimore District has evaluated all the mitigation sites listed in the SA/CM documentation. We have determined that the fee simple purchase of the Berkshire property in combination with wetland creation at SHA Lot 5 and Site 1 (PR-336), and eel passage at Rocky Gorge Dam as the best available mitigation package for the MD 3 upgrade. However, we have not reviewed the details on the eel passage projects; thus, we would need to review additional information before we can formally accept these measures as adequate mitigation for stream impacts. We find the Behnke Nursery site, Kettering Community Park, Dorsey Run, and Whites Landing Road site as unacceptable mitigation because these sites do not replace lost functions and values of the 11.1 acres of wetlands and 7,977 linear feet of stream channel to be impacted. Therefore, these sites should be dropped from further consideration.

The Baltimore District is concerned however, about the feasibility of acquiring the Berkshire properties because it is a commercial tract that is under development pressure. In this regard, we strongly suggest that SHA move forward in due haste with a fee simple purchase of the relevant portions of the Berkshire properties or explore other appropriate/practicable measures to acquire or place easements on the property. This would include the Little Patuxent River wetlands and a 100-foot buffer to these wetlands on Lots 1, 2, 3, & 4 of the Berkshire properties, which are located between the Little Patuxent River and MD 3. The Baltimore District is requesting that the Berkshire properties and SHA Lot 5 (adjacent to Berkshire property) be placed in a perpetual easement and transferred to Anne Arundel County as an addition to their existing greenway. The purchase and preservation of these properties will provide an extensive buffer to the wetlands and floodplains of the Little Patuxent River. In the event these properties are purchased by SHA and the MD 3 project does not move forward, the Corps would be willing to allow SHA to use these preservation areas to mitigate for aquatic impacts for other SHA projects.

We would be pleased to meet with you to discuss the points raised in this letter and the conceptual mitigation for the MD 3 project. If you have any questions concerning this matter, please contact Ms. Mary Frazier of this office at 410-962-5679.

Sincerely,

Joseph P. DaVia
Chief, Maryland Section Northern

Karen Arnold

From: Frazier, Mary A NAB02 [Mary.A.Frazier@usace.army.mil]
Sent: Tuesday, December 15, 2009 2:08 PM
To: Karen Arnold
Subject: RE: 2 things

Yes I understand that our letter of August is our latest and last comment.

I will remind Steve. I wonder if he gave that project to Jack?

-----Original Message-----
From: Karen Arnold [mailto:karnold@sha.state.md.us]
Sent: Tuesday, December 15, 2009 2:05 PM
To: Frazier, Mary A NAB02
Subject: 2 things

Hi Mary,
Bill Schultz has written a letter in response to the Preferred Alternative packet for MD 3. He said the secretary is working on it today and it should be mailed tomorrow. Barb Rudnick is also trying to have a letter written and mailed this week. So, knowing that, I wanted to confirm that the 8/27/09 USACOE letter commenting on the SA/CM is your concurrence on the Preferred Alternative.

Second, I have been asking Steve Harman to send me his comments on the draft Purpose and Need concurrence (signed in spring 06) for MD 5 Corridor (beltway to US 301), in both e-mail and phone messages, but I haven't heard back from him. Could you give Steve a reminder on my behalf?

Thanks!
Karen Arnold, SHA
410-545-8510

P Please consider the environment before printing this email

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SHA'S SELECTED ALTERNATE

Concurrence Form

Project Name & Limits: MD 3: From north of US 50 to South of MD 32

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

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

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

Comments / Reasons for Non-Concurrence:
Concur with US Fish & Wildlife Service's acquisition of "Wal-Mart" preservation site as part of the compensatory mitigation package, including 100' buffer to floodplain

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

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

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

Comments:

Additional Information Needed:

Signature: J.S. Jack Date: 9/14/09

SHA'S SELECTED ALTERNATE

Concurrence Form

Project Name & Limits: MD 3: From north of US 50 to South of MD 32

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

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments:

Additional Information Needed:

Signature: Elder A. Ghigiarelli Date: 9/14/09

F
SHA
DT

To Karen Arnold

SHA'S PREFERRED ALTERNATIVE

Concurrence Form 200904105
PR + AN

Project Name & Limits: MD 3 from north of US 50 to south of MD 32

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

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments:

Additional Information Needed:

Signature: Date: 10/22/09

SHA'S PREFERRED ALTERNATIVE

Concurrence Form

Project Name & Limits: MD 3 from north of US 50 to south of MD 32

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

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments: SHA's Preferred Alternative supported by BRTB Resolution 07-01

Additional Information Needed:

Signature: Regina L. Aris Date: 11/17/09

SHA'S PREFERRED ALTERNATIVE

Concurrence Form

Project Name & Limits: MD 3 from north of US 50 to south of MD 32

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

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments:

Additional Information Needed:

Signature: _Michael J. Clifford_____ Date: ___November 24, 2009_____

SHA'S PREFERRED ALTERNATIVE

Concurrence Form

Project Name & Limits: MD 3 from north of US 50 to south of MD 32
Having reviewed the attached SHA Preferred Alternative and the summary presented above, the following agency (by signing this document):
___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources ___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment ___ Corps of Engineers ___ National Marine Fisheries Service **___ Concurs (without comments) ___ Concurs (w/ minor comments) ___Does Not Concur** Comments / Reasons for Non-Concurrence:
Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.
___ MD Historical Trust √ MD Department of Planning ___ Metropolitan Planning Organization **___ Provides Comments (below or attached) ___ Has No Comments** Comments: We appreciate SHA's cooperation on addressing the PFA law compliance issues for the project.
Additional Information Needed:
Signature: [signature] Date: 11/24/2009 Manager, Transportation Planning Maryland Dept. of Planning

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
http://www.fws.gov/chesapeakebay

3 DEC 21 PM 1:30 OP

December 1, 2009

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert St.
Baltimore, Maryland 21202

RE: MD 3 Selected Alternative/Conceptual Mitigation Concurrence Document (September 2009)

Dear Mr. Kresslein:

The U.S. Fish and Wildlife Service (Service) has reviewed the Final MD 3 Selected Alternate Concurrence Package. We agree with the conclusion of the Maryland State Highway Administration (SHA) that the selected alternative, labeled Alternate 3-Boulevard with retaining walls at the proposed MD 450 interchange is the Least Environmentally Damaging Practicable Alternative (LEDPA). We appreciate all the work SHA undertook to minimize the environmental impacts at the MD3/MD 450 interchange. The wetlands at this proposed interchange are of some of the highest quality wetlands in the United States and are considered by the Service to be an Aquatic Resource of National Importance (ARNI).

Conceptual Mitigation

The Service agrees that Site 1 (PR-336) and Lot 5 (PR-267) will provide enough acreage to create at least 11.1 acres of wetlands which will replace the wetland acreage destroyed by the proposed highway. This one to one replacement of wetland impacts will meet the requirements of the "no net loss" of wetlands policy that was adopted by former president George Bush in January 1989. These sites may provide the required replacement acreage of wetlands but will not provide replacement for all the functions and values of the wetlands lost during construction of the MD 3/MD 450 interchange.

The wetlands at the MD 3/MD 450 interchange are of such high quality that the destruction of these wetlands could not be adequately mitigated at any of the available wetland creation sites. Nearly 5 years ago, the Service recommended that a land purchase and preservation component

TAKE PRIDE IN AMERICA

be included in the mitigation package to protect the functions and values of the adjacent wetlands remaining after MD 3 construction. The Service, Corps of Engineers, and Environmental Protection Agency all recommended that the Maryland State Highway Administration (SHA) purchase the Berkshire Properties which would protect 7,600 linear feet of the Little Patuxent River floodplain and wetlands, upstream of the proposed interchange. The Service believes that the protection of this length of floodplain would provide more of an environmental benefit than attempting to create wetlands at the remaining marginal mitigation sites. The purchase of this property will also provide public access to this exceptional river floodplain which would help offset the losses of functions and value of the impacted wetlands. The demand for public open space will only intensify in the future as the population of the area increases.

SHA has explained that they do not have the money to advance purchase the Berkshire property but will consider its purchase during the design phase of project planning. SHA will not be at the design phase of this project for several years. The Service believes that the Berkshire Property (PR-267) will be developed before SHA initiates the design phase for this project. If the Berkshire property is developed, we recommend that SHA purchase another property in Anne Arundel County that is adjacent to the Patuxent or Little Patuxent Rivers with at least 7,000 linear feet of river frontage. This preservation property would protect a segment of the Patuxent River floodplain and could provide the public with open space in an outstanding wetland and floodplain system.

Corrections that should be made to the Selected Alternate Concurrence Package (SACP)

Page S-2 (last paragraph) - "Over half of the wetland impacts from the SHA Selected Alternate are associated with the improvements to the approximately half mile segment of MD 450 at the Patuxent River." Actually it is 89 percent of the impacts that are associated with the Patuxent River (9.9 acres versus 11.1 acres of total wetland impacts).

Page S-3 (3rd paragraph) - The Service did not say we preferred eel passage on the Rocky Gorge Dam in lieu of 10.8 acres of wetland creation at PR-336, two acres of enhancement at PR-333 and stream restoration at PR-387 and PR-333. We said that we prefer the eel passage to mitigation at sites PR-333 and PR-387. The 10.8 acres of wetland creation at PR-336 needs to be completed to meet the "no net loss" requirements for wetland impacts. The Service believes that there is no benefit to restoring the stream at site PR-333 (Dorsey Run) because 41 percent of the watershed consists of impervious surface. This percentage of impervious surface places the stream beyond possible biological repair. The stream restoration proposal at PR-387 consists of planting trees in a 150-foot wide forested band along a 3,000-foot segment of the Patuxent River. This proposal would provide a good wildlife corridor but is at least 30-foot above the Patuxent River. This site is owned by Prince George's County and is not going to be developed. The 30-foot high slope is forested. A forested buffer would enhance the site but would not provide a huge benefit to the Patuxent River aquatic system. However, eel passage at Rocky Gorge would open up several miles of habitat for adults. Since the Rocky Gorge project will likely be expensive, the Service is willing to consider this passage project as mitigation for stream impacts for additional projects such as MD 295, MD 198, and MD 175. We would be pleased to discuss this issue with the other Federal and State regulatory and resource agencies.

Conclusion

We concur with the selection of Alternate 3-Boulevard Concept with retaining walls at the MD 3/MD 450 interchange as the least damaging practicable alternative. We appreciate SHA's commitment to reducing environmental impacts to the wetlands of the Patuxent River and Little Patuxent River floodplain system.

However, the Service believes a more comprehensive effort is needed for the mitigation package. We are still recommending that a floodplain preservation component be included as part of the 2:1 portion of the mitigation for wetland and floodplain impacts. We are also requesting that the eel passage at Rocky Gorge be evaluated for the stream impact portion of this highway project.

Please make the corrections to the document as previously listed. If you have any questions concerning Service comments, please call Bill Schultz of my staff at (410) 573-4586.

Sincerely,

For Leopoldo Miranda
Supervisor

cc: Mary Frazier, Corps of Engineers, Baltimore, MD
Barbara Rudnick, EPA, Philadelphia, PA
Steve Hurt, MDE, Baltimore, MD
Greg Golden, DNR, Annapolis, MD
Denise King, FHWA, Baltimore, MD

SHA'S PREFERRED ALTERNATIVE

Concurrence Form

Project Name & Limits: MD 3 from north of US 50 to south of MD 32

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

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments:

Additional Information Needed:

Signature: Date: 12/9/09

SHA'S PREFERRED ALTERNATIVE

Concurrence Form

Project Name & Limits: MD 3 from north of US 50 to south of MD 32

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

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

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

Comments / Reasons for Non-Concurrence: It is important to take this opportunity to re-iterate our significant concern for the protection of Use III stream aquatic habitat and the natural trout population supported in Jabez Branch. We recognize that extensive steps were taken to protect natural resources in planning for this project, especially for important wetlands associated with the Patuxent River, through review by multiple resource agencies. Protection measures were also taken for the Jabez Branch watershed, although these measures were typically not as high profile as the Patuxent areas during the review. In fact, we view the Charles Hall relocation alignment targeted for an existing driveway crossing over Jabez Branch to be one of the critically important avoidance and minimization measures for the project; it is referenced in the SACM document, but did not make the list found in "XI. Avoidance and Minimization Measures". It is critically important to the Department that we have an early opportunity to review and comment on stormwater management strategies considered in the Jabez Branch watershed. This will be important to reach adequate avoidance and minimization of thermal and potential pH impacts as addressed in State Water Quality Standards. In general, we have commented that it may be necessary to divert most or all of MD 3 stormwater runoff away from Jabez Branch, or at least away from the headwaters and to a lower quality downstream tributary. It is our understanding that further involvement of MD DNR review and in-depth project planning consideration of such SWM strategies at the appropriate time were agreed to during the project review coordination leading up to the SACM document, although they were not documented within the SACM document itself. As Severn Run also supports sensitive anadromous fish resources, the SWM approach for the Jabez watershed must be very carefully considered and designed to State-of-the-Art (if not new innovation) Standards with fisheries resources in mind, and this will require MD DNR participation in early review in addition to the required MDE review. Note that acidic and high temperature releases from the SWM lake known as Lake Median on Route 3 into Jabez Branch were likely responsible for the extirpation of brook trout from Jabez Branch a number of years ago. Since that time, the SWM lake design was changed and wild brook trout were re-established within Jabez Branch. Regarding the Charles Hall Road crossing, our understanding was that it would be feasible to use the existing driveway culvert without replacement. If later planning indicates a culvert extension or replacement may be necessary despite earlier assessments, then we would like to have the earliest feasible review opportunity for that issue, to determine whether disturbances to Jabez Branch can be avoided rather than minimized. It is also critically important to strictly minimize new impervious surfaces within the Jabez watershed, and minimize tree cutting and vegetation loss. Design considerations should focus on minimizing all impacts to the Jabez stream, riparian corridor, and watershed, and resource agencies including DNR should be consulted early, as appropriate, on individual design aspects that could affect the coldwater system.

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

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

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

Comments:

Additional Information Needed:

Signature: Gregory J. Golden Date: 1/5/10

SHA'S PREFERRED ALTERNATIVE

Concurrence Form

Project Name & Limits: MD 3 from north of US 50 to south of MD 32
Having reviewed the attached SHA Preferred Alternative and the summary presented above, the following agency (by signing this document):
___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources ✓ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment ___ Corps of Engineers ___ National Marine Fisheries Service ___ **Concurs (without comments)** ✓ **Concurs (w/ minor comments)** ___ **Does Not Concur** Comments / Reasons for Non-Concurrence: See attached letter
Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.
___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization ___ **Provides Comments (below or attached)** ___ **Has No Comments** Comments:
Additional Information Needed:
Signature: _____ Date: 1/7/10

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

January 7, 2010

Mr. Bruce M. Grey, Chief
Project Planning Division
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: MD 3, Anne Arundel and Prince George's Counties, Maryland, Selected Alternative Concurrence

Dear Mr. Grey,

The Environmental Protection Agency (EPA) has been engaged in the MD 3 project through Maryland's Streamlined Environmental and Regulatory Process, and as a cooperating agency in accordance with the National Environmental Policy Act (NEPA), for several years. EPA recognizes the value and supports Maryland's Streamlined Process and appreciates the benefit to the NEPA documentation, gained from cooperation between agencies established by the process. EPA also recognizes some of the issues that have arisen, especially in regard to the selection of mitigation sites and the delay in acquisition of properties. EPA agrees with the decision to only provide a relatively general description of conceptual mitigation and to seek concurrence on the preferred alternative.

EPA will concur with the alternative selected by Maryland State Highway Administration (SHA) for the MD 3 project. Though there are concerns about impacts to the high quality aquatic resources of the Patuxent River of the selected alternative, EPA appreciates SHA's effort to minimize impacts by offering a retaining wall design at the MD 450 interchange. This retaining wall design allows the alternative to be considered the least environmentally damaging practicable alternative, for permitting consideration under the Clean Water Act Section 404.

During development of the project, the interagency team determined that appropriate compensatory mitigation should include preservation of resources along the Patuxent River. This is especially appropriate for this project, as the area is being developed rapidly, and the integrity of the aquatic resource is threatened. SHA has proposed to acquire the land along MD 3 (PR 267, the Birkshire property), for preservation, but at present lacks funding, as the project is not funded for design and construction. EPA strongly believes that mitigation for impacts of the project in the Patuxent watershed should include the component of preservation of land in this area. When SHA has the ability to acquire the property, EPA would support the action. If there

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is anyway this can be done in advance, it would assist in the pending Section 404 permitting process.

EPA appreciates the opportunity to work with SHA on transportation projects, through the Maryland's Streamlined Environmental and Regulatory Process. If there are any questions in regard to the MD 3 project, please contact Ms. Barbara Rudnick, NEPA Team Leader at 215-914-3322 or rudnick.barbara@epa.gov.

Sincerely,

Jeffrey D. Lapp
Associate Director
Office of Environmental Programs

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Customer Service Hotline: 1-800-438-2474

Karen Arnold

From: Nora Bucke
Sent: Friday, March 12, 2010 12:34 PM
To: 'Bill_Schultz@fws.gov'
Cc: Danielle Edmonds; ggolden@dnr.state.md.us; DaVia, Joseph NAB02; Karen Arnold; Frazier, Mary A NAB02; Mitch_Keiler@fws.gov; Mike Jones (SHA D5); Nicole Washington; Rudnick.Barbara@epamail.epa.gov; Hurt, Steve; Sonal Sanghavi; Todd Nichols; Veronica Piskor; Susan Bauer
Subject: RE: MD3 Berkshire Property Mtg. Summary & Revised Mapping

Hello,

SHA has been in contact with Mr. Berkshire and negotiations are ongoing. At this time we are not able to define a schedule for the process. SHA understnads your positions on the options and appreciates your input.

Thank you,
Nora Bucke
Project Manager
MD State Highway Administration
Environmental Programs Division
707 North Calvert Street, C-306
Baltimore, MD 21202
410.545.8643

From: Bill_Schultz@fws.gov [mailto:Bill_Schultz@fws.gov]
Sent: Friday, March 12, 2010 10:29 AM
To: Nora Bucke
Cc: Danielle Edmonds; ggolden@dnr.state.md.us; DaVia, Joseph NAB02; Karen Arnold; Frazier, Mary A NAB02; Mitch_Keiler@fws.gov; Mike Jones (SHA D5); Nicole Washington; Rudnick.Barbara@epamail.epa.gov; Hurt, Steve; Sonal Sanghavi; Todd Nichols; Veronica Piskor
Subject: RE: MD3 Berkshire Property Mtg. Summary & Revised Mapping

Has anyone heard about the outcome of the land acquisition negotiations with Mr. Berkshire. The regulatory and resourse agencies were under the impression that the negotiations with Mr. Berkshire would have been completed by now.
Nora Bucke <NBucke@sha.state.md.us>

Nora Bucke
<NBucke@sha.state.md.us>

03/01/2010 06:50 PM

To"Frazier, Mary A NAB02" <Mary.A.Frazier@usace.army.mil>, "Hurt, Steve" <smhurt@mccormicktaylor.com>, <Mitch_Keiler@fws.gov>, "Todd Nichols" <TNichols@sha.state.md.us>, "Nicole Washington" <nwashington@sha.state.md.us>, "Danielle Edmonds" <DEdmonds@sha.state.md.us>, "Karen Arnold" <karnold@sha.state.md.us>
cc<Bill_Schultz@fws.gov>, <ggolden@dnr.state.md.us>, <Rudnick.Barbara@epamail.epa.gov>, "Veronica Piskor" <vpiskor@sha.state.md.us>, "Sonal Sanghavi"

<SSanghavi@sha.state.md.us>, "Mike Jones (SHA D5)" <mjones4@sha.state.md.us>, "DaVia, Joseph NAB02" <Joseph.DaVia@usace.army.mil>
SubjectRE: MD3 Berkshire Property Mtg. Summary & Revised Mapping

Hello,

Thank you for your response. SHA has not presented options to Mr. Berkshire yet, but the conversation will be coming up soon. There are several divisions with SHA who are involved and we've been coordinating internally. We requested responses from the agencies by Thrs. of last week so we could know what options to move forward with and present to Neil Pedersen.

Thank you,
Nora Bucke
Project Manager
MD State Highway Administration
Environmental Programs Division
707 North Calvert Street, C-306
Baltimore, MD 21202
410.545.8643

From: Frazier, Mary A NAB02 [mailto:Mary.A.Frazier@usace.army.mil]
Sent: Mon 3/1/2010 5:07 PM
To: Nora Bucke; Hurt, Steve; Mitch_Keiler@fws.gov; Todd Nichols; Nicole Washington; Danielle Edmonds; Karen Arnold
Cc: Bill_Schultz@fws.gov; ggolden@dnr.state.md.us; Rudnick.Barbara@epamail.epa.gov; Veronica Piskor; Sonal Sanghavi; Mike Jones (SHA D5); DaVia, Joseph NAB02
Subject: RE: MD3 Berkshire Property Mtg. Summary & Revised Mapping

Nora,

After speaking with Barbara Rudnick from EPA, the Baltimore District and EPA considers only Option 3 to be an acceptable option for mitigation credit.
The benefits of "fee simple" ownership are important to the value of the Berkshire Properties as mitigation. What happened on Friday when SHA spoke with Mr. Berkshire?

Mary Frazier
Corps of Engineers
Regulatory Branch
410-962-5679
cell 410-960-2182

-----Original Message-----
From: Nora Bucke [mailto:NBucke@sha.state.md.us]
Sent: Wednesday, February 24, 2010 3:36 PM

To: Hurt, Steve; Frazier, Mary A NAB02; Mitch_Keiler@fws.gov; Todd Nichols; Nicole Washington; Danielle Edmonds; Karen Arnold
Cc: Bill_Schultz@fws.gov; ggolden@dnr.state.md.us; Rudnick.Barbara@epamail.epa.gov; Veronica Piskor; Sonal Sanghavi; Mike Jones (SHA D5)
Subject: MD3 Berkshire Property Mtg. Summary & Revised Mapping

Good Afternoon,

Thank you to the attendees of today's meeting concerning the Berkshire properties associated with the mitigation package for the MD 3 project. Attached are revised maps of the entire Berkshire area (Lots 1-4), options 1-3 (focused on Lot 2), and a revised table summarizing the options we discussed.

In summary, today's meeting reviewed the 3 possible options of purchasing the Berkshire properties that SHA has developed. It sounded like the COE & MDE preferred Option 1 and FWS preferred Option 3. Option 2 was the least favored by all agencies. FWS has concerns of purchasing the lots as conservation easements.

SHA could potentially acquire the most land and therefore, the most preservation area, with Option 1. With Option 1, the areas within Lots 1 and 2 would be purchased as a perpetual conservation easement and the area in Lots 3 and 4 would be purchased as Fee Simple. This is option is the least expensive and acquires the most land.
Option 3 would potentially acquire 1 acre less than Option 1. The areas in Lot 2, 3, and 4 would be purchased as Fee Simple, and the area of Lot 1 would still be purchased as a conservation easement.
Note that Options 1, 2, and 3 would all acquire more acreage than the original proposal of purchasing the wetland a 100' buffer within Lots 1 -4 of Mr. Berkshire's property (approx. 46 acres).

As discussed at the meeting, SHA requests a response indicating the most favorable option by the close of business on Thursday (2/25/10) so that we can move forward with a proposal to Mr. Berkshire. Please contact me if you have any questions or need additional information.

Thank you,
Nora Bucke
Project Manager
MD State Highway Administration
Environmental Programs Division
707 North Calvert Street, C-306
Baltimore, MD 21202
410.545.8643

From: Nora Bucke
Sent: Thursday, February 18, 2010 1:58 PM

To: 'Mitch_Keiler@fws.gov'; Frazier, Mary A NAB02; 'Hurt, Steve'
Cc: Bill_Schultz@fws.gov; Rudnick.Barbara@epamail.epa.gov; '(ggolden@dnr.state.md.us)'; Sonal Sanghavi; Todd Nichols; Veronica Piskor; Nicole Washington; Danielle Edmonds; Joseph Kresslein; Karen Arnold
Subject: MD 3 Berkshire Lot mtg. Wed. 2/24

Hello,

The meeting about the MD 3 Berkshire property will be held at SHA on Wed., 2/24 at 10:00 am in room 310.

We would like to discuss possible revisions to the proposal to purchase Mr. Berkshire's lots. The original proposal was that SHA would purchase the wetland portions and a 100' buffer in Lots 1, 2, 3, & 4. Based on the appraisal the Office of Real Estate recently completed, SHA does not have the funds to purchase all of these areas as is. However, SHA would still like to purchase as much of these properties as possible for preservation. With relatively minor revisions we could potentially acquire all or most of the areas.

We are still discussing options internally, but have two primary options at this time. The first option is to reduce the width of the buffer in the commercial zone in Lot 2 from 100' to 30' (shown on map in orange stripes), as this is the most costly portion of all lots. If we reduce the buffer in Lot 2's commercial zone to 30', it would reduce the total acreage of land purchased for preservation from approximately 46.9 acres to 45.6. The second option is to purchase the commercial portion of Lot 2 within the 100' buffer as a perpetual easement instead of fee simple. Either option could reduce the cost enough for SHA to make an offer to purchase the wetland and buffer areas in Lots 1-4. Please note that we are not starting the Conceptual Mitigation package process again, but we need to get your input in order to move forward with the Berkshire property. Let me know if you have any questions or need additional information.

Thank you,

Nora Bucke
Project Manager
MD State Highway Administration
Environmental Programs Division
707 North Calvert Street, C-306
Baltimore, MD 21202
410.545.8643

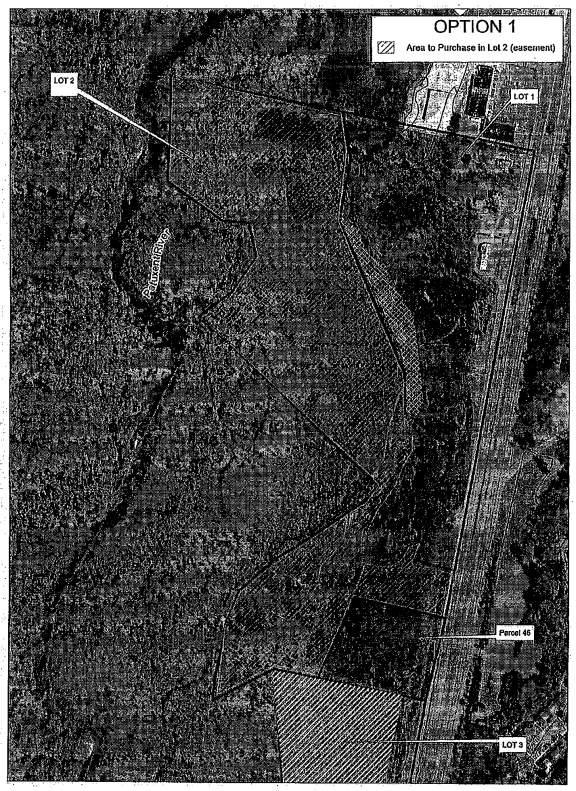
P Please consider the environment before printing this email

LEGAL DISCLAIMER - The information contained in this communication (including

Berkshire Property Options

OPTION	LOT 1 (20.10 acres in entire lot)	LOT 2 (34.28 acres in entire lot)	LOT 3 (17.02 acres in entire lot)	LOT 4 (14.81 acres in entire lot)	Area SHA to Acquire
1	Purchase ~100 ft. buffer, including C3 land, as perpetual conservation easement 2.19 ac	Purchase ~100 ft. buffer (1.3 ac), including C3 land, and all Open Space (30.38 ac) as perpetual conservation easement 31.68 ac	Purchase all Open Space as Fee Simple (14.51 ac) 14.51 ac	Purchase all Open Space (entire lot, 14.8 acres) as Fee Simple 14.81 ac	63.19 acres
2	Purchase ~100 ft. buffer, including C3 land, as perpetual conservation easement 2.19 ac	Purchase 50 ft. buffer within C3 land (0.6 ac) and 100 ft. buffer in rest of the lot as Fee Simple (20.14 ac) 20.74 ac	Purchase all Open Space as Fee Simple (14.51 ac) 14.51 ac	Purchase all Open Space (entire lot, 14.8 acres) as Fee Simple 14.81 ac	52.23 acres
3	Purchase ~100 ft. buffer, including C3 land, as perpetual conservation easement 2.19 ac	Purchase 30 ft. buffer within C3 land (0.3 acres) and all Open Space (30.38 acres) as Fee Simple 30.68 ac	Purchase all Open Space as Fee Simple (14.51 ac) 14.51 ac	Purchase all Open Space (entire lot, 14.8 acres) as Fee Simple 14.81 ac	62.19 acres

02/24/2010

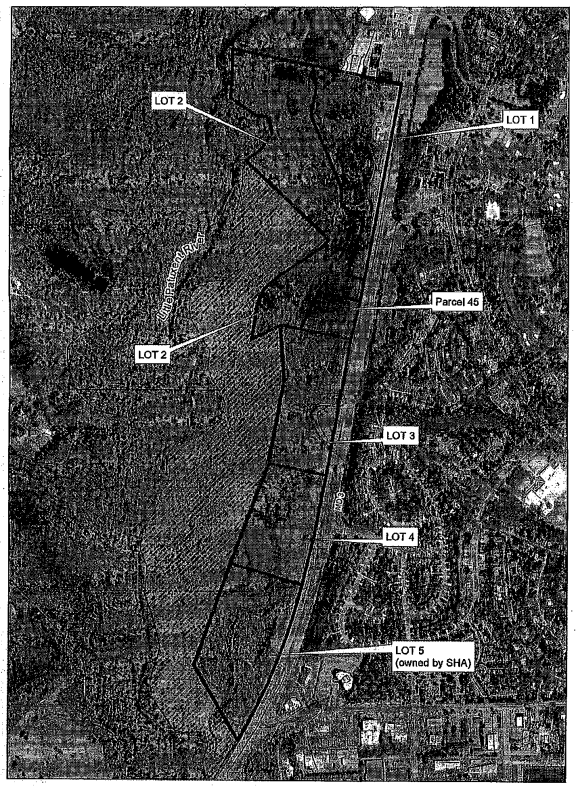


Berkshire Property
Wetland and
Wetland Buffer

N

0 125 250 500 750 1,000 Feet

Legend
- Property Boundary
- Wetlands
- Zone Boundary
- Floodplain



Berkshire Property

N

0 250 500 1,000 1,500 2,000 Feet

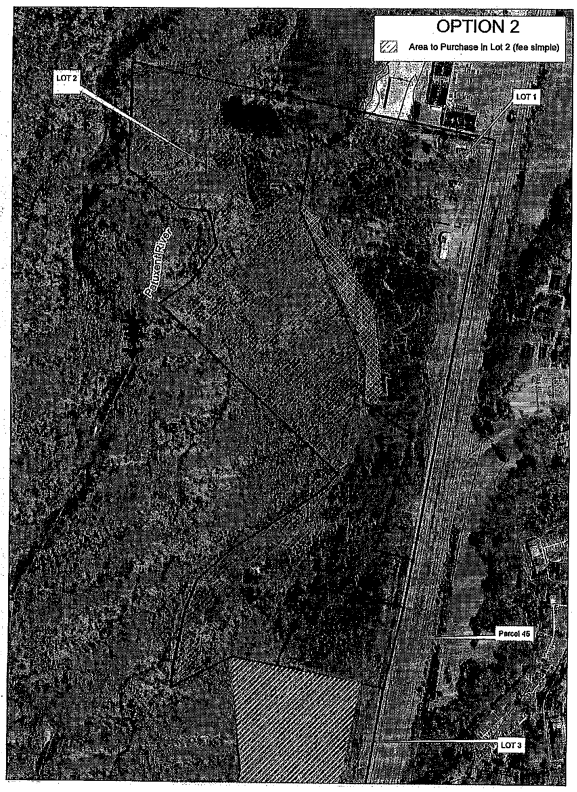
Legend
- Property Boundary
- Wetlands
- Zone Boundary
- Floodplain
- Anne Arundel Co. Property

Berkshire Property
Wetland and
Wetland Buffer

N

0 100 200 400 600 800 Feet

Legend
- Property Boundary
- Wetlands
- Zone Boundary
- Floodplain



Berkshire Property
Wetland and
Wetland Buffer

N

0 125 250 500 750 1,000 Feet

Legend
- Property Boundary
- Wetlands
- Zone Boundary
- Floodplain

D·H·C·D
Maryland Department of Housing
& Community Development

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Victor L. Hoskins
Secretary
Shawn S. Karimian
Deputy Secretary

March 8, 2004

Mr. Bruce Grey
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project No. AT198A11
MD 3 from MD 32 to US 50
Anne Arundel and Prince George's Counties

Bruce
Dear Mr. Grey:

Thank you for your letter dated and received by the Maryland Historical Trust (MHT) on 14 November 2003, regarding the above-referenced project. The submittal presented the results of the Maryland State Highway Administration's (SHA) additional identification and evaluation studies and determination of effect for this undertaking, for Trust review and concurrence. Supplemental materials prepared and submitted by SHA on January 29, 2004 and February 13, 2004 enabled the Trust to conclude its review of the documentation provided.

The Trust reviewed the documentation to assess the undertaking's effects on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. Based on a thorough review of the project submittals, the Trust offers the following comments and concurrence, set forth in this letter and its attachments.

IDENTIFICATION AND EVALUATION

Architecture:
As noted in SHA's letter, the project area was previously investigated during earlier project planning studies for this undertaking, including coordination with the Trust regarding the eligibility of historic standing structures to the National Register of Historic Places (NRHP) in October 2001. Since that time, the project concepts have been refined and a new APE has been delineated. The Trust concurs with the newly defined APE and has reviewed the documentation prepared by SHA to identify and evaluate all historic resources within the APE. The Trust has reviewed the Determination of Eligibility (DOE) Forms prepared by SHA for ten historic resources. A summary of the Trust's eligibility recommendations is presented below.

We concur with SHA's recommendation that the following resource is eligible for listing in the NRHP:

- Sacred Heart Chapel (PG:71A-19).

We concur with SHA that the following resources are not eligible for the National Register:

- Potomac & Aquia Creek Railroad (AA-2318/18AN513)
- Annapolis Elkridge Railroad (AA-2319/18AN514)
- Charles O'Hara House
- Takovich Property
- Dr. Stephen Molz Property
- Stinchcomb Property
- Gambrills Athletic Association.

We do not concur with SHA regarding the National Register eligibility of the Belts Historic District (AA-2112) and it's associated Frame Cabin (AA-754). Though a good faith effort was made by SHA in the preparation of the Maryland Inventory of Historic Places (MIHP) Form for the Belts Historic District, the documentation does not present evidence to establish the significance of the resource. The documentation does not illustrate how the property physically represents African American cultural beliefs, the landlord-tenant system or the truck farming industry in Anne Arundel County. Therefore, it is the Trust's opinion that the Belt's Historic District (AA-2112) and Frame Cabin (AA-754) are not eligible for the NRHP. Please note that any future mention of this resource should refer to it as the Belts Survey District, to reflect its status as an ineligible property.

Archeology: Trust staff reviewed the following draft report: *Phase I and II Archeological Investigations, Maryland Route 3, From Maryland Route 32 to U.S. 50, Anne Arundel and Prince George's Counties, Maryland* (Affleck et al. 2003). The draft presents the results of additional Phase I and II archeological investigations conducted in the current area of potential effects. The recent studies supplement work that was performed during planning for this undertaking by Curry (1977), Epperson (1980), and Kavanagh and Hurry (1986). In addition, the report discusses the results of underwater survey undertaken where MD 3 crosses the Patuxent River.

The draft generally meets the reporting requirements of the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). The report reveals numerous problems and inconsistencies in the survey coverage, level of effort, and treatment of resources for the Phase I and II studies. Closer oversight of the consultant and redirection of efforts would likely have produced more meaningful and definitive results from these investigations. The Trust agrees with SHA's comments on the revised draft (Attachment 7 to your letter). Attachment 1 lists the Trust's additional comments on the draft and we ask SHA to have the consultant address both sets of comments in the preparation of the final report.

The submittal addresses 13 archeological sites identified and examined within the Area of Potential Effect (APE). Attachment 2 provides the Trust's comments, in table form, regarding the sites' eligibility for the National Register of Historic Places and the need for further work. We offer the following summary comments and recommendations on the sites examined by the current study.

I. **18AN503 and 18AN511:** As noted in the submittal, SHA did not complete Phase II evaluations of these resources. The current testing largely consisted of supplemental Phase I investigations. Both sites clearly extend outside the right-of-way and the current study did not examine the sites as a whole, but only tested portions within the proposed impact area. Furthermore, the study did not include excavation of any test units within 18AN511. The current investigations primarily recovered 20th c. artifacts and revealed evidence of disturbance in the areas tested. While the Trust concurs that no further archeological investigations are warranted in the project area as currently defined, the National Register eligibility of sites 18AN503 and 18AN511 remains undetermined.

2. **18AN512:** Phase II testing of the Belt Site (18AN512) established that the site represents a late 19th – early 20th c. dwelling occupied by African American tenants. Testing identified several cultural features and deposits including the dwelling remains, a large circular depression, a small shaft feature that may be a well or privy, sheet refuse deposits, and a trash disposal area along Jabez Branch. The site is associated with the rural African American family represented in Belts Survey District (AA-2112), which the Trust considers ineligible for inclusion in the National Register of Historic Places. While the site does contain intact features, the Phase II testing revealed numerous fill deposits in the yard area and disturbance from the railroad embankment. Furthermore, the report states that ceramics are poorly represented, faunal remains are absent, artifacts present in the sheet midden are very fragmented, and the site lacks buried deposits. The Phase II testing has not demonstrated that the site contains the data needed to address important questions. In our opinion, the Belt Site 18AN512 does not meet the criteria for eligibility in the National Register of Historic Places. Furthermore, since the Trust does not consider the Belts Historic District to be eligible, the Belt site cannot be considered as a contributing element to a district.

3. **18AN513 and 18AN514:** The Trust concurs that the railroad bed sites, 18AN513 and 18AN514 do not meet the criteria for eligibility in the National Register, as discussed under Architecture below. The treatment of the railroad resources examined for this project as both archeological sites and historic structures is redundant and duplicative. In our opinion, historic railroad resources should be addressed as part of the historic built environment, as engineering structures, and inventoried within the Maryland Inventory of Historic Properties (MIHP). While they may have a manifestation in the ground, it is not necessary to record them in the archeology site inventory, when they are also recorded in the MIHP. The Trust will work with its Inventory staff to help ensure consistency in its inventory efforts of such resources in the future. No further work is warranted for these resources.

4. **18AN1236:** The survey identified the remains of a mid 19th – mid 20th c. farmstead, recorded as site 18AN1236. The site includes a cut stone and concrete foundation, rubble piles, depressions, and landscape features. Testing recovered associated domestic and architectural artifacts, but revealed extensive site disturbance from grading and filling activities. The site likely represents the former Chew/Wigley house. The Trust concurs that the site does not meet the criteria for eligibility in the National Register due to its loss of integrity and lack of information potential. No further investigations are necessary.

5. **18AN1242:** Testing in Area I identified an early 20th c. domestic site, Area I Site – 18AN1242 comprised of an extant, vacant dwelling, yard area, and garage. Shovel testing recovered 142 associated historic artifacts representing architectural and domestic artifacts dating from the early – mid 20th c. The survey revealed extensive disturbance from grading and filling activities associated with landscaping, gardening, and outbuilding removal. The Trust concurs that the site does not meet the criteria for eligibility in the National Register due to its loss of integrity and lack of information potential. No further investigations are necessary.

6. **18PR 33:** While this site was evaluated for eligibility in the 1980s (Kavanagh and Hurry 1986), the current submittal requests concurrence in a formal determination of eligibility for the resource, since no formal DOE exists to document that decision. Recent site visits by SHA staff confirmed that site conditions have not changed since its evaluation in the 1980s. Phase II investigations demonstrated that the site consists of a substantial interior hunting site, possibly used as a seasonal fishing station. Recovered artifacts indicate the site was utilized from the Late Archaic through the Late Woodland periods. Testing suggests that the site retains good subsurface integrity and the ability to yield important information regarding tool kit technology and function, chronological refinement of prehistoric periods, subsistence and the exploitation of fish

resources. Thus, the Trust concurs that 18PR33 is eligible for inclusion in the National Register under Criterion D. SHA should carefully explore all prudent and feasible alternatives that would avoid and minimize impacts to this historic property.

7. **18PR154:** The Phase I examined previously recorded site 18PR154. The site comprises dispersed scatter of prehistoric lithic artifacts from very disturbed contexts. Testing revealed extensive site disturbance, and likely destruction, from various grading and filling activities. The Trust concurs that the site does not meet the criteria for eligibility in the National Register due to its loss of integrity and lack of information potential. No further investigations are warranted.

8. **18PR654, 18PR655, 18PR656, and 18PR657:** The survey identified four prehistoric sites in the Prince George's County section of the study area: 18PR654, 18PR655, 18PR656, and 18PR657. Given the extent of Phase I survey coverage, definitive evaluations of National Register eligibility are not possible. Had the Phase I effort involved more robust field testing techniques, such as the excavation of closer interval shovel tests, it may have been possible to establish more conclusive evaluations of eligibility for these resources. It is unclear why this approach, which SHA has routinely applied on other Phase I surveys, was not implemented for this project. Thus, we agree with SHA that Phase II site evaluations are warranted for these four resources, to determine their eligibility for the National Register of Historic Places. The Phase II research must address the sites as a whole.

9. **Additional Sites:** The report states that seven previously inventoried sites located within or adjacent to the project area have been destroyed. Please provide a list or table of these sites with a description providing evidence of their destruction. Did the consultant or SHA staff field verify the destruction of these resources?

10. **Submerged Cultural Resources:** SHA's submittal addresses the results of Phase I underwater archeological survey conducted at the MD 3 crossing of the Patuxent River. The Trusts Inventory records the former location of Priest's Bridge (PG71A-18/Bowie Quad file #11). While the survey did not locate definitive evidence of this resource, it did reveal a rock pile of unknown date, function, and association. If the rock pile is slated for impact, further investigation would be warranted to identify and assess this resource. Further consultation with the Trust is warranted as planning progresses, to resolve this underwater issue.

ASSESSMENT OF EFFECTS

The Trust reviewed the project plans and the effect table prepared by SHA. Attachment 2 presents the Trust's assessment of project effect on specific resources within the APE. The Trust concurs with SHA that all project alternatives and options will have an adverse effect on historic properties. We look forward to further consultation with SHA and other involved parties to resolve the project's adverse effects and satisfactorily conclude the Section 106 review of this undertaking.

If you have questions or require additional information, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 - tamburrino@dhcd.state.md.us or Beth Cole (for archeology) at 410-514-7631 - cole@dhcd.state.md.us. Thank you for providing us this opportunity to comment.

Sincerely,

J. Rodney Little
Director/State Historic Preservation Officer

JRL/EJC/TJT/
200400307

Attachments: 1) MHT Comments on Draft Phase I/II Archeology Report
2) Eligibility & Effects Table

cc: Don Sparklin (SHA)
Mary Barse (SHA)
Dan Johnson (FHWA)
Donna Ware (Anne Arundel County)
Gail Rothrock (M-NCPPC Prince George's County)

Attachment 1
MHT Comments on Draft Phase I and II Report
MD 3 from MD 32 to US 50

1. The Introduction should state the acreage of the areas examined by the Phase I and II. In addition, acreage should be added to Table 6.1 – Test Areas.

2. Please illustrate and label the survey areas and inventoried archeological sites on Figure 1.1 and add the name(s) of the USGS quadrangles to the figure title.

3. The Project History states that seven previously inventoried sites located within or adjacent to the project area have been destroyed. Please provide a list or table of these sites with a description providing evidence of their destruction. Did the consultant or SHA staff field verify that these resources have been destroyed?

4. The Research Methods describe the Phase II fieldwork efforts for sites 18AN503, 18AN511, 18AN512, 18AN513, and 18AN514. Only the work conducted at 18AN512 constitutes a Phase II study. To call the current level of testing at the sites 18AN503 and 18AN511 *Phase II* is a misnomer and inappropriate. Both sites clearly extend outside the right-of-way and the current study did not examine the sites as a whole, but only tested portions within the proposed impact area. Furthermore, the study did not include excavation of any test units within 18AN511. The railroad resources, 18AN513 and 18AN514, are more appropriately evaluated as part of the historic built environment. Thus, in our opinion, the current investigations of sites 18AN503, 18AN511, 18AN513, and 18AN514 consisted of supplemental Phase I identification studies. The report should be revised to reflect the level of effort undertaken for these resources.

5. Careful proofreading and editing is needed for the results section of the report. Site limits should be clearly marked on all maps, site numbers should be labeled on relevant maps, references to figure numbers should be correct in the text, and artifact counts should match between the text and tables.

6. Figure 6.6 should show the limits of site 18PR154 and illustrate the artifact clusters/loci described in the text.

7. Testing in Area I identified an early 20th c. domestic site, comprised of an extant, vacant dwelling and garage. Shovel testing recovered 142 associated historic artifacts representing architectural and domestic artifacts dating from the early – mid 20th c. Yet the report does not record or address the resource as an archeological site. The consultant should complete inventory and DOE forms for the site, obtain an official site number, and address the resource as such in the report.

8. Figure 6.19 should include the site number, 18AN1236, for the resource illustrated.

9. The consultant recommends four sites identified by the survey (18PR654, 18PR655, 18PR656, 18PR657) for Phase II work. Had the Phase I effort involved more robust field testing techniques, such as the excavation of closer interval shovel tests, it may have been possible to establish more conclusive evaluations of eligibility for these resources. It is unclear why this approach, which SHA has routinely applied on other Phase I surveys, was not implemented for this project.

10. The Phase I underwater survey area includes an unconfirmed site, Priest's Bridge, recorded in the MIHP as PG71A-18 and as Bowie Quad File #11. The report and Appendix D should provide a more detailed discussion of this resource, based on the research results. The report should correct its reference to this resource as Bowie Quad File #9 to #11.

11. Chapter VII – Phase II Investigations includes discussion of testing at five sites. As discussed in item 4 above, the only legitimate Phase II that was completed as part of the current project included site 18PR512. All other resources should be discussed as part of the Phase I investigations.

12. The treatment of the railroad resources examined for this project as both archeological sites and historic structures is problematic, redundant, and duplicative. In our opinion, historic railroad resources should be addressed as part of the historic built environment, as engineering structures, and inventoried within the Maryland Inventory of Historic Properties (MIHP). While they may have a manifestation in the ground, it is not necessary to record them in the archeology site inventory, when they are also recorded in the MIHP. The Trust will work with its Inventory staff to help ensure consistency in its inventory efforts of such resources. Since SHA recorded the resources with both archeology site numbers and MIHP numbers, it is now necessary to do duplicative DOEs on the resources.

13. The site limits of 18AN503 and 18AN511 illustrated in the report are problematic and misleading, since the sites extend beyond the areas tested. Boundaries should be revised to reflect possible site extent.

14. The Conclusions and Recommendations should include site-specific summaries for all of the resources examined by the study, including 18PR154, and the newly identified site in Test Area I.

15. The Conclusion's discussion of sites 18AN503, 18AN511, 18AN512, and 18AN513 should not occur under the heading of Phase II Investigations, since the current study did not accurately constitute Phase II evaluation of these resources, as discussed in number 4 above.

16. As discussed above, the Trust does not consider the Belt Site (18AN512) to be eligible for inclusion in the National Register of Historic Places.

17. The Conclusions and Recommendations should include a discussion of the Warfield site (18PR33). While the site was evaluated for eligibility in the 1980s (Kavanagh and Hurry 1986), the current submittal requests concurrence in a formal determination of eligibility for the resource. Did the consultant or SHA visit the site as part of the current study to assess its current condition and confirm its eligibility status? If not, field verification is warranted given the length of time that has transpired since the Phase II testing occurred, nearly 18 years.

18. Please add a table to the Conclusions and Recommendations that lists all of the examined sites, states eligibility status, and gives treatment recommendations.

19. Appendix D should state the author. In addition, it should address Priests Bridge (PG71A-18) as an inventoried potential resource.

Attachment 2 - *Eligibility/Effects Table*

Project Name: MD 3 from MD 32 to US 50

March 8, 2004

AA-2112 Belts Historic District	HD	NR	X	No Adverse	N/A	Adverse	N/A	Adverse	N/A	No Adverse	N/A	Adverse	N/A	Adverse	N/A	
AA-754 Frame Cabin	S	NR	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
AA-2318 18AN513 Potomac & Aquia Creek Railroad	S A	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
AA-2319 18AN514 Annapolis Elkridge Railroad	S A	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
Sacred Heart Chapel (PG: 71A-19)	S	NR	NR	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	
Charles O-Hara House	S	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
Takovich Property	S	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
Dr. Stephen Molz Property	S	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
Stinchcomb Property	S	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
Gambrills Athletic Association	S	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
PG:71A-18/ Bowie Quad File #11 Priest's Bridge	A	ND	ND	Adverse*	Adverse*	Adverse*	Adverse*	Adverse*	Adverse*	N/A	None	Adverse*	Adverse*	N/A	None	Further Phase I/II work recommended if site area is proposed for impacts

Belt Site 18AN512	A	NR	X	None	N/A	None	N/A	N/A	N/A	None	N/A	None	N/A	N/A	N/A	
Highway Site 18PR154	A	X	X	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	None	N/A	
Oak Grove Site 18AN503	A	ND	ND	None	None	None	None	None	None	None	None	None	None	None	None	Eligibility of full site not evaluated; area in APE not significant.
Basil Hall Site 18AN511	A	ND	ND	None	None	None	None	None	None	None	None	None	None	None	None	Eligibility of full site not evaluated; area in APE not significant.
Conaway Site 18AN1242	A	X	X	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
18PR654	A	ND	ND	Adverse*	Adverse*	N/A	None	N/A	None	N/A	None	Adverse*	Adverse*	N/A	None	Phase 2 Recommended
18PR655	A	ND	ND	Adverse*	Adverse*	Adverse*	Adverse*	Adverse*	Adverse*	None	Adverse	None	None	None	None	Phase 2 Recommended
18PR656	A	ND	ND	None	None	None	None	None	None	None	None	None	None	None	None	Phase 2 Recommended if design changes
18PR657	A	ND	ND	None	None	Adverse*	Adverse*	Adverse*	Adverse*	None	None	Adverse*	Adverse*	Adverse*	Adverse*	Phase 2 Recommended
18AN1236	A	X	X	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Warfield Site 18PR33	A	NR	NR	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Adverse	Avoidance or Phase III recommended

Codes:

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

* Adverse Effect assumed for compliance purposes, pending results of Phase II evaluation

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

December 3, 2004

Ms. Caryn Brookman
Environmental Protection Specialist
Federal Highway Administration
City Crescent Building
10 South Howard St., Suite 2450
Baltimore, MD 21201

DEC07'04 PM 7:57

RE: Response to Supplemental Draft Environmental Impact Statement for MD 3

Dear Ms. Brookman:

The U.S. Fish and Wildlife Service (Service) has reviewed the Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. We also attended a meeting on October 29, 2004, with the Federal Highway Administration, Maryland State Highway Administration (SHA), Corps of Engineers, and Environmental Protection Agency. After reading the Draft Environmental Impact Statement and attending the meeting, the Service realized that some of the intersection, crossover, and left turn options for both "Build" alternates, would have failing Levels-of-Service by 2025. The Service believes that these deficient intersection, crossover, and left turn options should be eliminated from further consideration.

The Service recommends that Alternative 5 Modified in Anne Arundel County and Alternate 3 in Prince George's County be selected for design and construction. These alternatives provide the most capacity for future traffic volumes. SHA has projected a 63% increase in traffic volumes along MD 3 by 2025. The Service believes this traffic volume projection could be underestimated because of the rate of construction of subdivisions and office and industrial complexes in the Odenton, BWI/Linthicum and Crofton planning areas of Anne Arundel County and in the Bowie area of Prince George's County. The Service recommends that SHA take a prudent approach in the selection of highway segments and intersection options and choose the segments and options with the most capacity for handling the largest volumes of traffic. This will save the SHA from having to look for additional capacity in the future on a highway that will be totally enclosed by high density development.

The Service is concerned with the possibility that a newly constructed MD 3 with inadequate capacity will create traffic problems soon after construction. This could lead to the initiation of a committee to study bypass alternatives for MD 3. A task force to study bypass alternatives was assembled in 1992. They completed the study in 1998 with a recommendation to re-construct MD 3 as a boulevard in Anne Arundel County with one partial interchange at MD 424. The remaining intersections will remain as intersections with minor improvements. The Prince George's portion of MD 3 would be upgraded to a fully access controlled highway with an interchange built at MD 450. The task force selected alternative in Anne Arundel County provides inadequate capacity to handle traffic volumes projected for 2025.

The task force recommended Anne Arundel portion of MD 3 would provide insufficient capacity and would most likely require construction of a bypass of MD 3. The MD 3 task force studied bypasses both east and west of MD 3 but eliminated all eastern alternatives because of existing development and the US Air Force Globecom listening facility. The only bypass alternatives remaining are to the west of MD 3 and cross either the Patuxent River or Little Patuxent River forested wetlands and floodplains. These wetlands and floodplains provide high value functions such as flood water storage, water temperature cooling, fish nursery areas, sediment capture, nutrient and chemical capture and transformation, and bank and channel stabilization. The functions provided by these wetlands and floodplains are of such high value that it is virtually impossible to replace them because of the lack of available wetland and floodplain creation sites located next a major river system. The Service is opposed to the construction of any alternative and option with inadequate capacity because it could lead to future impacts to the wetlands and floodplains of the Patuxent and Little Patuxent Rivers.

According to the calculated Level of Service and Vehicle to Capacity Ratios, the following highway intersection design options will fail before 2025:

1. Crawford Boulevard/Cronson Boulevard Crossing-Option A, Alternate 3 and Alternate 5 Modified.
2. MD 424/MD 3 Intersection-Option A, Alternate 3.
3. John Hopkins Road/Evergreen Road Crossover-Alternate 3 and Alternate 5 Modified.
4. Waugh Chapel Road Intersection-Option A and Option B, Alternate 3 and Alternate 5 Modified.
5. Left turn into The Village at Waugh Chapel Shopping Center at Chevy Chase Bank-Option A, Option B, and Option C; Alternate 3 and Alternate 5 Modified.
6. Saint Stephens Church Road Crossover-Option A, Option B, and Option C; Alternate 3 and Alternate 5 Modified.
7. MD 175/MD 3 Intersection-Option A and Option B; Alternate 3 and Option A; Alternate 5 Modified.

8. Meknew Road/MD 3 Intersection-Option A and Option B; Alternate 3 and Alternate 5 Modified.

The Service is opposed to the selection of any of the above listed Options for construction because these Options will all fail before 2025. The 2004 Consolidated Transportation Plan lists MD 3 as unfunded for design or construction to the year 2009. Therefore, this road upgrade will probably not be completed until after 2013. If any of the above listed Options are constructed, the highway will probably be operating at the Level of Service F within a few years of completion. The Service sees no justification for retaining or selecting any design Options that would fail within a few years of initial operation.

The Service recommends that Option A be selected for the MD 450/MD 3 interchange because it minimizes impacts to the exceptionally high quality Patuxent River wetlands and floodplains while providing a projected Level of Service that exceeds "F" at 2025.

If you have any questions or comments, please call Bill Schultz of my staff at (410) 573-4586.

Sincerely,

for John P. Wolflin
Project Leader
Chesapeake Bay Field Office

cc:
Joe Kresslein, SHA, Baltimore, MD
Steve Elinsky, Corps of Engineers, Baltimore, MD
Barbara Rudnick, EPA, Philadelphia, PA
Greg Golden, DNR, Annapolis, MD
Steve Hurt, MDE, Baltimore, MD

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
December 15, 2004

GENERAL

Mr. Darrell Sacks (SHA) welcomed everyone to the meeting and introductions were made. There were no agency requests for presentations. Mr. Sacks explained that Mr. Greg Golden (DNR) requested via e-mail that the Woodrow Wilson team meetings be better coordinated with the interagency meetings. Mr. Sacks stated this would be further discussed during the next interagency meeting and presented along with the calendar.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

The status of agency concurrence/comment and the monthly calendar will resume next month.

HANDOUTS

The revised ARDS concurrence package for I-495 Capital Beltway Study was distributed to the agencies. Ms. Odessa Phillip (SHA) requested agency comments/concurrence by the next interagency meeting (in 30 days). Ms. Denise King (FHWA) thanked the COE for agreeing to be a cooperating agency on the Capital Beltway project. She stated that they are close to a similar agreement with the National Park Service for the project.

PROJECT PRESENTATIONS

MD 3 from North of US 50 to South of MD 32
Anne Arundel and Prince George's County
Project Number AT198B11
Presentation Focus: Project Update/Recommended Alternate
Project Manager: Chris Weber
Environmental Manager: Donna Buscemi

Presentation Summary

Mr. Weber gave an overview of the MD 3 project. He explained that the project was last presented to the agencies in April 2004 prior to the location/design public hearing which took place on May 20, 2004. Since the public hearing, approximately 85 comments have been received including comments from FEMA pertaining to floodplain issues and Maryland DNR for the protection of the Jabez Branch. A Value Engineering (VE) study was also conducted. The VE team could not recommend a singular package of improvements but provided comments for the study team's consideration. From an

operational standpoint, the best cost-benefit ratio is achieved at-grade (signalized) with 4-though lanes each way or by using three lanes each way with grade separations (unsignalized). The VE team suggested that the study team consider the above as well as a mix of grade separations and at-grade improvements.

Recently, the USFWS has provided comments for the study team's consideration. The USFWS would like to avoid future impacts to the Patuxent River system resulting from a western by-pass. They recommend that our selection provide the most operational benefits/the best levels-of-service (LOS).

As a result of further planning, comments received, and the VE study, the following changes to the project have occurred since the last time this project was presented to the agency personnel:

- Added second left turn northbound at Crawford/Cronson to improve operations
- Introduced a continuous flow intersection at MD 424 to reduce delay while maintaining safe movements to/from commercial properties for vehicles and pedestrians and helping to calm traffic. This also avoids impacts to the park located on the west side of MD 3.
- Relocated entrance to Waugh Chapel Village and closed median at Wellfleet Lane
- Depressed MD 3 below grade at Waugh Chapel Road for noise reduction and traffic calming
- Removed signal at St. Stephens Church Road northbound (right-in/right-out only)
- Added fourth through lane northbound only at MD 175
- Modified Charles Hall Road to move alignment away from Jabez Branch and reduce forest impacts

Mr. Weber explained the team's recommended alternate. The meeting with the SHA Administrator to present the recommended alternate is scheduled for January 2005. He explained that operationally, SHA recognizes the fact that any remaining signals would create failing levels-of-service on MD 3, so grade separation would be better for operations. However, safety would be compromised by introducing grade separations near commercial areas. Grade separation would lead to higher speeds along with unsafe weaving and pedestrian crossings. Mr. Weber concluded that the team's recommendation is based on best fulfilling the project's purpose and need; achieving a balance between the operational improvements, safety concerns, and environmental impacts for the entire corridor.

Issues Discussed

Mr. Elinsky (COE) asked if the Two Rivers Development at the southern end of the project area was taken into consideration with the traffic model and prediction of traffic level-of-service. Mr. Elinsky added that the COE is in the process of a wetland jurisdictional determination for the approximately 1500 acre development. Mr. Weber

stated the traffic model and level of service takes into consideration planned land uses and may include the zoning for this specific development.

Follow-up:- On January 3, 2005, in response to the follow-up item from the 12/15 IAR meeting, Mr. Bala Akundi, BMC received confirmation from Ms. Margaret Kai Zeigler at the Anne Arundel County Department of Planning and Zoning that the Two Rivers development along MD 424 is included in the land use data used to develop 2025 traffic projections. Mr. Chris Weber confirmed that this information was used in the SHA travel forecast.

Mr. Schultz (USFWS) expressed concerns about capacity and level of service at the two ends of the project. Mr. Weber explained that overall operations and safety would be improved, but, it was never the intention of this study to increase capacity. The study team has recommended that signalized intersections remain clustered in the center of the corridor. Mr. Weber explained that the queue at the first signal would not extend to MD 450 and would not have an effect on the new interchange at the southern end of the project area.

Mr. Paul Wettlaufer (COE) questioned the benefit of the loop ramp in the MD 450 interchange when compared to the level-of-service/traffic operations benefits. He did not see the justification for the amount of wetland impacts for this loop options. MDE, DNR, EPA, and USFWS concurred and were opposed to the loop ramp, which resulted in wetland impacts.

Clarification: As explained at the meeting, the recommended improvement at MD 450 is a combination of Option A at MD 450 West and Option B at MD 450 East. The team felt that with this combination the LOS would be improved over using Option B entirely. The SHA apologizes for this oversight, but the LOS at MD 450 East as shown on the distributed mapping was not updated. It still reflects the LOS from Option B only, not the Option A/B combination. The SHA will analyze all the operations prior to the Administrator's Selection Meeting and will also make the Administrator aware of the concerns surrounding the impacts from the loop ramp.

Pertaining to a previous comment by Mr. Weber, Mr. Akundi (BMC) asked if signal would fail regardless of improvements and Mr. Weber responded yes and that it is unavoidable with the traffic volumes.

Ms. Rudnick (EPA) agreed with the COE in its opposition to the loop ramp, which resulted in wetland impacts.

Ms. Xu (MDP) stated that this is a good corridor for the local jurisdictions and SHA to work together to consider an access management strategy. She suggested that SHA keep access management a viable alternative. Mr. Weber explained that this will be a part of

the team's recommendation and sees the SHA MD 3 project as the first step to future access management on the corridor for safety.

Mr. Golden (DNR) requested that SHA contact DNR about stormwater management options and it would be desirable to direct all stormwater management outside the Jabez Branch watershed. He explained how generally stormwater facilities in the area based on his experience with a nearby development function well because of the soil characteristics present (i.e. sand). Mr. Weber added that collected stormwater is not anticipated to flow directly into Jabez Branch or into "Lake Median". New SWM facilities are anticipated in the median of MD 3 near MD 175.

There is an FHWA interagency meeting scheduled for December 21, 2004. FHWA will consider the agency concerns with this project at this time. The COE requested that MDE be present at the meeting because they have to issue a permit for the project. **Note: This meeting was postponed.**

MD 24 From Singer Road to MD 7
Harford County
Project Number: HA231B11
Presentation Focus: Selected Alternate/Conceptual Mitigation
Project Manager: Wesley Mitchell
Environmental Manager: Donna Buscemi

Presentation Summary

Mr. Mitchell (SHA) presented an overview of the MD 24 project. He explained that the project is being planned in coordination with MdTA. Mr. Mitchell explained that current conditions present safety concerns because queues from the off ramp back onto I-95. He discussed the difference between Alternate C and Alternate C modified. Alternate C modified reduced the stream impacts, congestion, and cost associated with the project. He explained that in the future the design would need to be compatible with Section 200 of the I-95 project being completed by MdTA; however, at this point there is not enough data available to determine project compatibility.

Ms. Buscemi described the project impacts, minimization measures, and proposed mitigation being considered for recommended alternate for the project. Handouts were provided to the agency personnel with updated impact information on the SHA's selected alternate. She noted that there was no business or residential displacements and 12.6 acres of right-of-way would be required for the project. Noise abatement is not reasonable or feasible. No threatened or endangered species are present in the project area.

Ms. Buscemi described the minimization/avoidance measure considered for the project.

MD 3 Agency Meeting
January 25, 2005
3:00 Maryland Division Office

Meeting Minutes

Attendees:
FHWA: Caryn Brookman, Dan Johnson, Hassan Raza, Kelly Gessing, and Nathaniel Coley
MDE: Elder Ghigiarelli, Steve Hurt
COE: Paul Wettlaufer, Steve Elinsky, Janet Vine, Chris Correale
SHA: Doug Simmons, Bruce Grey, Chris Weber, Neil Perdersen
Anne Arundel County: George Cardwell
EPA (via phone): Barbara Rudnick, Bill Arguto, Tom Slenkamp, Randy Pomponio

Agency Issues:

Corps concern is that the team recommended alternate is a "band-aid" solution due to the continued failing level-of-service at several of the proposed intersections, which may cause the need to study a bypass of the corridor or upgrade of MD 3 sometime in the future.

Neil Pedersen stated that the congestion on MD 3 will cause more people to take I-97 or US 50 that are the access controlled highways that are preferred for regional travel. Only 26% of current peak hour traffic on MD 3 is regional traffic and the time difference between taking MD 3 vs. I-97 is currently only 15 minutes, which does not justify a bypass of MD 3.

COE made suggestion that wetland mitigation for direct impacts associated with the team recommended alternate be considered on the western side of MD 3 near the Patuxent River to preserve this land against future development.

COE also asked whether additional right-of-way could be purchased around the at-grade intersections to preserve the area for future upgrades.

FHWA stated that there is not justification to purchase additional right-of-way outside of what is needed for a design that will satisfy the purpose and need if additional impacts (displacements) will result from the acquisition.

COE suggested that the design for each at grade intersection be modified to preserve right-of-way *without* causing displacements. This will help control access within the intersection quadrants.

SHA has agreed to look into what can be done with the intersection design for the recommended alternate.

SHA also discussed the MD 450 interchange and stated that the team's recommended solution including the proposed level of service at this location was not presented correctly at the last Interagency Presentation Meeting. The LOS is better than what was originally stated. SHA will also look into tightening the loop ramp since it is not a ramp to freeway movement to minimize wetland impacts.

Action Items:
1-SHA will look into the feasibility of providing wetland mitigation sites along the western portion of the study area near the Patuxent River.
2-SHA will determine the right-of-way needs for the proposed at grade intersections to see how much extra would be needed for grade separations and whether this may affect businesses within the intersection locations
3-SHA will also consider tightening the loop ramp design at MD 450 to minimize wetland impacts.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

May 13, 2005

Mr. Bruce Grey
Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: MD 3 Project Planning Study, from North of US 50 to South of MD 32
Anne Arundel and Prince George's Counties, MD
Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Dear Mr. Grey:

The Environmental Protection Agency (EPA) has received the Draft Environmental Impact Statement (DEIS) for the above referenced document dated March 2004. In accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations (40 CFR 1500-1508), Section 309 of the Clean Air Act and Section 404 of the Clean Water Act, EPA has reviewed this document.

Based on our review of the DEIS, EPA has rated the environmental impacts the build alternatives as "EC" Environmental Concerns and the adequacy of the impact statement as "1" Adequate Information. A copy of EPA's ranking system is enclosed for your reference. EPA remains concerned about impacts to the high quality resources of the Patuxent River in the study area. EPA requests consideration of alternative designs of the MD 450 and MD 3 interchange to minimize intrusion into the resource. Any effort through compensatory mitigation or "environmental stewardship" that can be done to preserve or enhance the forested wetlands and buffers in the floodplain of the expansive, high value system of the Patuxent and Little Patuxent Rivers west of MD 3 should be considered. The agency supports ways to reduce the likelihood that a new alignment crossing the aquatic resources of the Patuxent or Little Patuxent Rivers, such as a bypass, would be needed in this corridor.

Thank you for the opportunity to review and comment on this document. The Agency looks forward to continued cooperation in the evaluation of impact and protection of natural resources in the MD 3 project study area. If you have any questions, feel free to contact Barbara Rudnick at (215) 814-3322.

Sincerely,

for William Arguto
NEPA Team Leader
Environmental Programs Branch

Enclosure

cc: Steve Elinsky, COE
Bill Schultz, USFWS
Caryn Brookman, FHWA
Greg Golden, DNR

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO--Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 17, 2005

Ms. Christine Correale
US Army Corps of Engineers
Baltimore District
CENAB-OP-RT
ATTN: Mr. Paul Wettlaufer
10 S. Howard Street
P.O. Box 1715
Baltimore MD 21203-1715

Dear Ms. Correale:

This letter is being sent to you in regard to the US Army Corps of Engineers (COE) request for the State Highway Administration (SHA) to purchase right-of-way along MD 3 to reserve land that would possibly be needed for future diamond interchanges. I appreciate the opportunity to respond to this issue.

This matter had previously been discussed during a multi-agency meeting hosted by the Federal Highway Administration (FHWA) on January 25, 2005. At that meeting, the FHWA stated that purchasing additional right-of-way beyond what is needed for a design that will satisfy the purpose and need of a project would not be justified if additional impacts would result from such acquisitions.

Please note that the documented purpose of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians). It was clearly stated prior to concurrence on the Purpose and Need that it is not the intention of this study to create a high-capacity link between US 50 and I-97, as community opposition to such an upgrade has been well documented.

During the course of the study it became apparent that any remaining traffic signals would create failing levels-of-service on MD 3, so grade separations would create more efficient operations. However, safety was compromised by introducing grade separations near the more commercial areas of the corridor. Grade separations led to higher speeds along with weaving movements and pedestrian crossings that are unsafe. The proposed improvements include grade separations, where they will operate safely, and traffic signals, where they would facilitate safety, traffic calming, and lower speeds.

The SHA has compared the right-of-way impacts associated with the recommended at-grade intersection improvements at two locations: Cronson/Crawford Boulevard and MD 424/Conway Road. At both locations, if land for grade separations is "reserved," additional displacements would result from the loss of access. Furthermore, a grade-separation at MD 424/Conway Road would result in two acres of parkland impact, whereas the at-grade recommended improvement requires no parkland impact.

Based upon the additional impacts and the fact that the proposed at-grade improvements meet the purpose and need while satisfying community concerns, SHA cannot justify purchasing land beyond what is required for the selected alternate. The FHWA is in agreement with the above justification. In the future, if additional improvements are necessary, another study will be performed. We look forward to continuing the great working relationship that our two agencies have enjoyed, and if you have any further concerns regarding this, a meeting should be scheduled to resolve any such issues.

Thank you for your interest in this project. If you require any additional information, please do not hesitate to contact Mr. Raja Veeramachaneni, SHA's Director of Planning and Preliminary Engineering, at 410-545-0412, 1-888-204-4828 or, by email, at rveeramachaneni@sha.state.md.us, or Mr. Christopher Weber, the Project Manager, at 410-545-8519 or cweber@sha.state.md.us. Either will be pleased to assist you.

Sincerely,

for Neil J. Pedersen
Administrator

cc: Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA
Mr. Christopher Weber, Project Manager, SHA

MEMORANDUM

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

FROM: Christopher Weber
Project Manager
MD 3 Project Planning Study

DATE: August 23, 2005

RE: MD 3 Transportation Corridor Study
August 23, 2005 Meeting Summary
FHWA concerns regarding Selected Alternate

Purpose of Meeting

A meeting was held on August 23, 2005 at State Highway Administration (SHA) headquarters in Baltimore, Maryland. This meeting was requested by the Federal Highway Administration (FHWA) in response to the preliminary Selected Alternate/Conceptual Mitigation (SA/CM) package. The purpose of this meeting was to discuss FHWA concerns regarding the build improvements. Specifically, FHWA had questions surrounding the use of 11' lane widths and the failing intersections.

The following persons were in attendance:

Ray Moravec	URS Corp.
L'Kiesha Markley	SHA – Travel Forecasting
Phillip Bello	FHWA
Bob Sanders	SHA – PPD
Russ Anderson	SHA – OHD
Christopher Weber	SHA – PPD

The meeting began with a review of the project's purpose and need and a brief summary of the recommended improvements. To address operational improvements, the team recognized that grade-separated interchanges were necessary, but concerns of safe access to/from the more densely commercial areas led to the selection of at-grade signalized intersections in the center of the corridor. FHWA asked for a detailed explanation; why make costly improvements and introduce grade-separations if the corridor was still shown as failing (from an operational point-of-view)?

The group reviewed the Team Recommendation in detail. Discussions focused on the project's goals of operational and safety improvements as they related to the recommendations. The MD 3 Task Force had concurred upon improvements along the existing alignment of MD 3. The community had concerns surrounding excessive speeds in the corridor and local access to businesses. Two origin/destination (O/D) surveys concluded that 70-75 percent of the traffic within the study area was local; trips beginning or ending in the study area.

It was noted that 11'-wide travel lanes, along with boulevard aesthetics and a reduced design/posted speed, would act as a traffic calming design element. Auxiliary (turning) lanes are provided where necessary for safe access to/from adjacent properties. Currently, the corridor is a combination of lane widths and varying shoulder widths. A consistent typical section would help with better driver expectancy and would also produce a safer roadway.

FHWA asked whether increased enforcement would assist with speed control. SHA had alerted the local enforcement agencies to the speed concerns very early in the study process. To our knowledge, nothing was done.

In order to improve the Level of Service at the failing intersections, FHWA suggested adding through lanes. It was mentioned that the study team had already investigated widening and reducing the roadway width, but felt it would be unsafe to drop lanes after each signalized intersection and to keep changing driver expectancy. Furthermore, to maintain four through-lanes would lead to unsafe weaving conditions in the commercial areas of the corridor and also increase pedestrian crossing distances.

FHWA asked SHA to continue to be mindful of safety design features near the more commercial/congested portion of the corridor

FHWA asked if TSM/TDM measures were studied and the answer was "yes". TSM measures were included in the form of reduced access points; combined or closed entrances. Several transit providers in the area would not increase their services. I-97 and US-50 should remain the "regional" routes. Narrower lanes and reduced speeds will act to deter large vehicles away from the MD 3 corridor.

It was concluded that most of the nearly 9-mile long corridor has been improved for operational characteristics; the center remains "congested". However, the entire corridor has been improved for safety.

If you have any questions concerning the above, please contact Christopher Weber, SHA Project Manager, at 410-545-8519 or email at cweber@sha.state.md.us.

cc: Attendees
Ms. Caryn Brookman, FHWA
Ms. Donna Buscemi, SHA

ANNE ARUNDEL COUNTY
MARYLAND
"County Executive Janet S. Owens"

2664 RIVA ROAD, P.O. BOX 6675
ANNAPOLIS, MARYLAND 21401
OFFICE OF PLANNING AND ZONING

September 19, 2005

Douglas H. Simmons.
Deputy Administrator for Planning and Engineering
Maryland State Highway Administration
707 North Calvert Street, C-411
Baltimore, Maryland 21202

Dear Mr. Simmons

I am writing in response to your question regarding the status of a by-pass of the Robert Crain Highway (MD 3) through the Crofton-Gambrills area. I have directed my staff to review the appropriate plans for that area. MD 3 is identified as a principle arterial in the *General Development Plan* (1997). That designation is reaffirmed in the *Odenton Small Area Plan* (September 2003).

In neither plan is there any reference to a highway facility that would bypass MD 3, either east or west of the current alignment. Both plans reference the need to plan and implement improvements along MD 3 that would reduce congestion and, preserve and enhance the community image of the Odenton planning area.

The staff also consulted the *Anne Arundel County Greenways Plan* (October 2002) and the *Anne Arundel County Pedestrian and Bicycle Master Plan* (March 2003). Both of these plans recommend the extension of the WB&A Trail south from its current terminus in the Odenton area to meet an extension crossing the Patuxent River from Prince George's County. This extension would occur west of the current MD 3 alignment, in the vicinity of any potential bypass route of MD 3. In fact, the *Greenways Plan* recommends acquiring a corridor west of MD 3 that would connect the Dairy Farm, Little Patuxent, and Patuxent Wildlife Refuge greenway areas. This connection would improve the function of all three greenways and would promote the development of the WB&A trail.

In the staff's opinion, any by-pass facility of MD 3, especially one that would promote increased travel demand west of MD 3 would not be compatible with the recommended uses identified in the adopted small area and functional plans of the County. Further, unless this facility was constructed as an access controlled facility, it could be viewed as a means of promoting growth in an environmentally sensitive area of the County, where development is to be limited, and the area is outside of the Priority Funding Area boundary approved by the Maryland Department of Planning.

I do hope that you see that the County, through the adoption of these four plans, has no intention of promoting the development of a highway by-pass facility on the west side of MD 3. Also, it should be apparent that such a facility would be contrary to the adopted land use and public facility policies of the County. Should you have any further questions or concerns about this issue, please contact George Cardwell at (410) 222-7432 or via e-mail at gcardwel@aacounty.org.

Sincerely,

Joseph W. Rutter
Planning and Zoning Officer

JWR/GGC/clw

cc: Robert D. Miller, Land Use and Environment Officer
George G. Cardwell, Planning Administrator
Michael Fox, Senior Planner
file

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
September 21, 2005

GENERAL

SHA (Darrell Sacks) welcomed everyone to the meeting and introductions were made.

Greg Golden (DNR) stated that DNR would like to make a presentation at a future Interagency Meeting about Green Infrastructure. He explained that by looking at GIS mapping tools, planners can identify blocks and forest corridors and take these ecologically important areas into consideration during the planning process. The presentation would then be repeated after lunch specifically for SHA project planners.

PROJECT PRESENTATIONS

MD 3: North of US 50 to South of MD 32
Prince George's and Anne Arundel Counties
Project No. AT198B11
Presentation Focus: Selected Alternate and Conceptual Mitigation
Project Manager: Chris Weber (410-545-8519)
Environmental Manager: Donna Buscemi (410-545-8558)

Presentation Summary

Chris Weber (SHA) presented a brief introduction about the project stating that the purpose and need of the study is to address the existing and projected operational and safety issues for both vehicles and pedestrians along MD 3 from north of US 50 to south of MD 32. Currently MD 3 is a six-lane roadway that is congested with slow speeds during peak travel times, but during off-peak travel there is very little congestion, and higher speeds. The MD 3 corridor is near four major employment areas, Baltimore, Washington D.C., Annapolis, and Fort Meade. SHA presented at-grade and grade separation improvements at public workshops and found that the community was split on these options.

Ray Moravec (URS) described the project in detail stating that based on the information developed for the study and the agency and the public comments received, the Alternate 3-Boulevard Concept has been selected by the SHA. SHA's Selected Alternate addresses the existing operational needs while minimizing environmental impacts. Mr. Moravec emphasized that the project was studied two ways – as a complete corridor and as a series of intersection. Copies of the Selected Alternate and Conceptual Mitigation reports were made available to the meeting participants.

The current alignment of northbound MD 3 from Belair Drive to MD 450 would be dualized and a continuous auxiliary lane provided on the outside from Belair Drive to just north of Forest Drive. The majority of the widening would be in the median area. Existing southbound MD 3 from MD 450 to Forest Drive would be converted to a service road. Existing alignments of MD 3 from MD 450 to St. Stephens Church Road would be maintained and a continuous auxiliary lane provided on the outside along with a continuous left auxiliary lane from MD 424 to John Hopkins Road. The existing alignments of MD 3 from St. Stephens Church Road to MD 32 would be maintained with the addition of a third through travel lane and a continuous auxiliary lane on the outside. In addition, a continuous left auxiliary lane is projected from just north of St. Stephens Church Road to MD 175.

The concept improves safety by eliminating 14 entrances onto MD 3.

Of particular note is the MD 424 intersection option. The citizens commented that they did not want at grade separation, so the project engineers are proposing a new type of continuous flow intersection to make left turn lanes form MD 32 to MD 424.

Donna Buscemi (SHA) presented the environmental impacts associated with the MD 3 project corridor. She stated that she would email a revised impact chart, noting that the wetland and stream impacts were lower, but the floodplain impacts were slightly higher. She continued that there were concerns with impacts to the Patuxent River System and Jabez Branch. Efforts to reduce environmental impacts include the construction of the MD 424 interchange as a continuous flow interchange, the MD 450 loop ramp was configured for slower speeds and reduces wetland impacts, 11-foot lanes travel lanes are proposed and reduce wetland impacts, and 27 retaining walls are proposed at the MD 450 ramp and reduce wetland impacts.

The project will displace ten residences and 15 businesses although no low-income or minority populations were identified along the MD 3 study area.

Only one standing structure within the project corridor is eligible for the National Register of Historic Places; however, project implementation would have no effect the Sacred Heart Chapel located on MD 450. SHA's Selected Alternate would potentially have adverse impacts on five archeological resources. A Phase III archeological study will be conducted for the Warfield Site. A Memorandum of Agreement (MOA) will be drafted to mitigate further archeological concerns.

There will be 9,135 linear feet of stream impacts as a result of project implementation, 12.6 acres of wetlands, and 83.3 acres of forest impacts. However, there are no threatened, rare, and endangered species impacts.

Two noise sensitive areas were identified as eligible for consideration of noise abatement during design.

SHA would also require the acquisition of right-of-way that includes several properties that were documented as containing potentially hazardous substances.

Steve Morsberger (Coastal Resources) offered the following information about wetland mitigation and stream restoration potential.

- Site 1: Due to the MD 450 realignment, there is an 11.5 acre site for wetland mitigation credits.
- Site 31 Behnke Nursery: Provides ten acres for wetland mitigation credits
- Dorsey Run: Provides two acres for wetland mitigation credits and 3,000 feet for stream restoration
- Site PR-371 Bayard Road: Provides one acre for wetland mitigation credits and 3600 feet for stream restoration
- Site PR-374 Kettering Community Park: Provides four acres of wetland mitigation credit and 1600 feet for stream restoration
- Site 30 MD 424/US 50: Provides eight acres of wetland mitigation credit and 1300 feet for stream restoration.

Issues

It was discussed that another preservation site on the north side of MD 450 west has recently been identified and that Site 31 Behnke Nursery may be dropped for this site which would provide 94 acres of high quality forested areas. However, Steve Hurt (MDE) commented that this new site was already protected from development (existing wetland/floodplain habitat) and MDE would not look favorably on this preservation site unless uplands, which are under development pressure, could be preserved as well. It was agreed that if this site is pursued, further discussions with the property owner are needed to negotiate the purchase of the upland portions of the site. Additional fieldwork would also be needed to build a stronger justification for preserving the site to satisfy MDE's concern.

Greg Golden (DNR) inquired if an easement could be obtained for this property. This site is preferable over Site 31.

Caryn Brookman (FHWA) stated that the property was currently being appraised.

Steve Elinsky (USACE) stated that the Army Corps of Engineers as well as speaking on behalf of the US Fish and Wildlife do not agree with Alternate 3 as a preferred alternative and that will request that this project be elevated to the conflict resolution process.

Greg Golden (DNR) was not happy with the trail by Jabez Branch. SHA responded that the trail is a county initiative.

Chris Weber stated that the final SACM package would ready for review in two weeks.

MD 3 Conflict Resolution Meeting
October 31, 2005
FHWA-Conference Room

Attendees:
FHWA: Caryn Brookman, Kelly Wade, Ivan Marrero, Philip Bello, Dan Johnson, Hassan Raza, Nelson Castellanos, Karen Perritt
USACE: Chris Correale, Paul Wettlaufer, Steve Elinsky, Abu Moulta Ali
MDE: Elder Ghigiarelli
EPA (via telephone): Barbara Rudnick, Bill Arguto, Randy Pomponio, Bill Hoffman
SHA: Doug Simmons, Chris Weber, Donna Buscemi, Raja Veeramachaneni, Joe Kresslein, Bruce Grey
FWS: Bill Schultz, Roger Helm

USACE expressed concern over the failing 2025 build LOS at several of the at-grade intersections associated with the SHA Selected Alternate (Alternate 3 Modified) including: Crawford/Cronson Blvd, MD 424, and Johns Hopkins Road.

USACE stated that they would like SHA to pursue purchasing the ROW, without causing displacements, around the intersections necessary for the future upgrade of the intersections to grade separated interchanges. According to the USACE, this would help limit potential development around the intersections.

Nelson Castellanos stated that FHWA would not participate in the funding of such ROW purchases if they were not needed for the preferred alternate.

USACE rolled out their own mapping that showed what they thought would be the needed ROW for future grade separations. SHA agreed to continue working with potential developers to limit access along MD 3 near the intersections for the purposes of not precluding grade separated interchanges, though they are not part of the selected alternate. The MD 3 corridor will be tracked through SHA's Access Management Program. However, no right-of-way purchases that would cause residential or business displacements will be made.

Crawford/Cronson Boulevard:
Currently there is no access control on Crawford/Cronson Blvd. However, there is no approved plan to develop the parcel of concern in the southeast quadrant of the intersection. SHA committed to making all reasonable efforts to preserving the land for the interchange through access management on MD 3 and by working closely with the developers.

MD 424/Conway Road:
SHA will own a significant amount of ROW around the proposed at-grade intersection and access will be limited adjacent to the intersection. The proposed developer has been given the plan for grade separation and as a result the proposed development is set back from MD 3. SHA committed to working with the developers by using SHA's Access Controls and Access Permits process in limiting further development of the land adjacent to the proposed intersection of MD 3 and MD 424.

Johns Hopkins Road:
SHA never studied grade separation at this intersection because the purpose and need was not to create a fully access controlled facility along MD 3. There is a proposed development (Reliable Contractors) that will front MD 3 in this area. However, the developer owns land adjacent to a County-owned road (Evergreen Road) and the property is connected to Waugh Chapel Road via an existing haul-road, which could both provide access to the development, and MD 3. SHA will work with the developer to use Evergreen Road and Waugh Chapel Road as their main access points to MD 3.

COE, EPA and FWS have agreed to the SHA proposal to use access management approach that does not involve developed property displacements.

Another concern of the USACE and FWS is the substantial operational improvements proposed at the MD 450 interchange (Combination A and B options) compared to the proposed operations on the rest of MD 3. SHA stated that the Agencies had requested substantial operational improvements at this location in an effort to upgrade this crossing now to avoid future impacts to the wetland/waterway resources associated with the Patuxent. The SHA selected MD 450 option (A/B) has 1 acre of wetland impact above the least impactive alternative (Option B).

USACE, EPA, and FWS asked SHA to consider Option B at the MD 450 crossing. SHA has agreed to look at the feasibility of Option B in terms of operations and safety.

USACE also asked that SHA consider the current improvements along MD 450 west of the crossing and how the improvements may affect operations at the MD 450/MD 3 crossing. SHA will evaluate.

FWS raised concerns over the potential future construction of a western bypass. SHA and FHWA stated that the regional routes that are likely to have higher priorities to upgrade would be I-97 and US 50 as opposed to MD 3. This is based on input from Anne Arundel County staff. Crofton community voiced opposition to grade separations through Crofton commercial area. Although a feasibility study of a bypass was done in the early 1990's, FHWA and SHA stated that it is not the intention of either county to study a western bypass and as a result is not included in the state's long-range transportation plan, or SHA's Highway Needs Inventory (HNI), As FHWA stated, projects must be included on the long range plans to be considered for federal funding. **A side note, upgrade of MD 3 to a six-lane facility is in the 2030 Constrained Long Range Plan (CLRP).*

EPA stated at the end of the meeting that they supported the recently proposed preservation site located between the west side of MD 3 and the Little Patuxent River, just upstream of the confluence with the Patuxent River. SHA pointed out that the site is on the back-up list after considering MDE's comment at the September IAR meeting that

they do not rank this preservation site high since it is a wetland and not under development pressure. MDE stated at the IAR meeting that they would prefer that the uplands adjacent to the wetlands be included in the preservation package. Furthermore, MDE typically considers preservation opportunities after all "in kind" mitigation opportunities have been exhausted. FWS commented that they rated Site 1, a 11.5 acre wetland creation site at MD 450 west, as low. FWS and USACE requested the large preservation site, which would yield approximately 9 acres of preservation credit, be included in the final SA/CM package. *MDE will further discuss this site with USACE and FWS, and get back to SHA with their clarification of the preservation/creation issue.*

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
June 21, 2006

GENERAL

SHA (Darrell Sacks) welcomed everyone to the meeting and introductions were made. There was one agency request for presentations. Mr. Wettlaufer (COE) asked about the status of the MD 201 Corridor project. Mr. Kresslein (SHA) explained that SHA was presently in negotiation with a consultant and it would be presented in the near future.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

A three-day field meeting for US 301 will be scheduled by e-mail within the month. Also, a field review for MD 175 Purpose and Need with be scheduled by e-mail for next month by Meagan Blum of SHA (formerly Meagan Wanzer).

HANDOUTS

The draft MD 175 Purpose and Need package will be mailed to the agency for review and comment.

PROJECT PRESENTATIONS

MD 3 from North of US 50 to South of MD 32
Prince George's and Anne Arundel Counties
Project Number: AT198B11
Presentation Focus: Selected Alternative/Conceptual Mitigation Update
Project Manager: Wesley Mitchell (410) 545-8542
Environmental Manager: Donna Buscemi (410) 545-8558

Presentation Summary

Mr. Mitchell (SHA) presented a project update to the SHA Selected Alternative/Conceptual Mitigation for the MD 3 project. He explained the purpose of the presentation was to provide an update on the results of the dispute resolution, present an alternative explored at the COE request, and go over the revisions to the mitigation plan. Mr. Moravec (URS) described the SHA Selected Alternative.

SHA concerns were dealing with traffic volumes and operation so the roadway could perform at its best, safety, and consolidating access points in the median. SHA is not able to purchase right-of-way at this point in the project. SHA is working with businesses and trying not to preclude a grade separation in the future. As a result of the dispute resolution, it was determined that SHA would not purchase ROW, rather, SHA would work with land owners and the County to the extent possible to not preclude a future interchange.

Ray Moravec (URS) gave an overview of the changes to the wetland impacts. He explained that impacts have been reduced slightly to 12.6 acres of wetland impacts and 8,000 linear feet of stream impacted requiring mitigation. He gave an overview of the wetland mitigation sites being considered. He explained Site 1 has concerns due o the close proximity to a gas station and the potential for contaminated soils. He presented the changes to Site PR-267 which is a preservation site that has been revised since the last package.

Issues Discussed

Mr. Schultz (USFWS) asked how SHA would prevent queuing at the light by the lake. SHA explained the stage process (increased stacking) and future plans would look at a grade separation.

Mr. Schultz also asked about the status of the bypass identified in the small area plan. Mr. Cardwell (Anne Arundel County) stated that the bypass is in the adopted plan and that the small area plans are only recommendations/guidance document.

Mr. Marrero (FHWA) asked when was the speed changed at the interchange from 35 mph to 25 mph because of the sensitive wetlands. SHA explained this was a team decision including representatives from FHWA.

Mr. Wettlaufer expressed that the COE still has concerns with the loop ramp at the MD 450/MD 3 intersection due to safety of the configuration. He does not want safety compromised to minimize wetlands impacts. Mr. Moravec explained the loop ramp is being design to AASTHO standards. Mr. Wettlaufer expressed concern with the horizontal and vertical curves together.

MDE commented that they would like to see all in-kind mitigation alternatives exhausted before considering preservation.

Mr. Golden (DNR) stated that DNR recommends taking some additional land around the preservation site to reduce the risk of development and provide a buffer.

Mr. Schultz recommended that Site 1 be dropped because of too much excavation and little chance for success. He feels it is a risky site. He added that the farm site is not good for wetland mitigation but is good for stream mitigation. Mr. Schultz summarized his comments as follows – Site 1 is not recommended, none of the sites presented replace the quality of the wetlands impacted nor do they replace the function or values of the wetlands impacted. Mr. Schultz was given a copy of the Final SA/CM package. Mr. Kresslein asked if these issues would keep him from concurring on the SA/CM package. Mr. Schultz replied he still does not like the project and there are fairly sizeable impacts.

He expressed concerned that the mitigation proposed does not replace the functions and values of the wetlands impacted.

Mr. Akundi (BMC) added that on July 11, 2006, a resolution for this project will be endorsed by a BMC committee.

US 301/MD 304

Ms. Blum (SHA) notified the agencies there was a change in the wetland impacts on the US 301/MD 304 project because of an error in calculating the impacts. The impacts rose from 0.8 acre to 3.3 acre. The change in impacts is common to all alternatives retained for detailed study. Mr. Schultz asked where the impact was. Ms. Blum stated the northeast quadrant. Mr. Schultz stated concern with the quality of the wetland system. Ms. Blum will email revised impact numbers to the agencies.

ATTENDANCE

Attendees	Organization	Phone
George Cardwell	AA Co OPZ	410.222.7432
Bala Akundi	BMC	410.732.0500
Bihui Xu	MDP	410.767.4567
Denise King	FHWA	540.779.7145
Ingrid Allen	FHWA	410.779.7160
Kwame Arhin	FHWA	410.779.7158
Dan Johnson	FHWA	410.779.7154
Ivan Marrero	FHWA	410.779.7155
Kevin Magerr	EPA	215.814.5724
Barbara Rudnick	EPA	215.814.3322
Paul Wettlaufer	USACE	410.962.5675
Bill Schultz	USFWS	410.573.4586
Greg Golden	DNR	410.260.8334
Ben Morrow	MDE Nontidal	410.662.7400
Patricia Greene	SHA-PPD	410.545.8528
Dennis Atkins	SHA-PPD	410.545.8520
Darrell Sacks	SHA-PPD	410.545.8527
Meagan Blum	SHA-PPD	410.545.8563
Theresa Christian	SHA-PPD	410.545.8697
Carmeletta Harris	SHA-PPD	410.545.8522
Wesley Mitchell	SHA-PPD	410.545.8452
Joe Kresslein	SHA-PPD	410.545.8550
Prakash Dave	SHA	410.545.8355
John Wiser	G&O	410.583.6700
Jennifer Hodorovich	JMT	
Ray Moravec	URS	410.785.7220

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
August 16, 2006

GENERAL

SHA (Darrell Sacks) welcomed everyone to the meeting and introductions were made. There were no agency requests for presentations.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

There were no outstanding concurrences. A Purpose and Need field review will be scheduled for MD 121/Cabin Branch by e-mail.

HANDOUTS

The draft MD 121/Cabin Branch Purpose and Need package was handed out for agency review and comment.

PROJECT PRESENTATIONS

MD 3 from MD 32 to US 50
Anne Arundel and Prince George's Counties
Project Number: AT198B11
Presentation Focus: Project Update/PACM
Project Manager: Wesley Mitchell (410-545-8522)
Environmental Manager: Donna Buscemi (410-545-8558)

Presentation Summary
Mr. Mitchell presented the configuration of the loop ramp at the MD 3/MD 450 interchange. It was initially designed at 35 mph, but in consideration of both environmental impacts and safety issues, it is currently designed at 25 mph. Mr. Mitchell also said that the team looked at options with signal designs, while keeping environmental impacts to a minimum. Options currently included adding a deceleration lane on the approach to the ramp, and synchronizing two signals so that the approach to the signal at the ramp would be clear. This would address a safety issue, as visibility is limited on the downhill approach to the ramp. Mr. Mitchell said that coordination with the agencies has been ongoing.

Ms. Buscemi stated that environmental impacts had changed due to the speed changes. She noted that the SACM will be revised and sent out later in the week. Ms. Buscemi asked if it would be acceptable to send out electronic replacement pages, rather than resubmitting hard copies of the SACM package.

Mr. Schultz expressed concern with sending out replacement pages only. Ms. King said she believed this was acceptable. Replacement pages will be sent.

Ms. Buscemi also reviewed the new wetland impacts and mitigation requirements. She stated that the mitigation sites are still within requirements as far as the amount of space available.

Mr. Elinsky (ACOE) expressed concern with available space in Site 1. Ms. Buscemi said she will look into this and address it.

Issues Discussed
Mr. Elinsky mentioned a letter submitted by Anne Arundel County. He said he is opposed to language in the letter that mentioned a bypass in the Odenton area, and that this should be removed prior to SACM approval. Mr. Schultz agreed.

SHA stated that they have been working with the County and that the bypass language is used solely in the Crofton Small Area Plan and is not consistent with the County Master Plan or with other Small Area Plans. Mr. Mitchell and Ms. Buscemi stated that the language in the County's letter does not recommend the bypass, but reserves a right-of-way option. Mr. Mitchell pointed out that the bypass language for Odenton does not appear in the Odenton Small Area Plan, and stated that George Cardwell of Anne Arundel County Office of Planning and Zoning would like to meet with USFWS and ACOE directly to address any concerns.

Ms. Buscemi asked for formal comments within two weeks of the SACM updates. Mr. Elinsky concurred.

Ms. Xu asked about the dates of the Crofton Master Plan, and suggested a discussion with the County regarding updating the Small Area Plans. Ms. Buscemi responded that the Crofton Plan was approved in 2001, and the Odenton Plan was approved in 2003.

Mr. Mitchell agreed SHA will draft a letter addressing agency concerns and recommendations to the County.

Ms. Xu stated that while the Crofton Plan gave specific recommendations, they do not necessarily have the insight into the other small area plans, and that the County has discretion to see how small area plans coincide with the larger plan.

SHA requested written comments and concerns regarding the bypass language as soon as possible. Mr. Schultz and Mr. Elinsky agreed to provide written comments.

Ms. Rudnick (EPA) asked who would maintain the mitigation site west of MD 3 in the long term. SHA responded that SHA would either own it outright, or place a permanent easement on it as with other preservation sites. The mitigation is conceptual and not yet funded, more details will follow. SHA recommended any questions or concerns be included in the SACM comments to be addressed and included in the Environmental Compliance and Considerations Checklist.

Mr. Sacks called for further agency remarks. Mr. Golden said he will not address the bypass language in his comments, but will review the new impacts from the interchange design in the SACM.

The meeting was adjourned.

ATTENDANCE

Attendees	Organization	Email
Darrel Sacks	SHA	dsacks@sha.state.md.us
Anne Elrays	SHA	aelrays@sha.state.md.us
Angela Jones	KCI	ajones@kci.com
Denise King	FHWA	denise.king@fhwa.dot.gov
Mary Barse	SHA	mbarse@sha.state.md.us
Tim Tamburrino	MHT	ttamburrino@mdp.state.md.us
Bihui Xu	MDP	bxu@mdp.state.md.us
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Brian Lange	SHA	blange@sha.state.md.us
Nicole Washington	SHA	nwashington@sha.state.md.us
Steve Hurt	MDE Nontidal	smhurt@mtmail.biz
Greg Golden	MD DNR Env Review	ggolden@dnr.state.md.us
Sajid Aftab	FHWA	sajid.aftab@fhwa.dot.gov
Ivan Marreno	FHWA	ivan.marreno@fhwa.dot.gov
Dan Johnson	FHWA	dawn.johnson@fhwa.dot.gov
Baja Akundo	BMC	bakundi@bagometro.org
Barbara Rudnick	EPA	Rudnick.barbara@epa.gov
Susan Hinton	NPS	susan_hinton@nps.gov

SHA'S SELECTED ALTERNATE AND CONCEPTUAL MITIGATION

Concurrence Form

Project Name & Limits: MD 3: From north of US 50 to South of MD 32

Having reviewed the attached SHA Selected Alternate and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments: SHA is coordinating with MDP to address project compliance with the Priority Funding Areas law. We anticipate that PFA Compliance will be addressed soon.

Additional Information Needed:

Signature: _____ Date: 8/24/06

David T. Whitaker, AICP
Maryland Department of Planning

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

August 30, 2006

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert St.
Baltimore, MD 21202

Re: *SHA Selected Alternative/Conceptual Mitigation Concurrence Document, MD 3 from North of US 50 to South of MD 32*

Dear Mr. Kresslein:

The U.S. Fish and Wildlife Service (Service) has read the "SHA Selected Alternative/Conceptual Mitigation Concurrence Document" for MD 3. We were disappointed with the Maryland State Highway Administration's (SHA) selection of Alternate 3 - Boulevard Concept. We believe this alternative will be inadequate for handling the future growth in traffic volumes. The Service has continually endorsed the selection of a fully controlled access highway that would maximize capacity along existing MD 3 in both Prince George's and Anne Arundel Counties.

The Service believes that future traffic congestion on Alternative 3 will increase public demand for construction of the Crofton Bypass. Bypass alternatives were studied between 1992 and 1997 and a report was published in March 1998. The Anne Arundel County Crofton Small Area Plan recommends that a right-of-way be preserved for the Crofton Bypass. The Service believes the Crofton Bypass will cause excessive impacts to the forested wetlands and floodplains adjacent to the Patuxent and Little Patuxent Rivers if it is constructed. The Service will not endorse the selection of Alternative 3 - Boulevard Concept unless two land preservation strategies are implemented with the selection of this alternate. These include 1) land is purchased for future interchange construction at four major intersections if any of these areas are proposed for development and, 2) the floodplains adjacent to the Patuxent River and Little Patuxent River are protected from a future Crofton Bypass.

Service comments on specific conclusions in the Selected Alternate and Conceptual

Mitigation Package (SACM)

Summary Statement

Page S-1 (Project Purpose Statement) - The Service believes an additional alternate could have been included in the Draft Environmental Impact Statement. This alternative would have combined the Alternate 3 highway design south of MD 450 with Alternate 5 Modified highway design north of MD 450. This alternative would have combined the fully controlled access designs of each alternate. The Alternate 3 highway design controls vehicle access south of MD 450 but only provides partial access control north of MD 450. Alternate 5 Modified fully controls vehicle access north of MD 450 but only partially controls access south of MD 450. A combined alternative would have provided controlled access along the whole highway corridor. This combined alternate would have been a viable alternative.

Page S-1 (Description of SHA Selected Alternative) - SHA cannot accurately state, "This SHA Selected Alternative addresses existing and projected operational needs while minimizing environmental impacts." All four major intersections north of MD 450, on proposed Alternate 3 - Boulevard Concept, will operate at a Level of Service F before the design year of 2025. In addition, the travel lanes will be reduced from 12 feet wide down to 11 feet wide. The narrow lanes will necessitate a change in the posted speed limit from 55 miles-per-hour to 45 miles-per-hour which further reduces vehicle capacity. The Service believes that this alternate will provide inadequate vehicle capacity which may cultivate local citizen outcry for Crofton Bypass construction. If constructed, the Bypass will maximize impacts to the high value floodplains adjacent to the Patuxent and Little Patuxent Rivers.

Alternates Not Selected

Page 8 - (last paragraph) - SHA states that one justification for dropping Alternate 5 Modified concerned its design flaw which allowed direct secondary road and driveway access to MD 3 south of MD 450. This design flaw could have been easily eliminated by substituting this design concept with the Alternate 3- Boulevard design concept south of MD 450. A combined Alternate 3 South/5 North may have been the best design for increasing traffic capacity. The Service believes that this explanation for elimination of Alternate 5 Modified is unsatisfactory.

Description of the SHA Selected Alternate

Page 10 - (Selected Alternate) - "This SHA Selected Alternate results in the fewest environmental impacts with the exception of the MD 450 interchange and the relocation of Charles Hall Road." The highest value wetlands, floodplains, and streams are located at the proposed MD 450 interchange. Since the environmental impacts are not minimized at the location with the highest value resources, the Service does not consider the Selected Alternate as the one that minimizes environmental impacts. If the Crofton Bypass is needed in the future to alleviate traffic congestion on Alternate 3-Boulevard Concept, then this alternate will maximize impacts to the Patuxent River watershed.

Page 10 and 11 - (Conflict Resolution) - Two conflict resolution meetings that took place in 2005 were discussed in this document. The purpose of these meetings was to discuss the concerns that the Corps of Engineers, Environmental Protection Agency, and the Service had with the proposed Crofton Bypass and with right-of-way preservation at four major intersections. SHA states that the formal conflict resolution process was completed with two decisions:

1. The Federal Highway Administration would not fund any purchase of land around the four major intersections.

2. SHA agreed to work with the potential developers to limit access along MD 3 near the intersections for the purposes of not precluding grade separated interchanges, though they are not part of the selected alternative. The MD 3 corridor will be tracked through SHA's Access Management Program. However, no right-of-way purchases that would cause residential or business displacements will be made. ACOE, EPA, and FWS have agreed to the SHA proposal to use access management approach that does not involve property displacements that presently have constructed structures on the property.

The two statements listed above do not mention the potential for a future Crofton Bypass. The conflict resolution process did not resolve the Crofton Bypass issue which was a major concern of the Corps of Engineers, the Environmental Protection Agency and the Service. The Service requests that the Crofton Bypass issue be addressed in the SACM document before SHA considers the Conflict Resolution process complete. It is not mentioned in the two decisions listed above. How can a conflict resolution process be completed before all the major issues are addressed?

On the issue concerning right-of-way preservation, the Service understood that SHA would buy any properties proposed for development within the foot print of the potential interchanges at the four locations if the developer refused to avoid these areas with any future development proposals. We agreed with SHA that they did not need to purchase any properties within the potential interchange foot prints that already contained standing houses or businesses. However, the Service did not agree to continue to allow development in these interchange areas until a Corps of Engineers 404 permit is issued for highway construction. A restaurant is presently being constructed on the southwest quadrant of the potential MD 424 interchange. Obviously paragraph (2.) quoted above is a unspecified future commitment to prevent developers from building in the potential interchange areas. The Service is asking for clarification in the SACM document concerning paragraph (2). This explanation should clearly state what commitment SHA is willing to make in the purchasing of land when the developer refuses to cooperate. We are also requesting an immediate start date for the initiation of this commitment.

The Service is alarmed by the new development in the potential footprint of MD 424 interchange. The MD 3 highway planning process has alerted the developers to the potential conflicts with the potential interchange locations and may have accelerated the development of these areas. The commitment stated in paragraph (2) is not presently providing protection to the potential interchange areas. In addition, Anne Arundel County does not seem concerned about

protecting these potential interchange areas. The lack of preservation efforts for land at the potential interchanges has the Service deeply concerned about the possibility of a future Crofton Bypass.

Page 13 - (MD 450 intersections, third paragraph) - SHA selected a combined Option A + B for the MD 450 intersection. This intersection provides a better Level-of-Service (C) than the other options but also impacts 14.6 acres of wetlands and floodplains of exceptionally high value. It is also stated that Option A only impacts 11.5 acres of wetlands and Option B 10.5 acres of wetlands. The Service cannot accept these impacts without further explanation of the reasons the impacts are so much higher for Option A + B. The Service would also like to mention that the document states in several places that the total MD 3 project only impacts 12.6 acres of wetlands. Please re-calculate the total impacts to wetlands and floodplains for this project. How do these interchange designs relate to the interchange designs distributed to us from the URS Corporation on August 7, 2006? The URS designs are labeled as a 25 mph loop ramp, 30 mph loop ramp and 35 mph loop ramp.

Page 13 - (Crawford/Cronson Boulevards) - This intersection is a complete bottleneck to traffic capacity and will only justify the need for a Crofton Bypass. The Service recommends the complete closure of this intersection or at least the closure of the left turn signal. As a compromise to Crofton residents, SHA could provide a right-in and a right-out for the Post Office and right-in, right-out access to Crawford Boulevard. This right-in, right-out access would remove the need for a stoplight at this intersection.

Pages 14 & 15 - (the Four Remaining Intersections) - The Crawford/Cronson Boulevards, MD 424/Conway Road, Waugh Chapel/Reidel Road, and MD 175/Millersville Road intersections will all operate at a Level-of-Service F during the design year of 2025. This poor Level-of-Service seems acceptable to SHA at these intersections but is not acceptable at the MD 450 intersection. We do not understand this inconsistency of these five interchanges.

Summary of Environmental Impacts

Page 19 (Wetlands) -" The SHA Selected Alternate would impact 12.6 acres of wetlands..." Is this acreage impact figure wrong?

Page 20 (Floodplains) - The selected alternate will impact 51.4 acres of floodplains of very high value to fish and wildlife resources. This is a large impact.

Avoidance and Minimization Measures

Page 29 (Avoidance and Minimization Measures) -

- The Service appreciates SHA's effort to design 25-mile and 35-mile-per-hour interchange loops to reduce wetland impacts.

- The Service believes the 12- foot lanes will provide significantly more vehicle capacity on MD 3 which could justify the additional 0.5 acres of wetland impacts. Furthermore, most of the wetlands to be impacted are of low value. The 11-foot lanes will slow down traffic which will reduce the carrying capacity of each lane. This may accelerate the demand for the Crofton Bypass. If the Crofton Bypass is built, many more acres of high value wetlands and floodplains will be impacted. The Patuxent River floodplain contains the highest value habitats in the MD 3 study area..

- The Service believes that the 16 acre estimate of wetland minimization for the MD 3/MD 450 interchange as a gross exaggeration. What slope ratio was used to develop this estimate? A 6:1 slope? A 6:1 slope would never be permitted by the Corps of Engineers in a wetland system of this value. The minimization estimate should be based on the design of interchange slopes that are steeper than 2:1. If the slopes are 2:1 or flatter, the Service does not consider the effort as a minimization effort. This 16 acre estimate should be removed from the document.

- The Service is appreciative of SHA efforts in placing most of the MD 3/MD 450 interchange improvements east of MD 3 to avoid impacts to the confluence of the Patuxent and Little Patuxent Rivers. This easterly placement of the loop ramp will lower the magnitude of impacts to these high value river systems.

- The Service endorses SHA's proposal to place retaining walls next to the utility poles to avoid having to relocate the poles and causing additional impacts to wetlands and floodplains.

- The Service prefers an interchange at MD 424 which will improve its Level-of-Service during the design year of 2025. Because of all the recent development along Piney Orchard Road, Patuxent Road and MD 424 have become heavily traveled bypasses of MD 3. Patuxent Road and MD 424 will probably need to be upgraded to a four lane road and the MD 424/MD 3 intersection will probably need to be upgraded to an interchange to keep this bypass operational in the foreseeable future. Maintaining the viability of this bypass could replace the need for a Crofton Bypass. The Service is recommending an interchange at MD 3/MD 424 and consideration of a four lane upgrade of Patuxent Road and MD 424.

Mitigation Measures

Page 29 (wetland impacts) - Please re-calculate the total acres of wetland impacts (12.6 acres) of the selected alternate. It may be underestimated

Proposed Mitigation Sites

Page 30 - Site 1 (PR-336) - This site is at an excellent location next to the expansive Patuxent River floodplain. Unfortunately, there is so much excavation needed for wetland creation that

the Service does not recommend it for further consideration. We would recommend some grading and reforestation as a alternative. Reforestation would have a much better chance of success. If SHA still plans to proceed with the site for wetland creation, the Service recommends that the whole site be excavated to the same elevation as the existing Patuxent River floodplain, north of existing MD 450. In a few decades, the mitigation site would replace several of the functions and values lost during construction of the proposed MD 3/MD 450 interchange. If the excavation is not at the same elevation as the existing floodplain, the site will not replace the lost functions and values to the Patuxent River floodplain. The chances for creating functioning wetlands will also be much lower. In addition, the site will just become a wetland creation area that is marginally connected to a high value floodplain. If this site is used for wetland creation, a herbicide control program may be needed in a few years to control exotic species.

The Service believes a more environmentally effective approach would be to drop this site from the wetland creation list and purchase one or more preservation sites that encompass portions of the Patuxent and Little Patuxent River floodplains and adjacent uplands that total between 130 to 160 acres in size (10:1 ratio for wetland impacts).

Page 31 - PR-333 (Dorsey Run) - This is an excellent site for stream restoration work. Essentially, SHA plans to remove the berm on the west stream bank to allow for natural flooding of the adjacent forested wetland. This project has an excellent chance of success. The Service does not recommend that the graded area be planted. The area should be allowed to regenerate naturally.

Page 31 - PR - 371 (Bayard Road) - This site consists of a small (0.5 feet wide) first order stream that is enclosed by steep banks between four and five feet high. This stream would benefit from a forested buffer and cattle exclusion fencing. The forest buffer should be no less than 50-feet wide on each side of the stream (100-foot minimum buffer width). A 35-foot forested buffer on each side of the stream is too narrow to be more than minimally effective and is not acceptable to the Service. There should be no more than three cattle crossings on the stream. Pre-fabricated cement or metal cattle crossings should be placed in the stream and on each stream bank to limit erosion from cattle crossing the stream. The Service is opposed to vernal pool creation at this site.

We conveyed our opinions to the consultants on the May 17, 2005, field visit. The hydrology is limited and the slopes are steep. Grading for vernal pools will only create the potential for more gully erosion and will offer limited opportunity to create habitat for amphibians. The primary purpose of this project is to minimize stream bank and hillside erosion. We are against the vernal pool creation concept because it may accelerate soil erosion of the slopes adjacent to the created vernal pool. We are also requesting perpetual access to this site by the Service, Baltimore Corps of Engineers, Environmental Protection Agency, Maryland Department of the Environment, and Maryland Department of Natural Resources with a 24-hour notice to the landowner. If this is unacceptable to the landowner, the Service is requesting that this site be removed from further consideration.

Page 31 - PR - 374 (Kettering Community Park) - This site is proposed for wetland restoration and enhancement, riparian buffer enhancements, stream restoration, stormwater management, and fish passage enhancement.

The Service believes the wetland restoration site will need to be graded over most of its area to provide sufficient hydrology for wetland functions. However, no grading should occur in the forested areas consisting of trees with a 50% or greater canopy closure. Removing forest habitat meeting these specifications would cause more environmental impact than benefit.

The Service believes that the fish passage portion of the project should be a lower priority. Both fish blockages only block fish passage during low flows. The Service does not believe these structures block fish from moving upstream during the spring spawning season. Anadromous fish do not spawn this far north in the West Branch so removal of these blockages will not affect these species. The water quality also appears marginal during base flows and could limit the fishery to the most common fish species in Maryland. Therefore, removal of these partial blockages may only provide benefits to fishery of low value. The Service recommends that a fish shocking survey be conducted to determine the diversity and density of the fish population. If the population is small and consists of common species, the Service would recommend that the partial blockages remain intact. A water quality analysis should be conducted during the months of July or August to determine which water quality parameters are limiting the fish diversity and quantity.

The lower blockage consists of an extension of Chesterton Drive that was constructed on the streambed of Northwest Branch. This blockage creates a shallow water situation over the road during periods of base flow. During spawning season, this road would not create a blockage. If the road is removed, it could initiate a head-cut on the newly exposed streambed that would migrate upstream and cause the stream to incise more. This would accelerate bank erosion and create a more unstable stream.

Removing the upper fish blockage which is a cement frame for two wooden weirs could also cause streambed incision and create an upstream head-cut. Three cement columns stick up vertically out of the water. These columns could be cut which would create a unimpeded opening of the stream. This would reduce the water velocity of the stream that is presently being forced through the vertical columns. Do not remove the horizontal cement portions of these structures because it could cause the stream to head-cut.

The dam stabilization portion of this project could more accurately be called heightening of the pond banks. This reinforcement of the banks could be beneficial for preventing high pond water from flowing over the sections of low banks. It did not look like a critical situation. A more critical situation is occurring upstream from the uppermost fish passage. The problem involves a bank that is eroding just upstream from the northeast corner of the pond. This could eventually cause the pond bank to collapse. The erosion problem could be minimized with the placement of some large rock along the bank to prevent it from eroding further. The erosion is occurring on an estimated 25-foot segment of bank.

The stream restoration portion of this project should be limited to the Northeast Branch and Northwest Branch. The Service does not consider the modification of the road swales next to Chesterton Drive as stream restoration. This work is not needed and should not be counted in the linear footage of stream restoration. This swale work should be listed as swale restoration and not stream restoration. Three-foot tall landscape trees could be planted along one side of the road swales, at an eight foot spacing, to eventually provide shading to the rip-rap in each swale. This would reduce some heating of the stormwater.

The Service concurs with the proposal to create riparian forest along each bank of Northeast Branch. We are requesting a 100-foot buffer be established along each side of the Northeast Branch. We are also recommending that a forested buffer be established along each bank of the Northwest Branch. The west bank along the Northwest Branch could be reforested between the stream bank and the edge of the pond. A 100-foot wide forested buffer should be established on the east bank. The stream banks of Northwest Branch are stable. We do not recommend that SHA reconfigure the stream channel.

The Service concurs with the SHA proposal to remove the extension of West Branch Drive in the park and convert the right-of-way into a stormwater management pond. We recommend that a portion of the stormwater from MD 214 be directed to the pond.

Overall, Northwest Branch and Northeast Branch are located in high density suburbs that are still expanding in the watershed. There are three golf courses in the upstream watershed and numerous house lots that are adding pesticides and fertilizer to the water. There is also a lot of upstream bank erosion that is being carried through Kettering Park which is further degrading water quality. The open golf course areas are allowing sunlight to heat the streams. Stormwater runoff from roads, driveways, and shopping centers are also adding heated stormwater and allowing pollutants to enter the stream system. The proposed restoration at Kettering Park will benefit the stream but will not counteract the huge negative impacts of present and future development. Overall, the riparian buffer will provide shading to the streams in Kettering Park and will create a wildlife corridor for wildlife from MD 214 to MD 202. The wetland restoration may enhance habitat for forested wildlife. However, the Service believes the best benefits of these restoration projects will be received by the Kettering Community and care should be taken to provide aesthetically pleasing restoration projects.

Page 31 - Site 30 (MD 424/US 50 Interchange) - The Service cannot recommend this site which is surrounded on the north by US 50 and the northeast by MD 424. Agricultural fields surround the wetland which is maintained by highway stormwater. The stream that will be restored is only six inches to one foot wide and only ½ inch deep during the winter. Undoubtedly, it is dry during the summer a few days after each rain event. This project, as proposed, is of marginal quality. There may not be sufficient road stormwater to support 10.2 acres of wetlands. The riparian buffer will need to be 100-feet wide on each side of the intermittent stream to provide an adequate corridor for wildlife. In addition, the project terminates before the stream joins Cattail Creek which may provide an adequate wildlife corridor. The Service will need to walk the stream to Cattail Creek to determine if the potential exists for maintaining a corridor to Cattail

Creek. The Service will also need to review the Anne Arundel County zoning for the area to determine the planned density proposed for the surrounding land. None of the surrounding land seems to be protected from development. Presently, the wetland creation proposal provides an isolated system which may lack adequate hydrology to provide the functions and values of a wetland. This system is connected to an intermittent stream with a one tree buffer. In the future, this stream may be surrounded by residential housing on one acre manicured lots. Residential lots do not provide many benefits to wildlife and cannot replace any of the functions and values lost during MD 3/MD 450 interchange construction. The Service recommends that this marginal site be removed from further consideration. The Service requests that a site with more potential be provided for mitigation. The mitigation should provide more than a one to one arithmetic replacement for wetland, floodplain, and stream impacts to high value systems such as the Patuxent and Little Patuxent Rivers. We are requesting that a more adequate site be found that can potentially replace a significant portion of the function and values being impacted by MD 3 construction. We would also consider the purchase and preservation of uplands and wetlands in and adjacent to the Patuxent River and Little Patuxent River floodplains. We do not believe Site 30 has the potential for significant replacement and request its removal from further consideration.

Page 32 - Site PR-267 (Patuxent and Little Patuxent Rivers at MD 3) - The Service never said that they preferred this site to Site 31 (Plant Nursery property). This preference is implied in paragraph one on page 32 in the SACM. The Service would prefer that both sites be purchased and preserved in perpetuity. The Service rates Site PR-267 and Site 31 as the best mitigation options for protecting the functions and values of the Patuxent River and Little Patuxent River floodplains, wetlands, and river systems that SHA has proposed to date. Please remove the statement on page 32 that implies that the Service prefers one site over the other. We recommend that both sites be purchased for preservation.

The Service is requesting that Site PR-267 be enlarged to include the pond and wetland and upland area which is behind the Post Office and the Route Three Centre. We would like Site PR-267 and Route Three Centre pond area to be purchased fee simple and placed in a perpetual conservation easement that prohibits development on the property. We would prefer that site PR-267 and the pond be purchased and transferred to the Maryland Department of Natural Resources as an addition to their Patuxent River Greenway park system.

The Service believes that some of the proposed mitigation sites will be eliminated after further investigation shows that the potential for wetland creation or stream restoration is more limited than originally identified. The Service recommends that SHA retain the option of purchasing Site 31 (Plant Nursery) for preservation to mitigate for any acreage or linear foot shortfalls that may occur at the proposed sites.

Summary of U.S. Fish and Wildlife Service Concerns

The Patuxent River watershed contains the third largest wetland system located within the 100-year floodplain in the State of Maryland. Only the Pocomoke River and the Nanticoke River

have larger wetland floodplain systems. The Service considers the Patuxent River watershed wetland system as an Aquatic Resource of National Importance (ARNI) and wants to minimize the impacts to this system. We are requesting that SHA provide funding for immediate preservation of the undeveloped lands adjacent to Crawford/Cronson Boulevards, MD 424, Waugh Chapel/Reidel Road, and MD 175/Millersville Road that are proposed for development. Interchanges will be needed at these locations in the future to provide capacity for the vehicle volume increases anticipated in the future. We are disturbed by the new development in the southwest quadrant of the MD 424 intersection and believe SHA is demonstrating a docile commitment to future interchange preservation. We are also requesting that SHA purchase the following properties for preservation: PR-267, the Route Three Centre pond, and Site 31.

The Service would like to state that none of the selected wetland creation or stream restoration sites will replace all the functions and values that will be lost at the Patuxent River during construction of the MD 3/MD 450 interchange. This mitigation site search is the third or fourth mitigation site search conducted by SHA in the Patuxent River watershed over the last 15 years. Yet none of the sites selected have more than minimal to moderate potential for functional replacement. The only sites with high wetland functions and values are the preservation sites that are located in or adjacent to the Patuxent River and Little Patuxent River floodplains. This deficiency in wetland creation and stream restoration sites produces further concerns for the Service in regards to the potential construction of the Crofton Bypass. There will be no replacement of the lost wetland functions and values in the watershed with future highway construction.

The Service is asking for SHA's investment in the future for MD 3. If you have any questions, please call Bill Schultz of my staff at (410) 573-4586.

Sincerely,

John P. Wolflin
for Supervisor

cc:

Steve Elinsky, Baltimore Corps of Engineers, Baltimore
Barbara Rudnick, EPA, Philadelphia, PA
Steve Hurt, MDE, Baltimore, MD
Greg Golden, DNR, Annapolis, MD
Bihui Xu, MDP, Baltimore, MD
Dan Johnson, FHWA, Baltimore, MD

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

SEP 12 2006

Mr. Bill Schultz
Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

Mr. Steve Elinsky
US Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

Dear Messrs. Schultz and Elinsky,

Per your request, we are writing to clarify the State Highway Administration's (SHA) and Anne Arundel County's position regarding the potential for a future western bypass of the MD 3 corridor. Both of your respective agencies, US Fish and Wildlife Service (FWS) and the Corps of Engineers (COE), have raised concerns that a 'Crofton' bypass would cause extensive impacts to the areas adjacent to the Patuxent and Little Patuxent Rivers. You have also indicated that future traffic congestion along the corridor would potentially increase public demand for a western bypass facility.

Since the beginning of the current MD 3 Project Planning Study, both SHA and Anne Arundel County representatives have expressed a consistent opinion regarding their respective agencies' position on any bypass options associated with the MD 3 corridor. Both agencies have stated that due to the sensitive nature of the environmental resources that would be potentially impacted by a proposed bypass, every reasonable effort would be made to address capacity, safety and circulation concerns along the existing MD 3 corridor. In recognition of the sensitive habitat that could be affected, SHA chose not to include consideration of bypass alternatives in the current MD 3 study. SHA has indicated that the current SHA Selected Alternative would be evaluated periodically to determine if additional capacity and circulation improvements would be warranted based on increased traffic volumes. These improvements would include, but would not be limited to grade separated interchanges, access consolidation and additional widening.

Numerous factors have been identified as reasons why both the SHA and Anne Arundel County do not support bypass options for the MD 3 corridor. Several of these were stated in previous correspondence from the County's Planning and Zoning Officer in his letter dated September 19, 2005. While each of the following factors evaluated individually may not provide adequate justification to not study a bypass at this time, consideration of all of these factors together should be viewed as a very overwhelming good faith effort from both parties to defer consideration of bypass options in the foreseeable future.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

Some of the factors contributing to the agencies' lack of support for the western bypass option include:

- The bypass would be located outside of the Maryland Department of Planning approved Priority Funding Areas (PFAs), requiring an exception to the Smart Growth and Neighborhood Conservation Act (1997). PFAs are designated areas for growth by the County in an effort to prevent sprawl. Also, identification of a bypass on County Plans would support proposals for additional development in areas which could be environmentally sensitive and create demands to extend utilities, thereby promoting even more development. This is undesirable and counter to the County's land use initiatives for this area.

- The construction of a bypass facility would be in conflict with the *Odenton Small Area Plan* (September 2003), which identifies a Patuxent Greenway in Anne Arundel County as well as the County's *Greenway Master Plan* (adopted October 2002). This area lies west of MD 3. The Greenway Plan recommends acquiring a corridor west of MD 3 that would connect the Dairy Farm, Little Patuxent, and Patuxent Wildlife Refuge greenway areas.

- As a bypass needs logical beginning and ending points, its construction would also have to be approved by Prince George's County and the Maryland-National Capital Park and Planning Commission's Prince George's County Planning Board. The bypass would also need the concurrence of the City of Bowie elected officials if the southern terminus would tie-in within Prince George's County. A bypass of MD 3 is absent from the Bowie-Collington Mitchellville and Vicinity Master Plan (1991). Furthermore, the bypass would need to bisect a preservation area shown on the area master plan on the south side of the Patuxent River. Prince George's County has historically not supported a western bypass and has removed any alignments from their master plan that would connect a bypass from Anne Arundel County into Prince George's County.

  The *Crofton Small Area Plan* (adopted January 2001) is the only plan that recommends the preservation of right-of-way for a MD 3 bypass facility. Neither the *Anne Arundel County General Development Plan* nor the *Odenton Small Area Plan* (which encompasses most of the area where a bypass was previously studied) include a proposed bypass or recommend right-of-way preservation for such a facility either east or west of the current MD 3 alignment.

  Further, County code does not provide for preservation for alignments for which there is not a dedicated capital project for construction by either the County or the State.

- Currently incorporated into the MD 3 mitigation package is a seventy-two acre wetland preservation site, PR-267: Patuxent and Little Patuxent Rivers at MD 3, which would likely be impacted by any bypass alignment that would have a southern terminus on the north side of the Patuxent River inside Anne Arundel County.

We believe that collectively, these factors demonstrate why neither SHA nor Anne Arundel County would consider or support the study of a MD 3 bypass facility in the foreseeable future. As stated at the recent meeting held on August 25, 2006, the SHA and the County do not feel that a MD 3 bypass facility is compatible with the needs within the MD 3 corridor. The SHA and the County have agreed to continue working with potential developers to limit access along MD 3 near the intersections north of MD 450 for the purposes of not precluding grade separated interchanges. Though grade separated interchanges are not part of the current SHA Selected Alternative, they could be the next logical step, from SHA's standpoint, to reduce congestion on MD 3.

Through the adoption of several plans by the County and the on-going coordination of developments and preservation through the SHA, there is no justification of promoting the development of a bypass facility of MD 3 now or in the foreseeable future.

If you have any further questions or concerns, please contact Mr. Joseph Kresslein, SHA Assistant Division Chief at 410-545-8550 or Mr. George Cardwell, Planning Administrator for Anne Arundel County at 410-222-7432.

Sincerely,

Raja Veeramachaneni, Director
Office of Planning and
Preliminary Engineering
MD State Highway Administration

Joseph W. Rutter, Jr., AICP
Anne Arundel County
Planning and Zoning Officer

cc: Ms. Donna Buscemi, SHA-PPD
Mr. George Cardwell, Anne Arundel County, OPZ
Ms. Danielle Edmonds, SHA-PPD
Mr. Bruce M. Grey, SHA-OPPE
Mr. Joseph Kresslein, SHA-PPD
Mr. Wesley Mitchell, SHA-PPD

SHA'S SELECTED ALTERNATE AND CONCEPTUAL MITIGATION

Concurrence Form

Project Name & Limits: MD 3: From north of US 50 to South of MD 32

Having reviewed the attached SHA Selected Alternate and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments: SHA NEEDS TO COMPLETE THE SECTION 106 REVIEW PROCESS TO RESOLVE THE UNDERTAKING'S ADVERSE EFFECT ON ARCHEOLOGICAL RESOURCES

Additional Information Needed:

Signature: [signature] Date: 9/14/06

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

September 21, 2006

Mr. Bruce Grey
Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: MD 3 Project Planning Study, from North of US 50 to South of MD 32
Anne Arundel and Prince George's Counties, MD
Selected Alternative/Conceptual Mitigation Concurrence Document

Dear Mr. Grey:

The Environmental Protection Agency (EPA) has received the Selected Alternative/Conceptual Mitigation (SA/CM) concurrence document for the MD 3 project dated June 2006. EPA has reviewed this document in accordance with Maryland Streamlined Environmental and Regulatory Process (for Transportation Projects).

Environmental concerns have been expressed regarding the project as summarized in EPA's letter of May 13, 2005 on the Draft Environmental Impact Statement. Concerns expressed in the letter include impact to the high quality resources of the Patuxent and Little Patuxent Rivers, the interchange at Rt. 450, and the threat of local planning interest in a MD 3 bypass, which has been studied and would potentially cross the Patuxent and Little Patuxent Rivers. EPA has been reluctant to concur with the SA/CM document until the design for the MD 450 interchange had been resolved, and the best assurances for protection of the Patuxent systems were identified. There is still discomfort in the fact that restrain in highway design has been preferred by SHA along most of the corridor (allowing a marginal Level of Service), while the interchange at MD 450, which impacts the highest quality natural resources on the alignment, is build for a high Level of Service. EPA requests that any further minimization of wetland impacts at the interchange be made as the project moves into design.

As traffic is likely to remain a problem in this corridor, future alternatives of the State or County should not sacrifice the natural resources of the fluvial system in order to accommodate commercial growth and the appearance of a boulevard. More effective traffic management or highway design on the current alignment (along with improvements to mass transit) is preferable to a new future alignment (bypass). It is hoped this is not precluded by commercial growth along the corridor, and that SHA is diligent in following up on their commitment to limit new access to MD3 where development could foreclose intersection upgrades. It is the hope of EPA that the

efforts made to involve local planning agencies in the NEPA process, alerting them to state and federal environmental concerns and laws, has increased awareness of the goals of the integrated NEPA/404 process, encouraged preservation and protection of natural resources in proposals for changes in land use, and highlighted protection of the Patuxent system. It is EPA's understanding that involvement and awareness of the local planning agencies in the NEPA process is a directive for SHA and Federal Highway Administration.

In the May 2005 letter, EPA requested investigation of resource preservation west of the MD 3 corridor in the Patuxent and Little Patuxent floodplain and wetland. EPA appreciates the efforts made to identify suitable property for protection as part of the mitigation package proposed for the project. EPA requests that every effort be made to determine the most protective long-term measures that can be afforded the property. Though a deed restriction can be effective, dedication of the land to a park system, or a State entity such as Department of Natural Resources may grant more permanent protection. While the project moves forward, EPA requests that these efforts for land protection be presented as updates to the Interagency Review staff and management team. EPA appreciates continued coordination with the interagency team as selection of adequate mitigation, especially for the functions and values of impacted wetlands, is resolved.

Thank you for the opportunity to review and comment on this document. The Agency looks forward to continued cooperation in the evaluation of impact and protection of natural resources in the MD 3 project study area. If you have any questions, feel free to contact Barbara Rudnick at (215) 814-3322.

Sincerely,

William Arguto
NEPA Team Leader
Environmental Programs Branch

cc: Steve Elinsky, COE
Bill Schultz, USFWS
Greg Golden, DNR

SHA'S SELECTED ALTERNATE AND CONCEPTUAL MITIGATION

Concurrence Form

Project Name & Limits: MD 3: From north of US 50 to South of MD 32

Having reviewed the attached SHA Selected Alternate and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

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

Comments / Reasons for Non-Concurrence:

See attached letter

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

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

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

Comments:

Additional Information Needed:

Signature: _____ Date: 9-21-06

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*
C. Ronald Franks, *Secretary*

September 27, 2006

Mr. Joseph Kresslein
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Kresslein:

This letter is in response to the State Highway Administration request for Maryland Department of Natural Resources' (DNR) concurrence on the Selected Alternate and Conceptual Mitigation (SACM) package for the MD 3 project, from North of US 50 to South of MD 32, Project No. AT198B11, Prince George's and Anne Arundel Counties.

Department staff participated in discussions of this project at the monthly Interagency Meetings, and attended some of the numerous field meetings, keeping up with meeting minutes and subsequent agency comments when we could not attend a field meeting. The Department concurs with the Selected Alternative and Conceptual Mitigation Package for the project, marked "Final" and dated August, 2006, with the following comments:

We carefully reviewed the information relating to Jabez Branch in the document. There are certainly many other important natural resource areas within the project study area, especially the wetlands associated with the Patuxent River system. We recognize those values, and agree with the extensive efforts by the other resource agencies to optimize their protection. With Jabez Branch, a very sensitive natural trout stream, many of the potential concerns for resource impacts associated with this project originate in relatively small headwaters or upland areas within the upper watershed, and the Department takes on a greater role in advocacy for the protection of this coldwater aquatic resource system. It is important to stress that even with stormwater treatment for runoff in the Jabez Branch watershed, there are still significant aquatic concerns for that treated runoff. These relate to both temperature concerns and acidic soil properties documented in the area. Based on past experience, under some cases treated stormwater runoff in this area can still be extremely damaging to the coldwater habitat if released to Jabez Branch or its upper tributaries. For this reason, we strongly advocate safe infiltration to groundwater of any runoff in the Jabez watershed, for up to at least the 10-year storm. A nearby development project has found localized soil conditions that appear to allow for very large volumes of infiltration if properly designed. Or, as an option, stormwater runoff collected in the upper Jabez watershed could be released downstream or into a nearby watershed. Since these releases may still cause problems elsewhere, a very innovative infiltration approach should be considered. We noted that Jabez watershed stormwater management was not referenced in the Avoidance and Minimization section of the document, but it has been

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referenced in other parts of the documents and we understand that further work on the topic will continue. As part of the stormwater management issue, we strongly advocate the strict minimization of total impervious surface within the Jabez Branch watershed.

Regarding the proposed wetland preservation sites, we request that further discussions and review carefully consider the additional potential for long term protection of expanded wetland buffers and other adjacent upland areas, where feasible. The goal should be to demonstrate that significant development activities right up to the edge of a minimal buffer width for these areas will be preempted by the preservation arrangement. Without preempting adjacent major development, the value of the preservation effort would come into question.

The Department encourages and supports continued efforts during further planning to avoid and minimize impacts to natural resources in the project area, and to maximize the natural resource functions and values of the compensatory mitigation projects.

If you have any questions concerning these comments you may contact Greg Golden of my staff at 410-260-8334.

Sincerely,

Ray C. Dintaman Jr.

Ray C. Dintaman, Jr., Director
Environmental Review Unit

SHA'S SELECTED ALTERNATE AND CONCEPTUAL MITIGATION

Concurrence Form

Project Name & Limits: MD 3: From north of US 50 to South of MD 32

Having reviewed the attached SHA Selected Alternate and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments:

Additional Information Needed:

Signature: Ray C. Dintaman Jr. Date: 9-27-06

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 23, 2006

RE: Project No. AT198B11
MD 3 from North of US 50 to South of MD 32

Dr. John P. Wolflin
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

Attn: Mr. Bill Schultz

Dear Dr. Wolflin:

Thank you for commenting on the MD 3 Selected Alternative/Conceptual Mitigation concurrence document. Following each of the concerns/questions cited below, which were taken directly from your letter dated August 30, 2006, are the Maryland State Highway Administration's (SHA) responses.

U.S. Fish and Wildlife Service (FWS) Comment:
"The U.S. Fish and Wildlife Service (Service) has read the "SHA Selected Alternative/Conceptual Mitigation Concurrence Document" for MD 3. We were disappointed with the Maryland State Highway Administration's (SHA) selection of Alternate 3 – Boulevard Concept. We believe this alternative will be inadequate for handling the future growth in traffic volumes. The Service has continually endorsed the selection of a fully controlled access highway that would maximize capacity along existing MD 3 in both Prince George's and Anne Arundel Counties.

The Service believes that future traffic congestion on Alternative 3 will increase public demand for construction of the Crofton Bypass. Bypass alternatives were studied between 1992 and 1997 and a report was published in March 1998."

SHA Response:
Consistent with the MD 3 Purpose and Need Statement, the SHA Selected Alternative (Alternate 3 – Boulevard Concept) was chosen for its ability to improve operations and safety along MD 3 while minimizing environmental impacts to the extent possible. A minor amount of additional impacts would occur at the MD 3/MD 450 interchange and the relocation of Charles Hall Road in

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order to preclude the need to consider future upgrades due to the sensitive habitat at these locations. The SHA Selected Alternate consolidates access points along MD 3, eliminates the existing traffic weave condition at the entrance to White Marsh Park, provides auxiliary lanes, a separate service road for the corridor south of MD 450 and a fourth through lane northbound MD 3 north of MD 175, and improves conditions at the major intersections. The FWS concurred on the purpose and need of the study, which does not specify upgrading MD 3 to fully maximize roadway capacity.

The March 1998 report documented the findings of a master plan or feasibility level study conducted by SHA in cooperation with community groups representing both Crofton and Bowie to address the issues associated with MD 3. As a result, the current project planning study was initiated, looking only at alternatives along existing MD 3, since no consensus was reached on a bypass alternative that would not have significant impacts to the natural environment. This report helps further support SHA's continued position that only improvements along MD 3 are being considered and that there are no plans to pursue an alternative on new alignment for MD 3. The findings in this report indicated that improvements to existing MD 3 would provide the best opportunity to address the majority of the travel demand needs in the corridor.

FWS Comment:
"The Anne Arundel County Crofton Small Area Plan recommends that a right-of-way be preserved for the Crofton Bypass."

SHA Response:
Though this statement is true, it is extremely unlikely that right-of-way will be preserved for the Crofton Bypass for a number of reasons stated in the September 12, 2006 letter addressed to FWS and U.S. Army Corps of Engineers (ACOE) from SHA and Anne Arundel County (see attached).

FWS Comment:
"The Service believes the Crofton Bypass will cause excessive impacts to the forested wetlands and floodplains adjacent to the Patuxent and Little Patuxent Rivers if it is constructed."

SHA Response:
The SHA agrees with FWS on this comment, which is one of the reasons why bypass options are not being studied by the SHA.

FWS Comment:
"The Service will not endorse the selection of Alternative 3 – Boulevard Concept unless two land preservation strategies are implemented with the selection of this alternate. These include 1) land is purchased for future interchange construction

at four major intersections if any of these areas are proposed for development and, 2) the floodplains adjacent to the Patuxent River and Little Patuxent River are protected from a future Crofton Bypass."

SHA Response:
The SHA cannot purchase land with the assistance of federal funds, unless a Record of Decision has been approved by the Federal Highway Administration (FHWA) for a proposed improvement to MD 3 requiring such land. Currently, no funds are included in the CTP for the preservation of land for the MD 3 corridor. As stated at the October 31, 2005 conflict resolution meeting with FHWA, SHA, ACOE, U.S. Environmental Protection Agency (EPA) and FWS, SHA will work with Anne Arundel County and through its Access Permit Approval process to obtain setbacks for future development and redevelopment in the corridor and obtain controls of right-of-way, where feasible.

As part of the Selected Alternate/ Conceptual Mitigation package, the SHA has included two preservation sites (Site PR-267 and Site 31) located adjacent to or within the floodplains for the Patuxent River and Little Patuxent, which could be purchased when this project moves forward into the detailed design phase.

FWS Comment:
"Service comments on specific conclusions in the Selected Alternate and Conceptual Mitigation Package (SACM)

Summary Statement

Page S-1 (Project Purpose Statement) – The Service believes an additional alternate could have been included in the Draft Environmental Impact Statement. This alternative would have combined the Alternate 3 highway design south of MD 450 with Alternate 5 Modified highway design north of MD 450. This alternative would have combined the fully controlled access designs of each alternate. The Alternate 3 highway design controls vehicle access south of MD 450 but only provides partial access control north of MD 450. Alternate 5 Modified fully controls vehicle access north of MD 450 but only partially controls access south of MD 450. A combined alternative would have provided controlled access along the whole highway corridor. This combined alternate would have been a viable alternative."

SHA Response:
The opportunity to combine Alternate 3 and Alternate 5 modified was an option available in identifying the Selected Alternative for MD 3. All Alternatives, including the interchange options were divided into segments a-a to g-g for consideration as mix and match alternative, where reasonable. The opportunity to mix and match alternatives was presented at the Interagency Review Meeting during the identification of the Alternates Retained for Detailed Study. The

Service concurred on both the Purpose and Need and Alternates Retained for Detailed Study and as such, these issues need not be revisited consistent with Maryland's Streamlined Environmental Regulatory Process.

FWS Comment:
"Page S-1 (Description of SHA Selected Alternative) – SHA cannot accurately state, "This SHA Selected Alternative addresses existing and projected operational needs while minimizing environmental impacts." All four major intersections north of MD 450, on proposed Alternate 3 – Boulevard Concept, will operate at a Level of Service F before the design year of 2025."
SHA Response:
This sentence will be worded differently in the Final Environmental Impact Statement to state that, "This SHA Selected Alternative will improve existing and projected operational conditions while minimizing environmental impacts." The goal of the MD 3 Project Planning Study, as stated in the Purpose and Need Statement, is to improve the operation and safety of existing MD 3. The SHA Selected Alternative would improve the operation and safety of MD 3 over the no-build condition. Alternate 5 Modified was not selected due to inconsistency with the county master plans, opposition received at focus group and community meetings and the public hearing, potential business loss from direct access locations being eliminated, and safety concerns with weaving near White Marsh Park and higher speeds on MD 3. The purpose of the project did not specify that traffic capacity on MD 3 would be upgraded to an optimum level. That would have likely required the consideration of a bypass for through traffic which the FWS as well as other agencies have opposed. Rather, this project was intended to address the local traffic needs for the Crofton/Bowie area to the extent possible. Interstate and cut-through traffic is directed to use I-97 to US 50 and US 301. To support the use of I-97 for this purpose, the additions of the directional ramps to and from I-97 and US 50 in the 1990's were to service this through traffic need. In addition, signing improvements have been made on I-97 and US 301 directing traffic to I-97. Furthermore, the widening of I-97 from 4 to 6 lanes is included in the Statewide Transportation Improvement Program (STIP) to address the future traffic demand.

FWS Comment:
"In addition, the travel lanes will be reduced from 12 feet wide down to 11 feet wide. The narrow lanes will necessitate a change in the posted speed limit from 55 miles-per-hour to 45 miles-per-hour which further reduces vehicle capacity. The Service believes that this alternate will provide inadequate vehicle capacity which may cultivate local citizen outcry for Crofton Bypass construction. If constructed, the Bypass will maximize impacts to the high value floodplains adjacent to the Patuxent and Little Patuxent Rivers."

SHA Response:
The decision to reduce the travel lanes on MD 3 to 11 feet wide was a direct relationship to improving the safety on MD 3 by introducing elements to help

reduce the travel speeds on MD 3. MD 3 is posted at 45 mph on several sections today and is intended as a local corridor. Improving the design speed to 55 mph and eliminating all signalized intersections will may encourage additional interstate and cut-through traffic from I-97 and US 50 and increase the travel demand in this sensitive corridor.

FWS Comment:
"Alternates Not Selected

Page 8 – (last paragraph) – SHA states that one justification for dropping Alternate 5 Modified concerned its design flaw which allowed direct secondary road and driveway access to MD 3 south of MD 450. This design flaw could have been easily eliminated by substituting this design concept with the Alternate 3 – Boulevard design concept south of MD 450. A combined Alternate 3 South/5 North may have been the best design for increasing traffic capacity. The Service believes that this explanation for elimination of Alternate 5 Modified is unsatisfactory."

SHA Response:
This statement applies to segments a-a and b-b in Prince George's County. For this segment, Alternate 3 – Boulevard Concept was selected.

FWS Comment:
"Description of the SHA Selected Alternate

Page 10 – (Selected Alternate) – "This SHA Selected Alternate results in the fewest environmental impacts with the exception of the MD 450 interchange and the relocation of Charles Hall Road." The highest value wetlands, floodplains, and streams are located at the proposed MD 450 interchange. Since the environmental impacts are not minimized at the location with the highest value resources, the Service does not consider the Selected Alternate as the one that minimizes environmental impacts. If the Crofton Bypass is needed in the future to alleviate traffic congestion on Alternate 3-Boulevard Concept, then this alternate will maximize impacts to the Patuxent River watershed."

SHA Response:
Improvements at MD 450 and Charles Hall Road were identified as a "one and done" solution for the corridor in an effort to reduce the chances of returning to these areas for additional improvements. This decision was made in coordination with the review and regulatory agencies, including FWS, throughout the project planning process given the sensitivity of the resources. SHA has repeatedly stated in coordination meetings that we are aware of the sensitivity of the resources associated with the Patuxent River/Little Patuxent River Systems, as well as Jabez Branch. The SHA has met with the U.S. Army Corps of Engineers four times this year to find a balanced (safe, but environmentally sensitive) solution for the MD 3/MD 450 interchange.

FWS Comment:
"Page 10 and 11 – (Conflict Resolution) – Two conflict resolution meetings that took place in 2005 were discussed in this document. The purpose of these meetings was to discuss the concerns that the Corps of Engineers, Environmental Protection Agency, and the Service had with the proposed Crofton Bypass and with right-of-way preservation at four major intersections. SHA states that the formal conflict resolution process was completed with two decisions:

1. The Federal Highway Administration would not fund any purchase of land around the four major intersections.

2. SHA agreed to work with the potential developers to limit access along MD 3 near the intersections for the purposes of not precluding grade separated interchanges, though they are not part of the selected alternative. The MD 3 corridor will be tracked through SHA's Access Management Program. However, no right-of-way purchases that would cause residential or business displacements will be made. ACOE, EPA, and FWS have agreed to the SHA proposal to use access management approach that does not involve property displacements that presently have constructed structures on the property.

The two statements listed above do not mention the potential for a future Crofton Bypass. The conflict resolution process did not resolve the Crofton Bypass issue which was a major concern of the Corps of Engineers, the Environmental Protection Agency and the Service. The Service requests that the Crofton Bypass issue be addressed in the SACM document before SHA considers the Conflict Resolution process complete. It is not mentioned in the two decisions listed above. How can a conflict resolution process be completed before all the major issues are addressed?"

SHA Response:
The "Crofton Bypass" issue was discussed at the conflict resolution meetings, which is what led to the decisions that were made (see attached meeting minutes from October 31, 2005). SHA and FHWA have repeatedly stated that they are not studying a Crofton Bypass. Furthermore, Anne Arundel County had stated its position on a future bypass in their letter dated September 19, 2005. The SHA and Anne Arundel County drafted a letter dated September 12, 2006 (attached) to the FWS and the U.S. Army Corps of Engineers formally stating their joint position regarding a future bypass of the MD 3 corridor.

FWS Comment:
"On the issue concerning right-of-way preservation, the Service understood that SHA would buy any properties proposed for development within the footprint of the potential interchanges at the four locations if the developer refused to avoid these areas with any future development proposals."

SHA Response:
SHA did not agree to purchase additional property outside of what is needed for the Selected Alternate. SHA did commit to working with Anne Arundel County and through the access permit process to obtain the necessary set-backs that would not preclude future improvements. However, SHA has no legal right to preclude development if the developer wishes to move forward. Any additional improvements at the intersections that may be needed in the future would be subject to further NEPA analysis prior to purchasing right-of-way.

FWS Comment:
"We agreed with SHA that they did not need to purchase any properties with the potential interchange footprints that already contained standing houses or businesses. However, the Service did not agree to continue to allow development in these interchange areas until a Corps of Engineers 404 permit is issued for highway construction. A restaurant is presently being constructed on the southwest quadrant of the potential MD 424 interchange. Obviously paragraph (2) quoted above is an unspecified future commitment to prevent developers from building in the potential interchange areas. The Services is asking for clarification in the SACM document concerning paragraph (2). This explanation should clearly state what commitment SHA is willing to make in the purchasing of land when the developer refuses to cooperate. We are also requesting an immediate start date for the initiation of this commitment."

SHA Response:
As previously stated, SHA cannot use federal funds to purchase right-of-way outside of the footprint of the Selected Alternate. SHA also cannot preclude the development or of properties in the corridor. SHA has been and will continue to work through the access management process and with Anne Arundel County concerning these issues.

FWS Comment:
"The Service is alarmed by the new development in the potential footprint of the MD 424 interchange. The MD 3 highway planning process has alerted the developers to the potential conflicts with the potential interchange locations and may have accelerated the development of these areas. The commitment stated in paragraph (2) is not presently providing protection to the potential interchange areas. In addition, Anne Arundel County does not seem concerned about protecting these potential interchange areas. The lack of preservation efforts for land at the potential interchanges has the Service deeply concerned about the possibility of a future Crofton Bypass."

SHA Response:
The SHA is concerned about development along MD 3 as well, and will continue to work within our financial limits and legal ability concerning redevelopment and new development within the corridor. Our position regarding any bypass option of MD 3 has been stated earlier.

FWS Comment:
"Page 13 – (MD 450 intersections, third paragraph) – SHA selected a combined Option A + B for the MD 450 intersection. This intersection provides a better Level-of-Service (C) than the other options but also impacts 14.6 acres of wetlands and floodplains of exceptionally high value. It is also stated that Option A only impacts 11.5 acres of wetlands and Option B 10.5 acres of wetlands. The Service cannot accept these impacts without further explanation of the reasons the impacts are so much higher for Option A + B. The Service would also like to mention that the document states in several places that the total MD 3 project only impacts 12.6 acres of wetlands. Please re-calculate the total impacts to wetlands and floodplains for this project."

SHA Response:
Impact areas were recalculated and included in the August 2006 version of the SACM. Total wetland impacts for the SHA Selected Alternative are 13.6 acres. Increases in wetland and floodplain impacts at the MD 3/ MD 450 interchange were agreed upon by the ACOE and FWS in our recent meetings. The third paragraph on page 13 of the June 2006 SACM gives the overall wetland area impacts for the SHA Selected Alternative and not just the impacts at the MD 3/MD 450 interchange. This was an error on our part and we will correct this paragraph to state that the SHA Selected Alternate, at the MD 3/MD 450 interchange, will impact 12.4 acres of wetland.

FWS Comment:
"How do these interchange designs relate to the interchange designs distributed to us from the URS Corporation on August 7, 2006? The URS designs are labeled as a 25 mph loop ramp, 30 mph loop ramp and 35 mph loop ramp."

SHA Response:
The meeting held on August 7, 2006 was to review results of modifying Option A and B to make the interchange safer and avoid a design exception for the loop ramp. Making the loop ramp bigger was one of the items FHWA had asked SHA to investigate. Therefore, we compared and discussed the pros and cons of 25, 30 and 35 mph loop ramps at this meeting.

FWS Comment:
"Page 13 – (Crawford/Cronson Boulevards) – This intersection is a complete bottleneck to traffic capacity and will only justify the need for a Crofton Bypass. The Service recommends the complete closure of this intersection or at least the closure of the left turn signal. As a compromise to Crofton residents, SHA could provide a right-in and a right-out for the Post Office and right-in, right-out access to Crawford Boulevard. This right-in, right-out access would remove the need for a stoplight at this intersection."

SHA Response:
To help minimize the conflicts on MD 3, the left turn at Crofton Boulevard has been identified for closure. This requires that all access to the business development be provided at the intersection with Crawford/Cronson Boulevards. An extension of Cronson Boulevard has also been proposed to extend to Conway Road to help eliminate the demand on the intersection. Eliminating the lefts would only add to the traffic and require U-turns at MD 424 and Conway Road, adding additional conflicts to an already busy intersection.

FWS Comment:
"Pages 14 & 15 – (the Four Remaining Intersections) – The Crawford/Cronson Boulevards, MD 424/Conway Road, Waugh Chapel/Reidel Road, and MD 175/Millersville Road intersections will all operate at a Level-of-Service F during the design year of 2025. This poor Level-of-Service seems acceptable to SHA at these intersections but is not acceptable at the MD 450 intersection. We do not understand this inconsistency of these five interchanges."

SHA Response:
Given the agencies' repeated concerns associated with the Patuxent River/ MD 450 area since the beginning of the Project Planning process, SHA identified a solution for this area that would operate in the build year at an acceptable level of service so that the need for additional improvements in this MD 450 interchange area would be unlikely beyond the build year. The SHA Selected Alternate provides for an access controlled facility from US 50 to Crawford/Cronson Boulevards in Anne Arundel County. This Alternate was selected so that no additional impacts to the MD 450 area would be needed along existing MD 3 in the foreseeable future. While at-grade intersections are included in Anne Arundel County, preliminary Alternates for grade separated interchanges have been developed as part of this process for Crawford/Cronson Boulevards and MD 424 that could be implemented in the future, when necessary. A grade separated interchange has been selected for Waugh Chapel/Riedel Road as part of the SHA Selected Alternate. For MD 175, a fourth lane has been proposed for northbound MD 175 to improve the level-of-service as part of the SHA Selected Alternate. Interchanges options at MD 175 were dropped due to concerns raised associated with impacts to the Jabez Branch and the Severn River Watershed.

FWS Comment:
"Summary of Environmental Impacts

Page 19 (Wetlands) – "The SHA Selected Alternate would impact 12.6 acres of wetlands…" Is this acreage impact figure wrong?"

SHA Response:
This figure has been changed to 13.6 acres in the August, 2006 SACM to reflect the 30 mph loop ramp at the MD 3/MD 450 interchange which replaced the 25 mph loop ramp shown in the June 2006 SACM.

FWS Comment:
"Page 20 (Floodplains) – The selected alternate will impact 51.4 acres of floodplains of very high value to fish and wildlife resources. This is a large impact."

SHA Response:
The majority of the MD 3 corridor in the MD 450 area is already in the floodplain for the Patuxent River Watershed. Continued efforts will be made to minimize impacts and to not change the hydrology of this area when it moves forward in the design phases.

FWS Comment:
"Avoidance and Minimization Measures

Page 29 (Avoidance and Minimization Measures) –

The Service appreciates SHA's effort to design 25-mile and 35-mile per-hour interchange loops to reduce wetland impacts.

The Service believes the 12-foot lanes will provide significantly more vehicle capacity on MD 3 which could justify the additional 0.5 acre of wetland impacts. Furthermore, most of the wetlands to be impacted are of low value. The 11-foot lanes will slow down traffic which will reduce the carrying capacity of each lane. This may accelerate the demand for the Crofton Bypass. If the Crofton Bypass is built, many more acres of high value wetlands and floodplains will be impacted. The Patuxent River floodplain contains the highest value habitats in the MD 3 study area."

SHA Response:
See SHA Response on page 4.

FWS Comment:
"The Service believes that the 16 acre estimate of wetland minimization for the MD 3/MD 450 interchange as a gross exaggeration. What slope ratio was used to develop this estimate? A 6:1 slope? A 6:1 slope would never be permitted by the Corps of Engineers in a wetland system of this value. The minimization estimate should be based on the design of interchange slopes that are steeper than 2:1. If the slopes are 2:1 or flatter, the Service does not consider the effort as a minimization effort. This 16 acre estimate should be removed from the document."

SHA Response:
For the MD 450 area, a 2:1 slope was used as presented and agreed upon by ACOE. Also, a 15 foot offset outside the limit of disturbance for right-of-way and impacts was provided for this preliminary stage of study. Further efforts to

reduce the amount of impact will be undertaken as detailed survey information, soil boring, and other information are obtained during the detailed design phase of study, prior to any permit application. Originally a 4:1 slope was used, as applied to the rest of the MD 3 corridor.

FWS Comment:
The Service prefers an interchange at MD 424 which will improve its Level-of-Service during the design year of 2025. Because of all the recent development along Piney Orchard Road, Patuxent Road and MD 424 have become heavily traveled bypasses of MD 3. Patuxent Road and MD 424 will probably need to be upgraded to a four lane road and the MD 424/MD 3 intersection will probably need to be upgraded to an interchange to keep this bypass operational in the foreseeable future. Maintaining the viability of this bypass could replace the need for a Crofton Bypass. The Service is recommending an interchange at MD 3/MD 424 and consideration of a four lane upgrade of Patuxent Road and MD 424."

SHA Response:
In an effort to meet the needs of the MD 424 intersection, the SHA Selected Alternate includes a continuous flow intersection (CFI) for this location. Traffic analysis for CFIs have shown a significant improvement in decreasing the average delay over traditional intersection improvements. URS will continue to work with Anne Arundel County concerning development set backs in this area which could accommodate future impacts if needed.

FWS Comment:
"Mitigation Measures
Page 29 (wetland impacts) – Please re-calculate the total acres of wetland impacts (12.6 acres) of the selected alternate. It may be underestimated."

SHA Response:
As stated previously, wetland and floodplain impacts were updated and will be shown correctly in future documents, including the update SACM and the Final Environmental Impact Statement.

FWS Comment:
"Proposed Mitigation Sites

Page 30 – Site 1 (PR-336) – This site is at an excellent location next to the expansive Patuxent River floodplain. Unfortunately, there is so much excavation needed for wetland creation that the Service does not recommend it for further consideration. We would recommend some grading and reforestation as an alternative. Reforestation would have a much better chance of success. If SHA still plans to proceed with the site for wetland creation, the Service recommends that the whole site be excavated to the same elevation as the existing Patuxent River floodplain, north of existing MD 450. In a few decades, the mitigation site

would replace several of the functions and values lost during construction of the proposed MD 3/MD 450 interchange. If the excavation is not at the same elevation as the existing floodplain, the site will not replace the lost functions and values to the Patuxent River floodplain. The chances for creating functioning wetlands will also be much lower. In addition, the site will just become a wetland creation area that is marginally connected to a high value floodplain. If this site is used for wetland creation, a herbicide control program may be needed in a few years to control exotic species."

SHA Response:
SHA agrees that Site 1 involves a substantial amount of excavation than would ideally be considered for a wetland mitigation site. However, with limited opportunities for in-kind wetland mitigation in the Upper Patuxent watershed, and the significant environmental benefits the site will provide, this site ranks much higher for wetland mitigation than as a reforestation site. Site 1 was also retained as a wetland creation/restoration site for MD 3 based on the recommendation of the site from MDE and ACOE. As recommended by FWS, the wetland mitigation approach proposed for the site includes excavation to restore elevations to that of the Patuxent River floodplain and would likely include a mix of wetland types as found in the adjacent Patuxent wetland communities.

The SHA also agrees with the FWS that an invasive species/herbicide control program may be needed for the site to accomplish successful establishment of wetland vegetation. SHA will evaluate the need for the plan during the design and permitting process phase.

FWS Comment:
"The Service believes a more environmentally effective approach would be to drop this site [Site 1] from the wetland creation list and purchase one or more preservation sites that encompass portions of the Patuxent and Little Patuxent River floodplains and adjacent uplands that total between 130 to 160 acres in size (10:1 ratio for wetland impacts)."

SHA Response:
To enhance the diversity of the mitigation package, the SHA has also included two wetland preservation sites (PR-267 - 72 acres of preservation and Site 31 – 75 acres of preservation) on the selected mitigation list for the MD 3 project. Site 31 was added back to the list of selected wetland mitigation sites based on correspondence with ACOE in August 2006. These two sites were recommended by FWS and ACOE throughout the review process and likely represent the best opportunities to preserve the functions and values lost due to the impacts of the high-quality wetlands along the Patuxent River.

In addition, the SHA has decided to retain Site 1 in the conceptual mitigation package, based on preliminary acceptance of the site from MDE and ACOE. This decision is also consistent with Maryland's Compensatory Mitigation Guidance

developed by the Interagency Task Force and COMAR. Eliminating this wetland creation site would leave our conceptual mitigation package short on meeting a minimum of 1:1 wetland creation to comply with MDE's no net loss policy. Given time, we believe that this wetland mitigation site provides the best opportunity to create and restore functions and values lost in the Patuxent floodplain due to project impacts.

FWS Comment:
"Page 31 – PR - 333 (Dorsey Run) – This is an excellent site for stream restoration work. Essentially, SHA plans to remove the berm on the west stream bank to allow for natural flooding of the adjacent forested wetland. This project has an excellent chance of success. The Service does not recommend that the graded area be planted. The area should be allowed to regenerate naturally."

SHA Response:
Natural regeneration of vegetation is one of several options that will be considered during design and permitting for the reestablishment of vegetation within the graded area adjacent to Dorsey Run. However, it should be noted that some sort of site stabilization will be required as part of the MDE erosion and sediment control approval process.

FWS Comment:
"Page 31 – PR – 371 (Bayard Road) – This site consists of a small (0.5 feet wide) first order stream that is enclosed by steep banks between four and five feet high. This stream would benefit from a forested buffer and cattle exclusion fencing. The forest buffer should be no less than 50 feet wide on each side of the stream (100-foot minimum buffer width). A 35-foot forested buffer on each side of the stream is too narrow to be more than minimally effective and is not acceptable to the Service. There should be no more than three cattle crossings on the stream. Pre-fabricated cement or metal cattle crossings should be placed in the stream and on each stream bank to limit erosion from cattle crossing the stream. The Service is opposed to vernal pool creation at this site.

We conveyed our opinions to the consultants on the May 17, 2005, field visit. The hydrology is limited and the slopes are steep. Grading for vernal pools will only create the potential for more gully erosion and will offer limited opportunity to create habitat for amphibians. The primary purpose of this project is to minimize stream bank and hillside erosion. We are against the vernal pool creation concept because it may accelerate soil erosion of the slopes adjacent to the created vernal pool. We are also requesting perpetual access to this site by the Service, Baltimore Corps of Engineers, Environmental Protection Agency, Maryland Department of the Environment, and Maryland Department of Natural Resources with a 24-hour notice to the landowner. If this is unacceptable to the landowner, the Service is requesting that this site be removed from further consideration."

SHA Response:
This site was selected as a stream mitigation site. The primary approach proposed for stream restoration includes riparian buffer enhancements, which would be achieved by creating a minimum 50-foot buffer on each side of the tributaries (Figure C-4 actually shows 100-foot buffer on each side), and installation of cattle exclusion fencing. For this phase of the project, the number and type of cattle crossings have not been determined by SHA or discussed with the property owner, but FWS comments to limit three crossing to the stream and to address erosion associated with these structures is noted and will be evaluated later in the design and permitting process.

Creation of vernal pool/pocket wetlands on this site was initially proposed along targeted areas of the floodplain to utilize existing seeps and hydrologic sources along the toe of slope, providing some additional water quality benefits, wildlife habitat and flood relief of the stream channel in large storm events. Minimal (no grading, only planting) construction methods and materials could be used to prevent/minimize potential erosion associated with these existing areas. The primary objective for this site is to minimize erosion of the channel and adjacent hillsides associated with existing pasture land-use and improve water quality by removing the cattle. However, in some cases existing hydrologic sources, like those found on the site, have been known to create future erosion problems particularly as development of its drainage areas become more developed. The comment on creation of vernal pools is noted and areas associated with these hydrologic features will be evaluated in the design and permitting process.

Typically, SHA policy allows for a temporary access easement to the site during construction and during the post construction monitoring/remediation period. After this time period, access rights to the site typically revert back to the landowner. However, the potential for a perpetual easement will be explored during design and permitting.

FWS Comment:
"Page 31 – PR – 374 (Kettering Community Park) – This site is proposed for wetland restoration and enhancement, riparian buffer enhancements, stream restoration, stormwater management, and fish passage enhancement.

The Service believes the wetland restoration site will need to be graded over most of its area to provide sufficient hydrology for wetland functions. However, no grading should occur in the forested areas consisting of trees with a 50% or greater canopy closure. Removing forest habitat meeting these specifications would cause more environmental impact than benefit.

The Service believes that the fish passage portion of the project should be a lower priority. Both fish blockages only block fish passage during low flows. The Service does not believe these structures block fish from moving upstream during the spring spawning season. Anadromous fish do not spawn this far north in the

West Branch so removal of these blockages will not affect these species. The water quality also appears marginal during base flows and could limit the fishery to the most common fish species in Maryland. Therefore, removal of these partial blockages may only provide benefits to fishery of low value. The Service recommends that a fish shocking survey be conducted to determine the diversity and density of the fish population. If the population is small and consists of common species, the Service would recommend that the partial blockages remain intact. A water quality analysis should be conducted during the months of July or August to determine which water quality parameters are limiting the fish diversity and quantity.

The lower blockage consists of an extension of Chesterton Drive that was constructed on the streambed of Northwest Branch. This blockage creates a shallow water situation over the road during periods of base flow. During spawning season, this road would not create a blockage. If the road is removed, it could initiate a head-cut on the newly exposed streambed that would migrate upstream and cause the stream to incise more. This would accelerate bank erosion and create a more unstable stream.

Removing the upper fish blockage which is a cement frame for two wooden weirs could also cause streambed incision and create an upstream head-cut. Three cement columns stick up vertically out of the water. These columns could be cut which would create an unimpeded opening of the stream. This would reduce the water velocity of the stream that is presently being forced through the vertical columns. Do not remove the horizontal cement portions of these structures because it could cause the stream to head-cut.

The dam stabilization portion of this project could more accurately be called heightening of the pond banks. This reinforcement of the banks could be beneficial for preventing high pond water from flowing over the sections of low banks. It did not look like a critical situation. A more critical situation is occurring upstream from the uppermost fish passage. The problem involves a bank that is eroding just upstream from the northeast corner of the pond. This could eventually cause the pond bank to collapse. The erosion problem could be minimized with the placement of some large rock along the bank to prevent it from eroding further. The erosion is occurring on an estimated 25-foot segment of bank.

The stream restoration portion of this project should be limited to the Northeast Branch and Northwest Branch. The Service does not consider the modification of the road swales next to Chesterton Drive as a stream restoration. This work is not needed and should not be counted in the linear footage of stream restoration. This swale work should be listed as swale restoration and not stream restoration. Three-foot tall landscape trees could be planted along one side of the road swales, at an eight-foot spacing, to eventually provide shading to the rip-rap in each swale. This would reduce some heating of the stormwater.

The Service concurs with the proposal to create riparian forest along each bank of Northeast Branch. We are requesting a 100-foot buffer be established along each side of the Northeast Branch. We are also recommending that a forested buffer be established along each bank of the Northwest Branch. The west bank along the Northwest Branch could be reforested between the stream bank and the edge of the pond. A 100-foot wide forested buffer should be established on the east bank. The stream banks of Northwest Branch are stable. We do not recommend that SHA reconfigure the stream channel.

The Service concurs with the SHA proposal to remove the extension of West Branch Drive in the park and convert the right-of-way into a stormwater management pond. We recommend that a portion of the stormwater from MD 214 be directed to the pond.

Overall, Northwest Branch and Northeast Branch are located in high density suburbs that are still expanding in the watershed. There are three golf courses in the upstream watershed and numerous house lots that are adding pesticides and fertilizer to the water. There is also a lot of upstream bank erosion that is being carried through Kettering Park which is further degrading water quality. The open golf course areas are allowing sunlight to heat the streams. Stormwater runoff from roads, driveways, and shopping centers are also adding heated stormwater and allowing pollutants to enter the stream system. The proposed restoration at Kettering Park will benefit the stream but will not counteract the huge negative impacts of present and future development. Overall, the riparian buffer will provide shading to the streams in Kettering Park and will create a wildlife corridor for wildlife from MD 214 to MD 202. The wetland restoration may enhance habitat for forested wildlife. However, the Service believes the best benefits of these restoration projects will be received by the Kettering Community and care should be taken to provide aesthetically pleasing restoration projects."

SHA Response:
Limits of grading will be determined after appropriate field data such as hydrology and soils are collected and incorporated into design of the site. It is agreed that there should be no grading in forested areas consisting of trees with 50% or greater canopy closure. In general, it is not the intent of the conceptual mitigation plans to impact existing forested resources. Contract documents developed for the site will provide designs and special provisions to address these resources and avoid or minimize impacts. Where incidental impacts are unavoidable, it will be the goal of the project to enhance these areas.

The fish passage portion of this site is considered to be a lower priority for mitigation opportunities identified in the SACM. It is also agreed that the two areas targeted for passage are considered to be partial blockages. A fish survey and water quality analysis would provide the data to evaluate the value or effectiveness of the proposed fish passage component. However, both of these fish passage locations represent two areas of Western Branch within the site that

need to be addressed for purposes of channel stabilization. Additional development within this watershed will likely degrade these areas further. As indicated, the upstream blockage is also associated with significant bank erosion and potential failure of this embankment would compromise the existing pond. If the fish passage component of this site would be identified for inclusion of mitigation measures, complete removal of the structures is one option to be considered and would certainly require design of appropriate grade controls for the channel. Other options to consider could include structures downstream of the blockages that could provide adequate passage through control of water surfaces. SHA has successfully constructed these types of fish passage structures for multiple projects.

The stream restoration portion (1,600 L.F.) for this site, as estimated in the SACM, only includes the highlighted areas of Western Branch and the Northeast Branch as shown in Figure C-5. The ditches located along Chesterton Drive were not counted in this estimate, but would provide additional environmental benefits to the site by incorporating SWM/biofiltration techniques.

Creation and enhancement of riparian forest will be maximized to the greatest extent possible. Based on initial discussions with the Kettering Community Park representatives, some open space will need to be maintained for other park uses currently existing. Detailed comments addressing establishment of riparian forest along Western Branch and Northeast Branch are noted and will be evaluated during the design and permitting phase of this project. It is agreed that the Kettering Community will benefit greatly from this project and careful coordination will be implemented throughout development of the mitigation plans.

FWS Comment:
"Page 31 – Site 30 (MD 424/US 50 Interchange) – The Service cannot recommend this site which is surrounded on the north by US 50 and the northeast by MD 424. Agricultural fields surround the wetland which is maintained by highway stormwater. The stream that will be restored is only six inches to one foot wide and only ½ inch deep during the winter. Undoubtedly, it is dry during the summer a few days after each rain event. This project, as proposed, is of marginal quality. There may not be sufficient road stormwater to support 10.2 acres of wetland. The riparian buffer will need to be 100-feet wide on each side of the intermittent stream to provide an adequate corridor for wildlife. In addition, the project terminates before the stream joins Cattail Creek which may provide an adequate wildlife corridor. The Service will need to walk the stream to Cattail Creek to determine if the potential exists for maintaining a corridor to Cattail Creek. The Service will also need to review the Anne Arundel County zoning for the areas to determine the planned density proposed for the surrounding land. None of the surrounding land seems to be protected from development. Presently, the wetland creation proposal provides an isolated system which may lack adequate hydrology to provide the functions and values of

a wetland. This system is connected to an intermittent stream with a one tree buffer. In the future, this stream may be surrounded by residential housing on one acre manicured lots. Residential lots do not provide many benefits to wildlife and cannot replace any of the functions and values lost during MD 3/MD 450 interchange construction. The Service recommends that this marginal site be removed from further consideration. The Service requests that a site with more potential be provided for mitigation. The mitigation should provide more than a one to one arithmetic replacement for wetland, floodplain, and stream impacts to high value systems such as the Patuxent and Little Patuxent Rivers. We are requesting that a more adequate site be found that can potentially replace a significant portion of the function and values being impacted by MD 3 construction. We would also consider the purchase and preservation of uplands and wetlands in and adjacent to the Patuxent River and Little Patuxent River floodplains. We do not believe Site 30 has the potential for significant replacement and request its removal from further consideration."

SHA Response:
The wetland mitigation component of this site has recently been dropped to the back-up list of mitigation sites (see the August, 2006 SACM). Currently, this site is only being considered for stream restoration credit. The stream restoration component of the site has been revised to include a 100-foot riparian buffer on each side of the channel. To compensate for wetland mitigation estimates lost by dropping this site, the SHA added the 75-acre wetland preservation site (Site 31 - Behnke Nursery) to the proposed mitigation package. It is agreed that the high-quality wetlands and riparian habitats associated with both preservation sites (Site 31 and PR-267), provide the best opportunity to preserve functions and values lost by impacts to the Patuxent and Little Patuxent systems.

FWS Comment:
"Page 32 – Site PR-267 (Patuxent and Little Patuxent Rivers at MD 3) – The Service never said that they preferred this site to Site 31 (Plant Nursery property). This preference is implied in paragraph one on page 32 in the SACM. The Service would prefer that both sites be purchased and preserved in perpetuity. The Service rates Site PR-267 and Site 31 as the best mitigation options for protecting the functions and values of the Patuxent River and Little Patuxent River floodplains, wetlands, and river systems that SHA has proposed to date. Please remove the statement on page 32 that implies that the Service prefers one site over the other. We recommend that both sites be purchased for preservation.

The Service is requesting that Site PR-267 be enlarged to include the pond and wetland and upland area which is behind the Post Office and the Route Three Centre. We would like Site PR-267 and Route Three Centre pond area to be purchased fee simple and placed in a perpetual conservation easement that prohibits development on the property. We would prefer that site PR-267 and the pond be purchased and transferred to the Maryland Department of Natural Resources as an addition to their Patuxent River Greenway park system."

SHA Response:
The SHA apologizes for any miscommunications documented in the SACM. The statement implying that the FWS prefers site PR-267 over Site 31 was removed from the August 2006 SACM. As indicated previously, both of these sites are currently included as selected wetland mitigation sites for the MD 3 Project.

Recent communications associated with site PR-267 indicate that the property owner is currently trying to develop a Wal-Mart in portions of the northern wetland mitigation area of the site and the Route Three Center pond areas. The Wal-Mart proposal will certainly affect the current proposal for wetland preservation and continued coordination is ongoing.

FWS Comment:
"The Service believes that some of the proposed mitigation sites will be eliminated after further investigation shows that the potential for wetland creation or stream restoration is more limited than originally identified. The Service recommends that SHA retain the option of purchasing Site 31 (Plant Nursery) for preservation to mitigate for any acreage or linear foot shortfalls that may occur at the proposed sites."

SHA Response:
Site 31 was recently switched from the back-up list to the main mitigation site list (see the August, 2006 SACM).

If you have any additional questions or concerns, please do not hesitate to contact Ms. Donna Buscemi of the Project Planning Division at 410-545-8558.

Very truly yours,

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

by: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Attachments
cc: Mr. Sajid Aftab, FHWA
Ms. Donna Buscemi, SHA-PPD
Mr. George Caldwell, Anne Arundel County
Mr. Steve Elinsky, U.S. ACE
Mr. Bruce Grey, SHA-OPPE
Mr. Greg Golden, DNR
Ms. Allison Grooms, SHA-PPD
Ms. Sandy Hertz, SHA-EPD
Mr. Steve Hurt, MDE
Mr. Dan Johnson, FWHA
Ms. Denise King, FHWA
Mr. Joseph Kresslein, SHA-PPD
Ms. Susan Ridenour, SHA-EPD
Ms. Barbara Rudnick, U.S. EPA
Ms. Nicole Washington. SHA-PPD
Mr. Paul Wettlaufer, U.S. ACE
Ms. Bihui Xu, MDP

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO
ATTENTION OF
Operations Division

December 18, 2006

Subject: MD 3, from US 50 to MD 32

Maryland State Highway Administration
Attn: Mr Raja Veeramachaneni
Project Planning Division
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Veeramachaneni:

This letter is in response to the Maryland State Highway Administration (SHA) request for our position relative to the new information concerning acquisition of mitigation site PR-267, and the potential ramifications to the overall MD 3 corridor study should that acquisition not be possible. In addition, we remained concerned that reasonably foreseeable development along the MD 3 corridor impacts the practicability of alternatives developed to date.

a. Proposed Wal-Mart – Mitigation site PR-267 was proposed to offset the aquatic impacts resulting from the construction of the MD 450/ MD 3 interchange. We recently learned that a new Wal-Mart is planned on the northern portion of the mitigation site. The Wal-Mart structure and attendant facilities would utilize approximately 19 acres of the proposed 74-acre mitigation site. Wal-Mart has indicated they intend to purchase an additional 50 acres of the site and donate it to Anne Arundel County as compensatory mitigation for Wal-Mart impacts, leaving 5 acres available to SHA.

As you are aware, the construction of the MD 450 interchange, as currently proposed, would result in impacts to approximately 6 acres of high quality forested wetlands that are located adjacent to the Patuxent River. We were satisfied that the compensatory mitigation offered in the Preferred Alternative/Compensatory Mitigation package would have offset the anticipated impacts to high quality wetlands associated with the interchange improvement. The site was considered optimal because of its diversity and its proximity to the aquatic resources that would be impacted. The potential loss of mitigation site PR-267 leaves a deficit of suitable mitigation for the impacts associated with the MD 450 interchange.

We have been informed that SHA intends to grant the proposed Wal-Mart direct access to MD 3 via a signalized intersection that would be located in close proximity to the proposed Continuous Flow Intersection at Crawford & Cronson Boulevards. The new signal would contribute an additional 8,000 vehicles per day to MD 3, most of which would require a left turn movement to either enter or exit the Wal-Mart. No information has been provided to identify how this would affect operations on MD 3 in the design

year, and specifically, whether this would compromise the operation of the proposed Continuous Flow Intersection at Crawford & Cronson Boulevards.

b. MD 450 – In light of the above changes, we are re-evaluating the public interest of building an interchange at MD 450 that would fill 6 acres of high quality wetlands, for which adequate mitigation opportunities do not currently exist. We question whether the proposed Wal-Mart signal, in combination with other signals that may be approved for future developments, would impact traffic operations in the corridor to the point that the incremental improvement resulting from interchange construction at MD 450 would be rendered inconsequential to the overall improvement of the corridor. If SHA still considers an interchange at the MD 450 intersection to be a critical component of the project, we recommend that SHA re-evaluate the proposed interchange, providing options that would minimize impacts to the aquatic ecosystem such as raising MD 3 over MD 450. Such an option would appear to have the potential to further mitigate impacts to high value aquatic resources.

c. MD 3 – Throughout the NEPA/404 process, we have expressed concerns regarding the levels-of-service (LOS) resulting from the improvements that SHA proposes to construct along the corridor. The information that has been provided to us indicates that the signalized intersections, with the exception of the MD 450 intersection (which results in LOS E), would result in failing LOS prior to the design year. We believe that the limitations of the proposed improvements, in combination with the continuing development of the corridor, will lead to pressure for a future bypass. As a result, we have recommended the acquisition of minor amounts of right-of-way in the vicinity of the intersections in order to preserve the ability to have an alternative that upgrades the signalized intersections to urban diamond interchanges, if a bypass study should ever be initiated. SHA previously offered to use the SHA Access Permit process to obtain development setbacks where possible. However, we understand there are limitations to this process, and it is not always possible to obtain setbacks. In addition, we are concerned about the addition of new signals, such as the one proposed for Wal-Mart, posing further constraints to the viability of an Upgrade Alternative in any future study. The Federal Highway Administration recently approved the acquisition of additional right-of-way along US 301, through LaPlata, as part of the US 301 corridor study. This was an innovative approach for dealing with the issue of corridor preservation. We would appreciate SHA applying a similar strategy on this project. We are not suggesting that homes or businesses should be acquired, only vacant parcels.

If you have any questions concerning this matter, please contact Mr. Steve Elinsky of this office at 410-962-4503.

Sincerely,

Paul R. Wettlaufer

Paul R. Wettlaufer
Transportation Program Manager

Copy Furnished:

Barbara Rudnick - EPA/Region 3
Bill Schultz - USFWS/CBFO
Steve Hurt - MDE
Greg Golden - DNR/ERU
Susan Ridenour – SHA/EPD

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

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Raja Veeramachaneni, Director
Office of Planning and
Preliminary Engineering

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

DATE: March 13, 2007

SUBJECT: MD 3 Project Planning Study from north of US 50 to south of MD 32
Anne Arundel County and Prince George's County
Project No. AT198B11

RE: Follow-up from 12/20/06 Meeting with Maryland State Highway Administration (SHA), Maryland Department of the Environment (MDE), U.S. Fish and Wildlife Service (USFWS), Army Corps of Engineers (COE), Federal Highway Administration (FHWA), and Anne Arundel County.

On December 20, 2006, a meeting between SHA, MDE, USFWS, COE, FHWA and Anne Arundel County was held for the MD 3 Project Planning Study. The purpose of the meeting was to discuss the outstanding issues the agencies have regarding the SHA Selected Alternate Design as well as the Selected Alternate/Conceptual Mitigation (SACM) Package, and to develop resolutions to these issues in order for the project to proceed to a Record of Decision. At this meeting the team was requested to follow-up on the following:

- Study Team to investigate the requested design modifications to the proposed MD 450 interchange and to address maintenance of traffic issues.
- Provide to the agencies a detailed list of impacts generated by the proposed MD 450 interchange options.
- The team will provide a comparison matrix of impacts, costs, and operations for Alternate 5 and the SHA Selected Alternate to document why Alternate 5 was not selected.
- A policy level discussion regarding access management through the corridor needs to occur between the environmental regulatory agencies and SHA.
- The team will provide traffic information which shows Existing, No-Build, and Build traffic with and without the Wal-Mart development.

- SHA and the environmental agencies should continue discussions on the mitigation and preservation needs for MD 3.
- SHA will develop an issue paper that summarizes the concerns discussed at the meeting.

The purpose of this memorandum is to document the findings of the requests listed above.

Design Modifications to the MD 450 Interchange

The COE asked SHA to evaluate an option that grade separate MD 3 over MD 450. In addition, SHA was also asked to evaluate maintenance of traffic (MOT) and impacts of this new option. Attached to this memorandum is a draft design plan (**Attachment A**) showing the removal of the proposed loop ramp along with a grade separation of MD 3 over MD 450 relocated.

Impacts of MD 3 over MD 450 Option

Table 1 below provides a summary of impacts generated by the MD 3 over MD 450 Concept from Sylvan Drive in the south to Club House Gate in the north (not including those impacts associated with MOT).

Table 1: MD 3 over MD 450 COE Concept

	COE Concept		
	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	*total*
Business Displacements	3	0	3
Archeological Resources (number resources impacted)	1	0	1
Stream Crossings (number)	5	1	6
Stream Impacts (linear feet)	942	583	1525
Stream Impacts (acres)	0.31	0.13	0.44
100-Year Floodplains Required (acres)	35.6	7.7	43.3
Wetlands Impacted (acres)	5.3	5.0	10.3
Forest Impacts (acres)	27.0	15.6	42.6
Specimen Trees (number of trees)	18	2	20
Construction Cost (range in $Millions)	$171-$173	$65-$67	$236-$240

Maintenance of Traffic (MOT) Issues

Issues associated with MOT for the proposed MD 3 over MD 450 option include the following and are ***in addition to*** the quantities noted above:

- Additional Wetland impacts in the range of 2 to 4 acres
- Additional Waters of the U.S. impacts in the range of 300 LF
- Additional Construction Costs in the range of $10 to $15 Million
- Construction schedule is likely increased by one year or more

Ultimately, the option of MD 3 over MD 450 would result in 14.3 acres of wetland impact, three acres more than the SHA Selected Alternative, and would cost roughly $20 to $30 million more to construct than would the SHA Selected Alternate.

Categorized Impacts Associated with MD 450 Interchange Options

During the December 20, 2006 meeting, USFWS requested that SHA prepare graphics and tables (**Attachment B**) that detail the impacts generated by the mainline roadway and ramps associated with the proposed MD 450 Interchange Options developed up to this point.

Impacts and Cost Comparison Matrix – SHA Selected Alternate vs. Mainline Alternate 5

SHA has provided a matrix (**Attachment C**) that details impacts, traffic operations and cost comparisons to USFWS as requested to document why Alternate 5 was not selected.

The reasoning behind SHA's selection of Alternate 3 over Alternate 5 was based on the agency and public comments received that requested the minimization of environmental and socio-economic impacts and construction costs while providing the most favorable operational conditions at the MD 450 interchange. SHA heard from business owners and residents who did not want southbound MD 3 dualized thereby altering the current access to their properties. Further, SHA was told by agency representatives that optimal operations were needed at the MD 450 interchange, even if it required a slightly larger quantity of environmental impacts in that area.

Policy Discussion

SHA has scheduled a policy level meeting with senior level management from SHA, USFWS, MDE, FHWA, and COE to discuss future access management along the corridor. In addition, it was also decided that wetland preservation and corridor development will be discussed at this meeting. The meeting has been set for April 17, 2006 at 1:00 p.m. in the SHA 4th floor conference room (Room 400). In case the first meeting is cancelled, a back-up date has been set for April 20, 2007 at 1:00 p.m. in Room 400.

Traffic Operations Associated with Proposed Wal-Mart Development

Below, SHA has provided traffic information which shows Existing, No-Build, and Build traffic with and without the Wal-Mart development.

MD 3 SHA Selected Alternate AM/PM Peak Hour Level-of-Service with Wal-Mart				
Intersection	**Existing (2000)**	**No-Build (2025)**	**Build with Wal-Mart**	**Build without Wal-Mart**
MD 3 at Cronson/Crawford	E(0.96)/E(1.00)	F(1.34)/F(1.46)	F(1.29)/F(1.50)	F(1.28)/F(1.43)

Issues Paper

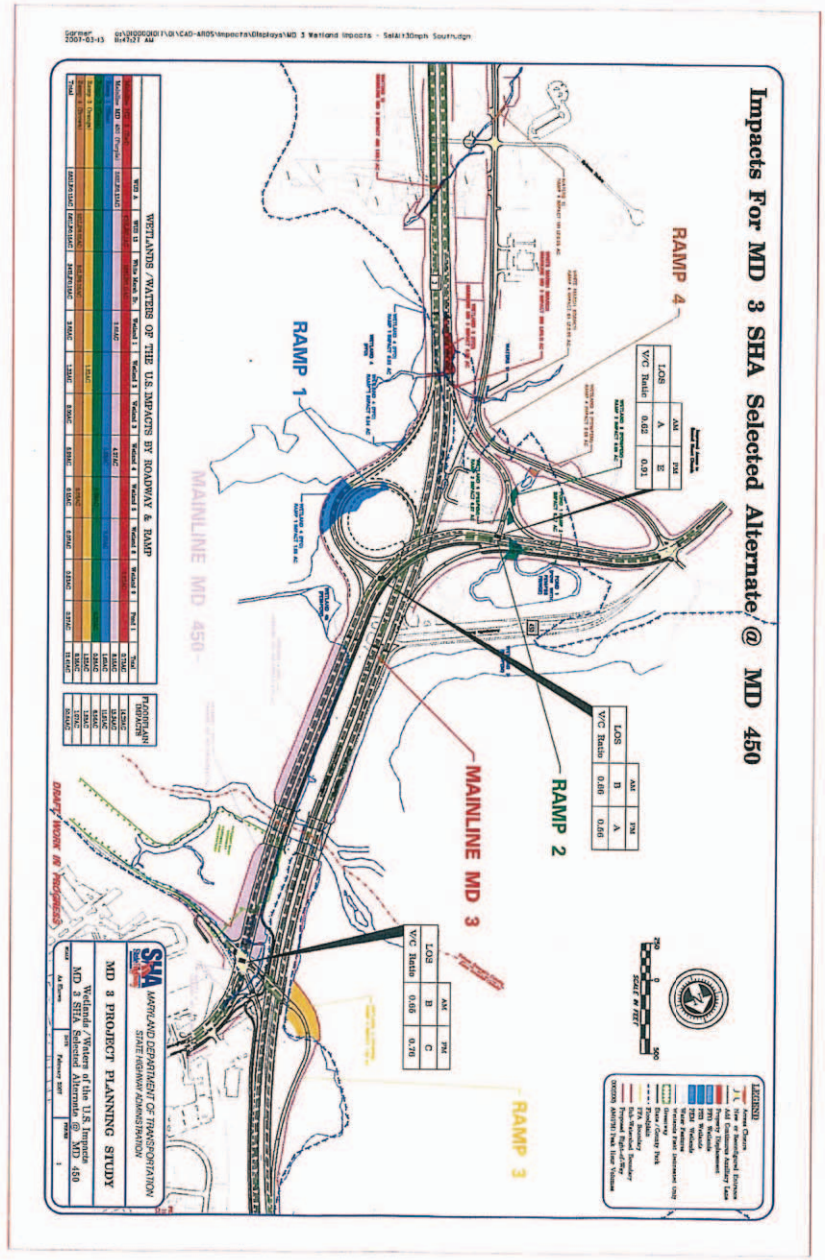
SHA has developed a series of issue papers that summarize the concerns and issues discussed at the December 20, 2006 meeting (**Attachment D**).

If you have any questions or need any additional information, please feel free to contact me at 410-545-8570.

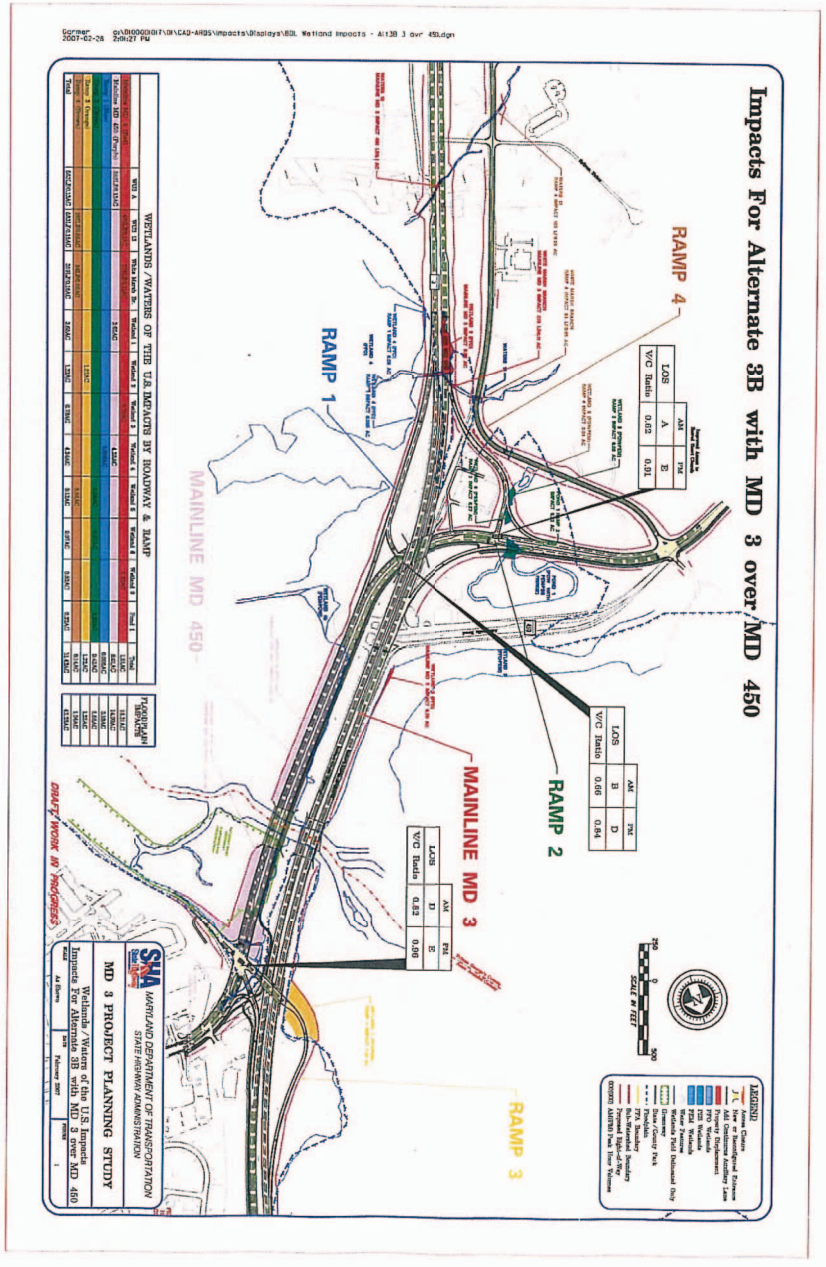
By: Nicole Washington
Nicole Washington
Project Manager
Project Planning Division

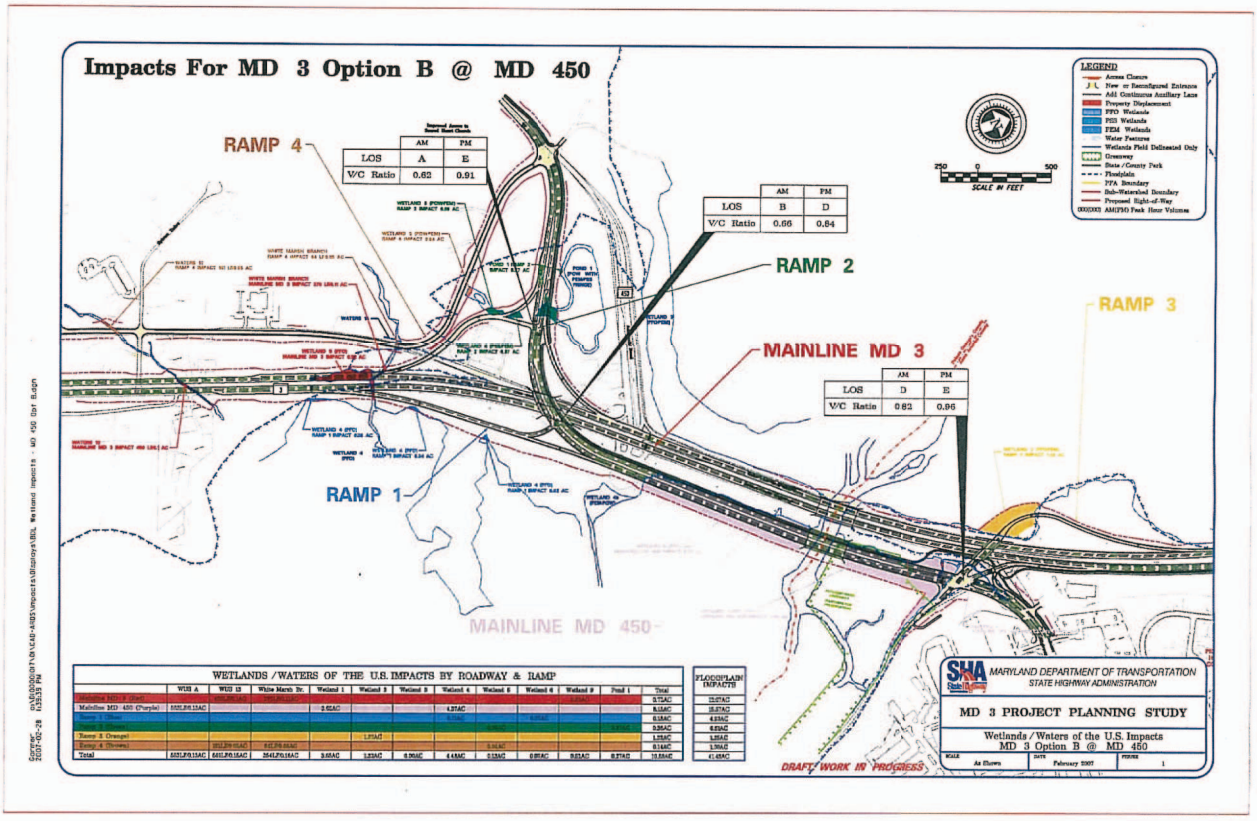
cc: MD 3 Project Planning Team Members
Mr. Douglas Simmons, Deputy Administrator, SHA

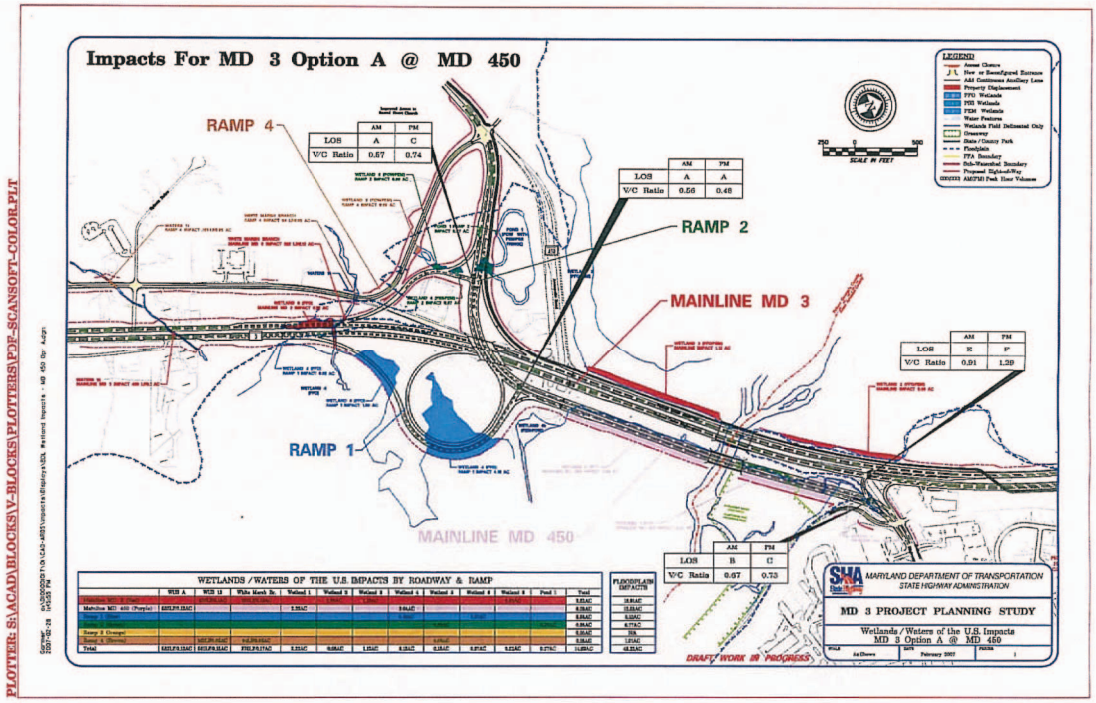
ATTACHMENT A



ATTACHMENT B




Impacts For MD 3 Option B @ MD 450
RAMP 4
RAMP 2
RAMP 3
MAINLINE MD 3
RAMP 1
MAINLINE MD 450
LEGEND
SCALE IN FEET
WETLANDS / WATERS OF THE U.S. IMPACTS BY ROADWAY & RAMP
FLOODPLAIN IMPACTS
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MD 3 PROJECT PLANNING STUDY
Wetlands / Waters of the U.S. Impacts
MD 3 Option B @ MD 450
DRAFT WORK IN PROGRESS


Impacts For MD 3 Option A @ MD 450
RAMP 4
RAMP 2
MAINLINE MD 3
RAMP 1
MAINLINE MD 450
LEGEND
SCALE IN FEET
WETLANDS / WATERS OF THE U.S. IMPACTS BY ROADWAY & RAMP
FLOODPLAIN IMPACTS
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MD 3 PROJECT PLANNING STUDY
Wetlands / Waters of the U.S. Impacts
MD 3 Option A @ MD 450
DRAFT WORK IN PROGRESS

ATTACHMENT C

ATTACHMENT D

MD 3 - Alternate 5 with Interchange Options A & B vs. SHA Selected Alternate						
	Alternate 5 Modified with Interchange Options A		Alternate 5 Modified with Interchange Options B		SHA Selected Alternate	
	total		*total*		*total*	
Residential Displacements	3		5		10	
Business Displacements	9		16		15	
Farmland Impacts (acres)	0.0		1		0.0	
Park Impacts (acres)	0.0		2		0.0	
Historic Standing Structures (number resources impacted)	0		0		0	
Archeological Resources (number resources impacted)	2		4		5	
Stream Crossings (number)	8		8		8	
Stream Impacts (linear feet)	9192		8538		8854	
Stream Impacts (acres)	2.5		2.5		2.7	
100-Year Floodplains Required (acres)	48.1		45.5		53.6	
Wetlands Impacted (acres)	12.9		11.7		13.6	
Forest Impacts (acres)	71.5		80.4		82.5	
Noise Sensitive Areas (number resources impacted)	2		2		2	
Hazardous Materials (Number of Properties Affected)	9		9		11	
RTE Species	0		0		0	
Specimen Trees (number of trees)	18		31		49	
Impervious Surfaces (acres)	54.9		65.2		55.1	
Construction Cost (range in $Millions)	$408-$426		$490-$508		$388-$404	
Right-of-Way Cost (in $Millions)	$77		$56		$53	

MD 3 Project Planning Study
Conflict Resolution- Issue Paper

Issue:	FUTURE ACCESS CONTROL PRESERVATION

Decision Needed:
The MD 3 corridor is rapidly developing. As more development occurs, traffic operations and safety may be compromised. A decision needs to be agreed upon by the agencies and SHA on the level of access management that should be implemented along MD 3.

Background:
At the September 21, 2005 Interagency Review Meeting, the ACOE stated that they would not concur with the SHA Selected Alternate and that they were speaking on behalf of the USFWS as well.

Two Conflict Resolution meetings called by FHWA occurred on January 25, 2005 and October 31, 2005 with representatives from the ACOE, EPA, MDE, USFWS and SHA. Part of the focus of these meetings was to discuss the concerns that the agencies had with the potential need for a future western bypass of MD 3.

The following decisions were made in response to the request for right-of-way preservation along the corridor:

- FHWA would not participate in the funding of right-of-way purchases around intersections if they were not needed for the selected alternate
- SHA agreed to continue working with potential developers to limit access along MD 3 near the intersections for the purposes of not precluding grade separated interchanges, though they are not part of the selected alternate. ACOE, EPA and USFWS agreed to the SHA proposal to use an access management approach that does not involve developed displacement properties.

Agency Concerns:
The ACOE and FWS have raised concerns that the lack of access control along the corridor will lead to a western bypass of MD 3. They would like to see the preservation of right-of-way in the form of an access management plan throughout the corridor similar to what is being done on the US 301 Waldorf project. The agencies also feel that the use of I-97 and US 50 which are current bypasses of MD 3, are not convenient bypasses for the locals as they are out of the study area. Furthermore, with the access management plan for the corridor presently in place, they believe they will continue to see development in the median and shoulder along MD 3. The COE is requesting assurance that the corridor can and will be upgraded to an access controlled facility in the future.

The agencies think that SHA is inconsistent with the access control policy. If a Level of Service (LOS) F is acceptable in other areas of the corridor, then it should also be acceptable at MD 3 and MD 450.

SHA Position:
SHA maintains that they will not be seeking a western bypass of MD 3. A letter was sent from SHA and Anne Arundel County in August 2006 stating the stance of both agencies. SHA is committed to continuing their current work with developers along the corridor to preserve right-of-way needed for the upgrade of MD 3 to an access controlled facility.

SHA and FHWA stated that the difference between US 301 and MD 3 is that MD 3 has no plan for a future bypass. A bypass for the MD 3 corridor already exists in I-97 and US 50; furthermore, both SHA and FHWA agreed that they are not mitigating for something that is not in the plan.

Deliberations:
The access management issue has been discussed at two conflict resolution meetings and a coordination meeting held on December 20, 2006. The issue was initially agreed on at the last conflict resolution meeting held but was rehashed with the introduction of the proposed Wal-Mart development just south of the Crawford/Cronson Boulevard intersection. Further discussions regarding this issue will be held at the policy level meeting scheduled for April 17, 2007.

MD 3 Project Planning Study
Conflict Resolution - Issue Paper

Issue:	CORRIDOR DEVELOPMENT (WAL-MART ACCESS)

Decision Needed:
For future development that occurs on the MD.3 corridor, a decision needs to be made on how to limit access on MD 3, and if the previous commitments made during the last Conflict Resolution Meeting are still valid.

Background:
The MD 3 study team received the proposed development plans for the Wal-Mart site in June 2006. The team reviewed the proposal and noted that the inclusion of a partially signalized intersection near Crawford/Cronson Boulevard to stop southbound traffic was not consistent with the SHA Selected Alternate. In addition, this signal was not consistent with the commitments SHA made to the agencies to limit access along MD 3 near the intersections for the purpose of not precluding grade separated interchanges, though they are not part of the SHA Selected Alternate.

In August 2006, a meeting was held with Anne Arundel County, Project Planning Division, Engineering Access Permits Division (EAPD), Office of Traffic and Safety and Wal-Mart developers to discuss the implications of the Wal-Mart development on the MD 3 Project Planning Study. At that meeting the developers were directed to look at other solutions for access onto MD 3 that did not include a signal.

More recently, EAPD has been working with Wal-Mart to ensure that the layout of their property will permit future access to Cronson Boulevard. At this time, negotiations with adjacent property owners have precluded this from occurring.

Agency Concerns:
The COE, USFWS, and MDE have concerns about the signal being proposed by the Wal-Mart development and its effects throughout the corridor, primarily at the Crawford/Cronson Boulevard intersection. In addition, they are also concerned because the Wal-Mart would utilize approximately 19 acres of the proposed 74-acre preservation site PR-267. According to the agencies this site was considered optimal because of its diversity and its proximity to the aquatic resources that would be impacted with the MD 450 interchange. In the future, the agencies would like SHA to prohibit development in the corridor especially north of the MD 450 interchange. Without this, they feel that excess development will lead to a bypass of MD 3.

SHA Position:
As previously stated, since SHA committed to working with developers to limit access along the MD 3 corridor, SHA does not support Wal-Mart's proposal of adding a signal on MD 3. Also, SHA feels that the proximity of the new signal may be too close to the existing Cronson/Crawford Boulevard intersection. EAPD is working with Anne Arundel County to identify a way to bind an agreement to the land deed that provides temporary access to MD 3 that can be removed in the future once access to Cronson Boulevard can be provided.

Although the agencies are concerned about a future MD 3 Bypass, SHA's position is that the bypass already exists in the form of I-97 and US 50. As the traffic in the region increases in the future, SHA plans to focus our transportation investments on these facilities versus MD 3. FHWA agrees with this position.

Deliberations:
The December 20, 2006 coordination meeting was the first meeting where the agencies voiced their concerns about corridor development. At this meeting, SHA explained the State's stance on the additional access proposed by Wal-Mart and the recommendations given. SHA also reiterated that they do not have the authority to prohibit development throughout the corridor, but would work with the County to help control development access onto a State road. Further discussions regarding this issue will be held at the policy level meeting scheduled for April 17, 2007.

MD 3 Project Planning Study
Conflict Resolution - Issue Paper

Issue:	WETLAND PRESERVATION

Decisions Needed:
The agencies have been reluctant to use any of the other back-up sites that are in the SA/CM package. An agreement/decision needs to be made on the mitigation package. Since SHA can not prohibit the Wal-Mart development and additional back-up sites exists, a decision needs to be made on how to proceed.

Background:
SHA received a letter from USFWS dated August 20, 2006 that expressed their concerns with wetland preservation throughout the corridor. They felt that some of the sites proposed for conceptual mitigation were inadequate. With the proposed Wal-Mart sited slated to come in the corridor, it would utilize 19 acres of the proposed 74-acre wetland preservation site PR-267, which is in the project's conceptual mitigation package. Mitigation site PR-267 was proposed to offset the aquatic impacts resulting from the construction of the MD 3/MD 450 interchange.

During the December 20th coordination meeting, the ACOE stated that the loss of PR-267 to the proposed Wal-Mart leaves a deficit of suitable mitigation for impacts associated with MD 450. In addition, the impacts caused by the loop ramp at MD 450 would be unacceptable. They felt that these very pristine wetlands were of high function and value which could not be replaced by any of the sites on the conceptual mitigation list.

Agency Concerns:
With the possible loss of PR-267, the agencies feel there are no sites available of the same quality that can replace it. In an email dated December 21, 2006, USFWS states that the Service is asking for sites that are not going to be developed in the near future and sites that can replace the functions and values of the wetlands and streams that will be impacted. Their letter sent in August 2006 breaks down the issues they have with each site proposed in the conceptual mitigation package. They also expressed concern that there are fewer mitigation sites available in the study area.

SHA Position:
At the meeting held in August 2006, SHA stated that their first priority is to avoid impacts and if we cannot avoid impacts then we will work to minimize and mitigate the impacts. The conceptual mitigation package contains approximately 6 sites available with a total of 31.7 acres available, which is more than the 24.6 acres needed for mitigation. SHA feels that even with the loss of PR 267, there are additional sites available for mitigation. On December 6, 2006, SHA held a field review with the agencies to review replacement sites for PR 267. The sites shown were not satisfactory to the agencies.

A deficit in wetland mitigation, created from the loss of preservation site PR-267, can be replaced with suitable wetland mitigation site(s) that are currently placed on a list of back-up sites for the MD 3 study. For example, site SS-15 (a.k.a. PR-199) is associated with approximately 14 acres of wetland mitigation (creation/restoration) that was previously ranked as a high wetland mitigation site by SHA and the review agencies.

Deliberations:
In response to the concerns raised in the August 2006 letter, SHA prepared a response back addressing the USFWS comments that was sent in October 2006. Since this coordination, USFWS and ACOE have sent various correspondences to SHA stating their concerns with the preservation and mitigation sites. In response to these concerns, SHA discussed the issue with the agencies on December 20, 2006. Further discussions on mitigation will be continued at the policy level meeting scheduled for April 17, 2007.

MEMORANDUM

TO: Mr. Neil J. Pedersen, Administrator
State Highway Administration

FROM: Raja Veeramachaneni, Director
Office of Planning and
Preliminary Engineering

DATE: April 20, 2007

SUBJECT: MD 3 Planning Study
Project No: AT198B11

RE: MD 3 Conflict Resolution Meeting

A meeting between the Maryland State Highway Administration (SHA), Federal Highway Administration (FHWA), Maryland Department of Environment (MDE), US Fish and Wildlife Service (USFWS) and the US Army Corps of Engineers (USACE) was held on Tuesday, April 17, 2007 at SHA Headquarters, Baltimore, MD. The following people were in attendance at the meeting:

George Cardwell	Anne Arundel County OPZ	410-222-7432
Steve Morsberger	Coastal Resources, Inc.	410-956-9000
Dan Montag	FHWA	302-734-1719
Dan Johnson	FHWA	410-779-7154
Elder Ghigiarelli	MDE	410-537-3763
Gary Setzer	MDE	410-537-3744
Neil Pedersen	SHA	410-545-0400
Raja Veeramachaneni	SHA-OPPE	410-545-0412
Steven Foster	SHA-EAPD	410-545-5601
Mark Duvall	SHA-EPD	410-545-8617
Sandy Hertz	SHA-EPD	410-545-8609
Dennis Atkins	SHA-PPD	410-545-8520
Donna Buscemi	SHA-PPD	410-545-8558
Danielle Edmonds	SHA-PPD	410-545-8516
Bruce Grey	SHA-PPD	410-545-8500
Joe Kresslein	SHA-PPD	410-545-8550

Brian Lange	SHA-PPD	410-545-8532
Jen Rohrer	SHA-PPD	410-545-8509
Alan Straus	URS	410-891-9274
Steve Elinsky	USACE	410-962-4503
Vance Hobbs	USACE	410-962-5691
Christina Correale	USACE	410-962-4646
Meg Smith	USACE	410-962-3670
John Wolflin	USFWS	410-573-4573
Bill Schultz	USFWS	410-573-4586

Purpose of the Meeting

The purpose of the meeting was to talk about the current status of the MD 3 Project Planning Study, discuss and resolve the mitigation and preservation plans, corridor access issues, and other issues related to the SHA Selected Alternate.

Welcome and Review of the Agenda

Raja Veermachaneni began the meeting by explaining the nature of the meeting, his role as facilitator, and initiated a round of introductions by the attendees.

Raja asked Neil Pedersen to provide a brief history of the project. Neil noted that currently there is no construction funding available for this project, but improvements would likely be constructed in smaller segments over time. Neil stated that SHA has no plans to construct a western bypass of Crofton. Neil stated that SHA believes that I-97 and US 50 serve as the "bypass" of this study area. Neil also noted that any further delay in gaining a Record-of-Decision (ROD) would prevent SHA from taking action to regulate the development of land adjacent to MD 3. He also elaborated that this impairs SHA's ability to guard against a future bypass improvement.

Mr. John Wolflin questioned Neil's statement that a delay in receiving the ROD hurts SHA's ability to guard against a future bypass. Neil clarified that further delays to the project will bring pressure to develop a solution to the traffic problem outside of the existing MD 3 corridor.

Raja stated that the USACE introduced additional topics for the meeting that would be included in the agenda.

Review of status of MD 3 Project and Summary of Agency Coordination

Raja then asked that Danielle Edmonds provide a synopsis of the recent history of the project, touching upon the events occurring since January 2005. Danielle noted the issues discussed at the initial conflict resolution meeting, specifically the request for right-of-way preservation along the corridor for future access controlled interchanges, failing level-of-service at non-access controlled intersections, and the possibility of a western bypass of MD 3.

Further, at the September 21, 2005 Interagency Meeting, USACE and USFWS expressed their dissatisfaction with the findings detailed in the Draft Selected Alternative/Conceptual Mitigation Package (SA/CM) document and requested a second Conflict Resolution Meeting to discuss issues they had with the proposed mitigation and preservation sites. Specifically, they were not pleased with the quality of the proposed Site 1 and Site 30. At Site 30, there are concerns that not enough hydrology was available to support a wetland system. At Site 1, there are concerns that toxic waste conditions were prevalent.

Danielle continued that, in December of 2006, an interagency meeting occurred that discussed lingering issues regarding wetland impacts at the proposed MD 450 interchange along with concerns about the safety of the proposed loop ramp in Prince George's County.

Discussion of Selected Alternate and Preservation of Future Options

Raja began this next portion of the meeting, by asking that Brian Lange provide a review of SHA's Selected Alternate. Brian reviewed the mainline alternate, touching upon the interchange/intersection options proposed at MD 450, Cronson-Crawford Boulevard, MD 424, Waugh Chapel-Reidel Road, and MD 175.

Mr. Bill Schultz and Ms. Christina Correale expressed concerns over the large wetland impacts associated with the proposed interchange at MD 450. They went on to explain that they do not understand why such a large impactive interchange is proposed when many other at-grade intersections will remain operating at a failing level of service for the design year of 2025. Mr. Schultz stated that he would support the proposed interchange at MD 450 if the rest of the corridor were upgraded to a fully access controlled facility. Likewise, Ms. Correale stated that she was not sure that the USACE would be willing to permit the wetland impacts at MD 450 if the rest of the corridor is not improved to a fully access controlled facility.

Mr. Steve Elinsky noted that the proposed Wal-Mart development would also be impacting wetlands associated with the Patuxent River confluence system, emphasizing the need to preserve what remains and provide guarantees that no western bypass of MD 3 would be viable for the future.

Neil reiterated that all through traffic is encouraged to use I-97 and US 50 as the main route to bypass MD 3. Further, he noted the SHA Selected Alternate is not designed or intended to operate at a high level of service, but to provide needed capacity for local traffic.

Questions were raised by the agency representatives about the proposed Wal-Mart development. They included:

- What would happen if Wal-Mart returns with a request to expand their proposed store size to a Super Wal-Mart? Steve Foster responded that so far no such request has been made at this time, George Cardwell noted that if Wal-Mart wants to change to a larger store format, they would have to go through the necessary Anne Arundel County approval processes to do so.
- Why is SHA allowing another signalized access point along MD 3? Steve Foster noted that Wal-Mart attempted to purchase access to Crawford/Cronson Boulevard from existing properties behind the building, but failed to reach a purchase agreement with the surrounding property owners. Steve Foster noted that SHA has reviewed a Traffic Impact Study and that design issues still remain with the proposed half signal access to MD 3. Under the most recent proposal Wal-Mart is requesting a half signal access point that would allow for left-in, left-out movements from northbound MD 3. This would be accommodated by stopping only the flow of traffic in the southbound direction with the half signal. Further, Steve Foster noted that SHA will include the stipulation that the half signal along MD 3 would be temporary and removed from MD 3 once an alternative access point to the property can be arranged.
- It was asked if Wal-Mart owns the property. Steve Foster responded that the information he had as of this meeting was that Wal-Mart was a contract purchaser of the site.
- Questions were raised as to why Anne Arundel County has not worked to control development along the corridor. George stated that the land is located within the Priority Funding Area, and is therefore eligible for development. Further, it was noted that the study team and the Access Permits Division have been working with property owners and developers on identifying the future needs of the corridor and requesting the necessary set-backs be provided. Neil reiterated the need for a ROD to begin protection of the right-of-way for future access controls and intersection upgrades.

A discussion ensued about why Anne Arundel County has not preserved areas they know SHA is looking utilize in the future. It was noted by George that the County codes only allow for right-of-way preservation when a project is funded for design or construction. Therefore, they must adhere to these current policies.

Mr. Elinsky reiterated his concern about the ongoing development and associated increasing traffic that would reach such high levels that the political climate would be forced to change and, in the future, a bypass option would be investigated once again. Mr. Schultz inquired about the proposed intersection at MD 175 and why there an interchange was not proposed at this location. SHA responded that grade separations were investigated at this location, but were not selected due to constructability constraints, environmental impacts, and business/residential property displacements. (SHA will provide figures of the interchanges proposed at MD 175 to the Agencies to show the location and impacts.)

Discussions ensued regarding how right-of-way should be preserved for the anticipated future needs of MD 3. George stated that he will draft language that could be used as an agreement to preserve the right-of-way needed for future access controls, but are not currently part of the SHA Selected Alternate. Ms. Correale stated that the USACE would like to see a strong commitment from both SHA and Anne Arundel County regarding the preservation. She noted that they would like to see action, not just words.

Neil responded that SHA would take the first steps toward attempting to purchase right-of-way for preservation, but would first need to gage the level of comfort of the policy makers with such an undertaking. He also directed SHA staff to take the first crack at the right-of-way preservation language and then work with George and the county to refine the language.

Neil stated that SHA would also investigate opportunities to include language in the ROD stating that US 50 and I-97 serve as the bypass for the MD 3/Crofton/Bowie area. Neil recommended that such language also be included in the USACE permit.

The USACE stated that they preferred Option B at MD 450 to be included as part of the Selected Alternate. Option B eliminates the redundant loop ramp from eastbound MD 450 onto northbound MD 3 in Prince George's County. Elimination of the loop ramp would require approximately two fewer acres of wetland impact, but will cause the signalized intersection in Anne Arundel County to fail by 2030.

Neil stated that SHA would need to verify that Prince George's County would accept a decision to remove the loop ramp, and would then consider Option B since they have always favored Option A.

Discussion of Mitigation and Preservation Sites

Raja asked that Sandy Hertz and Steve Moresberger present the findings regarding mitigation and preservation sites.

Sandy noted that 13.6 acres of wetland impacts are associated with SHA's Selected Alternate and that the mitigation ratios have not changed since the initial SA/CM was submitted in May 2005. Sandy noted that a third round of site searches are currently underway and that SHA remains committed to working towards a no net-loss mitigation proposal.

Mr. Schultz noted that he does not like the proposed Site 30, claiming that it would not meet the hydrological standards needed for a quality mitigation site. Mr. Elinsky requested that piezometers be installed at Site 30 to determine hydrological viability. He continued that if these hydrology studies were positive, he would be willing to keep Site 30.

Bill also stated he did not fully approve of Site 1, noting his concern with the potential toxic waste associated with gas stations and a landfill in the vicinity of the proposed site. Steve Moresberger noted that Site 1 would be created directly adjacent to the existing wetland system at the confluence of the Patuxent and the Little Patuxent Rivers, making it a very good creation site.

USACE and USFWS noted that they would be willing to consider mitigation sites outside of the Patuxent watershed since few mitigation sites are currently available within the watershed. Mr. Wolflin expressed his thoughts on preserving Patuxent River floodplain area as a means for protecting against any future bypass.

Mr. Elder Ghigiarelli suggested that SHA consider preservation/conservation opportunities at a watershed level using a stewardship perspective, not only as an in-kind replacement, but looking for opportunities to prevent future impacts in other watersheds. USACE responded that while in-kind mitigation is limited, they do not believe that all options have been exhausted. Further, they are not sure what requirements can be expected for surplus preservation. It was clarified, that since SHA has already established no net-loss mitigation within the watershed, we could look outside the study area for additional preservation opportunities.

Sandy noted that SHA will send the results of the supplemental site search and will look to schedule a field review of the sites in late May.

Additional Comments

Mr. Schultz asked if the traffic data used for the development of the alternates included the additional traffic coming to the area associated with the Base Realignment and Closure (BRAC) process. Neil stated that SHA would determine which "round" of travel forecasting was used and will perform as sensitivity study of how the BRAC traffic may impact the current SHA Selected Alternate.

Action Items/Follow-Ups

- Provide the footprint for an interchange at MD 175 and MD 3 - **Project management team**
- Develop language for preserving right-of-way for potential future interchanges, in conjunction with the County - **Project management team to develop first draft, then work with Anne Arundel County**
- Develop language for inclusion in the ROD and wetlands permit that would explicitly preclude a bypass other than I-97/US 50 - **Project management team**
- Reconsider MD 450 Option B, and discuss with Prince George's County - **Project management team**
- Evaluation of whether BRAC will result in changes to the selected alternative. This would be a sensitivity analysis that would start with the MD 3/MD 175 intersection - **Project management team**
- Conduct a supplemental wetland site survey, with a schedule to take the agencies in the field in May 2007. Include hand augers or similar devices to check the groundwater table as part of the agency field review. - **Environmental management team**
- Develop a list of wetland and green infrastructure preservation sites in cooperation with the county. Include areas of the potential bypass concepts that have been discussed with the community/agencies - **Environmental management team**
- Develop a list of out-of-watershed wetland mitigation sites - **Environmental management team**

If you have any corrections or additions to the above meeting summary, please contact me or Mrs. Nicole Washington, Project Manager at 410-545-8570.

Attachments
cc: File
Attendees
Mr. Greg Welker

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

SHA State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

DSregld: 899

May 31, 2007

Re: Project No. AT198B11
MD 3: MD 32 to US 50
Anne Arundel and Prince Georges Counties, MD

Mr. Nelson Castellanos
Division Administrator
Federal Highway Administration
300 South New Street, Suite 2101
Dover, DE 19904

RECEIVED
JUN 8 2007

Attn: Mr. Daniel Montag

Dear Mr. Castellanos:

Enclosed for your signature is a copy of a Memorandum of Agreement for the MD 3 project. The Maryland State Highway Administration (SHA) has identified Alternate 3—Boulevard Concept as SHA's preferred alternate. This alternate will have adverse effects on the Warfield site (18PR33), which is eligible for listing on the National Register of Historic Places (NRHP). Design changes to the undertaking may affect unevaluated portions of the Oak Grove Site (18AN503), the Basil Hall Site (18AN511) and a submerged rock pile associated with Priest Bridge (PG 71A-18/Bowie Quad File # 11). In addition, the project may affect unidentified cultural resources in areas associated with related project activities including wetland and stream mitigation sites, reforestation areas, or other ancillary actions.

The attached Memorandum of Agreement (MOA) between the Federal Highway Administration (FHWA), the Maryland State Historic Preservation Office (MD SHPO), and SHA, outlines the stipulations to take into account the effects of the undertaking on historic properties (Attachment 1).

The MOA stipulations include provision for:

- Treatment of archeological site 18PR33
- Treatment, as appropriate, of archeological sites 18AN503, 18AN511, and Bowie Quad File #11
- Completion of identification, evaluation, and treatment, as appropriate, and studies for any ancillary activities for which cultural resources studies have not been completed.

My telephone number/toll-free number is 1-888-204-2828
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

If you have questions, please contact Ms. Carol A. Ebright at 410-545-2879 (or via email at cebright@sha.state.md.us).

Sincerely,

Neil J. Pedersen
Administrator

by: _____
Raja Veeramacharem, Director
Office of Planning and
Preliminary Engineering

Attachment 1: MD 3 Memorandum of Agreement
cc: Ms. Anne Bruder, Architectural Historian, Project Planning Division, SHA
Ms. Carol A. Ebright, Archeologist, Project Planning Division, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning Division, SHA
Mr. Ivan Marrero, Project Leader for Project Delivery, FHWA
Ms. Jennifer Rohrer, Environmental Manager, Project Planning Division, SHA
Dr. Julie Schablitsky, Cultural Resources Team Leader, Project Planning Division, SHA
Ms. Nicole Washington, Project Manager, Project Planning Division, SHA

MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER,
AND THE MARYLAND STATE HIGHWAY ADMINISTRATION,
PURSUANT TO 36 CFR § 800.6(b)
REGARDING MD 3 FROM MD 32 TO US 50

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Maryland State Highway Administration (SHA) with improvements to MD 3 from MD 32 to US 50 (Undertaking), located in Anne Arundel and Prince George's Counties, Maryland; and

WHEREAS, after detailed study of various alternates, and to avoid and minimize certain project impacts on various resources, the SHA has selected Alternate 3--Boulevard Concept for construction; and

WHEREAS, the FHWA has determined that the Undertaking will have an adverse effect on the Warfield site (18PR33), an archeological property eligible for the National Register of Historic Places (National Register); and

WHEREAS, the FHWA has determined that the Undertaking may affect unidentified cultural resources in areas that are associated with related ancillary activities or proposed alignment modifications connected to the Undertaking that have not yet been subject to prior cultural resources investigations; and

WHEREAS, the FHWA has consulted with the Maryland State Historic Preservation Officer (MD SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 USC § 470f); and,

WHEREAS, the SHA has participated in consultation, has responsibilities for implementing stipulations under this Memorandum of Agreement (MOA), and has been invited to be a signatory to this MOA;

WHEREAS, the FHWA has notified the Advisory Council on Historic Preservation (Council) of the Undertaking's adverse effect on historic property and the Council has declined to participate in the consultation; and,

NOW, THEREFORE, FHWA, SHA and the MD SHPO agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account its effect on historic properties.

STIPULATIONS

The FHWA and SHA will ensure that the following measures are carried out:

I. Treatment of the Warfield Site (18PR33)

SHA shall develop and implement a mitigation plan for the recovery of data from the Warfield Site in consultation with the MD SHPO and in accordance with SHA's preliminary plan, *Warfield Site (18PR33) Preliminary Data Recovery Plan, MD 3: MD 32 to US 50* (Ebright October 2006).

The plan shall be consistent with the applicable performance standards listed in Stipulation VI and shall specify:

- The portions of the property where mitigation shall occur;
- Any portions of the property that will be destroyed without data recovery;
- The research questions to be addressed through data recovery with a description of their relevance and importance;
- The research and field methods to be used, with an explanation of their relevance to the research questions;
- The methods to be used in analysis, data management, and dissemination of data, including a schedule;
- The proposed disposition of recovered materials and records;
- Proposed methods for involving and informing the interested public; and
- A proposed schedule for the submission of progress reports to the MD SHPO.

SHA shall submit the mitigation plan to the MD SHPO for a 30 day review period. Unless the MD SHPO objects within 30 days after receipt of the plan, SHA shall implement the mitigation strategy prior to the start of project ground disturbing activities within or immediately adjacent to the site area.

SHA and the MD SHPO will meet on-site to evaluate the success of the fieldwork phase of the data recovery program, near the end of the fieldwork efforts. SHA shall submit a management summary to the MD SHPO documenting the completion of fieldwork for 15 day review. Upon receipt of the written concurrence from the MD SHPO, SHA may proceed with construction activities in the site area concurrently with completion of the remaining laboratory, analyses, and reporting phases of the data recovery work.

II. Treatment of the Oak Grove Site (18AN503), the Basil Hall Site (18AN511) and the Rock Pile Associated with Priest Bridge (PG: 71A-18/Bowie Quad File #11)

Design changes to the Undertaking may result in effects on three additional resources whose National Register eligibility has not been evaluated: the Oak Grove Site (18AN503), the Basil Hall Site (18AN511), and a submerged rock pile associated with Priest Bridge (PG 71A-18/Bowie Quad File #11). During project design, SHA shall consult with the MD SHPO, pursuant to the procedures outlined in Stipulation III to appropriately consider and resolve the Undertaking's effects, if any, on these resources.

III. Ancillary Activities and Alignment Modifications

SHA may add related ancillary activities including, but not limited to, proposed wetland or other mitigation sites, stormwater management areas, hiker/biker facilities, and other alignment modifications to project design that impact areas not previously investigated for this project. Prior to the selection of sites for ancillary activities or design modifications that are outside the areas for which cultural resources studies have been completed, SHA shall consult with the MD SHPO and other relevant consulting parties and ensure that all required cultural resources studies are implemented in accordance with the applicable performance standards in Stipulation VI and pursuant to the coordination procedures specified herein.

A. **Identification:** SHA professional cultural resources staff shall review any additions or changes to the Undertaking and implement identification investigations necessary to identify any historic properties that may be impacted by the proposed activity or alignment modification. SHA shall provide all completed information to the MD SHPO, and relevant consulting parties for review and comment. If the MD SHPO does not provide comments within 30 calendar days of receipt, SHA may assume MD SHPO acceptance of the results.

B. **Evaluation:** SHA shall evaluate all cultural resources identified in the areas inventoried under Stipulation III.A in accordance with 36 CFR § 800.4(c) to determine eligibility for the National Register, in consultation with the MD SHPO. SHA shall provide the results of any such evaluation efforts to the MD SHPO and relevant consulting parties for review and comment. If the MD SHPO does not provide comments within 30 calendar days of receipt, SHA may assume MD SHPO acceptance of the results.

C. **Treatment:** Should the evaluation efforts conducted under Stipulation III.B identify any properties eligible for inclusion in the National Register, SHA shall then apply the Criteria of Adverse Effect as stipulated in 36 CFR § 800.5 and assess the Undertaking's effects on historic properties, in consultation with the MD SHPO. SHA shall make a reasonable and good-faith effort to avoid adversely impacting the resources by relocating or modifying the proposed action. If SHA determines that the effect is not adverse, SHA shall obtain the MD SHPO's concurrence, and the action may proceed. If SHA determines that the Undertaking will have an adverse effect to historic properties, SHA shall consult with the MD SHPO to seek ways to avoid or reduce the impacts on historic properties by relocating or modifying the proposed action. If SHA determines that adverse effects are unavoidable, SHA, shall consult with the MD SHPO, FHWA, and relevant consulting parties in accordance with 36 CFR § 800.6 to develop and implement appropriate treatment options. MD SHA shall ensure that any resulting cultural resources work is accomplished in accordance with the relevant performance standards in Stipulation VI.

IV. Unexpected Discovery of Historic Properties

Should historic properties be unexpectedly identified during the implementation of the Undertaking or any actions taken pursuant to this MOA, SHA shall ensure that reasonable efforts are made to avoid, minimize or mitigate adverse effects to such properties, and shall consult the MDSHPO to resolve any unavoidable adverse effects pursuant to 36 CFR § 800.6. SHA shall ensure that any resulting cultural resources work is accomplished in accordance with the relevant performance standards in Stipulation VI.

SHA and MD SHPO shall resolve any disputes over the evaluation or treatment of previously unidentified resources using the process outlined in Stipulation VII.A of this MOA.

V. Treatment of Human Remains

In the event that human remains, burials, or funerary objects are discovered during construction of the Undertaking or any action taken pursuant to this MOA, SHA shall immediately halt subsurface construction disturbance in the area of the discovery and in the surrounding area where additional remains can reasonably be expected to occur. SHA shall immediately notify the MD SHPO of the discovery.

SHA, in consultation with the MD SHPO and other interested parties, as appropriate, shall develop a plan for the appropriate treatment of the remains in accordance with Maryland State burial law (Title 10 Subtitle 4 §§ 10-401 through 10-404 of the Annotated Code of Maryland). If feasible, preservation in place is the preferred option for treatment of human remains. The treatment plan may include provisions for in-place preservation, excavation, and analysis, and reburial of the remains, as appropriate. SHA will submit the plan for review and approval by the MD SHPO pursuant to the terms of this MOA. Work in the affected area shall not proceed until development and implementation of appropriate treatment plan or other recommended mitigation measures are completed; however, work outside the area of archeological features may continue.

VI. Performance Standards

A. **Professional Qualifications**: SHA shall ensure that all archeological work carried out pursuant to this agreement is conducted by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9 and 36 CFR Part 61) for Archeologists. All architectural work shall be carried out by or under the direct supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-9 and 36 CFR Part 61) for Architectural History.

B. **Standards and Guidelines**: All cultural resource work carried out pursuant to this agreement shall be done in accordance with the principles and standards contained in:
- Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-44742);
- *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites* (ACHP 1999);
- *Advisory Council on Historic Preservation - Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects* (ACHP 2007)
- *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994); and
- *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust 2000).

C. **Curation**: SHA shall ensure that all materials and records resulting from cultural resources investigations conducted for the project will be curated in accordance with 36 CFR 79 at the Maryland Archeological Conservation Laboratory, unless clear title or Deed of Gift to the collection cannot be obtained.

VII. Administration

A. **Dispute Resolution**: Should the MD SHPO or SHA object within 30 days to any documents submitted for review or actions proposed pursuant to this agreement, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request the comments of the Council pursuant to 36 CFR § 800.7. Any Council comment provided in response to such a request will be taken into account by the FHWA with reference only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this agreement that are not subjects of the dispute will remain unchanged.

B. **Resolution of Objections by the Public:** If at any time during implementation of the measures stipulated in this MOA, should any objections pertaining to any such measure

or its manner of implementation be raised by a member of the public, FHWA shall notify the parties in this MOA and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this MOA to resolve the objection.

C. **Amendment:** If one of the signatories believes that the terms of the MOA cannot be carried out, or that an amendment to the terms must be made, that signatory shall immediately consult with the other signatories to develop amendments, in accordance with 36 CFR § 800.6(c). If an amendment cannot be agreed upon, the dispute resolution process set forth in Stipulation VII.A. shall be followed.

D. **Termination:** Any signatory to this MOA may terminate the agreement by providing 30 days written notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. Termination of this MOA would require compliance with 36 CFR 800. This MOA may be terminated by the execution of a subsequent agreement that explicitly terminates or supercedes its terms.

E. **Duration:** This MOA shall be null and void if its terms are not carried out within 7 (seven) years from the date of its execution. Should all parties deem an extension to this MOA necessary, such extension shall be treated as an amendment under Stipulation VII.F above.

Execution of this MOA by FHWA, SHA and the MD SHPO, its subsequent submission to the Council and implementation of its terms, evidence that FHWA and SHA have afforded the signatories an opportunity to comment on the project and its effects on historic properties, and that FHWA and SHA have taken into account the effects of the undertaking on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date: 6/13/07
for Nelson J. Castellanos, Division Administrator

MARYLAND STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: 5-15-07
J. Rodney Little, State Historic Preservation Officer
Director, Maryland Historical Trust

MARYLAND STATE HIGHWAY ADMINISTRATION

By: _____ Date: 4/20/07
Neil J. Pedersen, Administrator

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

SHA State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

MEMORANDUM

TO: Mr. Bruce M. Grey, Chief
Project Planning Division

ATTN: Mrs. Nicole Washington

FROM: Ms. Susie Ridenour, Chief SEH for
Environmental Programs Division

DATE: October 3, 2007

RE: MD 3 Project Planning Study
Project No.: AT198B11
Agency Field Review of Additional Potential Wetland and Stream Mitigation Sites

On Thursday, September 6, 2007, representatives from the Maryland State Highway Administration (SHA) met with agency representatives to review additional wetland and stream mitigation sites proposed for the MD 3 project planning study. Following the field review of the sites, attendees joined other representatives for a post-field review meeting.

The following persons were in attendance for the field review:

Name	Agency
Ms. Nora Bucke	MD State Highway Administration, Environmental Programs (SHA)
Mr. Steve Elinsky	U.S. Army Corps of Engineers (USACE)
Mr. Steve Hurt	Maryland Department of the Environment (MDE)
Mr. Steve Morsberger	Coastal Resources, Inc. (CRI)
Mr. Bill Schultz	U.S. Fish and Wildlife Service (USFWS)
Mr. Mike Trumbauer	KCI Technologies

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

The following additional persons were in attendance for the post-field review meeting:

Name	Agency
Ms. Danielle Edmonds	MD State Highway Administration, Project Planning (SHA)
Ms. Mulowa Kujoba	MD State Highway Administration, Project Planning (SHA)
Mr. Brian Lange	MD State Highway Administration, Project Planning (SHA)
Mr. John Mayer	Anne Arundel County – Long Range Planning
Ms. Jennifer Rohrer	MD State Highway Administration, Project Planning (SHA)
Mrs. Nicole Washington	MD State Highway Administration, Project Planning (SHA)

The meeting objective was to provide an overview of additional wetland and stream mitigation sites identified for the MD 3 project and to discuss and review acceptable compensatory wetland and stream mitigation sites with the environmental review agencies.

There was a brief discussion of PR-336 (Site 1) before attendees traveled to the first site. Steve Elinsky (USACE) and Steve Hurt (MDE) stated that they viewed PR-336 (Site 1) as the wetland creation component of the mitigation package and that they were looking for wetland preservation above and beyond that. PR-338 (Site 30) was also discussed. Mr. Elinsky stated that piezometers would need to be installed and hydrologic data reviewed if this site was to be pursued for wetland creation. It was noted that this site has been dropped as a wetland mitigation site for the MD 3 project due to concerns about hydrology at the site. PR-339 (Site 30) is only being considered as a stream restoration site. Mr. Morsberger stated that he believes the site is still viable and could be re-visited as wetland mitigation for future projects.

S-20 was the first site visited. This site was proposed for wetland creation and enhancement (PEM/PSS). Bill Schultz (USFWS) later met the group at the site. Steve Morsberger (CRI) pointed out that the site is within the study area and hydric soils are present throughout. The site is located adjacent to land owned by the Islamic Society of Maryland. It was noted that a SWM facility is located on the Islamic Society's property, probably intended to handle full build-out of their property. Mr. Morsberger stated that in phone conversations with representatives from the Islamic Society, they told him they planned to build a school and would like to purchase the property where S-20 is proposed. Mr. Elinsky requested that SHA find out what the Islamic Society has planned for their property and verify the acreage for the site. Mr. Morsberger noted that an educational component could be part of the wetland creation at this site. Mr. Hurt suggested expanding the creation area on the south side of the swale shown on the conceptual map. He also noted that it would be a highly visible project, adjacent to the project area. Mr. Elinsky noted that the wetland creation should not be extended too large due to hydrology. Mr. Elinsky and Mr. Hurt were agreeable to S-20. Mr. Schultz did not like the site. He was concerned that the area would be developed in the future and be an isolated wetland. He also stated that the wetland creation would not replace the function and value lost from the impacted wetlands associated with the Patuxent River floodplain at the proposed MD 450 interchange (primarily wildlife habitat). Mike Trumbauer (KCI) indicated that the site is within the priority

PR-333 was the second site visited. This site was proposed for additional wetland enhancement and stream mitigation/buffer enhancement. The site is located at a prison facility the property is owned by the State. Other portions of PR-333 were previously reviewed by the agencies and included with the selected mitigation sites for stream mitigation. Mr. Morsberger noted that this site could possibly tie into an existing Transportation Enhancement Project (TEP). A portion of the additional work proposed was to remove the existing berm adjacent to a small pond, thereby partially draining the pond and create a wetland. Mr. Elinsky did not agree with the wetland creation and noted that the pond serves as open water habitat for migratory birds. Mr. Hurt indicated that he could go either way. He noted that there could be benefits to a shallow pond as well. Mr. Schultz agreed with not draining the existing pond. Another component of the proposed work at PR-333 was riparian buffer plantings. Mr. Hurt and Mr. Elinsky agreed to a 2:1 credit ratio for approximately 1,000 feet of plantings (approx. 500 ft. of credit). They also noted that invasive species would need to be controlled. Mr. Schultz agreed and suggested erecting a fence to prevent mowing in the planting area. Wetland enhancement was also proposed at a larger pond. Mr. Elinsky, Mr. Hurt and Mr. Schultz all disapproved of proposed work at this pond.

There was a brief discussion of site PR-374 (Kettering property). Mr. Schultz did not believe the proposed work was cost effective and recommended removing the site as a mitigation option for this project. When asked about restoration credit at the site, Mr. Elinsky responded that he only considers the site viable for enhancement credit. Based on this discussion, it was decided to remove site PR-374 from the selected mitigation site list.

Sites PR-442 was the next site reviewed. Wetland creation/enhancement and stream restoration were proposed at this site. The property is currently used for pasturing cattle. Mr. Hurt asked SHA to research if the property is in an agricultural easement. Mr. Hurt also asked how water would be made available to the cattle at the site if cattle were excluded from the stream. Mr. Trumbauer noted that a diversion or trough could be provided. Mr. Elinsky state that the site looked like it had potential. He and Mr. Schultz agreed that they liked PR-442 better than S-20. Mr. Hurt also agreed to this site. Mr. Elinsky left the meeting after this site.

Before Mr. Elinsky left, Mr. Morsberger asked the agencies if a better credit ratio was possible for preservation of the Berkshire properties. Mr. Elinsky and Mr. Schultz were not willing to adjust the preservation credit ratio for those properties and stated the 10:1 ratio would be used if the properties were purchased.

PR-438 was adjacent to PR-442. Wetland creation along an existing channel was proposed for this location. Mr. Schultz stated the site was too risky due to hydrology and too expensive due to excavation. Mr. Hurt and Mr. Schultz agreed to drop PR-438 as a mitigation site.

S-1 was the last site visited. The majority of the site was proposed for wetland creation with a small preservation component. Stream restoration was also proposed. The site was located outside of the Patuxent watershed in northern Howard County. Mr. Morsberger and Mr.

Trumbauer stated that the site had a significant drainage area and extensive hydric soils. Shallow excavation would be needed for the wetland creation. Mr. Schultz indicated that S-1 was the best site of the site of the day and had the most potential for success. Mr. Hurt indicated the MDE would still have an issue with the site location being so far away from the study area, but would probably accept it as part of a mitigation package provided that other sites within or near the study area were included in the mitigation package. Mr. Morsberger & Mr. Trumbauer discussed that the stream restoration would only involve grading of the banks for stabilization and improving floodplain access and nothing within the channel. They also stated that the site falls in a gap in the green infrastructure corridor. Mr. Hurt and Mr. Schultz observed that the left bank was drier than the right bank. Mr. Hurt suggested dropping the left bank to reconnect with the floodplain. Mr. Schultz suggested having representatives from the USACE & MDE visit the site to verify the existing wetland boundaries. Mr. Schultz also indicated that the site would need a 3-5 year invasive species control program. Mr. Hurt and Mr. Schultz both agreed to the site. Mr. Hurt suggested that S-1 be proposed with PR-336 (Site 1) for wetland creation. Mr. Elinsky did not visit the site, but Mr. Schultz and Mr. Hurt believed he would be receptive to the concept plan.

Following the field visits, attendees met with members of SHA's Project Planning Division and a representative from Anne Arundel County to discuss the field visits and the mitigation package. The possibility of acquiring advanced funding for mitigation was discussed. Nicole Washington agreed to present the idea to Raja Veeramachaneni and Neil Pedersen.

The group reviewed the list of sites visited that day and what the agencies opinions were. A summary is listed below:

SITE	INCLUDE IN MITIGATION PACKAGE
S-20	Yes
PR-333	Yes for stream mitigation No for wetland mitigation
PR-442	Yes
PR-438	No
S-1	Yes

Mr. Schultz asked if the different options requested at the April 20th P+1 meeting had been reviewed at the MD 3/ MD 450 interchange area. Brian Lange explained the options and the agencies were most receptive to Option B for the interchange.

The possibility of purchasing the Berkshire properties was also discussed. It was reiterated that SHA does not have funding to purchase any sites and cannot commit to purchasing any of the lots without a Record of Decision and funding for Final Design for the project. Project Planning has submitted a request for a cost estimate for the individual lots, which is due back in mid-October.

Mr. Hurt requested SHA to develop a draft of the revised mitigation package and to send it to the agencies for review. Upon review, it would be included in the revised Selected Alternate/Conceptual Mitigation (SA/CM) package. Mr. Hurt also stated that MDE would likely require PR-336 (Site 1) to be a condition of the permit and he requested that SHA develop a timeline to pursuing other sites after the SA/CM is signed. Mr. Hurt emphasized that the agencies concerns would be eased if SHA could commit to purchasing the Berkshire properties. Mr. Schultz commented that the back-up list of mitigation sites needed improvement and seemed unrealistic due to property owner concerns and the possibility of future development.

The group agreed that the next steps in the process were to develop a revised SA/CM package and for Ms. Washington to discuss advance funding with Mr. Veeramachaneni and possibly the Federal Highway Administration. The meeting was adjourned.

These minutes will be distributed to the attendees by email. Please contact Nora Bucke at 410-545-8643 if you have any questions or need further information.

cc: Attendees

United States Department of the Interior
FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575

May 9, 2008

Dr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert St., Mail Stop C-411
Baltimore, MD 21202

Re: U.S. Fish and Wildlife response to the January 09, 2008 mitigation list and concerns regarding the Selected Alternative.

Dear Dr. Veeramachaneni:

The U.S. Fish and Wildlife Service (Service) reviewed the updated Maryland State Highway Administration (SHA) list of the proposed mitigation sites for MD 3. This list is essentially a reshuffle of the some of the originally selected sites and some back-up sites. The Service is apprehensive with many of these sites which we will discuss subsequently. We would also like to discuss the environmental impacts of the selected highway alternative.

The Service requests that SHA address some outstanding concerns that involve the selected alternative. We do not know about any of the details of any discussions with Prince George's County concerning MD 450 option B. This option minimizes impacts to the Patuxent River and Little Patuxent River floodplains. Is that option acceptable to Prince George's County? SHA has selected an alternative that destroys 1.5 acres of additional wetlands and 9.1 acres of additional floodplains.

The SHA traffic data shows that four of the five proposed intersections and interchanges on the Selected Alternative will fail in the next 20 years. Anne Arundel County has already allowed new development to occur at what are now five existing intersections. The Service believes major interchanges should be constructed at these five locations. Sufficient right-of-way should be purchased at the remaining undeveloped parcels surrounding these intersections before Anne Arundel County permits development to block the ability to construct interchanges at these locations.

The SHA will impact approximately 12.4 acres of Patuxent River wetlands and 50.5 acres of floodplains during the construction of the MD 3/MD 450 interchange. We consider the Patuxent River floodplain as one of the top three wetland systems in Maryland, west of the Chesapeake Bay. This forested floodplain provides forest interior habitat for nesting birds and is a major corridor for numerous species of mammals, reptiles, and amphibians. The Patuxent River contains a diverse fishery which includes five species of anadromous fish, two species of semi-anadromous fish and the American Eel, a catadromous species. The Service believes that there are not sufficient high quality sites available to mitigate for all the impacts to the exceptionally high value wetlands, floodplains, and streams that will be filled during construction of the MD 3/MD 450 interchange. In addition, none of the listed priority mitigation sites are protected from future development. .

Wetland creation and stream restoration sites

The Service determined that only three wetland creation sites, PR-336 (Site 1), PR-333 (Dorsey Run) and S-1 (Howard County) have any potential for replacing some of the functions and values of the Patuxent River wetlands and floodplains that will be destroyed during interchange construction. The landowner for S-1 has already removed his site from the list of potential mitigation sites. This leaves only two adequate creation sites available for mitigation. These two sites may provide a theoretical maximum of 11.3 acres of wetland mitigation and 3,400 linear feet of stream mitigation. In reality, the potential of these sites may provide significantly less mitigation. A total of 26.1 acres of wetland mitigation and 7,977 linear feet of stream restoration are needed to mitigate for the impacts of MD 3 construction. These two sites do not provide sufficient mitigation for replacing wetland and stream impacts. In addition, the mitigation requirements do not consider the impacts to the 50.5 acres of Patuxent River floodplains that will be destroyed.

Mitigation sites that cannot replace the lost functions and values on the Patuxent River floodplain

Sites S-20 (Muslim School), PR-371 (cow farm), and PR-338 (Davidsonville Road) lack the potential for replacing the functions and values lost during interchange construction. These sites are not acceptable to the Service for mitigation for impacts to the Patuxent River wetlands and floodplains.

PR-338 serves an outlet for a stormwater management pond at the US 50/MD 424 interchange. The proposal for this site consists of riparian tree plantings adjacent to a stream less than one foot wide. This site provides little to no fish habitat and a very small amount of aquatic insect habitat. The riparian habitat could be compromised due to future residential development. The riparian habitat could already be segmented because of existing downstream development. This site has such limited potential for providing fish and wildlife habitat that the Service has been rejecting it since 1989. The Davidsonville Road site has appeared on every mitigation list since 1989 because so few sites are available for wetland creation in the Patuxent River watershed.

S-20 has no potential for enhancing aquatic habitat. The area proposed for wetland creation will probably be developed into a school and temple facility in the next few years. It is presently surrounded by highways and residential areas and could only provide isolated habitat for wildlife. It is not an acceptable site for mitigating impacts for the MD 3/MD 450 interchange.

Site PR-371 consists of a small stream that is heavily eroded and polluted due to cattle walking through it. The base flow of the stream is so minute that there is little potential for enhancing fish and aquatic insect habitat. Additionally, the Service disagrees with the SHA consultant's assertion that one acre of wetlands can be created at the site. We believe any attempt to create wetlands on the 15-20% slopes common to this property will cause more environmental damage than benefit. This site is unacceptable to the Service.

The preservation sites on the priority mitigation list

SHA lists PR-267 (Lot 1) and PR-339 (Site 31) as the priority wetland preservation sites available for mitigation. The Service has evaluated both sites and determined that both are acceptable for mitigating the proposed impacts to the Patuxent River floodplains, wetlands, and stream channels. PR-267 (Lot 1) will probably be developed in the next few years and should not be considered available for mitigation unless it is can be purchased in the next two years. SHA has already purchased PR-267 (Lot 5) because it is needed for the MD 3 upgrade and was in danger of being developed. The Service is also concerned that SHA will eventually eliminate Lot 1 from consideration because it is so expensive. The Service is requesting that SHA provide us with the estimated cost of Lot 1. We are concerned that the listing of Lot 1 is meaningless because of the development risk. We need more information about Lot 1 before the Service can accept its availability for mitigation.

SHA avoided listing PR-339 as a mitigation site for the last two years which leaves the Service apprehensive about its sudden availability. The Service will need information on the landowners' willingness to sell this site to SHA. We have so little information concerning this site that the Service is unsure of its availability.

The Service is requesting that sites PR-339 and PR-267 (Lot 1) be purchased in fee simple so the public can use these areas for passive recreation. Use by the public also helps to protect these sites from future encroachment by adjacent landowners. We believe the public using these sites will alert county officials concerning any non-permitted disturbances to these adjacent properties.

Preservation sites on the back-up list

The Back-up preservation site list is extremely problematic. Site PR-267- Lots 2, 3, 4, and 5 were on the primarily mitigation list until September 20, 2007, when these lots were placed on the back-up list. These lots may be developed before SHA is able to purchase them. The placement of these lots on the back-up list essentially removes these lots from consideration as mitigation. The placement of these lots on the official SHA back-up mitigation list has the Service acutely concerned about the availability of any of the back-up sites.

Back-up wetland creation and stream restoration sites

The Kettering site (PR-374) has potential to enhance the wetland and stream system but may become complicated by the needs of the community association that owns the park. If this site is eventually placed back on the priority mitigation list, we will evaluate its potential for wetland creation and stream restoration.

The PR-442 (Hammonds Branch site) has marginal potential for creating wetlands and restoring the stream. It has a minimum three to five percent slope which will require significant grading on the north end of the proposed wetland to reach groundwater. This site may also be developed in the next two to five years. Adjacent properties have already been developed. The Service considers this a marginal site that has a low potential for replacing a majority of functions and values of the Patuxent River wetlands and floodplains to be filled during MD 3/MD 450 interchange construction.

PR-387 is located adjacent to the lower Patuxent River but it is 20 or 30 feet higher than the floodplain elevation. It will not replace the functions and values lost during the construction of the MD 3/MD 450 interchange. In addition, the soil may be too sandy for a wetland creation site. Groundwater wells will have to be placed at different locations throughout the site to determine its potential for wetland creation. The Service considers this site unacceptable for mitigation because it is not located on a floodplain.

In conclusion, the Service is concerned about the future (5-10years) availability of most of the sites on both lists. We believe PR-336 and PR-333 are the only sites that are protected from development in the next five years. SHA stated that they cannot purchase mitigation sites until the detailed design is completed. Since this project is not funded for design, we believe no mitigation sites will be purchased in the next five years. Without mitigation, the Service is not going to concur with the SHA selected alternative for MD 3/MD 450. We prefer the construction of an interchange or intersection with fewer impacts. We can always re-visit this issue in the future if mitigation sites are still available for purchase.

Where do we go from here?

The Service believes land preservation should be a major component of the mitigation plan. We believe undiscovered mitigation sites are scarce in the Patuxent River watershed. SHA has conducted at least four mitigation site searches since 1989 and the same few sites keep appearing on each list. Any new sites that appear on the mitigation list seem to be under threat of development. Since SHA may not be purchasing mitigation sites in the next five years, the Service requests that SHA continue additional site searches on floodplain properties in the Patuxent or Little Patuxent Rivers and in the adjacent South River watershed. Anne Arundel County Recreation and Parks Department is slowly purchasing properties in this watershed for passive recreation and watershed preservation. Most of the properties of interest in the South River consist of highly erodible slopes with stream valley wetlands. These South River

properties can be combined with preservation properties from the Patuxent River watershed to create a 10 to 1 mitigation package. Naturally, SHA and the Service will need Federal and State regulatory and resource agency approval to proceed with the South River option. SHA will also need to provide a detailed explanation of their reasons for not acquiring PR 267 (Lot 1) or PR-339.

If you have any questions or concerns about the comments in this letter, call Bill Schultz of my staff at (410) 573-4586.

Sincerely,

Bob Zepp
Program Supervisor
Conservation Planning Assistance

Cc:
Steve Elinsky, Baltimore Corps of Engineers, Baltimore, MD
Barbara Rudnick, EPA, Philadelphia, PA
Steve Hurt, MDE, Baltimore, MD
Greg Golden, DNR, Annapolis, MD
Dan Johnson, FHWA, Baltimore, MD

Elinsky, Steve NAB02

From: Sandy Hertz [SHertz@sha.state.md.us]
Sent: Thursday, September 11, 2008 3:33 PM
To: Karen Arnold
Cc: Elinsky, Steve NAB02; Nora Bucke; Danielle Edmonds; Raja Veeramachaneni; Todd Nichols; Sonal Sanghavi; Joseph Kresslein; Grey, Bruce
Subject: FW: MD 3 - Discussion with the Corps

Hi Karen -

This morning Steve Elinsky called me to talk about MD 3. He reiterated his concerns about the MD 450 interchange and our mitigation package. A brief summary of our discussion follows.

MD 450 Interchange - The Corps prefers Option B as it results in less impacts to the wetland resources (approximately 1.3 - 1.4-acres less) and would meet the LEDPA and Purpose and Need. Steve did mention that if we can get our preferred alternative impacts closer to those for Option B, the Corps would consider this. He specifically mentioned that our preferred alternate would need to be within 0.5-acre or less of impacts associated with Option B (10.9 acres?) . Some reduction options recommended from the Corps and others include: elevating Ramp 3, shifting Ramp 1 to the north to avoid Wetland 4, and tightening up the proposed medians. Steve also mentioned if we are able to bring our impact numbers down closer to Option B that our mitigation ratios will be increased slightly. If Ramp 3 can be elevated - there should not be open scuppers draining to the wetland areas below. Pre-treatment will need to be provided for any runoff from the bridge or else this wetland area and any proposed mitigation could be considered SWM.

Mitigation:
Bill Schultz had requested that we look into wetland creation options near Ramp 3. I mentioned to Steve that Nora Bucke and Steve Morsberger will be visiting this site tomorrow. Steve requested that we assess the amount of excavation that would be required and what would be impacted by our elevated ramp. Nora will be taking photos of the area tomorrow during their visit.

Behnke Site (PR-339) - The Corps is concerned about whether an easement can be placed on this property and whether DNR is OK with pursuing this site. We will need to ensure that access to the property will be provided as part of the easement. I will place a call in to Greg Golden to talk about this site.

PR-267 sites - are these viable. I mentioned to Steve that we are coordinating with D-5 ROW and that we expect revised estimate numbers hopefully next week.

Steve also mentioned that Raja considered the DEIS to be the permit application, but that the Corps can consider temporal losses on a project and require advanced mitigation on a project by project basis. So, even though our DEIS was in before June 10th, the Corps is exercising their right to require advanced mitigation. I asked for clarification on what he is asking for and he responded that he would require proof of outright purchase or easement - in writing prior to concurrence on the SA/CM.

Please let me know if you would like to meet to discuss further. We will keep you posted on the results of our field work.

Thank you!

Sandy Hertz
Team Leader, D-5 and BIRED
Environmental Programs Division
(410) 545-8609

P Please consider the environment before printing this e-mail.

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

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

MEMORANDUM

TO: Mr. Bruce M. Grey
Office of Planning and
Preliminary Engineering

FROM: Nicole Washington
Project Manager/Assistant Division Chief
Project Management Division

DATE: February 17, 2009

RE: MD 3 Project Planning Study
Project No.: AT198B11
Agency Review Meeting of Minimization Efforts and Mitigation Package

On Thursday, December 11, 2008, representatives from the Maryland State Highway Administration (SHA) met with agency representatives to discuss the MD 3 Project Planning Study.

The following persons were in attendance for the field review:

Name	Agency
Ms. Nora Bucke	MD State Highway Administration, Environmental Programs (SHA)
Ms. Mary Frazier	U.S. Army Corps of Engineers (USACE)
Ms. Sandy Hertz	MD State Highway Administration, Environmental Design (SHA)
Ms. Ashleigh Huber	U.S. Army Corps of Engineers (USACE)
Mr. Steve Hurt	Maryland Department of the Environment (MDE)
Ms. Mulowa Kujoba	MD State Highway Administration, Project Management (SHA)
Mr. Brian Lange	URS Corporation
Mr. Todd Nichols	MD State Highway Administration, Environmental Programs (SHA)
Ms. Barbara Rudnick	U.S. Environmental Protection Agency (EPA)
Mr. Bill Schultz	U.S. Fish and Wildlife Service (USFWS)
Mrs. Nicole Washington	MD State Highway Administration, Project Management (SHA)

Sandy Hertz (SHA) opened the meeting stating that the meeting objective was to review the recent minimization efforts to reduce impacts at the MD 450 interchange and to review the conceptual mitigation package.

Nicole Washington (SHA) provided a general overview of the project and funding. She stated a project hearing was held in 2004. SHA has prepared and revised a Selected Alternate Conceptual Mitigation package (SACM) to the agencies but has not yet received concurrence. The agencies have identified various issues with the project and mitigation package. SHA has also held multiple conflict resolution meetings. The project's build-year is 2025 and is currently funded only for Planning, not for Right-of-Way, Final Design, or Construction. Mrs. Washington stated SHA would like to come to a closing point on the planning phase of the MD 3 project.

Mary Frazier (USACE) asked if a bypass was still an option. Mrs. Washington verified that the bypass is not an option. She explained that in the initial stages of the project, an interstate was planned, but when the project was re-initiated in 2001, the design changed and a bypass was dropped from further consideration. Ms. Hertz added that one of the parcels SHA now proposes to purchase is the area where the bypass option had once been considered. Ms. Frazier verified that the USACE has not yet concurred on the SHA Selected Alternate or the conceptual mitigation package.

Brian Lange (URS) presented a map of the project corridor. He reviewed the SHA Selected Alternate. Mrs. Washington clarified that operation and safety were identified as purpose & need for the project, not capacity. Ms. Frazier asked if there are intersections with a current Level of Service (LOS) F that will not be improved with the SHA Selected Alternate. Mrs. Washington stated that some intersections will still have a LOS F, but the LOS will be better with the SHA Selected Alternate than with the No-Build Alternate. Mr. Lange described the project in three sections. The northern portion of the project is mostly commercial, retail, and industrial. The middle portion is Crofton and mostly residential. The southern portion is mostly residential with some commercial use.

Mr. Lange indicated that the MD 450 interchange currently has a very poor LOS. Mrs. Washington stated that Anne Arundel County and Prince Georges County have differing opinions of the MD 450 interchange. Steve Hurt (MDE) and Ms. Frazier asked if the two counties had been brought together to discuss their differences. Mrs. Washington indicated that both counties were on the project team but don't agree on aspects of the project.

Mr. Lange described the interchange at Crofton. He stated there was significant backlash from the community and that the interchange design was scaled down. Mr. Hurt commented that SHA was weighting the opinions of the residents more that the travelers using MD 3 who would not likely attend the public meetings. Mrs. Washington reiterated that SHA was trying to keep a boulevard quality in this area.

Mr. Lange also reviewed the proposed continuous flow intersection at MD 424. Bill Schultz (USFWS) asked if the intersection can still be built as planned due to a new building at the location. Mrs. Washington answered that the developers have copies of the SHA plans for MD 3 and that they incorporated setbacks into their design.

Mr. Schultz asked if SHA still plans to build 11 ft. lanes and if those lanes created a breakdown in traffic. Mr. Lange answered that SHA does plan to use 11 ft. lanes but does not have exact numbers on decreased speed. Mr. Schultz stated he would prefer 12 ft. lanes. Mrs. Washington stated that SHA currently uses 11 ft. lanes on many projects and adjusting the typical sections would create greater impact.

Mr. Lange detailed the minimization efforts at the MD 450 interchange. He pointed out that the interchange crosses an environmentally sensitive area at the Patuxent River and the adjacent wetlands. SHA looked at raising Ramp 1 to decrease impacts but it was not cost effective. The ramp would also not provide enough height clearance for a wetland underneath it. SHA will use a retaining wall along the mainline of MD 450. This will reduce impacts by 2 acres at an additional cost of $10.5 million. SHA also plans to use a retaining wall at Ramp 3 which reduces impacts by 0.5 acres for an additional $1.3 million. Overall, the wetland impacts are reduced from 13.6 acres to 11.1 acres. The impacts at the MD 450 interchange only are 9.8 acres. The USACE preferred option, Option B impacts 10.5 acres of wetland. Mr. Hurt commented that the agencies often ask for SHA to use retaining walls to reduce impacts but rarely implement them citing the cost as a limiting factor. Mrs. Washington stated that the cost is relatively small based on the overall project cost and that SHA is trying to bring the project to a closing point. Mr. Schultz added that the wetland system at this location is exceptional. Ms. Frazier asked if different bridge lengths were considered over the Patuxent River and Mr. Lange indicated that other lengths were not feasible.

Ms. Hertz began discussing the conceptual mitigation package. Mr. Schultz stated that the newly proposed site at Ramp 3 (PR-267, Lot 5) may not be viable because too much fill would need to be removed. SHA indicated that the fill could be used for the project and Mr. Schultz was receptive to this. Mr. Shultz also suggested that SHA look for wetland creation opportunities south of wetland 4B.

Ms. Hertz reviewed the lots of PR-267, owned by Mr. Berkshire. She indicated that Mr. Berkshire had called Neil Pedersen (SHA) asking if SHA was interested in purchasing his property. SHA proposes to buy all of the wetland and floodplain portions of these properties along with a 100 ft. buffer from the top the adjacent slopes. Ms. Hertz had discussed this option and the buffer limit with George Beston of MDE who suggested the 100 ft. distance.* (See note below.) The properties would be in a perpetual easement. Ms. Hertz asked if this would be acceptable to the agencies. Mrs. Washington informed the team that if agencies are not agreeable to this, SHA would move forward with the project without the mitigation component at this time to reach a closing point on the project. Barbara Rudnick (EPA) asked if the properties would be purchased now. Ms. Hertz indicated that Mr. Pedersen planned to speak with Mr. Berkshire on 12/12/08 to discuss the option. The agency representatives accepted this proposed plan. Mr. Hurt asked if SHA expected a 10:1 mitigation ratio. Ms. Hertz answered that she did not discuss ratios with Mr. Beston and that SHA planned to use the available credit to complete the conceptual mitigation package.

The next steps for the project were then discussed. Ms. Hertz stated that the meeting minutes would be distributed to the attendees as well as to Greg Golden to get his decision. Ms. Hertz also offered the agency representatives a tour of any of the proposed mitigation sites if interested. Mrs. Washington stated that a revised SACM package would be distributed in the first week of January.

Meeting Update

Following the December 11, 2008 meeting, representatives met with Mr. Bill Berskshire to discuss preservation options. The team calculated the amounts required from his property (Lot 1,2,3,4) including the 100 feet buffer from the toe of slope and presented these areas to him. SHA is actively pursuing purchasing these properties & placing them in a conservation easement so that they can not be developed in the future. We are coordinating w/Anne Arundel County to determine if the areas can be added to their Greenway Program.

If you have any questions regarding there minutes, please contact Ms. Karen Arnold, Environmental Manager at 41-545-8510 or me at 410-545-8570.

Attachment
cc: Attendees
Mr. George Beston (MDE)
Mr. Greg Golden (DNR)

Attachment
Page 5

Nicole Washington

From: George Beston [GBeston@mde.state.md.us]
Sent: Friday, December 12, 2008 12:28 PM
To: Sandy Hertz
Cc: Hurt, Steve
Subject: MD 3 project planning study

Hi Sandy:

Thank you for the information on this project. I also discussed some of the details with Steve Hurt today. The proposals for mitigation are acceptable to MDE.
MDE would like to see a protected buffer (approximately 100 foot wide) starting from the toe of the slope, going up toward Rt.3 on Lots 2, 3, and 4. This could be a few feet wider if the existing habitat or vegetation at the top of the slopes is of high quality. It is my understanding that most of the upper area was filled decades ago and is only average to fair quality at this time.
Because Lot 1 is mostly 100-year floodplain and wetlands, it is supposed to be already protected by State and federal regulations. Credit would still be given for its preservation.

You also told me that Bill Shultz and Steve Hurt have said that there may be additional areas in the project area that may be suitable for wetland restoration or enhancement. SHA should be looking at these as possible additions to the mitigation proposal to make sure that it will the minimum 1:1 acreage replacement.

Please let me know if you need anything else from me.

Thanks,

George

The information contained in this communication may be confidential, is intended only for the use of the recipient named above, and may be legally privileged.
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<<<<GWIASIG 0.07>>>>

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
March 18, 2009

GENERAL

Donna Buscemi (SHA-EPLD) opened the meeting and introductions were made. There were no agency requests for project presentations.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

Ms. Buscemi reported that agency concurrence was due on the following project:

- MD 5 – Leonardtown; Alternatives Retained for Detailed Study concurrence is outstanding from DNR and EPA. Concurrence based on revisions is also requested from MDE.

Ms. Buscemi announced that a Jurisdictional Determination Field Review Meeting for MD 198 is scheduled for Friday, March 20. Wetland reports have been forwarded to MDE, USACE, and USFWS.

HANDOUTS

There were no handouts at this meeting, though attendees were informed that the following package is expected to be mailed out in the coming month:
MD 4 (Patuxent Point Parkway to MD 235) – (ARDS)

Greg Golden (DNR) asked SHA for an update on the status of the US 301 Project environmental document. Dennis Atkins (SHA-EPLD) replied that due to funding constraints an official date for the review of an Environmental Impact Statement (EIS) has been deferred, although the project team continues to make measured progress on the document.

PROJECT PRESENTATIONS

MD 3: From North of US 50 to South of MD 32
Prince George's & Anne Arundel Counties, Maryland
Project Number: AT198B11
Presentation Focus: SHA Selected Alternate/Conceptual Mitigation
SHA Project Manager: Nicole Washington (410-545-8570 or nwashington@sha.state.md.us)
SHA Environmental Manager: Karen Arnold (410-545-8563 or karnold@sha.state.md.us)

Presentation Summary

Danielle Edmonds, the SHA team leader, introduced the project team and provided a brief overview of the project leading to the Selected Alternate/Conceptual Mitigation (SA/CM).

The MD 3 Transportation Study, from US 50 to MD 32, addresses existing and projected operational and safety issues for local traffic along MD 3. Planned future development along and corridor and within the study area will result in increased traffic. Existing traffic volumes result in failing conditions at numerous intersections along the corridor in the peak PM hours. Future traffic volumes are expected to result in all intersections failing in the peak AM and PM hours.

The SHA Selected Alternate varies little from the alternative recommended by the 1998 MD 3 Task Force. The Selected Alternate incorporates a number of Transportation Systems Management/Transportation Demand Management (TSM/TDM) measures, including access consolidation and auxiliary lanes. Northbound MD 3 will be dualized from Belair Drive to MD 450. A two-lane service road will provide access to properties from MD 450 to Forest Drive, and a third lane will be added to MD 3 from St. Stephens Church Road to MD 32. The project team then presented details of the Selected Alternate's Options.

Karen Arnold (SHA-EPLD) provided a summary of impacts for the Selected Alternate. Impacts to specific segments of the MD 3 corridor were further detailed, as well as the costs associated with these segment improvements. Ms. Arnold also provided a brief overview of how impacts had been minimized at different segments along the corridor.

Steve Marsberger (CRI) presented the conceptual mitigation for the project, emphasizing the importance of coordination between SHA and USACE, MDE, and USFWS to minimize wetland impacts associated with the project. The majority of the 11.1 acres of wetland impacts occur in large, high quality, PFO wetlands in the vicinity of the Patuxent River. Four primary sites have been identified for mitigation of impacts to wetlands and streams:

- PR-336 is located in the Upper Patuxent River watershed, and would provide up to 10.8 acres of wetland creation and restoration.
- PR-267, located in the Little Patuxent River watershed, provides up to 4.2 acres of wetland creation/restoration potential within Lot 5. Lots 1 through 4 of this site provides up to 32.44 acres of wetland preservation.
- PR-333, within the Little Patuxent River area watershed, provides 3,400 linear feet of stream mitigation and 2 acres of wetland enhancement.
- PR-387 is located within the Little Patuxent River watershed and provides 3,000 linear feet of stream preservation.

Ms. Edmonds reviewed the remaining project schedule:

- SA/CM concurrence is due from the agencies by April 2009.

- The Final Environmental Impact Statement (FEIS) will be submitted October 2009.
- Location/Design Approval is scheduled for December 2009.

Discussion

The project team opened the floor for discussion and questions from the agency representatives. Bill Shultz (USFWS) began the discussion by explaining that Mitch Keiler (USFWS) would later give a presentation regarding fish passage in mitigation design, and suggested that the project team consider the biological benefit of including fish passage among other types of stream restoration. Mr. Shultz concluded that sometimes the biological benefit of a low cost fish passage solution is far greater than the benefit provided by a more costly restoration project.

Nicole Washington (SHA-PPD) asked Mr. Shultz if this comment would inhibit USFWS concurrence on the SA/CM package. Mr. Shultz explained that USFWS concurrence on the existing SA/CM would be forthcoming providing the comment that SHA consider fish passage in their mitigation design.

Greg Golden (DNR) asked the project team for clarification of which watershed site PR-387 was located in. Mr. Marsberger explained that the site is located within the Lower Patuxent watershed, and that the corresponding slide in the presentation contained a typo. Mr. Golden advised the team that within the mitigation sites, Section 7 coordination may reveal the presence of the glassy darter (which is state-threatened). He stated support for the use of a 100-foot riparian buffer and asked the project team if they were still considering the use of the existing culvert at the driveway of Charles Hall. Ms. Washington offered that nothing had changed in the design of the northern project area.

Tim Tamburrino (MHT) advised that the SHA's cultural resource staff screen the mitigation sites for potential cultural resources. The team said cultural resource coordination on the mitigation sites has been initiated and completed for approximately half of the mitigation sites. Detailed plans are not yet available for the mitigation sites, however, and coordination with MHT will continue as detailed design becomes available.

Jack Dinne (USACE) asked the project team if mitigation land will be purchased or have an easement placed on it, stating that a fee simple purchase would be more desirable. Sandy Hertz (SHA-EPD) explained that while fee simple purchase is always preferred, it is the responsibility of SHA's Office of Real Estate to handle these matters. USACE will be consulted as SHA moves forward toward finalizing mitigation.

Dan Johnson (FHWA) expressed the need for this project's continued progress and resolution from all agencies on the SA/CM Package.

Action Items

- Agency representatives will provide written concurrence on the SA/CM to the project team. USFWS will include the request that SHA consider fish passage and eelways in its mitigation design for this project.
- SHA will consider fish passage and eelways in its mitigation design, and will continue coordination with the USFWS Fish Passage Task Group will occur as needed.
- A separate environmental document will be prepared by SHA to evaluate the impact of mitigation for the project.

I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange
Baltimore County Maryland
Project number: BA451A11
Presentation Focus: Alternatives Retained for Detailed Study
SHA Project Manager: Jamaica Kennon (410-545-8512 or jkennon@sha.state.md.us)
SHA Environmental Manager: Jessica Silwick (410-545-8509 or jsilwick@sha.state.md.us)

Presentation Summary

Ms. Buscemi introduced Kimon Johnson (SHA-PPD) as the SHA Project Engineer for the I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange Project Planning Study. Mr. Johnson introduced the project team and presented an overview of the planning study to date. He explained the purpose of today's meeting was to update the agencies following the Alternates Public Workshop, and to request permission to removal the project from the streamlined process.

The study area extends 3.0 miles along I-795 through Owings Mills, and includes portions of Owings Mills Boulevard and Franklin Boulevard. The planning study is intended to provide improved access to the planned employment corridor at Red Run Boulevard, to improve accessibility at selected intersections, and to provide safety and capacity improvements along I-795. Mr. Johnson explained that a feasibility study was completed in May 2006 and described the existing roadway conditions. He then introduced Angela Jones (KCI) to present the planning study alternatives.

Ms. Jones described the alternatives presented at the Public Workshop, summarized below:

- Alternative 1 – No-Build: intended as a point of comparison for all other alternatives. This alternative includes minor short-term improvements as part of normal maintenance and safety as well as completion of the Dolfield Boulevard Extension by the District Office.
- Alternative 2 – TSM/TDM: includes the widening of the Dolfield Boulevard bridge over I-795 with bicycle and walkway improvements. Mainline I-795 will be widened between the Franklin Boulevard and Owings Mills Boulevard

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

March 27, 2009

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
Maryland State Highway Administration
707 North Calvert St.
Baltimore, MD 21202

Attention: Karen Arnold

Re: Additional mitigation projects recommended for the MD 3 upgrade

Dear Mr. Kresslein:

The U.S. Fish and Wildlife Service (Service) would like to recommend the Rocky Gorge eel passage project as mitigation for MD 3 stream and river impacts. This project will provide more biological benefits to aquatic resources than the reforestation of Whites Landing Road (PR-387) and the stream restoration of Dorsey Run (PR-333). The Service believes the Rocky Gorge project provides more aquatic benefits than both the Whites Landing Road and Dorsey Run project in combination. We would accept the eel passage project as mitigation for the entire 7,977 linear feet of stream channel impacts to the Patuxent River watershed because this project would re-open 14 miles of stream channel for spawning. The Service is in the process of obtaining a more accurate cost estimate for this project.

We appreciate SHA's interest in fish passage and can provide contacts for eel passage experts. If you have any questions, call Bill Schultz of my staff at (410) 573-4586.

Sincerely

Leopoldo Miranda,
Field Supervisor
Chesapeake Bay Field Office

Cc:

Mary Frazier, Corps, Baltimore, MD
Karen Arnold, SHA, Baltimore, MD
Nora Bucke, SHA, Baltimore, MD
Greg Golden, DNR, Annapolis, MD
Steve Hurt, MDE, Baltimore, MD
Steve Mosberger, SHA, Baltimore, MD

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

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

MEMORANDUM:

TO: Mr. Donald A. Halligan, Director
Office of Planning and Capital Programming
Maryland Department of Transportation

FROM: Mr. Bruce M. Grey DMS/for
Deputy Director
Office of Planning and
Preliminary Engineering

DATE: April 20, 2009

RE: Project No. AT198B11
MD 3: North of US 50 to South of MD 32
Prince George's and Anne Arundel Counties, Maryland

The purpose of this memo is to provide you with the Priority Funding Areas Act (PFA) compliance information for obtaining concurrence from the Maryland Department of Planning (MDP) for the MD 3 Project Planning Study Preferred Alternative. The project limits extend from north of US 50 to south of MD 32 in Prince George's and Anne Arundel Counties, a length of 13.4 miles.

Alternative 3, Alternative 5 Modified and five intersection improvement options (MD 450 interchange, Cronson/Crawford Boulevard, MD 424 interchange, Waugh Chapel/Reidel Road interchange, and MD 175 interchange) were retained for detailed study and presented at a Location Design Public Hearing on May 20, 2004. The SHA has designated Alternative 3 as the Preferred Alternative. This alternative would dualize the current alignment of northbound MD 3 from Belair Drive to MD 450 and provide a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive. The majority of the widening would occur in the median area, with existing southbound MD 3 from MD 450 to US 50 interchange converted to a service road and a right-in/right-out provided with mainline MD 3 at Forest Drive. The existing alignments of MD 3 from MD 450 to St. Stephens Church Road would be maintained and a continuous auxiliary lane provided on the outside with a continuous left auxiliary lane from MD 424/Conway Road to Johns Hopkins Road (Figure A1). A third travel lane will be added to MD 3 from St. Stephens Road to MD 32 with a continuous auxiliary lane on the outside. In addition, a continuous left auxiliary lane would be provided from just north of St. Stephens Church Road to MD 175. This project is currently in the final stage of project planning and Location Approval is anticipated in the Summer of 2009.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

Two segments of the project along existing MD 3 include proposed improvements outside of the PFA (Figure 2). However, as stated in COMAR 11.04.13 (Smart Growth) Linear Feature Regulation, after consultation with the MDP, the Administration may consider a transportation project to be located within a PFA, even if segments of the project are physically located outside of the PFA if (1) each segment satisfies one of five given conditions and (2) the total lane mileage of the segments located outside of the PFA does not exceed 20 percent of the total lane mileage of the project.

We have consulted with MDP regarding the application of the Linear Feature Regulation and have determined that the project is within a PFA based on compliance with the five conditions set forth below:

- The segments of MD 3 serve as a boundary of a priority funding area, and all portions of MD 3 immediately adjacent to the priority funding area, such as ramps, bridges, and overpasses, shall be deemed to be the priority funding area for purposes of State Finance and Procurement;
- The individual segment(s) falling outside the PFA comprise less than five percent of the lane mileage of the total project (3.6 percent and 4 percent - see Table 1);
- MD 3 traffic operations and safety would not benefit from any expansion of transit services, however other Transportation System Management and Transportation Demand Management measures have been incorporated;
- The portion of the total project located outside of the PFA equals less than 20 percent of the total lane mileage of the project (7.6 percent outside of the PFA - see Table 1); and
- Since 64 percent of traffic traveled between the two PFAs in a MDP 2007 traffic study, MD 3 would be exempt under State Finance and Procurement Article 5-7B-06, Annotated Code of Maryland because it connects PFA boundaries using adequate access controls that would prevent development as defined by the Board of Public Works.

Table 1: MD 3 Segments and Linear Relationship to PFAs

Segment Name	Inside PFA (linear feet)	Inside PFA (%)	Outside PFA (linear feet)	Outside PFA (% of total project length)	Segment Length (linear feet)
I	0	0	2,525 (0.48 miles)	3.6	2,525
II	0	0	2,850 (0.54 miles)	4.0	2,850
Project Length	65,375 (12.4 miles)	92.4	5,375 (1.02 miles)	7.6	70,750 (13.4 miles)

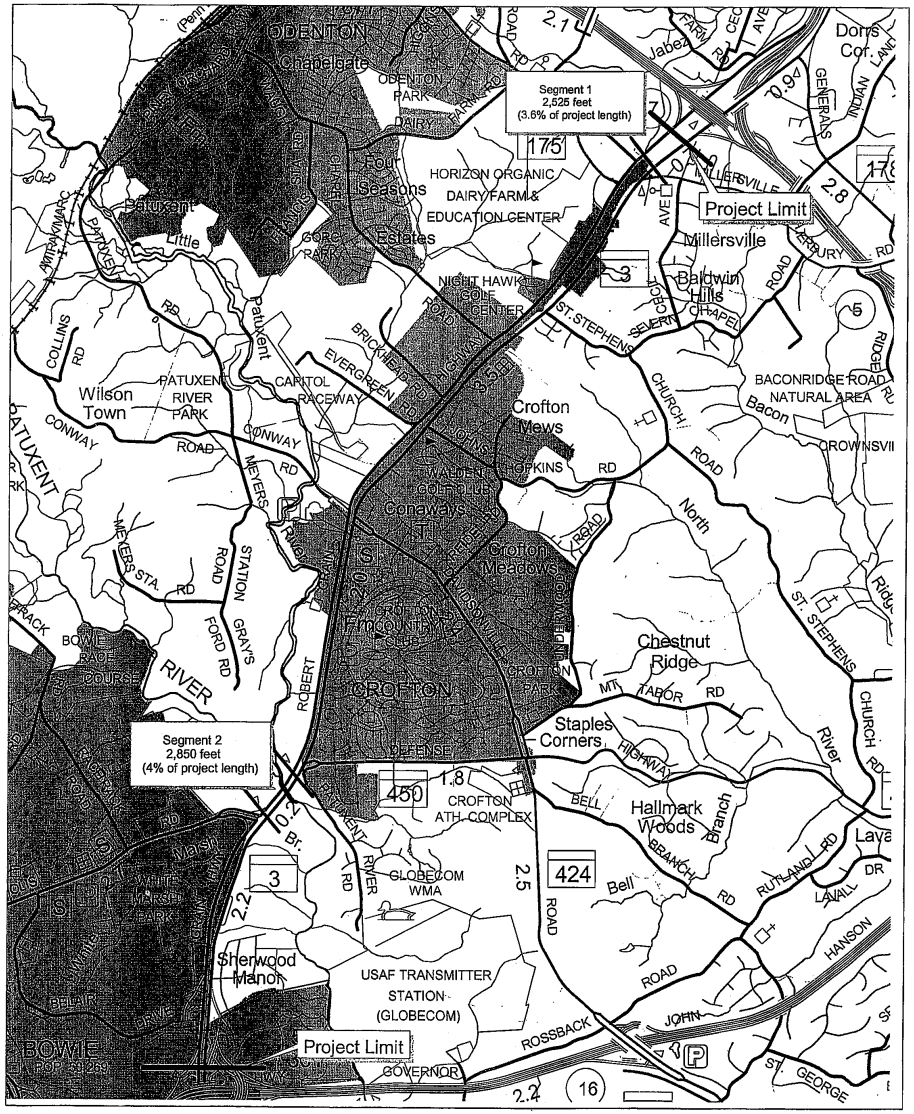
Within Segment I, located at the northern limit of the project area, the areas outside the PFA boundaries are north and west of MD 175 near the interchange area connecting MD 3 with I-97 and MD 32. The distance outside the PFAs is 2,525 feet or approximately 0.48 mile. One proposed improvement in this segment would create a transition from four lanes through MD 175 back to the existing two lane roadway, while a second improvement would realign Charles Hall Road to remove direct access from MD 3. Segment I accounts for 3.6 percent of the project lane miles, will remain access controlled near the MD 32 interchange, and will reduce from eight to five the number of direct access point to MD 3. Furthermore, the SHA Preferred Alternative does not increase capacity in Segment I.

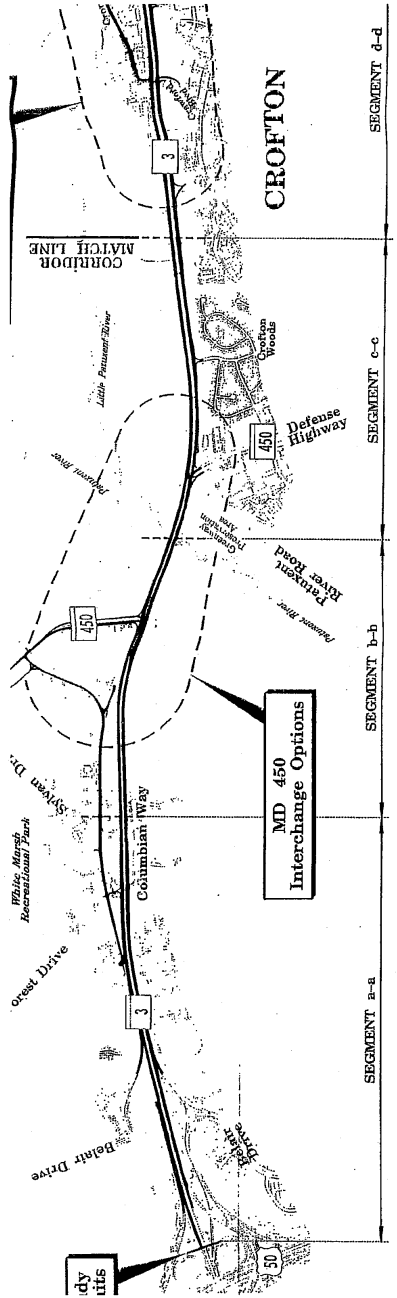
Within Segment II, located at the MD 3 crossing of the Patuxent River and the respective county boundaries, the distance outside the PFAs is 2,850 feet, approximately 0.54 mile or 4.0 percent of the project lane miles. The undevelopable 100-year floodplain for the Patuxent River is outside the PFA in this location. The SHA Preferred Alternative includes a fully access controlled MD 450 interchange that would prohibit any future access to MD 3 outside the PFAs. In addition, the MD 450 interchange would address operational and safety needs through a direct connection of MD 450. Furthermore, existing access points to Patuxent River Road, Jaspers Restaurant, and W.F. Chesley Center would be consolidated as part of the interchange improvements. Due to grading, structures, and the access controlled nature of the interchange, no new development opportunities would be practical once this interchange is constructed. There are also no site development proposals under consideration for this location at this time. Therefore, we feel that the MD 3 project meets and satisfies the COMAR requirements for Linear Features and should be considered to be consistent with the Priority Funding Areas Act.

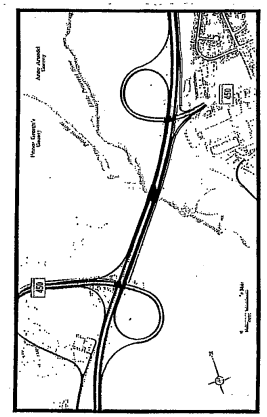
If you have any questions or if you need any additional information, please feel free to contact me or Ms. Karen Arnold, Environmental Manager at 410-545-8510. Karen can also be reached via email at karnold@sha.state.md.us.

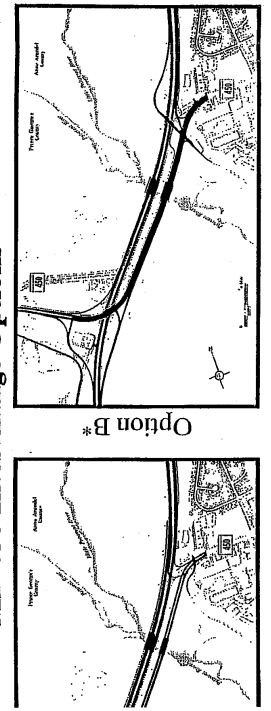
Attachment
cc: Ms. Karen Arnold, Environmental Manager, Environmental Planning Division, SHA (w/attachments)
Ms. Danielle Edmonds, Project Manager, Project Management Division, SHA (w/attachments)
Mr. Bruce M. Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA (w/attachments)
Mr. Joseph R. Kresslein, Assistant Division Chief, Environmental Planning Division, SHA (w/attachments)
Mr. Donald H. Sparklin, Division Chief, Environmental Planning Division, SHA (w/attachments)
Ms. Bihui Xu, Transportation Planning Manager, Maryland Department of Planning, MDP (w/attachments)

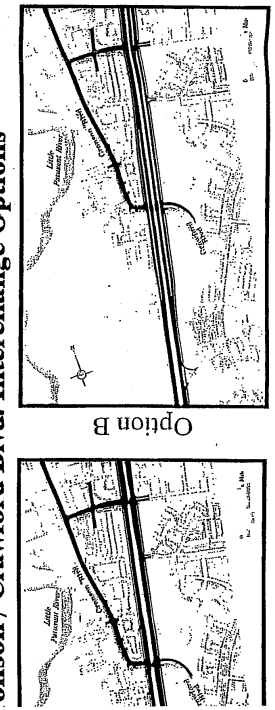
Figure 2. MD 3 Planning Project PFA Areas





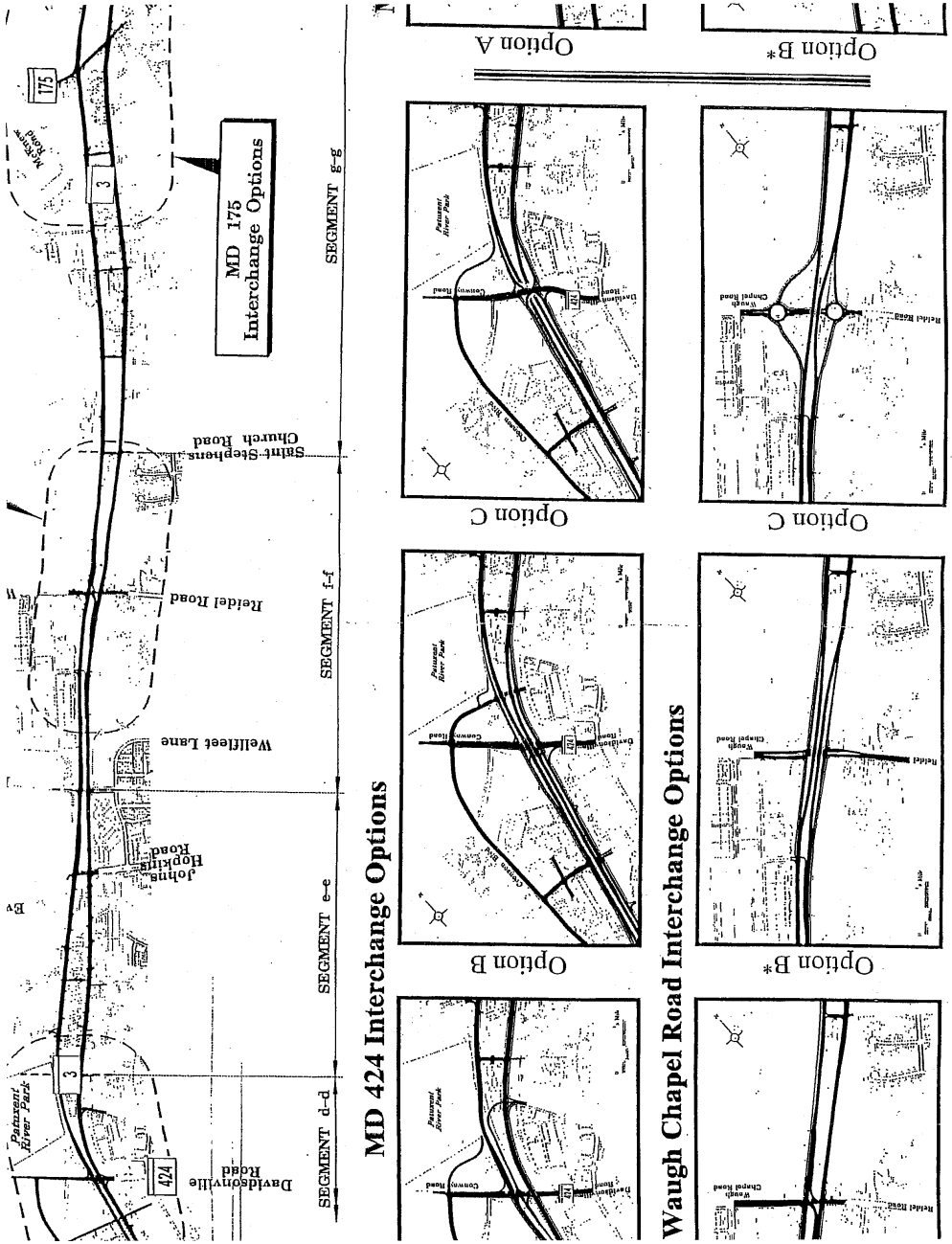






MD 450 Interchange Options

Aronson / Crawford Blvd. Interchange Options



MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

Coordination Sheet for Maryland Department of Natural Resources, Environmental Review Unit information on fisheries resources, including anadromous fish, related to project locations and study areas

DATE OF REQUEST: **April 24, 2009**
ENVIRONMENTAL MANAGER: **Karen Arnold**
PROJECT NAME/LOCATION/DESCRIPTION: **Project No. AT198B11, Rocky Gorge Dam as Mitigation Site for MD 3 Eel Passage, Howard County** -The MDSHA is considering constructing an eel passageway at Rocky Gorge dam as part of the mitigation for the MD 3 project planning study [previously coordinated with DNR].
NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA:
Patuxent River at Rocky Gorge Dam (Use I; Use I-P above dam)
SUB-BASIN (6 digit watershed): **Patuxent River (02-13-11)**

DNR RESPONSE (sections below to be completed by MD DNR):

TIME-OF-YEAR RESTRICTION:
_X___Generally no instream work is permitted in Use I or Use I-P waters during the period of March 1 through June 15, inclusive, during any year

ADDITIONAL FISHERIES RESOURCE NOTES: The Patuxent River below Rocky Gorge Dam and Rocky Gorge Reservoir are expected to support populations of warm water fish species. Rocky Gorge Reservoir supports popular sport fisheries for warm water fish including: largemouth bass, smallmouth bass, crappie, walleye, carp and non-tidal striped bass. Adult trout are stocked for recreational fishing during the spring season in the Patuxent mainstem from the base of Rocky Gorge Dam downstream to the B & O Railroad crossing.

Please also note that both the Rocky Gorge Dam watershed and the Upper Patuxent River watershed (below dam) have been designated by the Maryland Biological Stream Survey (MBSS) as watersheds of high biodiversity importance, serving as strongholds essential for the conservation of sensitive or threatened and endangered species. Specifically, the Rocky Gorge Dam watershed is a stronghold for the shield darter (Maryland "Watch List"), and the Upper Patuxent River watershed is a stronghold for American brook lamprey (MD threatened) and the glassy darter (MD threatened). Please continue coordination with MD DNR Wildlife and Heritage Service (WHS) for further information on the potential presence of these sensitive species in the vicinity.

ADDITIONAL COMMENTS ON BEST MANAGEMENT PRACTICES: The expected fish species should be adequately protected by the Use I instream work prohibition period referenced above, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources. Please contact our Wildlife and Heritage Service (WHS) for additional information or further coordination on any of the sensitive fish species referenced above. Note that our references to MBSS fisheries data are not meant to substitute for coordination with WHS on sensitive (rare, threatened, or endangered) species, as our screening distances may differ between the two reviews.

MD DNR, Environmental Review Unit signature

Gregory J Golden

Gregory J. Golden

DATE: ----------6-12-09 ----------
PHONE: 410-260-8334

Tawes State Office Building • 580 Taylor Avenue • Annapolis, Maryland 21401
410.260.8DNR or toll free in Maryland 877.620.8DNR • www.dnr.maryland.gov • TTY users call via Maryland Relay

MARYLAND
DEPARTMENT OF
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John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

May 12, 2009

Mr. Bruce M. Grey
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

RE: Environmental Review for Project No. AT198B11, Rocky Gorge Dam Reservoir – Mitigation Site Eel Passage, Howard County, Maryland.

Dear Mr. Grey:

The Wildlife and Heritage Service has determined that there are no State of Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne

Lori A. Byrne
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER # 2009.0661.ho
cc: G. Golden, DNR

June 1, 2009

Re: Project No. AT198B11
MD 3: North of US 50 to South of MD 32
Anne Arundel, Howard, and
Prince George's Counties, MD
Wetland Mitigation
USGS *Davidsonville, Odenton, Savage, Lower Marlboro, Lanham, Beltsville,* and *Laurel* 7.5' Quadrangles

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that proposed Project No. AT198B11 will have no adverse effect on historic properties. The project consists of potential wetland preservation, wetland enhancement, wetland creation, stream restoration, and an eelway at up to six sites in Prince George's, Anne Arundel, and Howard Counties to compensate for 11.1 acres of wetland impacts and 8,854 linear feet of stream impacts resulting from the selected Alternate 3-Boulevard Concept for MD 3 from north of US to south of MD 32 Project in the vicinity of Crofton, Maryland, most recently coordinated with the Maryland Historical Trust (MHT) by letter dated January, 5, 2007. The following sites have been identified as the conceptual wetland mitigation and stream restoration package:

1) Site PR-336
   Site 1 – 10.8 acres of wetland creation
2) Site PR-267
   Lot 1 – 2.74 acres of wetland preservation
   Lot 2 – 18.5 acres of wetland preservation
   Lot 3 – 6.4 acres of wetland preservation
   Lot 4 – 14.8 acres of wetland preservation
   Lot 5 – 4.2 acres of wetland creation/restoration

3) Site PR-333 (Dorsey Run)
   2.0 acres of wetland enhancement and 3,400 linear feet of stream restoration
4) Site PR-387 (Whites Landing Road) – 3000 linear feet of stream restoration.

Back up wetland mitigation/preservation and stream restoration sites consist of:

5) Site PR-374 (Kettering Community Park)
   2 acres of wetland enhancement, 3.8 acres of wetland restoration, and 1600 linear feet of stream restoration

4B) Site PR-387 (Whites Landing Road)
   5.0 to 10.0 acres of wetland creation and 3,000 linear feet of stream mitigation.

6) An eelway at T. Howard Duckett (Rocky Gorge) Dam is a potential alternative to one or more of the projects specified above.

Location maps are included as Attachment 1.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered direct and indirect impacts to historic properties. Because the project involves environmental restoration work, the APE has been defined as the area of direct construction or planting impacts for each of the properties, as indicated on the attached SHA quadrangle maps for Davidsonville, Odenton, Savage, Lower Marlboro, Lanham, Beltsville, and Laurel Quads (Attachment 2). The APE for archeological resources was defined as the limits of proposed construction or planting where ground disturbance would occur.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed wetland mitigation, stream restoration, and eelway project.

Architecture: On April 1, 2009 Jennifer Goold made a field visit to PR-387. On May 5, 2009 Jennifer Goold made a site visit to PR-267. On May 18, Jennifer Goold made a site visit to the T. Howard Duckett Dam. No other site visits were needed because either no standing structure was present, or because standing structures had been determined not eligible for listing in the National Register of Historic Places (NRHP), or because standing structures determined eligible for listing in the NRHP had clear boundaries that were outside the APE.

The APE for this project is restricted to the area of direct construction impacts or planting impacts for each of the sites.

1) Site PR-336 - Site 1: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, VisiData, and aerial photographs. There are no historic standing structures located within the APE, defined as the limits of SHA's MD 3 Wetland Mitigation Site 1 (PR-336). The proposed wetland mitigation project will not impact historic standing structures. No additional architectural investigations are recommended.

2) Site PR-267: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, property records, aerial photographs, the Maryland Inventory of Historic Properties (MIHP), and a variety of primary and secondary research documents. Two properties with structures that are older than 50 years are located within the APE: Large Frame Bungalow (AA-753) and 1296 S. Crain Highway. The MHT concurred that the Large Frame Bungalow is not eligible for listing in the NRHP in February 1996. A Short Form for Ineligible Property is attached for 1296 S. Crain Highway (Attachment 3). The proposed project will not affect historic standing structures. No further architectural investigations are recommended.

3) Site PR-333: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, property records, aerial photographs, and the MIHP. There are no historic standing structures located within the APE, defined as the limits of SHA's wetland and stream mitigation Site PR-333 (Dorsey Run). The APE for Site PR-333 is located on the property of the Maryland House of Correction (AA-768). A Determination of Eligibility (DOE) for this resource was completed on September 13, 2008 that found the main building of the Maryland

House of Correction eligible for listing in the NRHP. The MHT concurred via email dated April 16, 2009 that the APE for Site PR-333 was outside the historic boundary for the NRHP eligible resource and that the stream restoration project will not impact historic standing structures. No additional architectural investigations are recommended.

4) Site PR-387 (Whites Landing Road): SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, property records, aerial photographs, and the MIHP. One property with two structures that are older than 50 years is located within the APE: the Perrie Tobacco Barns. A Short Form for Ineligible Properties is attached (Attachment 3). The proposed project will not affect historic standing structures. No further architectural investigations are recommended.

5) Site PR-374 (Kettering Community Park): SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, property records, and aerial photographs. There are no historic standing structures located within the APE, defined as the limits of SHA's proposed wetland replacement and enhancement Site PR 374 at Kettering Community Park. The proposed wetland replacement and enhancement project will not impact historic standing structures. No additional architectural investigations are recommended.

6) Eelway at T. Howard Duckett (Rocky Gorge) Dam: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, property records, aerial photographs, the Maryland Inventory of Historic Properties (MIHP), and a variety of primary and secondary research documents. One structure that is older than 50 years is located within the APE: the T. Howard Duckett (Rocky Gorge) Dam. A DOE that recommends that the dam is eligible for listing in the NRHP is attached with color photographs (Attachment 3). Black & White photographs will be provided by hand delivery as soon as they are available. Plans are not yet complete for the proposed eelway at this location. An eelway is a small pipe, ramp, or chute, such as a downspout, lined with a substrate, such as Astroturf, to hold water and create traction for the eels, which leads up over a dam. An eelway will be minuscule in relation to the 130' x 1100' T. Howard Duckett dam and installation will be completely reversible. Furthermore, there is no public access to this dam and it is only distantly visible from the public way on IS-95. The proposed project will have no adverse effect on historic standing structures. No further architectural investigations are recommended.

In conclusion, SHA's MD 3: North of US 50 to South of MD 32 – Wetland Mitigation project will have no adverse impacts and no further work is recommended. An Eligibility and Effects Table is enclosed as Attachment 4.

Archeology: SHA Archeologist Lisa Kraus assessed the archeological potential of the APE based on review of the SHA-GIS Cultural Resources Database, aerial photography, historic maps, site file data, and video footage. Site visits were also made to several of the proposed sites, as detailed below.

1) At site PR-336, four archaeological surveys have included the project area: Curry 1977, Epperson 1980, Affleck et al 2004, and Child & Ross 2007. No sites have been recorded in the project area for Site PR-336, but numerous prehistoric sites have been identified nearby: 18AN 55, 18AN57 and 18AN58 are all intact, stratified prehistoric camp sites, with Paleoindian components. These, along with other sites along the Patuxent River, are listed on the National Register of Historic Places (NR-1090) as the Katcef Site. Another prehistoric campsite of similar character is located north of the project area, designated 18AN223. The APE has been extensively surveyed, however, and no sites have been identified there. Historic maps (Griffith 1795, Martenet 1860) do not show any structures inside the project area. A site visit on February 27, 2009 confirmed that the site is highly disturbed. It is located in a low, marshy area that has a very low probability for archaeological remains. No further work is recommended.

2) For Site PR-267, the results of previous archeological surveys within portions of the current APE (Curry 1977; Epperson 1980) were reviewed, and a field visit was made on May 7, 2009 to ascertain current land use and the extent of previous disturbance. PR-267 is located along the east bank of the Little Patuxent River, west of MD-003 between MD-450 and Crawford Blvd. Two archeological surveys, Curry 1977 and Epperson 1980, have included the project area, and no archeological sites have been identified there. Historic maps show no structures at that location. Of the five lots, only one will be significantly impacted by the proposed work: Lot 5 will be excavated and otherwise modified to accommodate the wetland mitigation. The May 7 site visit confirmed that the area is mostly low, boggy terrain, and the areas with

higher elevation and dry terrain have been heavily disturbed. The remains of numerous 20th century structures are present, and there is evidence of bulldozing and other land modification. In light of previous negative survey coverage, extensive prior disturbance and the unfavorable conditions for archeological remains, it is unlikely that any archeological resources will be impacted and no further work is recommended.

3) At Site PR-333, two archeological investigations have included the APE (Handsman 1977; Meyers & Coerper 1981). No sites have been recorded in the APE. Historic maps do not show any structures at the site. Since the proposed work is to be done within an existing wetlands area, it is unlikely that significant archeological resources will be impacted and no additional investigation is recommended.

4) No archeological investigations have been conducted within Site PR-387, and no sites have been identified there. Griffith's 1795 map of the State of Maryland shows no structures on the west bank of the Patuxent across from Lower Marlboro. Martenet's 1861 map of Prince George's County shows some structures to the south of Site PR-387, but nothing within the project boundaries. The 1861 map shows a stream running from the Patuxent across the APE. Aerial photographs show the project area to be composed of plowed fields with a narrow wooded boundary along the Patuxent River. They do not show the stream depicted on the early maps, but they do show a large pond or swamp near the center of the APE. A site visit was conducted on May 26, 2009 to determine the current land use and the likelihood of archeological remains being present within the APE. The proposed wetlands area is already low and wet. Drainage ditches have been dug across the field to keep the soils dry, but the soils are nonetheless wet and swampy. No artifacts were noted on the surface or near any of the ditches during a pedestrian survey of the APE. All structures currently standing in the nearby vicinity are situated on the high terrace above the APE, which has a much higher probability of containing archeological remains. It is unlikely that any sites would be located on the low, swampy floodplain, and testing would be impractical in any case. Due to the very low probability of prehistoric or historic sites being located in the project area, the evidence of disturbance by plowing and ditch excavation, and no indication from historic sources of any structures ever having been located along this curve of the Patuxent, no further archeological work is recommended.

5) For Site PR-374, no archeological investigation has included the APE and no sites are recorded there. Martenet's 1861 map of Prince George's County shows structures in the vicinity, but nothing within the proposed project area. Aerial photographs and topographical maps show the area to be composed of slopes and low, wet areas along Western Branch. In light of the terrain, it is unlikely that any archeological resources will be affected and no further archeological investigation is recommended.

6) The T. Howard Duckett (Rocky Gorge) Dam was included in Clark and Inashima's 2003 survey of the Duckett and Triadelphia Reservoirs. The area around the dam was not considered to have high potential for archeological sites due to the extensive disturbance that resulted from construction of the dam, and no sites were identified there. In light of the negative survey coverage and extensive prior disturbance, it is unlikely that any potentially significant archeological sites will be impacted and no further investigation is recommended.

Review Request

Please examine the attached maps, plans, and Eligibility and Effects Table (Attachment 4). We request your concurrence by June 25, 2009 that there would be no adverse effects on historic properties by the Route 3 Wetland Mitigation project in Anne Arundel, Prince George's, and Howard Counties. By carbon copy, we invite the Anne Arundel County Office of Environmental & Cultural Resources, Howard County Office of Planning and Zoning, Prince George's County Historic Preservation Commission, Maryland National Capital Parks and Planning Commission, Washington Suburban Sanitary Commission, and United States Fish and Wildlife Service to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by June 25, 2009, we will assume that these

offices decline to participate. Please call Jennifer Goold at 410-545-2899 (or via email at jgoold@sha.state.md.us) with questions regarding standing structures for this project. Lisa Kraus may be reached at 410-545-2884 (or via email at lkraus@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

for Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: 1) Project Plans & Project Location Maps
2) USGS Quads
3) DOE forms
4) Eligibility and Effects Table

cc: Ms. Karen Arnold, SHA- EPLD
Ms. Nicole Washington, SHA-EPLD
Ms. Lisa Kraus, SHA-EPLD (w/Attachments)
Ms. Jennifer Goold, SHA-EPLD
Dr. Julie M. Schablitsky, SHA-EPLD
Ms. Darian Schwab, Anne Arundel County Office of Environmental & Cultural Resources
Ms. Samantha Stoney, Howard County Historic District Commission
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission
Mr. Mitch Keiler, United States Fish and Wildlife Service, Chesapeake Bay Field Office
Ms. Karen Wright, Washington Suburban Sanitary Commission
Mr. Ronnie Gathers, Maryland National Capital Parks and Planning Commission

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

Project Number: AT198B11 **MHT Log No.** 200902032
Project Name: MD 3: North of US 50 to South of MD 32 – Wetland Mitigation
County: Anne Arundel, Howard and Prince George's Counties
Letter Date: June 1, 2009

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

Eligibility (as noted in the Eligibility Table [Attachment 4]):
[ ] Concur
[ ] Do Not Concur.
[X] **Additional Information Requested**

Effect (as noted in the Effects Table [Attachment 4]):
[ ] No Properties Affected
[ ] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

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

Agreement with FHWA's de minimus impact finding (as detailed in the referenced letter, if applicable):
[ ] Agree

Comments:

SEE ATTACHED CONTINUATION SHEET

By: _____ 7/15/2009
MD State Historic Preservation Office/ Maryland Historical Trust — Date

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004

Cc: ~~Gail Rothrock (Prince George's County HPC)~~
Darian Schwab (Anne Arundel County Office of Planning and Zoning)
Zan Koldewey (Howard County Historic District Commission)

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

CONTINUATION SHEET #1
Maryland Historical Trust Comments

Project Number: AT198B11 **MHT Log No.** 200902030
Project Name: MD 3: North of US 50 to South of MD 32 – Wetland Mitigation

The Maryland Historical Trust (Trust) provides the following comments in addition to the concurrence indicated on the previous page:

1) **Determination of Eligibility (DOE) forms**: We reviewed the DOE forms prepared by SHA for properties within the APE. We offer the following comments:

   a) Perrie Tobacco Barns: MHT concurs with SHA's determination that this resource is not eligible for listing in the National Register of Historic Places.

   b) 1296 S. Crain Highway: MHT concurs with SHA's determination that this resource is not eligible for listing in the National Register of Historic Places.

   c) Howard T. Duckett (Rocky Gorge) Dam (MIHP No. PG: 60-39): Before we are able to concur that the Howard T. Duckett Dam is eligible for the NRHP, we would like SHA to provide a map that illustrates the National Register boundary for the resource. The project's APE map is not sufficient for this purpose. Please follow the instructions for "Locational Map" and "Resource Sketch Map" found on Page 38 of the Trust's Standards and Guidelines. The maps should always indicate the MIHP number and the names of the resource, town and quadrangle map. Also, please identify contributing/non-contributing buildings, features and elements within the NR boundary. MHT will need to see plans for the proposed eelway at the Howard T, Duckett Dam before an informed assessment of effects can be made.

2) **Archeology Assessment**: Trust staff reviewed the assessment of archeological potential provided in SHA's submittal letter, dated 1 June 2009. We offer the following comments.

   a) Based on the documentation provided, the Trust concurs with SHA's recommendation that archeological investigations are **not** needed for the following four mitigation sites:
      - Wetland mitigation sites PR-336
      - Wetland preservation site PR-267
      - Wetland and Stream Mitigation Site Dorsey Run Site PR-33
      - Wetland mitigation – Rocky Gorge Eelway

   b) The Trust does not agree with SHA's assessment of low potential and recommendation of no further work for Wetland and Stream Mitigation site PR-387. The Trust's Inventory of Historic Properties records numerous prehistoric and historic archeological sites in similar environmental settings up and down the Patuxent River. While SHA's site visit observed wet and swampy conditions in May, it was a particularly wet spring. Current aerial photo coverage clearly shows that the project area is being actively farmed and does not appear to be continually wet. In our opinion, a Phase I archeological survey, or a more robust SHA field check with shovel testing of the project area, is warranted in order to conclusively identify whether or not it contains archeological sites. SHA should successfully complete its identification of archeological resources before pursuing further consideration of this mitigation site. We look forward to

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

CONTINUATION SHEET #2
Maryland Historical Trust Comments

Project Number: AT198B11 **MHT Log No.** 200902030
Project Name: MD 3: North of US 50 to South of MD 32 – Wetland Mitigation

receiving the results of the Phase I survey or SHA field inspection, when available, for review and comment. If SHA identifies archeological resources in the project area, it will need to provide more detailed plans and descriptions of the mitigation planned work, in order to make an informed assessment of effects.

   c) The Trust requests additional information regarding Wetland and Stream mitigation site PR-374. While SHA's assessment states that there are no recorded sites in the project area, the Maryland Inventory of Historic Properties records an unconfirmed site, Lanham Quad File #2, which encompasses much of the project area. This unconfirmed site is noted as a potential site area identified by avocational archeologist Tom Mayr in 1973. SHA's submittal does not state that SHA made a site visit to the proposed project area. We request that SHA complete a field visit to more fully assess the area's archeological potential and the presence of unconfirmed resources. If deemed warranted by the site visit, SHA should complete a Phase I archeological survey to definitively determine whether or not it contains archeological resources. We await receipt of a revised archeological assessment or Phase I report, when available, for review and comment.

3) **Section 106 Consultation**:

   a) In 2007, FHWA, SHA and the Trust executed a Memorandum of Agreement (MOA) for the MD 3 from MD 32 to US 50 project to resolve the undertaking's effects on historic and archeological properties. Stipulation III of the MOA establishes a process for ongoing consultation between SHA and the Trust regarding proposed ancillary activities and alignment modifications related to the project. SHA's current submittal represents coordination in partial fulfillment of Stipulation III, yet SHA does not identify it as such in the letter. In future correspondence, SHA should clearly reference relevant stipulations of the MOA and appropriately identify its consultation as it relates to the MOA requirements.

   b) Further consultation is needed to satisfactorily conclude the identification of resources and assessment of effects for these proposed ancillary activities. We look forward to receiving the additional information outlined above regarding the Howard T. Duckett (Rocky Gorge) Dam and Rocky Gorge Eelway, Wetland and Stream Mitigation site PR-387, and Wetland and Stream mitigation site PR-374.

   c) If you have questions or require further assistance, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 / ttamburrino@mdp.state.md.us or Beth Cole (for archeology) at 410-514-7631 / bcole@mdp.state.md.us. Thank you for providing us this opportunity to comment.

Hybrid Eligibility/Effects Table

Attachment # 4

Project Name: MD 3: North of US 50 to South of MD 32 Anne Arundel and Prince George's Counties – Wetland Mitigation October 27, 2010

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
1296 S. Crain Highway	S	X	Requested 5/21/2009	None	Requested 5/21/2009	#3	
Perrie Tobacco Barns	S	X	Requested 5/21/2009	None	Requested 5/21/2009	#3	
T. Howard Duckett (Rocky Gorge) Dam	S	NR	Requested 5/21/2009	No Adverse	Requested 5/21/2009	#3	Submitted with color photographs – B&W photographs will be hand delivered as soon as available.
Effect				NAE			

Codes:

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
(410) 573-4575

June 2, 2009

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert St.
Baltimore, Maryland 21202

RE: MD 3 Selected Alternative/Conceptual Mitigation Concurrence Document

Dear Mr. Kresslein:

The U.S. Fish and Wildlife Service (Service) has recently reviewed the MD 3 Selected Alternative/Conceptual Mitigation Concurrence Document. We are extremely pleased with the Maryland State Highway Administration (SHA) decision to construct retaining walls along the east, north, and northwest boundaries of the MD 3/ MD 450 interchange, which will reduce impacts to 2.5 acres of wetland within the Patuxent River floodplain. The Service agrees that the selected interchange in combination with the retaining walls is the Least Environmentally Damaging Practicable Alternative (LEDPA).

This project will impact a total of 11.1 acres of wetlands, 50.3 acres of floodplains, and 7,977 linear feet of stream channel. To mitigate for the impacts listed above, SHA will have to provide 21.1 acres of wetland creation, or a combination of wetland creation and wetland and upland preservation, and restore 7,977 linear feet of stream or complete a fish passage project.

Selected Alternative/Conceptual Mitigation Concurrence

The Final SHA Selected Alternative/Conceptual Mitigation Concurrence (SACM) package, dated April 2009, provides no commitment to any mitigation site. It lists five potential sites and three back-up sites. SHA has also added seven eel passage projects to the back-up list as per the recommendation of the Service. SHA states, "These proposed sites are subject to change based on site availability and costs once design funding becomes available. The next step in the process will be to continue discussions with the property owners to determine willingness to sell or place an easement on their property." In other words, the final selection of mitigation sites will be based on cost and an owner's willingness to sell several years in the future. SHA is

assuming that all the proposed sites have an equal potential of replacing the functions and values of the wetlands, floodplains, and stream channels in the areas to be filled during the highway construction. We disagree with this assumption. Some of the sites have a much better potential for replacing functions and values of the impacted habitats than the other sites.

U.S. Fish and Wildlife Viewpoint on the SACM

The Service considers the Patuxent River floodplain as one of the top three wetland systems, on the western shore of the Chesapeake Bay in Maryland. The forested floodplain in the vicinity of the proposed interchange provides forest interior habitat for nesting birds and is a major corridor for numerous species of mammals, reptiles, and amphibians. The Patuxent River contains a diverse fishery which includes five species of anadromous fish, two species of semi-anadromous fish, and the American eel, a catadromous species. The Service considers the Patuxent River watershed wetland system as an Aquatic Resource of National Importance (ARNI) and requests that an adequate mitigation package be submitted that becomes a SHA commitment in the Environmental Impact Statement and the Record of Decision. As presently proposed, SHA will provide us with whatever site remains at a reasonable cost, sometime in the future. The Service is not willing to accept all the listed sites for mitigation.

The Service has been trying to clarify their position on the conceptual mitigation package since August 2006 without success. The Service has determined that the Berkshire properties preservation site, in conjunction with two wetland creation sites (Berkshire Lot 5 and Unit 1), and the Rocky Gorge Dam eel passage project would provide an acceptable mitigation package for the impacts associated with highway construction.

The Service is especially concerned about the feasibility of acquiring the Berkshire properties because it is a commercial tract that will be developed in the foreseeable future. Wal-Mart had placed an option on Lot 1 of this property a few years ago. We are requesting that SHA move forward with a fee simple purchase of a portion of the Berkshire properties. This would include the Little Patuxent River wetlands and a 100-foot buffer to these wetlands on Lots 1, 2, 3, & 4 of the Berkshire properties, which are located between the Little Patuxent River and MD 3. The Service is requesting that the Berkshire properties and SHA Lot 5 (adjacent to Berkshire property) be placed in a perpetual easement and transferred to Anne Arundel County as an addition to their existing greenway. The purchase and preservation of these properties will provide an extensive buffer to the wetlands and floodplains of the Little Patuxent River.

U.S. Fish and Wildlife Service Assessment of the Listed Mitigation Sites

Berkshire Property - Lots 1, 2, 3, & 4 (PR-267) - The Service considers the Berkshire property preservation site as the best site for protecting the existing wetlands and floodplains of the Little Patuxent River. The upland areas along this floodplain are undergoing commercial development. The 100-foot upland buffer that is included with the purchase of this property will provide a good buffer for the exceptionally high value wetlands and floodplains that are located on and adjacent to this property.

SHA Lot 5 (PR-267) – SHA has already purchased this lot from Mr. Berkshire because they needed a portion of the lot for interchange construction. SHA proposes to create 4.2 acres of wetlands on this site. This site consists of road debris and excess soil from prior road construction. SHA plans to remove the rubble and soil down to the existing elevation of the adjacent Little Patuxent River floodplain wetlands. The Service believes this site to have excellent potential for replacing the functions and values lost to road construction.

Dorsey Run Site (PR-333) – This site should be dropped from further consideration because stream restoration will provide no biological benefit to the existing fishery. The Service evaluated the Dorsey Run watershed during our review of the SHA fish passage project that is located upstream of this restoration project. We found that 41 percent of the Dorsey Run watershed is impervious surface and this will increase as the watershed continues developing. This high percentage of impervious surface has resulted in usage of the stream limited to only the most common resident fish species, and has also limited fish biomass. The restoration of Dorsey Run will not enhance fish diversity or abundance and should not be considered as mitigation for the considerable environmental damage that will occur during MD 3/MD 450 interchange construction.

Site 1 (PR-336) – This wetland creation site is located next to the Patuxent River floodplain that will be impacted during MD 3/MD 450 interchange construction. SHA proposes to create 10.8 acres of wetlands at this site. Site 1 would have to be excavated down to the elevation of the existing Patuxent River floodplain for it to be able to replace the wetland and floodplain functions and values that would be lost during construction. This would require more than an average of 12 feet of excavation, which would be very expensive. It is doubtful that this amount of excavation would occur unless it becomes a commitment in the Record of Decision (ROD). If no official commitment is made, the hydrology of the created wetlands will probably be established through a combination of groundwater, rain water, and highway stormwater runoff. These wetlands will be perched above the Patuxent River and will not replace the floodplain functions that will be lost. The Service believes the full potential of this site may never be accomplished because of the expense.

Whites Landing Road (PR-387) - This site is owned by the Maryland National Capital Park and Planning Commission (MNCPPC) in Prince George's County. This is an excellent site for reforestation but does not provide floodplain functions and values because it is perched at least 20 feet above the Patuxent River. SHA will also need to acquire an easement on the reforested portion of this park unit to ensure the area is not developed into ball fields in the future. The Service believes that any one of the eel passage projects would provide much more benefit to fishery resources than the partial reforestation of this elevated park. This site should be shifted to the back-up list. SHA also proposes to use this property as a back-up wetland creation site. The potential to create wetlands on this site is unknown because most of the soils are sandy and the groundwater elevations are at least 4 feet below the ground surface during the growing season. Even if wetlands can be created on site, these wetlands will not be providing any floodplain functions and will not be replacing the functions of the wetlands to be impacted on the Patuxent River floodplain.

Kettering Community Park (PR-374) - This park is owned by the Kettering Community Association. The goals of SHA and the Association do not seem to coincide. SHA proposes to create wetlands on site, protect the existing pond, and provide fish passage. The fish blockages are only partial blockages and do not need to be removed. The proposal to create wetlands on site does not meet the goals of providing a park for community usage. The Service recommends this site be dropped from further consideration.

The Behnke Nursery (Site 31) – The Service, Maryland Department of the Environment, and Department of Natural Resources all agree that SHA's proposal to purchase an easement on this property provides no added benefit to the preservation of this site. This site is in the active floodplain of the Patuxent River and will not be developed. The Corps of Engineers and the Department of the Environment would never issue permits to fill this floodplain. We all agree that an easement provides no additional environmental benefit. Please remove this site from further consideration.

Patuxent River eel passage over the Rocky Gorge Dam – The Service endorses this eel passage project as the priority fish passage project for MD 3 and will consider it acceptable mitigation for all 7,977 linear feet of stream impacts. We will also endorse the selection of eel passage for Liberty Dam, Pretty Boy Dam, and Loch Raven Dam as mitigation for the 7,977 linear feet of stream impacts if the Rocky Gorge Dam project cannot be completed. The Fort Meade Dam already seems to have an established fish passage channel and should be removed from the Back-up Mitigation Site list.

Conclusions of the U.S. Fish and Wildlife Service on the SACM

The Service accepts the Selected Alternative in combination with the retaining walls and applauds SHA for doing an exceptional job in minimizing impacts to the Patuxent River wetlands and floodplains.

However, the Service cannot accept the Conceptual Mitigation plan as proposed. It is too open-ended. SHA has determined that all the sites are created equal. The ability to replace the functions and values lost during highway construction will not be the dominant factor in site selection. Availability and price will be the determining factor for site selection. The Service objects to this ranking process. We believe the potential of each site to replace lost functions and values should be the determining factor in site selection.

The Service has evaluated all the mitigation sites listed. We believe that the fee simple purchase of the Berkshire property in combination with wetland creation at SHA Lot 5 and Site 1 (PR-336), and eel passage at Rocky Gorge Dam as the best available mitigation package for the MD 3 upgrade. We find the Behnke Nursery site, Kettering Community Park, and Dorsey Run site as unacceptable mitigation. These sites offer little or no potential for providing improvements to existing biological conditions. The Whites Landing Road provides a good potential for reforestation and would provide improvements for terrestrial species. However, it provides no replacement of floodplain values.

SHA proposes to impact some of the highest value wetlands in the State and provide mitigation with an unknown combination of good quality and poor quality sites. Therefore, we cannot concur with the Selected Alternative/Conceptual Mitigation Concurrence Document at this time. If you have any questions, call Bill Schultz of my staff at (410) 573-4586.

Sincerely,

Leopoldo Miranda
Supervisor

cc: Mary Frazier, Corps of Engineers, Baltimore, MD
Barbara Rudnick, EPA, Philadelphia, PA
Steve Hurt, MDE, Baltimore, MD
Greg Golden, DNR, Annapolis, MD
Denise King, FHWA, Baltimore, MD

Maryland Department of Planning

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

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

July 23, 2009

Mr. Donald A. Halligan, Director
Attention: Dr. Marty Baker
Office of Planning & Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: The COMAR 11.04.13- Smart Growth Regulations Concurrence for the MD 3 Project: North of US 50 to South of MD 32 in Prince George's and Anne Arundel Counties

Dear Mr. Halligan,

This letter is in response to your July 1, 2009 request for concurrence from the Maryland Department of Planning on the COMAR 11.04.13 - Smart Growth Regulations for the MD 3 Project: North of US 50 to South of MD 32 in Prince George's and Anne Arundel Counties, Maryland.

Based on the information provided by MDOT/SHA, we agree that the segments of the project served as a boundary of a PFA should be deemed to be inside the PFAs; each of the two segments outside PFAs is less than 5% of the total project lane miles; and the total length of the segments outside PFAs is less than 20% of the total lane mileage of the project. These conditions meet the criteria defined by COMAR 11.04.13 - Smart Growth, i.e., the Linear Feature Regulations. Therefore, MDP concurs that the MD 3 Project locates inside the PFAs; it complies with COMAR 11.04.13 – Smart Growth Regulations and the 1997 Priority Funding Area law.

Should you have any concerns with regard to this concurrence, please do not hesitate to contact Ms. Bihui Xu at 410-767-4567 or by email at bxu@mdp.state.md.us.

Sincerely,

Pat Goucher, Director
Infrastructure Planning

2009 JUL 28 PM 1:31 OPP

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

CC: Dr. Marty Baker, MDOT Headquarters
Mr. Joe Kresslein, Assistant Division Chief, SHA-OPPE
Ms. Karen Arnold, Environmental Manager, SHA-OPPE

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

SHA State Highway Administration

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

Maryland Department of Transportation

MEMORANDUM

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

FROM: Mr. Donald H. Sparklin
Division Chief
Environmental Planning Division

DATE: October 8, 2009

RE: Project No. AT198B11
MD 3 from north of US 50 to south of MD 32
Anne Arundel & Prince George's County
Selected Alternative Conceptual Mitigation Meeting

On August 28, 2009 a Selected Alternative Conceptual Mitigation (SA/CM) meeting for the MD 3 from north of US 50 to south of MD 32 planning project was held at the Maryland State Highway Administration (SHA) headquarters with representatives of the Federal Highway Administration (FHWA) and other environmental resource and regulatory agencies.

The purpose of the meeting was to provide a forum for discussion on the conceptual mitigation packet that was presented at the March 18, 2009 Interagency Meeting. In addition, an update to address concerns raised about the mitigation sites was presented. These updates included information on:

a) the impact the permitting conflict would have to the mitigation proposed for Lot 1 (PR-267 – wetland preservation site with developable upland portions),
b) the groundwater level data collected for Whites Landing (PR-387– stream preservation, wetland creation and stream mitigation site) to prove the viability of the site for mitigation,
c) details about the feasibility of substituting eel passage at Rocky Gorge dam for the stream and wetland enhancement mitigation at Whites Landing and Dorsey Run (PR-333), and
d) the cost and status of the proposed right-of-way and site transfer of the four Berkshire wetland preservation sites (PR-267 Lots 1-4).

Meeting attendees included:

Ms. Karen Arnold	SHA-Environmental Planning Division
Ms. Nora Bucke	SHA-Environmental Programs Division
Ms. Danielle Edmonds	SHA-Project Management Division
Ms. Mary Frazier	US Army Corps of Engineers (USACOE)
Mr. Bruce Grey	SHA-Office of Planning and Environmental Engineering
Ms. Allison Grooms	SHA-Environmental Planning Division
Ms. Jennifer Hannum	Maryland Department of the Environment (MDE, staffed by McCormick Taylor)
Ms. Sandy Hertz	SHA-Office of Environmental Design
Ms. Denise King	FHWA- DelMar Division
Mr. Joe Kresslein	SHA-Environmental Planning Division
Ms. Barbara Rudnick	US Environmental Protection Agency (EPA, by phone)
Mr. Bill Schultz	US Fish and Wildlife Service (USFWS)
Mr. Don Sparklin	SHA-Environmental Planning Division
Ms. Nicole Washington	SHA-Project Management Division

Meeting Background

Previous concerns cited by the regulatory agencies were focused on the minimization of impacts to the Patuxent River floodplain and wetlands, as well as the location, feasibility and quality of the wetland replacement sites. Agreement that Alternative 3 – Boulevard Concept was the least environmentally damaging project alignment was reached in winter 2008/09 when SHA designed the elevated portion of the MD 450 crossing of MD 3 and the Patuxent River that included retaining walls rather than fill. The concurrence process then stalled over the cost and timing of the purchase of the mitigation sites, as well as the quality of the proposed sites. Both the USACOE and USFWS strongly supported the advanced acquisition the Berkshire property mitigation sites as a condition of their concurring on the SA/CM package prior to the conclusion of project planning. However, at this time the project budget does not have sufficient funds to purchase the mitigation sites. In addition, the USFWS believes that creation of eel passage at Rocky Gorge dam, by providing an additional 14 miles of American eel habitat, would provide more ecological benefit and should be substituted for the 10.8 acres of wetland creation/restoration (PR-336), two acres of wetland enhancement (PR-333) and the stream restoration (PR-387 and PR-333).

Thus, as SHA nears the end of the project planning stage, this last meeting was scheduled to discuss a compromise to the stalled SA/CM concurrence process.

Project Description

The Boulevard Concept Alternative (Alternative #3) is the selected alternative for the 9.3 mile long MD 3 corridor project. This alternative will dualize MD 3; any roadway widening will come from the variable width median as often as possible. Existing southbound MD 3 from MD 450 to Forest Drive will be converted to a service road. A direct connection will be provided between MD 450 East and MD 450 West across the Patuxent River and MD 3. The existing signalized intersections will be upgraded at Crawford/Cronson Boulevard and at MD 175, a continuous flow intersection will be constructed at MD 424, and a grade-separated compressed diamond interchange at Waugh Chapel/Reidel Road. The existing alignments of MD 3 from St. Stephens Church Road to MD 32 would be maintained with the addition of a third through travel lane and continuous auxiliary lanes. Sidewalks and bicycle facilities would be provided where appropriate.

Agency Comments Received on the SA/CM

Most of the concurring agencies were consistent in their reaction to this SA/CM. Their comments included:

- Support for this latest alternative with its retaining walls that minimize impacts to the Patuxent River floodplain,
- Preference for acquisition of the Berkshire properties (PR-267 lots 1-4), PR -336 (site 1) and construction of an eel way at Rocky Gorge Dam,
- MDE would like a ranking of site preference and a commitment to creating a wetland at PR-336 at sufficient depth to function with the adjacent floodplain wetlands. USFWS agrees with need for the extra depth, but believes the additional cost will prevent this from being feasible,
- Also, the agencies (USFWS, USACOE, EPA and National Marine Fishery Service) want the Berkshire properties to be purchased and, along with PR-267 Lot 5, placed in a perpetual easement and transferred to Anne Arundel County's greenway system for mitigation for MD 3 or other SHA projects, and
- Concern that the final selection of mitigation sites will be based on cost and owner's willingness to sell at some time in the future, rather than with replacing the lost functions and values of this high quality wetland system.

Updates Provided in Response to the Agency Comments & Concerns

Agency comments on the proposed mitigation sites from the previously distributed SA/CM were reviewed and it was agreed that information on those sites would be included in the FEIS. However, SHA reiterated that the final resolution of the mitigation issues would be addressed during the design phase and that concurrence would only be requested on the Selected Alternate at this time.

- *Whites Landing.* Summer season groundwater level monitoring has been completed that shows this site could support a created wetland of 6.75 acres rather than the predicted 10 acres. SHA would like to keep this site on the backup list for wetland creation sites.
  - Agencies agreed
  - Nora Bucke to forward groundwater monitoring report to agencies
- *Eel way.* The USFWS staff needs to meet with the Washington Sanitary and Suburban Commission (WSSC) engineering staff to continue discussions about whether the WSSC, as owners of the Rocky Gorge Dam, will accept the installation of an eel passage structure on the face of the dam. Although the WSSC environmental staff explained that a culvert would allow the eels could return to the Sargasso Sea, the SHA still needs reliable cost figures for the eel passage structure and a plan that our engineers and the USACOE engineers can review before we agree to this change in the mitigation package.
- *Lot 1.* This most preferred site belongs to Mr. Berkshire who has received a MDE permit for development. The permitted site plan extends into portions of the MD 3 proposed 100- foot buffer acquisition, thus, SHA mitigation numbers for this site will be reduced. The agencies agreed that this reduction in replacement mitigation was justified. After the meeting, Mary Frazier provided information that this permit is being contested by MDE attorneys.
- *Right-of-way cost/process.* Mr. Berkshire has provided his asking price for Lots 2-4 and the floodplain/buffer area of Lot 1. SHA has restarted our appraisal process, which was impacted by the recent permit. Mary asked about the length of that process and when we would move to condemn the property. SHA has only condemned twice for mitigation sites and the staff present at this meeting did not know if we would go that route in this case. But once SHA has its appraisal, Neil Pedersen will present it to the Transportation Secretary to determine whether the funds exist to purchase these sites.
- *Fee simple purchase/transfer to Greenway.* A perpetual easement on a parcel costs 90 percent of the purchase price; SHA is committed to fee simple purchase of Lots 1-4.
- *Current Funding Situation for Advanced Mitigation Purchase.* At present, the SHA budget is very constrained. SHA is reassessing mitigation needs on all projects every month. Thus, SHA is having the appraisal done for the Berkshire parcels (wetland and 100-foot buffer in Lot 1 and Lots 2-4) and not the entire conceptual mitigation package at this time.

Concurrence on SA/CM

The USACOE and other SHA management staff are meeting in the next few months to discuss options on separating the mitigation requirements from the planning process for several SHA projects in order to address procedural issues related to the June 2008 change in the USACOE Section 404 regulatory requirements. While this process has not been finalized, the regulatory agencies will be asked to concur on the SHA selected alternative in the planning stage, and to address the Section 404 permit request in final design stage. All of the agencies agreed to this modified process for the MD 3 planning project.

- All agencies agreed that could sign a Selected Alternative package (Bill Schultz will concur with comments).
- The USACOE is still concerned about the permitting issues on this project.

Next Steps/Schedule

SHA distributed the Selected Alternative concurrence packages at the September 16, 2009 Interagency meeting. SHA plans to request Location Approval for the MD 3 project and complete the National Environmental Policy Act documentation process by Summer 2010.

Primary Site	Site Type	USFWS	USACOE	MDE	EPA	NMF
PR-336 (Site 1)	Wetland creation/restoration	Not reach potential due to $$	Keep	Keep		No
PR-267 (Lot 5)	Wetland creation/restoration	Keep	Keep		Steward-ship	Keep
PR-333 (Dorsey Run)	Stream mitigation and wetland enhancement	Drop	Drop			No
PR-267 (Lot 1 & 100 ft buffer)	Wetland preservation	Keep	Fee simple		Acquisition	Keep
PR-267 (Lot 2 & 100 ft buffer)	Wetland preservation	Keep	Fee simple		Acquisition	Keep
PR-267 (Lot 3 & 100 ft buffer)	Wetland preservation	Keep	Fee simple		Acquisition	Keep
PR-267 (Lot 4 & b100 ft uffer)	Wetland preservation	Keep	Fee simple		Acquisition	Keep
PR-387 (Whites Landing)	Stream preservation	Drop	Drop			No
Backup						
PR-374 (Kettering PK)	Stream mitigation and wetland restoration and enhancement	Drop		Problem-atic		Drop
PR-339 (Behnke)	Wetland preservation	Drop		Drop		Drop
PR-387 (Whites Landing)	Wetland creation and stream mitigation	Keep	Keep			
Alternative						
Eel way at Rocky Gorge Dam		Yes	Yes with more info.	Yes, with analysis of lost functions & values		Yes

By: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: ATTENDEES
Mr. Alvis Dickerson, SHA-ORE
Mr. Gary Gray, SHA-OFIT
Mr. Todd Nichols, SHA-EPD

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
September 16, 2009

GENERAL
John Wiser (G&O) opened the meeting and introductions were made. There were no agency requests for project presentations.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR
Agency concurrence is due on the following projects:

- MD 5 Corridor Study Alternatives Retained for Detailed Study (ARDS) – COE and USFWS
- MD 5:MD 243 to MD 245 ARDS – EPA and DNR

HANDOUTS
No handouts were provided at the meeting, however Joe Kresslein (SHA-EPLD) announced that the MD 175 PA/CM was awaiting Federal Highway Administration (FHWA) approval and would be distributed to the agencies for review in the coming month.

PROJECT PRESENTATIONS

MD 3: from US 50 to MD 32
Anne Arundel and Prince George's Counties, Maryland
Project Number: AT198B11
Presentation Focus: Courtesy Update
SHA Project Manager: Nicole Washington (410-545-8570 or nwashington@sha.state.md.us)
SHA Environmental Manager: Karen Arnold (410-545-8510 or karnold@sha.state.md.us)

Presentation Summary
Karen Arnold (SHA-EPLD) presented an update on the changed process for the MD 3 planning project. A meeting was held August 28, 2009 with FHWA, SHA, COE, MDE, USFWS, and EPA. The State's fiscal constraints were discussed as well as its inability to pursue the advanced purchase of proposed mitigation site PR-267. It was agreed that SHA would only seek concurrence on the MD 3 SHA Selected Alternate from regulatory agency representatives at this time. This action will separate the wetland permit and mitigation site acquisition process from the approval process for the NEPA document. Once design and right-of-way funding is allocated for the project, the SHA has agreed to further investigate the agency recommendations regarding mitigation for water resource impacts.

Discussion
Ms. Arnold asked if there were any questions regarding the project schedule or agencies wishing to provide concurrence on the SHA Selected Alternative at this time. She provided copies of the SHA Selected Alternative document to all agencies in attendance at the meeting. No questions were asked and no concurrence was provided at the meeting.

Action Items

- Agency concurrence for the MD 3 SHA Selected Alternative is due from regulatory review agencies by October 19th.

MD 295: MD 100 to I-195 and Hanover Road
Anne Arundel County, Maryland
Project Number: AA372B11
Presentation Focus: Preferred Alternative/Conceptual Mitigation
SHA Project Manager: Carmeletta Harris (410-545-8522 or charris@sha.state.md.us)
SHA Environmental Manager: Catherine Robbins (410-545-8697 or crobbins@sha.state.md.us)

Presentation Summary
Carmeletta Harris (SHA Project Manager) introduced the MD 295 Project Planning Study presentation team and project. She explained that the presentation would detail the SHA Preferred Alternative/Conceptual Mitigation for impacts resulting from that alternative. The PA/CM was distributed to the agency representatives in June 2009. Any representatives having comments or requesting a copy of the document were directed to contact Catherine Robbins, the SHA Environmental Manager for the project. Ms. Harris explained that the project team is requesting that all comments on the draft PA/CM be sent to SHA by September 21st. The team anticipates the distribution of the final PA/CM for review and concurrence the first week of October.

Alvaro Sifuentes (Jacobs) explained that the purpose of this project is to improve existing capacity, traffic operations and the safety of MD 295. An additional purpose is to enhance Hanover Road as a secondary access to Baltimore Washington International (BWI) Airport. The need for improvements within the study area is due to rapid growth and high traffic volumes in one of the fastest growing areas of Anne Arundel County. Large developments such as Anne Arundel Mills Mall, BWI, and the BWI Business District have contributed to increased traffic volume.

SHA Preferred Alternative
Mr. Sifuentes explained that the SHA Preferred Alternative can be broken into three main features:

- The widening of MD 295 from MD 100 to I-95;
- The proposed interchange at MD 295 and Hanover Road with a loop ramp in the southwest quadrant; and

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

SHA State Highway Administration

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

Maryland Department of Transportation

March 30, 2010

Re: Project No. AT198B11
MD 3 from MD 32 to US 50
Anne Arundel and Prince George's Counties, Maryland
USGS *Lanham, Bowie, and Odenton* 7.5' Quadrangles

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

Dear Mr. Little:

Introduction and Project Description

The Maryland State Highway Administration (SHA) seeks to continue Section 106 coordination under the terms of the Memorandum of Agreement (MOA) for Project No. AT198B11, a project planning study for MD 3 from MD 32 to US 50 in Prince George's and Anne Arundel counties. In accordance with Stipulation II of the MOA, SHA is providing additional information for a submerged rock pile thought to have been associated with the Priest's Bridge site (PG:71A-18/Bowie Quad File #11); and in accordance with Stipulation III of the MOA, SHA is providing additional information regarding a newly identified standing structure, SHA Bridges No. 1605301 and 1605302, located within the Area of Potential Effects (APE) whose National Register of Historic Places (NRHP) eligibility has not been evaluated.

On November 14, 2003, SHA determined that alternates for the proposed roadway improvements to MD 3 would have an adverse effect on historic properties. The Maryland Historical Trust (MHT) concurred with this effect finding on March 8, 2004. On June 27, 2006, SHA determined that the Selected Alternate, Alternate 3 – Boulevard Concept, would have an adverse effect on historic properties. MHT concurred with this effect finding on July 25, 2006. In 2007, the Federal Highway Administration (FHWA), MHT, and SHA executed a MOA to resolve an adverse effect on one archeological resource, the Warfield site (18PR33).

There have been no changes to the design of the Selected Alternate as described in our previous coordination letter of June 27, 2006. The MD 3 corridor has retail and commercial functions in the median and residential, recreational, retail, and commercial areas adjacent to the MD 3 roadway. There are no capacity improvements associated with this project, although the intersection functioning will be improved. The purpose of

this project is to address existing and projected operational and safety issues for local vehicles and pedestrians. The following improvement components are proposed as part of the project's Selected Alternate:

- The Selected Alternate is Alternate 3- Boulevard Concept
- Option A at MD 450 (with a 30 mph loop ramp) in Prince George's County and Option B at MD 450 in Anne Arundel County (retaining wall structures will be implemented to reduce wetland and floodplain impacts in the vicinity of this interchange)
- A right-out will be added at Clubhouse Gate
- Option A, at-grade, at Crawford/Cronson Boulevard with a double left from northbound MD 3
- Cronson Connection to Conway Road with the connection to Conway to be built by others
- Extension of Crofton Boulevard to Cronson Boulevard with left-turns on MD 3 removed
- A Continuous Flow Intersection at MD 424 will be provided
- An at-grade single point urban interchange (SPUI) style of intersection improvements at Waugh Chapel Road and Johns Hopkins Road
- Left turns from northbound MD 3 into Waugh Chapel Village will be relocated to the south, and the current right-in entrance to Waugh Chapel Village improved to accommodate the left turn movements. In addition, the median at Brickhead Road and Wellfleet will be closed
- Option B Modified at Waugh Chapel/Reidel Road
- Right-in/right-out will be provided at St. Stephens Church Road, with U-turns for MD 3 provided (remove existing signal)
- Lane addition (fourth through) to northbound MD 3 at MD 175 under Option B Modified
- Charles Hall Road will be extended to connect to Holiday Park Road as part of MD 175 Option B Modified

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

Because there have been no changes to the project, there is no change to the Area of Potential Effects (APE) as described in our prior coordination. The APE is defined as the area of direct construction impacts, as well as those properties within the viewshed of the Selected Alternate. The archeological survey area is defined as the limits of proposed construction where ground disturbance would occur.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed roadway improvements project.

Architecture: SHA Architectural Historian Ms. Melissa Blair consulted the SHA-GIS Cultural Resources Database, prior architectural investigations for the MD 3 project, and SHA Office of Structures files.

Our prior coordination for this project concluded that the Sacred Heart Chapel (PG:71A-19) was the only NRHP listed or eligible standing structure located within the APE. On July 25, 2006, MHT concurred that there would no adverse impacts on the Sacred Heart Chapel by the Selected Alternate. Because the project has not changed, there continues to be no adverse impacts on the Sacred Heart Chapel.

There have been no changes to the APE since our prior coordination; however, SHA had identified one additional standing structure within the APE that is now older than fifty years of age, SHA Bridges No. 1605301 and 1605302.

SHA Bridges No. 1605301 and 1605302 consists of a pair of steel beam bridges that carry MD 3 northbound and southbound over the Patuxent River. The bridges were built in 1957 and rehabilitated in 1987. The bridges are recommended not eligible for the NRHP as described in the Short Form for Ineligible Properties included in Attachment 1.

A MIHP property, the Priest's Bridge site (PG:71A-18), is mapped at the location of SHA Bridges No. 1605301 and 1605302. SHA has not prepared a Determination of Eligibility (DOE) for this resource because neither architectural nor archeological investigations have discovered any evidence that remains of this bridge are located within the APE. A detailed discussion of SHA's background research efforts regarding this resource is included in the Archeology section below.

The project continues to have no adverse impacts on historic standing structures.

Archeology: SHA Archeologist Lisa Kraus assessed the archeological potential of the APE based on review of the SHA-GIS Cultural Resources Database, aerial photography, archival data, bridge construction plans, and historic maps. Prior archeological surveys were also referenced. The archeological survey area consists of the limits of direct construction impacts for the proposed roadway improvements.

When the MOA for this project was executed in 2007, there were two archeological sites within the survey area for which eligibility had not been determined: 18AN511, the Basil D. Hall Residence and 18AN503, the Oak Grove Site. MHT concurred on March 8, 2004 and July 25, 2006 that the portions of sites 18AN511 and

18AN503 within the projected limits of disturbance (LOD) were not significant, although the sites clearly extended beyond that area, and the eligibility of the site as a whole was not determined in either case. MHT concurred that no further archeological investigation of these sites was warranted. Stipulation II of the MOA states that design changes may result in effects on these resources, and if so, commits SHA to consultation with MHT to resolve potential effects. Since that time, MHT determined 18AN511 not eligible on April 25, 2007 as a result of a survey for BBSS, Inc. Surface Mine near Conaways. There have been no design changes and the LOD for this project have not changed, so the impacts to 18AN503 will continue to be limited to the area of the sites already examined by the archeological survey and determined insignificant (Affleck et al. 2004). The project will continue to have no impact on 18AN503.

In addition, one possible submerged resource had been identified at the possible approximate former location of the Priest's Bridge (PG-71A-18/Bowie Quad File #11) during an archeological survey (Affleck et al. 2004), but no site form was submitted, and no determination was made concerning the rock pile's potential eligibility for the NRHP. On March 8, 2004, MHT stated that if the rock pile was slated for impact, further investigation would be warranted to identity and assess this resource. Stipulation II of the MOA commits SHA to considering and resolving effects, if any, to this resource. While SHA is not far enough along in the design project to determine if this resource will indeed be impacted by the proposed project, the rock pile is within the projected LOD and therefore SHA wishes to establish whether or not it is a significant cultural resource.

The 2004 survey (Affleck et al. 2004) identified a rock pile located approximately 20 feet upstream (northwest) of the southbound bridge's southern pier and cofferdam. This mound of rocks was not given a site number, and no artifacts were recovered from the rock pile or its immediate vicinity. The investigators admitted that the research potential of the rocks, which appeared to be rip-rap, was likely limited, but they could not conclusively rule out the possibility that the rock pile was related to an earlier bridge at that particular location.

SHA undertook archival research to determine whether the rock pile could represent the remains of an earlier, historically significant feature. Land Records for Prince George's County indicate that the property, including the MD 3 bridge over the Patuxent, was purchased from the Corporation of Roman Catholic Clergymen of Maryland in the mid 1950s, prior to the construction of the current bridge. The property appears to have been the property of the Catholic Church since the 1700s, and the earliest bridge located near this site was called "Priest's Bridge" due to its association with the Sacred Heart Chapel (also known as Whitemarsh Church).

A letter written by a resident priest at the Chapel in 1832 describes the area around the church in detail, and includes a description of "a good wooden bridge" over the Patuxent as part of the early 19th-century landscape. No information could be found

regarding the specific location of this early incarnation of Priest's Bridge, but the Report of the State Roads Commission of Maryland for the years 1924, 1925, and 1926 describes the construction of a reinforced concrete arch bridge over the Patuxent River during the construction of Crain Highway in the near vicinity of Priest's Bridge. The bridge described by the State Roads Commission, which was completed in 1925, was a 216-foot reinforced concrete girder bridge, consisting of six spans.

The location of the 1925 bridge is shown in As-built plans for the modern bridge, which was constructed in the mid-1950s. The 1925 bridge shown in the engineer's drawing would have stood directly on top of the rock pile. Further, the plans for the current bridge include descriptions of various stone outlet structures and cofferdams to redirect the waters of the Patuxent during construction. Given that at least two bridges have been constructed at this location during the 20th century, and that the rock pile is in a location which corresponds to the early 20th-century concrete bridge, if the rock pile is related to an earlier bridge structure, it is almost certainly related to the construction or demolition of the 1925 bridge. The description of the stone and rip-rap outlet structures, cofferdams, and other construction-related features built during the construction of the current bridge also suggests a possible origin for the rock pile. Archival materials and supporting evidence for this research is included as Attachment 2.

The stones that constitute the rock pile were described in the report of the underwater survey as "rip-rap" (Affleck et al. 2004: D.2), indicating that the stones were not faced or shaped in any way. Given the evidence of prior 20th-century bridge construction and the overall evidence for disturbance near Priest's Bridge, it is most likely that the rock pile represents a construction feature associated with the building of one of the 20th-century bridges that spanned the Patuxent at this location. It is extremely unlikely that the rock pile is associated with the wooden 19th-century Priest's Bridge (PG-71A-18/Bowie Quad File #11) which stood at or near this location. Given the evidence of extensive 20th-century disturbance of the survey area and the descriptions of 20th-century concrete bridge construction, it is unlikely that the rock pile represents a potentially significant archeological or historical resource, and therefore SHA concludes that no further archeological investigation of the rock pile is warranted.

The project continues to have an adverse effect on the Warfield site (18PR33). Under Stipulation I of the MOA, SHA plans to conduct a data recovery of this site in the design phase of the project.

Review Request

Please examine the attached short form, maps and archival research for the submerged rock pile, and the Eligibility/Effects Table (Attachment 3). We request your concurrence by April 30, 2010 that there would continue to be adverse effects on historic properties by the proposed project AT198B11, MD 3 from MD 32 to US 50. By carbon copy, we invite the Prince George's County Historic Preservation Commission, Prince

George's Heritage, Inc., and the Office of Environmental & Cultural Resources for Anne Arundel County to provide comments and participate in the Section 106 process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by April 30, 2010, we will assume that these offices decline to participate. Please contact Ms. Melissa Blair at 410-545-8560 (or via email at mblair@sha.state.md.us) with questions regarding standing structures for this project. Ms. Lisa Kraus may be reached at 410-545-2884 (or via email at lkraus@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

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

by: Melissa Blair for
Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments:
1) Short Form for SHA Bridges No. 1605301 & 1605302
2) Documentation of Historical Research for Submerged Rock Pile
3) Eligibility/Effects Table

cc: Ms. Karen Arnold, SHA-EPLD (w/Attachments)
Ms. Melissa Blair, SHA-EPLD
Dr. Lisa Kraus, SHA-EPLD
Mr. Doug McElrath, Prince George's Heritage, Inc. (w/Attachments)
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments)
Dr. Julie Schablitsky, SHA-EPLD
Ms. Darian Schwab, Anne Arundel County Office of Environmental & Cultural Resources (w/Attachments)

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

Project Number: AT198B11 **MHT Log No.** 20100 1742
Project Name: MD 3 from MD 32 to US 50
County: Prince George's and Anne Arundel
Letter Date: March 30, 2010

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

Eligibility (as noted in the Eligibility Table [Attachment 3]):
[X] Concur
[ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment 3]):
[ ] No Properties Affected
[ ] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
(2) [X] Adverse Effect

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

Agreement with FHWA's de minimis impact finding (as detailed in the referenced letter, if applicable):
[ ] Agree

Comments:
MHT concurs that no further archeological investigation of the submerged rock pile is warranted.

(2) MHT concurs that the project continues to have adverse effects and is covered by the existing MOA.

By: _____ 4/5/2010
MD State Historic Preservation Office/ Maryland Historical Trust — Date

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

Preserving America's Heritage

January 12, 2011

Mr. Nelson J. Castellanos
Division Administrator
Federal Highway Administration
DELMAR Division – Maryland
10 S. Howard Street, Suite 2450
Baltimore, MD 21201

REF: ***Proposed Improvements to MD 3 from MD 32 to US 50***
Anne Arundel & Prince Georges Counties, Maryland

Dear Mr. Castellanos:

On December 27, 2010, the Advisory Council on Historic Preservation (ACHP) received from the Federal Highway Administration (FHWA), DELMAR Division, an adverse effect notification and an executed Memorandum of Agreement (MOA), for the referenced project that was developed in accordance with the ACHP's regulations, "Protection of Historic Properties" (36 CFR Part 800). Our regulations specify that the Agency Official must notify the ACHP of an adverse effect finding and provide the ACHP with an opportunity to participate in consultation if we so choose.

However, we have reviewed the documentation that you provided and have decided not to reopen consultation at this time. We will, therefore, consider the MOA as having been filed with us in accordance with §800.6(b)(1)(iv). In the future, please be sure to provide us with sufficient advance notice of any adverse effect determination prior to the execution of a Memorandum of Agreement.

If you have any questions, please contact Mr. John Eddins at (202) 606-8553, or via email at jeddins@achp.gov.

Sincerely,

for Charlene Dwin Vaughn, AICP
Assistant Director
Office of Planning and Review
Federal Permitting, Licensing, and Assistance Section

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Maryland Department of Natural Resources
Forest, Wildlife and Heritage Service
Tawes State Office Building
Annapolis, Maryland 21401

Sarah J. Taylor-Rogers, Ph. D.
Secretary

Stanley K. Arthur
Deputy Secretary

July 18, 2001

Ms. Cynthia D. Simpson
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Environmental Review for Project No. AT198A11, MD 3 Corridor - MD 32 to US 50, Project Planning Studies, Anne Arundel and Prince George's Counties, Maryland.

Dear Ms. Simpson:

The Wildlife and Heritage Division has recent or historical records for the following species of concern known to have occurred within or in the vicinity of the study area shown on your maps. Records are listed by the USGS 7.5 minute topo quad on which they occur and location descriptions are given when available.

Bowie Quad

There is a record for state rare Primrose Willow (*Ludwigia decurrens*) known from the gravel pits near Priest Bridge and records for Coville's Phacelia (*Phacelia covellii*) and Sweet Pinesap (*Monotropsis odorata*), both state endangered, known from the area of the US 50/MD 3 intersection. Records from the Patuxent River area near US 50 are for state rare Giant Cane (*Arundinaria gigantea*), state endangered Dense-flowered Knotweed (*Polygonum densiflorum*) and state endangered extirpated Greenish-flowered Pyrola (*Pyrola virens*).

There are records for the following species of concern known for the Air Force Transmitter Station:

Scientific Name	Common Name	State Status
Orthilia secunda	One-sided Pyrola	Endangered Extirpated
Stachys hyssopifolia	Hyssop-leaved Hedge-nettle	Uncertain
Stenanthium gramineum	Featherbells	Threatened
Matelea carolinensis	Anglepod	Endangered

Telephone: (410) 260-8540
DNR TTY for the Deaf: 410-974-3683

South River Quad

There is a record for state threatened Single-headed Pussytoes (*Antennaria solitaria*) known for the intersection of St. Stephens Road and MD 450. There is also a record for state endangered Sweet Pinesap (*Monotropsis odorata*) known for the slopes along the south end of Bacon Ridge Branch.

Odenton Quad

There is a record for state rare Redbelly Water Snake (*Nerodia erythrogaster*) known from the area near Dorrs Corner at MD 178 and a record for Narrow-leaved Pinweed (*Lechea tenuifolia*), a species with endangered extirpated state status, known from Jabez Branch in the Gambrills area. Records for state endangered Hoary Frostweed (*Helianthium bicknelli*) and Large Marsh St. John's-wort (*Traidenum tubulosum*) are known from a tributary on the south side of the Little Patuxent River near the WB&A Railroad bed. Also near the WB&A Railroad bed in the area od MD 424, there is a record for state endangered Sweet Pinesap (*Monotropsis odorata*).

Records for state endangered Velvety Sedge (*Carex vestita*) and state threatened Featherbells (*Stenanthium gramineum*) are known for Patuxent River Park near MD 424 west of Conaways. There is a record for Glassy Darter (*Etheostoma vitreum*), a fush with endangered state status, known for the Little Patuxent River at the crossing of MD 424. For the area of the MD 424/MD 3 interchange, there are records for state endangered Hoary Frostweed (*Helianthium bicknelli*) and for Smith's Clubrush (*Scirpus smithii*).

Also, there is a Great Blue Heron colony located at Grays Ford Road in the study area. The approximate location of the colony site is indicated on the attached map. Heronries are a rare resource that should be protected. Conservation of the few Great Blue Heron colonies that are located outside of the Chesapeake Bay Critical Area is strongly encouraged. Significant mortality of chicks or eggs resulting from disturbance of the colony during the breeding season is a violation of the U.S. Migratory Bird Treaty Act. Disturbance includes actions such as cutting nest trees, cutting nearby trees or nearby construction that causes abandonment of chicks by the adults.

Great Blue Herons establish nesting colonies in forested areas that are relatively predator and disturbance free. Colony sites are often adjacent to water, in forested non-tidal wetlands and/or floodplains. Colony sites are rare, all of Maryland's Great Blue Heron population nests at fewer than 50 locations. As Maryland continues to grow and develop secure nest sites for Great Blue Herons will become scarcer. Whenever possible Great Blue Heron colony sites should be conserved as part of responsible land stewardship.

At a minimum, to protect the Great Blue Heron colony the following guidelines apply:

1. No nest trees should be cut during the breeding season, from 15 February through 31 July.

2. Trees not used as nest sites, but within the outer boundary of the colony, should not be cut during the breeding season. This activity could cause colony abandonment and result in a violation of the U.S. Migratory Bird Treaty Act.

3. During the breeding season, significant construction and disturbance near the colony site that might cause colony abandonment and result in a violation of the U.S. Migratory Bird Treaty Act should be avoided.

4. During the breeding season, all human entry into the colony should be restricted to only that essential for protection of the Great Blue Heron colony. Human disturbance of colony sites that results in significant mortality of eggs and/or chicks is considered a prohibited taking under various state and federal regulations.

Interested property owners are encouraged to provide added protection and conservation by also implementing the following guidelines:

1. Establish a protection area of ¼ mile radius from the colony's outer boundary. Within this area establish three zones of protection: Zone 1 extends from the outer boundary of the colony to a radius of 330 feet, Zone 2 extends from 330 feet to 660 feet in radius, and Zone 3 extends from 660 feet to ¼ mile (1320 feet).

2. No land use changes, including development or timber harvesting, should occur in Zone 1.

3. Construction activities, including clearing, grading, building, etc., should not occur within Zones 1 and 2.

4. Selective timber harvesting may occur in Zone 2, but clearcutting should be avoided.

5. No construction or timber harvesting activities should occur within the ¼ mile protection area during the Great Blue Heron breeding season.

The Department of Natural Resources' Wildlife and Heritage Division provides assistance to those interested in protecting this resource. The above guidelines are usually suitable for protection of most Great Blue Heron colonies. Specific protection measures depend upon site conditions, planned activities, colony site type and history, and other factors. For more specific technical advice regarding your project and Great Blue Heron protection, please contact the regional ecologist given below.

Telephone: (410) 260-8540
DNR TTY for the Deaf: 410-974-3683

In addition, the forested area on or adjacent to the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of this habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Avoid placement of new roads or related construction in the forest interior. If forest loss or disturbance is absolutely unavoidable, restrict development to the perimeter of the forest (i.e., within 300 feet of the exisiting forest edge), and avoid road placement in areas of high quality FIDS habitat (e.g., old-growth forest). Maximize the amount of remaining contiguous forested habitat.

2. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.

3. Maintain forest habitat as close as possible to the road, and maintain canopy closure where possible.

4. Maintain grass height at least 10" during the breeding season (May-August).

For further technical assistance regarding conservation of these species, please contact Katharine McCarthy of the Wildlife and Heritage Division, at (410) 260-8569 or at the above address.

Sincerely,

Lori A. Byrne

Lori A. Byrne,
Environmental Review Specialist,
Wildlife and Heritage Division

ER# 2001.1218.aa/pg
cc: K. McCarthy
Attachment

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

May 30, 2003

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

ATTN: Mr. Donald Sparklin

RE: Project No. AT98A11, MD 3 Corridor - US 50 to MD 32, Prince George's and Anne Arundel Counties, Maryland

Dear Ms. Simpson:

This responds to your letter, received March 21, 2003, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further Section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

JUN06'03 FRI 2:24 [illegible]

B16

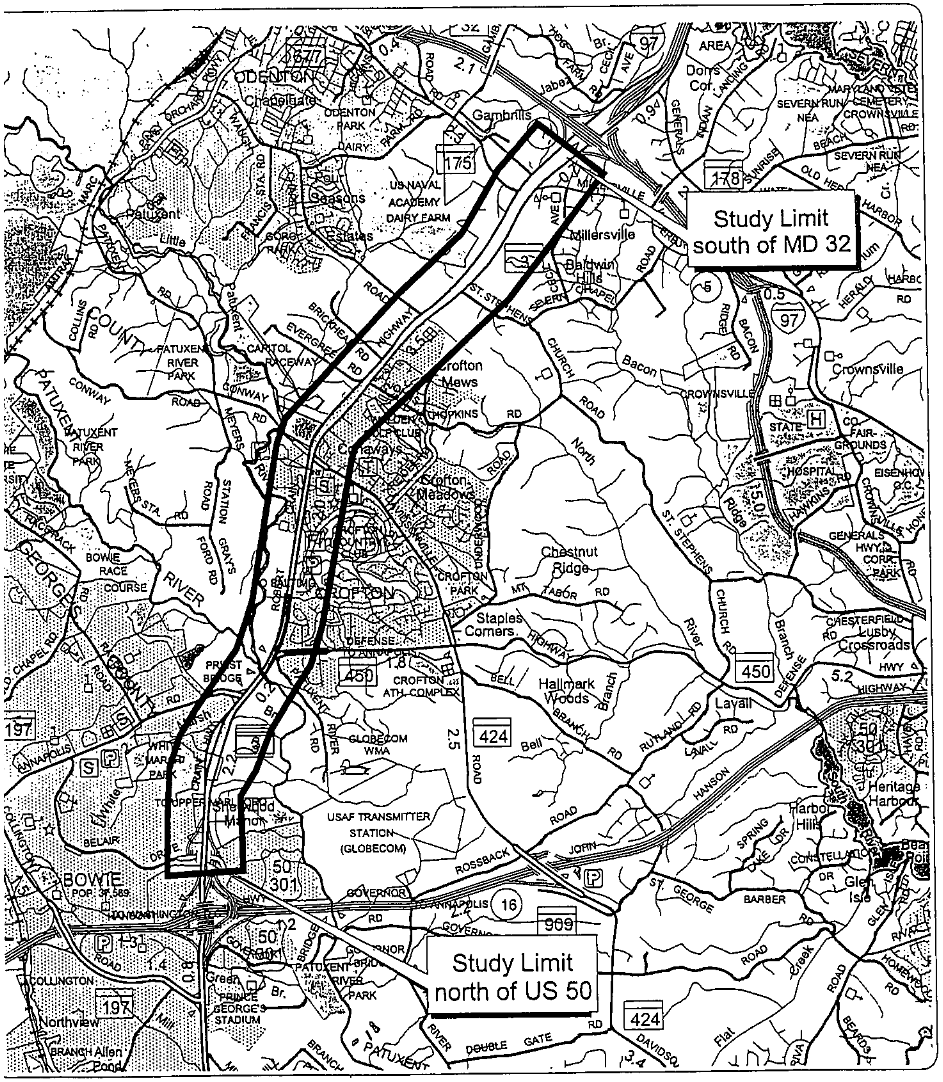
We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Maricela Constantino at (410) 573-4542.

Sincerely,

Mary Ratnaswamy

Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

B17



MD 3

Location Map

N
W E
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B. PUBLIC INVOLVEMENT COORDINATION

MEMORANDUM

TO: FILE

FROM: Christopher Weber
Project Manager
Project Planning Division

DATE: February 11, 2005

SUBJECT: MD 3 from US 50 to MD 32
Contract No.: AT198B11

RE: Greater Crofton Council

At the request of Neil Pedersen, SHA Administrator, Ben Myrick (OOTS), Brian Lange (URS) and I attended a general membership meeting of the Greater Crofton Council (GCC) on February 8, 2005. The following study team members were also in attendance:

Catherine Ford, SHA – Environmental Planning
Tessa Mercer, SHA – Project Planning
Greg Welker, SHA – D5 Engineer
Natalie Latham – AA County OPZ

The GCC functions as an umbrella group with over two dozen home owner associations (HOA's) being represented.

In attendance were representatives from Councilman Burlison's office and Councilman Reilly's office. Three members of the MD 3 Focus Group were also present; Harry Sinclair, John Gash, and Bob Scott.

Following a short review of the three Options being studied at the intersection of MD 3 and Waugh Chapel/Reidel Roads displayed at the Public Hearing, I presented the modifications that the study team is considering to the approximately 50 people in attendance. The modifications include relocating the traffic signal leading into the Village of Waugh Chapel shopping center and the elimination of the traffic signal at St. Stephens Church Road near the Canter Farms community. Both the shopping center and Canter Farms community have representation on the GCC. I informed the group that the SHA has not made any final decisions for any area of the corridor and that I wanted to hear what they had to say about the modifications described.

Questions that followed my briefing were varied. A member asked if there would be widening of MD 3 north of St. Stephens? He felt that this added to the congestion – where the existing road narrows from three lanes to two. I indicated that that has always been part of our

studied improvements; a third lane for northbound and southbound MD 3 from St. Stephens to MD 32. Another member asked about the number of people actually turning left from St. Stephens that would be affected by its conversion to a right-in/right-out only. Projected volumes for the year 2025 indicate that 105-110 people would be turning left, so they would now have to find another route; perhaps by driving north on MD 3 and making a U-turn at a median roadway. Someone asked whether or not a service road could be extended from Reidel Road to St. Stephens. I indicated that we could investigate this suggestion. Another suggestion made was to connect Reidell Road to St. Stephens on the eastern side of Canter Farms. I told the group that I had already discussed this with Anne Arundel County Planners and that such a connection would be difficult to make. The area in question is low-lying and contains many environmental features such as wetlands and bogs.

The group began a discussion about the practicality of driving north to use a median crossover road. They felt that without traffic signals at Waugh Chapel there would be no gaps in traffic to permit a weave across three lanes to make a U-turn. I did agree with this statement. Preliminary research by OOTS has shown that in the AM peak hour, the volumes of traffic on northbound MD 3 would make a weave from St. Stephens to the first median road, approximately 1400 ft away, difficult for the less aggressive driver. Therefore, the second median road near the Honda Power Sports, approximately 3000 ft away, would be the more likely U-turn location. Acceleration and deceleration lanes would be provided. I also used this opportunity to remind people that our proposed improvements would be physically constructed in such a way as to slow drivers down; our recommended design speed is 45 mph, the lanes would be 11 ft wide, and the alignment would meander left and right. There would still be a traffic signal at Johns Hopkins Road (we never studied its removal), so this might produce some gaps.

A member then asked about the possibility of constructing a bridge at St. Stephens, so the left-turning vehicles could get to southbound MD 3. I indicated that we could investigate this as well as the service road, but that it would probably not pass the cost/benefit test. I didn't know if we could justify the construction of an expensive bridge for the convenience of 110 vehicles. This could also create the need for additional noise abatement if MD 3 were elevated.

They began to ask about the project's status; was it over soon, when would construction begin? I told the group that at this time we did not have any funding for design or construction, but these issues are reviewed annually, so funding could be made available at any time. The County and local elected officials are involved in that process. I was not willing to guess about the funding situation. The GCC seemed supportive of making the additional third northbound lane the first order of business should funding become available.

The GCC has always been interested in a pedestrian connection across MD 3 at this location. I explained to them that a pedestrian bridge at this location would be very large, very expensive, and probably would not be used to due its size; it would need to meet ADA requirements and long ramps would be necessary. The grade separated Options would create that

connection anyway. Any improvements would have sidewalks/shoulders for pedestrians/cyclists. I reminded them that we have included a 10-ft wide multi-use path along the corridor. A question about a barrier between the road and the path was raised. I responded by indicating that there would be a separation with perhaps some tress or other plantings, but a physical barrier or guard rail might not be included. These details, however, would be discussed as part of the final design details.

Anne Pearson, Director for the Alliance for Sustainable Communities, was a speaker on the GCC's agenda. I believe she was the woman who asked about SWM provisions. I asked her to clarify her question and basically she wanted to know how we would handle runoff. I informed her that any storm water would be collected and held until the oils and salts, etc. settled out and then the water would be discharged into a stream or something. She asked about infiltration. I told her that in planning we identify the low points; where would the water be collected. Then we identify right-of-way requirements for settling ponds and spillways. If, in final design, we found that soils in these areas were acceptable for infiltration, then we might not need to discharge the water into a stream or other body of water.

There were no questions about the relocated entrance into the shopping center. The GCC felt it was understandable, especially if the property to the south (Reliable Contracting) begins to develop. They did point out that the internal roadway would need some adjustments, and I explained that parking lot reconfiguration would be done in final design.

They continued to ask about moving forward: When would this be completed? Can this be done in pieces? Would there be another public hearing? Would there be federal funding? How is the final decision made?

A: There is approximately 9 months to a year left before we anticipate final approval from FWHA. More then likely the corridor would be broken up into affordable pieces. There will not be another public hearing, but once we have a final selection – made by SHA and approved by the environmental resource agencies – the FEIS would be made available for public comment. We usually have 80 percent federal participation in our projects. As for the final decision, the study team makes a recommendation to the SHA Administrator who agrees or not and ultimately makes the final selection for SHA. The resource agencies must concur on this selection, at that time the public can comment. FHWA must make the final approval.

MEMORANDUM

TO: FILE

FROM: Christopher Weber
Project Manager
Project Planning Division

DATE: March 21, 2005

SUBJECT: MD 3 from US 50 to MD 32
Contract No.: AT198B11

RE: Greater Crofton Growth Management Commission (GCGMC)

At the request of Councilman Ed Reilly, Greg Welker, D-5 Engineer and I attended a meeting of the GCGMC on March 17, 2005 at Crofton Town Hall. Bea Poulin, from the County Exec's office was also in attendance.

There were four people in attendance representing the GCGMC including Mr. Ed Dosek and Mr. Robert Johnston, both of whom are members of the MD 3 focus group.

The GCGMC was aware that SHA had held a briefing for the local elected officials. Councilman Reilly stated that indeed that was true and that SHA reviewed plans and overall project status with the elected officials. SHA did not have any final plans for the MD 3 corridor. There was still no funding for design or construction of any improvements.

The GCGMC stated that they were in the process of reviewing the Crofton Small Area Plan (SAP) and pointed out that the grade separations being studied by SHA were not part of the SAP. We reviewed the study's schedule: SHA's Administrator would make a decision for SHA, this would be presented to the environmental/regulatory agencies for concurrence, and the agreed upon selected alternate would be published in the Final Environmental Impact Statement (FEIS) and made available for public comment.

The group wanted improvements north of Reidell Road – the widening of northbound MD 3 to three lanes. Due to "segmentation" issues, SHA could not make a decision for only a piece of the corridor; the entire corridor study would need to be completed before pieces could be improved. The group stated that during construction, MD 3 will be difficult to drive.

They wanted to know if SHA had abandoned the "boulevard". I stated that we had not, but clarified that even with grade separations, we could apply boulevard features such as curbing, narrow lanes, landscaping, etc. I felt that the GCGMC was confusing the "boulevard" with

traffic operations. I told them that I understood their desire for at-grade improvements. They reiterated their opposition of grade-separations and Councilman Reilly added that noise walls, and improvements requiring noise walls should be avoided. I pointed out that noise walls are not merely associated with grade-separations, but are used in conjunction with at-grade improvements as well. There are two communities that were recommended for noise abatement as part of the study; Crofton Woods and Canter Farms.

Councilman Reilly made it clear that he was in favor of improving safety and operations, but keeping speeds low.

As in earlier discussions, the GCGMC feels that too much traffic on MD 3 is regional and not "local". The GCGMC felt that more should be done to encourage the use of I-97 and US 50. Greg Welker may investigate new wording on existing signs.

It was suggested that developers contribute to a "road fund" to pay for improvements to MD 3. Greg discussed the various ways that improvements could be funded. Developers could be asked to contribute once there is a selected alternate.

The GCGMC asked Greg to conduct a traffic study of MD 3. A simple restriping of the roadway could provide the "proper" roadway section without the need for grade separations. After a lengthy discussion, it was concluded that even a study done by the District could result in the suggestion of grade separations in order to improve operations.

The group then discussed MD 424 and the trucks that they want banned from that roadway.

As the meeting was ending, I asked the group to be patient with the MD 3 study. I suggested that they wait to see the selected alternate and then comment on it.

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 13, 2004

Ms. Mary McDonough
Mr. David and Ms. Cheryl LeJeune
842 Maryland Route 3 N
Gambrills MD 21054

Dear Ms. McDonough and Mr. and Ms. LeJeune:

Thank you for your letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept with Option A at Waugh Chapel Road. We have also noted your opposition to introducing grade separated interchanges and having pedestrian or bike paths located adjacent to MD 3.

We are looking into your concerns about the recently installed concrete barrier on MD 3 at St. Stephen's Church Road and the sight distance issue between Reidel and St. Stephen's Church Roads. We will send you the information when we have completed our investigation. It typically takes 60-90 days for such a request to be researched and completed.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Ms. Mary McDonough
Mr. David and Ms. Cheryl LeJeune
Page Two

cc: File (w/incoming)
Kim Tran, Assistant District Engineer – Traffic

COUNTRY FURNITURE
of Gambrills

842 Maryland Route 3 N
Gambrills, MD 21054
301-261-3931 or 410-721-2775

June 10, 2004

Christopher Weber, Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore, MD 21202

RE: MD 3 Transportation Corridor Study

We wish to continue to be involved in the process. It is vital to our planning and survival to stay involved. We believe some of the proposed solutions would not make life safer in this area and want to make sure our voices are heard. Our initial reaction is to opt for ***"No Change;"*** however, given the amount of traffic on Route 3, we realize some change will be necessary in the coming years. We are not opposed to change in general because change, in most instances, is a good thing; but, we feel the overpasses and major highway alterations are not helpful to this area. We feel more drivers would choose this route if they could speed through the middle on over/underpasses.

For our particular area, we prefer Alternate 3-Boulevard Alternate, Figure 2, with Waugh Chapel Road Interchange Option A, which includes this property. Extending the third lane to 175 should smooth the traffic flow through this corridor, particularly if there are left- and right-turn lanes at each intersection. As for bike and walking paths on this road, we are still opposed to them on such a busy highway. We feel they should wind through the housing areas away from major highways. Not only is it not safe for pedestrians to walk or bike, it's not safe for them to breath the air right next to the highway where nearly 70,000 vehicles pass each day now, with many more projected for the future. If majority rules, we feel they should be built on the undeveloped land on either side of the highway—not in the median.

We have had many customers make comments on the plans. A couple of things in our presentation came from customers who live in the affected areas. **None** of them have been in favor of the *major highway concept* with over/underpasses. One particularly good idea from a customer is a pedestrian bridge for walkers & bikers from the eastern housing areas at Reidel/Waugh Chapel, over the highway to the Waugh Chapel Village Center.

Another concern is the newly installed in/out cement barrier at the southbound entrance to Route 3 from St. Stephen's Church Road. It was not designed with 18-wheel trucks in mind. Most go up over our grass to keep from running over the cement barrier. Yellow markers are always broken off and must be replaced. When the yellow markers are not there, it causes a hazard to southbound traffic; plus, we must constantly repair our grass.

And finally, there is a slight rise in the road between Reidel and St. Stephen's Church Road, close enough to the light at St. Stephens that it makes it difficult for the traffic approaching the light to see what they are coming upon. There have been many rear-end collisions. If the rise was removed, it would allow oncoming traffic to see from Reidel to St. Stephen's and more effectively plan their stop. The light has been helpful in that before the light, the collisions were fatal. Now, there are more of them but not as serious.

We appreciate the opportunity to be involved in this process. Please keep us on your mailing and notification lists.

Sincerely,

Dave & Cheryl LeJeune, Country Furniture

Mary McDonough, Landowner

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Drives to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 20, 2004

Ms. Cheryl LeJeune
Country Furniture
842 Maryland Route 3 N
Gambrills MD 21054

Dear Ms. LeJeune:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept and to share your concerns about your business and some existing roadway features. We hope that our response to your written comments addressed many of your concerns.

Throughout the remainder of the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width and other geometric features. We will continue to keep you and the property owner, Ms. Mary McDonough, informed of any changes.

The concept of a pedestrian bridge near the Waugh Chapel/Reidel Road intersection with MD 3 has been brought up several times at various meetings. The State Highway Administration's (SHA's) position has been that we would study at-grade crossings first. If at-grade crosswalks could not safely accommodate the anticipated use, then other options would be investigated. At this time we feel that the proposed interchanges would allow for safe pedestrian and bicycle accommodations. Furthermore, the existing grades (flat) act against the development of a pedestrian bridge. To meet the requirements set forth in the Americans with Disabilities Act (ADA), ramps would need to be constructed in order to elevate users above MD 3 and therefore, the length of the structures themselves could deter their use.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 29, 2004

Ms. Chris Hedman
13404 Overbrook Lane
Bowie MD 20715

Dear Ms. Hedman:

Thank you for providing additional comments for the MD 3 Transportation Corridor Study. The State Highway Administration (SHA) appreciates your continued input and support of the study.

At the request of Bowie Councilmember Dennis Brady, we have already evaluated such a modification. Introducing another grade separated interchange at Columbian Way and Forest Drive would cost approximately $30 million without including right-of-way costs. We have determined that the benefit does not justify the cost.

New development is anticipated as part of any study and the SHA will do its best to keep abreast of these situations. If development does occur on the site of the former University of MD Science and Tech Center, the SHA will revisit its traffic model and adjust the volumes accordingly. Re-engineering of the interchange will be done if necessary. We can re-consider you concept at that time.

With regard to the use of the MD 3 bridge over the Patuxent River for fishing, our build alternates include the creation of a 10-foot wide, multi-use path in that area. If the path were to be constructed on a separate bridge, fishing could continue from it. Your suggestion to maintain public access to the river will be forwarded to our design team for consideration.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Mr. Russell Anderson, SHA Office of Highway Development (w/incoming)

P-1 of 5

Cover Sheet

TO: MS Jackie Schrecke-Case
Project Engineer, MD 3

FAX 410-209-5009

From: Chris Hedman 301-464-5094
Focus Group
July 8 Addition

P.1 - COVER
P.2, LETTER
P.3. PHOTOS
P.4, MAP
P.5. INC PPC LETTER

P. 2 of 5

TO: Ms. Jackie Schrenker-Case, Project Engineer
MD 3 Project Planning Study
410-545-8517
FAX: 1-410-209-5004

FROM: Chris Hedman, Bowie Resident
MD 3 Focus Group Member
13404 Overbrook Lane, Bowie, MD 20715-1157
301-464-5094 FAX: possible, but phone first

DATE: July 8, 2004

SUBJECT: Additional Comments for Location/Design Public Hearing AT198B11
MD 3 from North of US50 too South of MD 32

I really appreciate your very thorough and candid discussion of my suggestion to add an underpass and expansion of service roads in the southern part of this project. Though it turns out to be too expensive, I am still attaching my photographs of the natural grade south of Forest Drive, which I hoped might be the site for an underpass in the future MD 3 to connect service roads on both the southbound and northbound service providing easier access for residents, business, and White Marsh Park while, hopefully, offering an future MD 3 alternate connection to Melford (the rezoned successor to the U. of Md. Science and Tech Center).

As this planning process continues, please emphasize the following:
1. Preservation of easy access to MD 450, "Bowie's Main Street" with its long-established businesses, original residents, several large churches and their private schools, the high school, and the brand-new BRAVA Auditorium which will draw audiences from the entire region.
2. Improve service roads and other access (if possible) for MD 3 properties in Bowie;
3. Encourage Anne Arundel County to provide traffic routes that don't involve MD 3.
4. The MD 3-Patuxent River bridge is also a fishing hole. Fishermen park on the shoulders and buy live bait at the MD 450 Shell gas station (see photo below). This kind of public access to the actual river should be preserved in the interchange design, possibly as a trail feature.

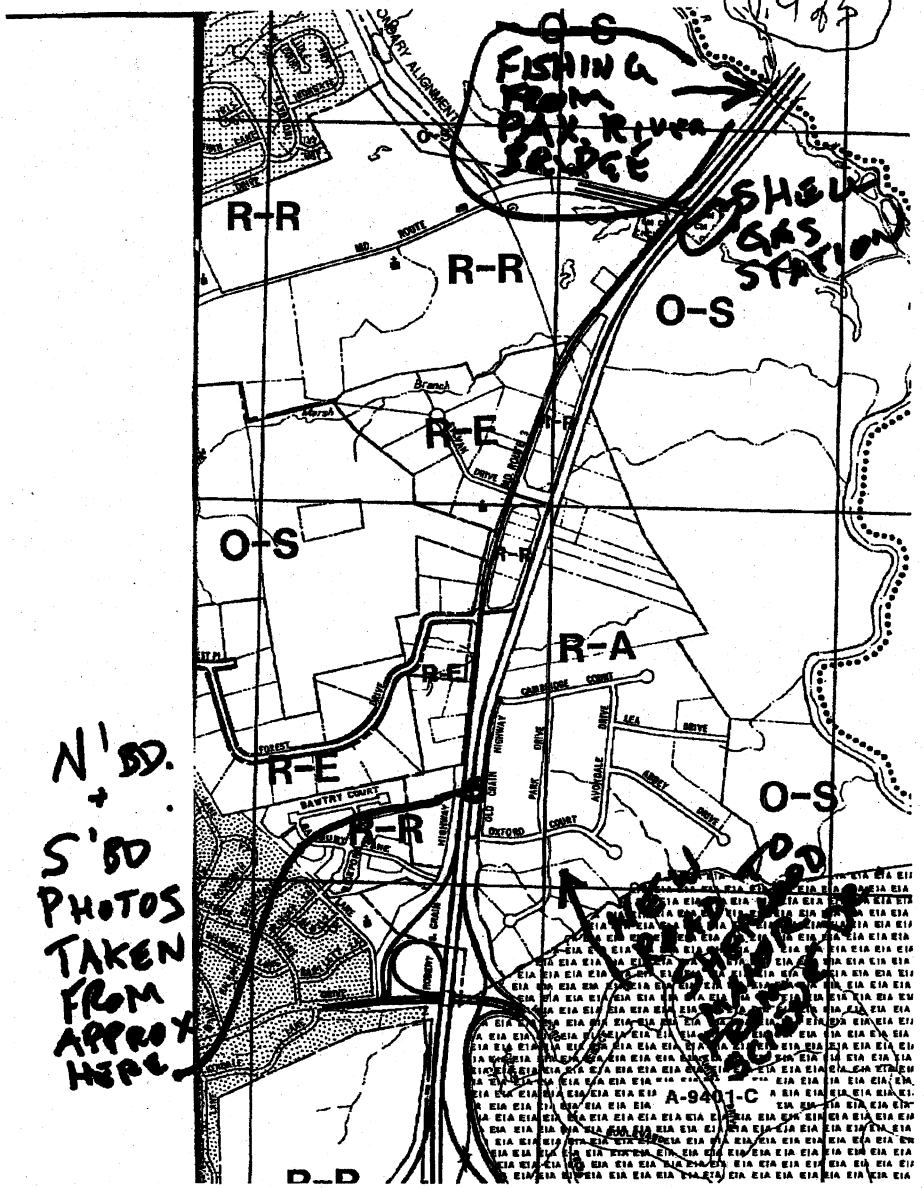
Thank you for the opportunity to comment further on this project.
Sincerely,
Chris Hedman

P.3 of 5

NORTHBOUND

SOUTHBOUND

P.4 of 5



p. 5 of 5

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

Prince George's County Planning Department
Community Planning Division
301-952-4225
www.mncppc.org

Jackie Chris W. F.Y. 1

June 24, 2004

MEMORANDUM

TO: Bowie and Vicinity Master Plan Focus Group Members

FROM: Reggie Baxter, Project Manager, Community Planning Division Reggie Baxter

SUBJECT: Project Status

Since our last focus group meeting several significant events have occurred requiring adjustments to the project schedule and the community planning charrette in particular. First we have hired our economic development (Basile Baumann Prost & Associates) and charrette management and planning consultants (Rhodeside & Harwell, Inc.) who have begun active project participation. The charrette has been rescheduled from late July to early/mid-September. There are a couple of reasons for this. First, due to July being a huge vacation month, we were concerned that public participation would be less than optimal. Second, there has been a major turnover of project staff. The project facilitator (Bob Cline), the Developing Tier facilitator (Paul Fields), and myself as project manager are retiring July 1, 2004. This has required significant internal staff adjustments and a rescheduling of the charrette to allow planning staff and the consultant team to better prepare for the charrette.

NEW HEAD

Be assured that project continuity will be maintained with Wendy Irminger (Rural Tier facilitator) becoming the project manager. John Funk, Community Planning Supervisor, will become the project facilitator, Chad Williams will become the Old Town Bowie facilitator, and Joe Chang will facilitate the Developing Tier and Bowie Regional Center issues, with Diane Jones facilitating Rural Tier issues. As a focus group member you will receive advance notice of the charrette. Also, the consultant's and staff will be discussing ways in which focus group members can play a role at the charrette. You can stay appraised of project status by accessing the project Web page at www.mncppc.org/cpd/bowie.htm. Also Wendy Irminger can be reached at (301) 952-3572.

It has been a real pleasure working with each of you as we have experienced together a new approach in seeking volunteer community involvement early in the planning process. The Planning Department has benefited from our focus group approach and is using the experience to enhance public involvement opportunities in other planning projects. On behalf of Bob, Paul and the entire planning team, I thank you for volunteering your time and committing your energy to improve your community and Prince George's County. As for me, after 30 years with the Commission it is time to move on. I will miss the Commission and working with each of you. I am sure your efforts will enrich the community.

SHA

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

State Highway Administration — Drive to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 27, 2004

Mr. Michael Bassett
890 Nabbs Creek Road
Glen Burnie MD 21060

Dear Mr. Bassett:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction. However, if funding becomes available the Design process is expected to take approximately three (3) years and Right-of-Way Acquisition would require about a year and could be done concurrently with Design. Following that, the Construction phase could begin and would take approximately two to three years to complete.

Again thank you for your comments. Your name has been added to our mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME MICHAEL BASSETT DATE 6-22-04

ADDRESS 890 NABBS CREEK RD

CITY GLEN BURNIE STATE MD ZIP 21060

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

I MICHAEL BASSETT PRESIDENT OF M.D.A.R. INC. (OWNER OF LOTS 7 & 10: 787 & 777 RT 3 NORTH) ALSO PRESIDENT OF M.J.B.P. PROPERTIES INC. (OWNER OF LOTS 8 & 9: 781 & 783 RT. 3 NORTH). I DO AGREE WITH ALTERNATE 3 - BOULEVARD. APPEARS TO BE THE BEST & FASTEST ANSWER FOR THE BOTTLE-NECK STARTING JUST PAST ST. STEPHENS CHURCH RD. ON RT 3 NORTH THRU INTERSECTION AT 175. I PERSONALLY CAN MAKE THE DECISIONS FOR ALL 4 PARCELS. I CAN BEST BE REACHED ON MY CELL PHONE 443-956-8060

Michael J. Bassett

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 27, 2004

Mr. Larry Wells
16414 Abbey Drive
Bowie MD 20715

Dear Mr. Wells:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate your concerns about the potential increase in traffic volumes through the Belair Drive interchange area due to future development.

The State Highway Administration (SHA) uses standard recognized methodologies and models for collecting existing traffic data and projecting future volumes. The future traffic volumes were prepared by SHA from models developed by the Baltimore Metropolitan Council (BMC) and the Washington Council of Governments (WCOG). The BMC region includes the Baltimore Metropolitan Area and extends from Harford County to Charles County while the WCOG region includes the Washington D.C. Metropolitan Area extending into the Baltimore region. There is considerable overlap and coordination between the two models. Based on our analysis, we anticipate a ±60 percent increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties.

For purposes of the MD 3 Transportation Corridor Study, future traffic volumes were modeled in mid-2003. The model used "light industrial" zoning for the area known as the Science and Technology Center. New development is anticipated as part of any study and the SHA will do its best to keep abreast of these situations. If the development you spoke of does indeed become a reality, the SHA will revisit its traffic model and adjust the volumes accordingly. Re-engineering of the interchange will be done if necessary.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 27, 2004

Ms. Colleen Marr
5806 Crain Hwy
Bowie MD 20715

Dear Ms. Marr:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for making improvements to MD 3 and your concerns about the traffic volumes and the trucks that use MD 3.

The State Highway Administration (SHA) uses standard recognized methodologies and models for collecting existing traffic data and projecting future volumes. The future traffic volumes were prepared by SHA from models developed by the Baltimore Metropolitan Council (BMC) and the Washington Council of Governments (WCOG). The BMC region includes the Baltimore Metropolitan Area and extends from Harford County to Charles County while the WCOG region includes the Washington D.C. Metropolitan Area extending into the Baltimore region. There is considerable overlap and coordination between the two models. Based on our analysis, we anticipate a ±60 percent increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties.

The current functional classification of MD 3 is a major arterial with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephen's Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain a major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

Safety is a major concern in this project. Specific safety concerns relate to residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds. The proposed roadway typical section for the build alternates includes narrower through lanes. It has been documented that traffic lanes that are 11-feet wide slow traffic speeds, which may help to deter through truck traffic. The SHA shares your concern about safety and hopes that the proposed alternates will provide a safer MD 3.

My telephone number/toll-free number is _____
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During spring 2002, a corridor study revealed that approximately 15% of the total trucks using SB I-97 get off at MD 3 and travel through the MD 3 corridor. Therefore, 85% of the trucks are remaining on I-97. It was also found that of all the trucks on MD 3, approximately 71% have origins or destinations from within the corridor and approximately 29% of them are through trucks. This is about the same percentage breakdown as for all other classes of vehicles.

Truck traffic cannot be eliminated from MD 3 due to deliveries and local business operations. The SHA typically only enacts a truck restriction on routes where there is a weight limitation, usually for a bridge. Weight limitations do not exist along this section of MD 3. Although it may be frustrating for local traffic to share the road with through vehicles, SHA is not in the position to restrict the use of MD 3 and prohibit through trucks. The best we can do is to suggest through truck traffic remain on I-97 and US 50.

Following the Public Hearing's comment period and a series of team and agency meetings a decision on the selected alternate and conceptual mitigation will be made by the State Highway Administrator.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction. However, if funding becomes available the Design process is expected to take approximately three (3) years and Right-of-Way Acquisition would require about a year and could be done concurrently with Design. Following that, the Construction phase could begin and would take approximately two to three years to complete.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 27, 2004

Mr. David Hornick
154 Bragg Boulevard
Odenton MD 21113

Dear Mr. Hornick:

Thank you for your recent letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for a limited access roadway and for the elimination of all traffic signals through the use of overpasses and by separating through traffic from local traffic. We have noted your observations about reckless driver behavior within the study area.

Two separate, independent "origin and destination" (O/D) studies have shown that approximately 70 percent of the traffic along the MD 3 study corridor is local; beginning or ending within the study area. Based on our analysis, we anticipate a ±60 percent increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties, not additional through traffic using the MD 3 corridor.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain "major arterial" for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

The challenge is to improve MD 3, so that rush hour traffic is smooth, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicyclists. Specific safety concerns relate to residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds. We share your concern about safety and hope that the proposed alternates will provide a safer more efficient MD 3.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

July 7, 2004

Mr. Chris Weber
Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore MD 21202

Dear Mr. Weber:

I would like to express my thoughts and observations of the MD3 Transportation Corridor Study. I feel that the state should take a progressive stance and correct a problem now that will only get worse as the number of cars using the corridor increases, as according to the state estimates. Anything short of putting a limited access roadway will not solve the current problems.

I feel that the state should address several safety issues that make the corridor a very dangerous section of the state roadway system by improving the flow of traffic in several ways. But first, I would like to explain my observances of the corridor when I pass through it.

I usually travel through the corridor in the evening on my way home from work, reaching the southern end of the corridor between 5 and 5:30 PM. I travel north through the corridor to MD32. Other times of travel through the corridor are later in the evening around 7 PM southbound and then again going north around 9 PM, usually once a week. In the mornings, I use an alternative route that is quicker for me to get to work but which is much slower compared to using the MD3 corridor in the evenings.

Several of the dangerous aspects of the corridor I witness are present mainly in my early evening travels through the corridor. They include:

•<u>People Using Turn Lanes as Passing Lanes</u>

In front of Kmart, people are passing on the right, in the turn lane, well before it becomes a turn lane. I also see people not turning into the shopping center when they are in the turn lane for the shopping center, but turning at MD424 instead. This happens as far south as the Friendly's entrance.

I see people using the northbound right shoulder through the MD450 interchange to reach the ramp to go east on MD450 when traffic at the intersection is backed up; then again at the exit to Clubhouse Road to get to Crofton Blvd, the one just south of Crawford Blvd.

Every day I use the corridor, I see people using the "Exit Only Ramp" north of MD175 as a passing lane. I was almost involved in an accident when someone, at the last second before having to exit, cut me off and tried to merge in between me and the car in front of me when there clearly was not enough room to do so.

Potholes are developing before the left turn lanes at the intersections with Conway Road and Waugh Chapel Roads. This is happening because people are driving on the shoulder before the turn lane starts in order to pass the stopped through traffic to "make the green light."

• <u>Improper Use of Crossovers</u>

I also see people pulling out from the crossovers and out of the businesses on to the shoulders, using the shoulder as an acceleration lane and forcing their way into traffic. Drivers are forced to do this because there are not enough safe gaps in the traffic flow to enter the roadway properly.

•<u>Improper Use of Merge Lanes</u>

I also see people using the merge lanes to pull out into traffic before the road is clear enough to actually pull out – this happens at nearly all the crossovers, major intersections and minor intersections. One way to possibly help with the flow of traffic is to prevent right turns on red from these intersections during peak hours. As it is now, these incidents cause traffic to have to slow down, just as it is trying to accelerate, and adding to the frustration of trying to get through the corridor.

I feel that the only solution to resolve these safety issues is to limit the intersections to the corridor. This can only be done by building a limited access roadway and a business access road. This will improve the safety of the roadway, aid in the flow of traffic through the corridor, and relieve some of the frustration people have when dealing with the amount of traffic that uses the corridor.

Dropping the speed limit through the corridor will not aid in the safety of the corridor. I believe that it will only cause more of a build up of the local and through traffic, and adding to the frustration of getting through the corridor. This can already be seen as demonstrated by the people using the shoulders as driving lanes. As it is now, my average speed through the corridor is about 30 mph. It takes me an average of 20-25 minutes to get to MD32 from MD50. When I do travel the corridor during off peak hours, nobody is doing the speed limit as it is. Does the state think that they will slow down just because the limit has dropped and nothing has changed with the road?

Eliminating only some of the lights through the corridor, and not all the lights, will cause back ups at the lights that are left. A good example of this is at MD175. Some evenings the back up at the MD175 light is to St. Stephens Church Road. If the state eliminates some of the lights through the corridor, more traffic will make it to the MD175 light and the backup will only be longer.

If the timing of the lights are adjusted to give MD3 traffic more time through the intersections, I feel that the people waiting at the lights to cross over MD3, or to make left turns, will start running the red lights. They will not want to sit through the light cycle just because they were a few seconds slow. This will cause another safety hazard that I currently do not see very often right now.

Making the MD3 corridor appear as Boulevard is a great idea, as long as the state follows the definition of a boulevard—a broad, often landscaped, THOROUGHFARE. Thoroughfare being the key word, which means the conditions for passing through; a main road (which MD3 is becoming far from with all the housing and business construction along it.) The only way that I feel this will work is to reduce the number of side roads that have access to the thoroughfare. However, as it is now, there is too much built up along MD3 to make it a beautiful and successful boulevard. If the state only adds trees, then it will be increasing the safety hazards—by adding more objects to avoid during an emergency. This will become more of an issue as the traffic increases.

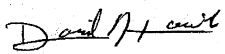
One other thing I would like to point out is the difficulty to change lanes. Anywhere through the corridor, during the evening peak hours, it is very difficult to change lanes. I have seen people pull out from MD424, heading north, just after the light has turned green for MD3, and try to make their way through the traffic to get to the businesses in the median before the John Hopkins crossover. This feat is very difficult and I have seen many potential accidents. I have also seen people pull out from the Kmart shopping center and make their way over to the left turn lane going to Conway Road, often times slowing traffic on MD3 to a stand still while trying to get to that left turn lane.

The state should look at the other areas of the state where traffic flow has been improved and apply it to the MD3 corridor. I have seen some examples of these throughout the state, some being right here in the central Maryland area. In Howard County, MD29 is being redeveloped to put in over passes at major intersections. Interstate 97 through Millersville has improved the traffic flow between Annapolis and Baltimore and it is now much safer to get to the businesses along Veterans Highway. MD32 has improved the traffic flow through Odenton. Now that the through traffic goes around Odenton, it is much safer for the local traffic to get to the businesses in Odenton. On the Eastern Shore, MD50 has been improved to help traffic flow to the beach. It is another example of separating the through traffic from the local traffic.

With the whole central Maryland area growing and many of the people working in Baltimore, Washington, Annapolis, and Columbia areas, the MD3 corridor provides major access through the central Maryland area. However, with the growth of central Maryland as it has been, the issues with the road system through Crofton is more than just a "Crofton issue." It is now a central Maryland issue. The study area should include the whole area between Baltimore, Washington, and Annapolis. For example, when an accident happens on the Baltimore-Washington Parkway, the traffic on both I95 and MD3 are affected. In the morning, when I hear that there is an accident on the Baltimore-Washington Parkway, I use MD3 to get to work. And I am sure that many people who live in Severna Park and northern areas of the county that would usually use the Parkway use MD3 as well.

Residential and commercial building in West county will only continue to grow. Both housing and businesses bring more traffic to the area. Builders have their way of getting the zoning changed to get their way. For example, there is a house for sale on Waugh Chapel Road. It sits on a four acre lot. I was told, by a friend of the owner of the property, that only builders are interested in purchasing the lot. My reading of this: more houses being squeezed into an area that is already overdeveloped. The developers are getting a hold of every little bit of land that can be developed and putting as many houses as possible onto it. Thus, if the state does not make major improvements to the flow of traffic now, the MD3 corridor will become gridlocked as further development continues in the central Maryland area.

Sincerely,



David Hornick
154 Bragg Blvd.
Odenton MD 21113

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME _____ DATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

_____

_____

_____

_____

_____

_____

_____

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_____

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_____

_____

_____

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 27, 2004

Mrs. Loreta McPartland
1553 Ellsworth Avenue
Crofton MD 21114

Dear Mrs. McPartland:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept or Alternate 1 – No Build. We acknowledge your opposition to grade separations and sound barriers.

To address existing traffic congestion as well as projected operational and safety deficiencies along MD 3, interchange options were studied. The State Highway Administration (SHA) anticipates that federal dollars would be used to build the improvements. Consequently, we are required to follow the National Environmental Policy Act (NEPA) which requires that SHA evaluate all reasonable alternates that address the project purpose and need. The challenge is to improve MD 3, so that rush hour traffic is smooth, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicyclists.

SHA has previously requested enforcement by the Anne Arundel County Police Department.

Truck traffic cannot be eliminated from MD 3 due to deliveries and local business operations. The SHA typically only enacts a truck restriction on routes where there is a weight limitation, usually for a bridge. Weight limitations do not exist along this section of MD 3. Although it may be frustrating for local traffic to share the road with through vehicles, SHA is not in the position to restrict the use of MD 3 and prohibit through trucks. The best we can do is to suggest through truck traffic remain on I-97 and US 50.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Mrs. Loreta McPartland
Page Two

Again thank you for your comments. Your name has been added to our mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT
NAME Loreta McPartland DATE 7/5/04
ADDRESS 1553 Ellsworth Ave.
CITY Crofton STATE MD ZIP 21114

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

1.) Alternate 3 (Blvd. Concept) or Alternate 1 (no build) are the only acceptable options. The dualization concept is unacceptable & strongly opposed!
2.) No grade separations, ramps, diamond interchanges, etc. are acceptable. They are unnecessary & will create a high speed freeway, adding more traffic, higher speeds, more noise & more accidents!
3.) No sound barrier walls along Rt. 3 are acceptable. Instead reduce the noise!
4.) Reduce the speed limit to 45mph & enforce it!
5.) Divert truck traffic to Rt. 50

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 22, 2004

Mr. Ralph Eckhardt
1680 Patrice Circle
Crofton MD 21114

Dear Mr. Eckhardt:

Thank you for providing public testimony on behalf of Crofton Woods at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of Crofton Woods' desire for sound abatement. We have noted your preference for Alternate 3 – Boulevard Concept with interchange Option A and your opposition to grade-separated interchanges.

For communities adversely impacted by noise from state maintained highways, the State Highway Administration (SHA) provides guidelines for the evaluation of sound barriers. There are two categories of sound barrier criteria. The Type I sound barrier criteria is for new construction or reconstruction of a state highway and the Type II sound barrier criteria is for existing highways. A pamphlet containing information on the SHA's sound barrier guidelines has been enclosed for your information.

Please be advised that existing communities adjacent to a highway which is not fully access controlled are not eligible for noise abatement based on the SHA's Type II criteria. MD 3 is not fully access controlled; therefore, your community would not be eligible for noise abatement at this time.

However, the community of Crofton Woods (designated as noise sensitive area (NSA) 6 in our study) has been found to warrant further consideration of noise abatement under the Type I criteria if a build alternate is selected. Depending upon the options selected for the highway project, a more detailed evaluation of the benefits and costs associated with a noise barrier will be undertaken.

As part of the design engineering process, informational meetings may be held to obtain community concurrence to have a noise barrier built. According to SHA's Sound Barrier Policy at least 75% of the affected residents must approve of the construction of a noise barrier. In addition, details of any proposed barrier design would be presented and community input sought.

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The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain "major arterial" for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

SHA has studied ways it can address speed concerns and has included the boulevard features in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included. The challenge is to improve MD 3, so that rush hour traffic is smooth, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicycles.

With regard to a western bypass, the SHA and the former MD 3 Task Force did consider such an option. The Task Force Report stated that even with a western bypass, MD 175, Waugh Chapel, MD 424 and Cronson/Crawford would still operate at a LOS F. The Task Force, which disbanded in March 1998, reached consensus on a concept for upgrading the existing corridor, but did not reach consensus on a bypass option after five years of study. At the urging of state and local elected officials, SHA initiated the current project planning study in July 2001 to re-examine MD 3 and identify non-interstate ways to improve MD 3. Due to significant environmental and community issues, and in keeping with the goal of this study, bypass options are not being considered.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Ms. Diane Rauseo
1652 Albermarle Drive
Crofton MD 21114

Dear Ms. Rauseo:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concern about increased noise from an elevated roadway.

A noise analysis was performed in compliance with Federal Highway Administration (FHWA) and State Highway Administration (SHA) methodologies for each proposed improvement option. Twenty noise sensitive areas (NSAs) were located along the MD 3 corridor. The Lake Louise community was included in NSA 8. Seven receptors were placed throughout this area to measure existing noise levels. Future noise levels were modeled based upon this existing information.

The results of the noise analysis indicate that, while noise levels would reach or exceed our impact threshold of 66 decibels (dBA), none of the design options would result in a substantial increase in noise, when compared to the no-build option. SHA Policy indicates that there must be a minimum of a 3-decibel increase in noise resulting from construction of the project. However, there is a provision to consider any increase in noise if future noise levels exceed 72 dBA. The area in which you live may experience noise above this level and, therefore, may require further analysis once a final selection is made.

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Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File
Ms. Karen Arnold, SHA Project Planning Division

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Ms. Chris Hedman
13404 Overbrook Lane
Bowie MD 20715

Dear Ms. Hedman:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. The State Highway Administration (SHA) appreciates your support of the study.

As you are aware, the documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. Based on our analysis, we anticipate a ±60 percent increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties, not additional through traffic using the MD 3 corridor.

To address existing traffic congestion as well as projected operational and safety deficiencies along MD 3, interchange options were studied. The SHA anticipates that federal dollars would be used to build the improvements. Consequently, we are required to follow the National Environmental Policy Act (NEPA) which requires that SHA evaluate all reasonable alternates that address the project purpose and need. The challenge is to improve MD 3, so that rush hour traffic is smooth, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicyclists.

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Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

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Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Mr. Tom Frank
1703 Peartree Lane
Crofton MD 21114

Dear Mr. Frank:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inquire about the reasons behind the studied improvements.

Two separate, independent "origin and destination" (O/D) studies have shown that approximately 70 percent of the traffic along the MD 3 study corridor is local; beginning or ending within the study area. Based on our analysis, we anticipate a ±60 percent increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties, not additional through traffic using the MD 3 corridor.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain "major arterial" for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

The challenge is to improve MD 3, so that rush hour traffic is smooth, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicyclists.

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Mr. Tom Frank
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Mr. Michael Panah
2304 Putnam Lane
Crofton MD 21114

Dear Mr. Panah:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate your support of the study.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

Two separate, independent "origin and destination" (O/D) studies have shown that approximately 70% of the traffic along the MD 3 study corridor is local; beginning or ending within the study area. Based on our analysis, we anticipate a ±60% increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties, not additional through traffic using the MD 3 corridor.

The State Highway Administration (SHA) recognizes bicycling and walking as important modes of transportation and addresses the needs of cyclists and pedestrians on all roadway improvement projects where it is reasonable and feasible to do so.

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Mr. Michael Panah
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 21, 2004

Mr. Bruce Pletch
16520 Abbey Drive
Bowie MD 20715

Dear Mr. Pletch:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept in Prince George's County.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain "major arterial" for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

SHA has studied ways it can address speed concerns and has included the boulevard features in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included. The challenge is to improve MD 3, so that rush hour traffic is smooth, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicyclists.

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Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Mr. Rich Trunnell
2101 Defense Highway
Crofton MD 21114

Dear Mr. Trunnell:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for a boulevard approach.

You'll be pleased to know that the boulevard features are included in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included.

To address existing traffic congestion as well as projected operational and safety deficiencies along MD 3, interchange options were studied. The State Highway Administration (SHA) anticipates that federal dollars would be used to build the improvements. Consequently, we are required to follow the National Environmental Policy Act (NEPA) which requires that SHA evaluate all reasonable alternates that address the project purpose and need.

We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width and other geometric features.

The next step in our study process is to select a recommended alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate which are to be carried forward in the next phase, Design.

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Very truly yours,

Cynthia D. Simpson
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Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
a unit of the Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Mr. Tom Crandol
2201 Patuxent River Rd
Gambrills MD 21054

Dear Mr. Crandol:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Option B at the MD 450 area and your opposition to relocating the entrance to a community through a commercial area. We have forwarded a copy of your statements regarding the historic nature of MD 450 (Defense Highway) to our environmental analysts.

Please allow us to clarify that as part of Option B, Patuxent River Road is shifted to the south in order to line up with a proposed intersection. Patuxent River Road would basically remain as it is today if Option A is selected. Patuxent River Road would be relocated through Priest Bridge Center only as part of Option C.

We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width and other geometric features. If you or any members of the community have ideas to improve MD 3, we would like to hear them. Feel free to contact us to arrange for such a meeting.

The next step in our study process is to select a recommended alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate which are to be carried forward in the next phase, Design.

Mr. Tom Crandol
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Mr. Buzz Meyer, President
Forks of the Patuxent Improvement Association
Post Office Box 477
Odenton MD 21113-0477

Dear Mr. Meyer:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate your support of the study.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. By-pass alternates are not within the scope of this study.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 21, 2004

Mr. Lawrence N. Taub
O'Malley, Miles, Nylen & Gilmore, P.A.
P.O. Box 689
Greenbelt MD 20768

Dear Mr. Taub:

Thank you for your letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for minimizing impacts to your client's properties.

We appreciate your suggestion for an alternate shifting the interchange at MD 450 to the north, across the former landfill. The State Highway Administration (SHA) did study an alternate through this area, but it was dropped from further consideration due to extensive impacts. The MD 450 Direct Connect Alternate is documented in Section II of the Draft Environmental Impact Statement (DEIS). It would require a new structure crossing near where the Patuxent and Little Patuxent Rivers meet. This would cause extensive environmental impacts to the floodplains, wetlands, and forested areas. In addition to the direct impacts to the Bel Air Landfill, there were also related hazardous material concerns which led to the elimination of this alternate.

The next step in our study process is to recommend and select an alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate which are to be carried forward to the next stage.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction.

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The MD 3 project team includes a right-of-way representative to assist all affected families and businesses. Please let us know if you would like to arrange a meeting with the SHA to discuss the potential effects of the project to your client's properties.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

LAW OFFICES
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F. Robert Troll, Jr.
John P. Davey
Isaac H. Marks
Robert D. Lourie

Sally Presler McCash
Marilyn J. Brasier
Lawrence N. Taub
Christopher L. Fontaine

July 7, 2004

Maryland State Highway Administration
Project Planning Division
Attn.: Mr. Chris Weber
Mail Stop C-301 Box 717
Baltimore, MD 21203-0717

Re: MD Rt. 3 Transportation Corridor Study
Project No. AT198B11

Dear Mr. Weber:

I represent the Corporation of Roman Catholic Clergymen ("CRCC"), the owner of certain properties located at and in the vicinity of the intersection of MD Rt. 3 and MD Rt. 450. More specifically, the CRCC is the owner of properties located on Prince George's County Tax Map 38, and designated as Parcels 1 (Grid E-2); 55 (Grids D-3 and E-3); 56 (Grid F-3); 58 (Grid F-3); 60 (Grid E-3); 61 (Grid D-3); 77 (Grid F-3); as well as properties identified as No. 10737 (Grid D-3); and 7454 (Grid F-3).

In the remaining design alternatives before the SHA for the MD 3/MD 450 interchange, Alternate 3 and Alternate 5 Modified, Options A, B and C for both Alternates predominantly impact the CRCC properties on the south side of MD 450, both east and west of MD Rt. 3. A portion of Parcel 1, located in the northwest quadrant of the intersection of MD Rts. 3 and 450, was formerly the site of a landfill, which has been completed and reclaimed. Additionally, it is our belief that there are fewer wetlands within the northwest quadrant of MD 3/450 (Parcel 1). All of the above-referenced Options for the two (2) Alternates being currently considered, however, impact the only the south side of MD 450, as well as the east side of MD Rt. 3. Given, therefore, that the former landfill on Parcel 1 is now closed and reclaimed, and that there are fewer wetlands on Parcel 1 than on other properties on the south side of MD Rt. 450, we urge the SHA to investigate an alternative design that would impact only the north side of MD Rt. 450 at MD Rt. 3, and not the south side as currently proposed. It should be noted that while Parcel 61 is also located on the north side of MD Rt. 450, it is west of Parcel 1, and adjacent to the Idlewild subdivision for the City of Bowie, just east of the MD Rt. 450/Race Track Road intersection, and given this location, we would hope that any such proposed interchange impacting MD Rts. 3/450 would not have any impact upon Parcel 61. Furthermore, there are two (2) existing gas stations

on CRCC properties, one in the southwest corner of MD Rt. 3/450, and the other on the east side of MD Rt. 3, opposite its intersection with Rt. 450, and we would request that any proposed interchange design at this location minimize the impacts upon these improved properties.

Thank you for your kind attention to all of the above. Please include this letter within the Public Hearing Transcript for this Project. If and when additional information becomes available to us that would have bearing upon these issues, we intend to make those available to you at such time. In the meantime, if you have any questions, or require additional information, please let us know.

Very truly yours,

Lawrence N. Taub

cc: Mr. James S. Schaefer
Managing Director, CRCC

Matthew D. Osnos, Esq.
O'Malley Miles Nylen & Gilmore, P.A.

F:\Clients\C\Corp. of Roman Catholic Clergymen\Letters\Ltr to Chris Weber 7-7-04.doc

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 21, 2004

Ms. Sharon Moline
13030 Forest Drive
Bowie MD 20715

Dear Ms. Moline:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns about safety at Forest Drive.

Safety is a major concern in this project. Specific safety concerns relate to residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds. We share your concern about safety and hope that the proposed alternates will provide a safer MD 3.

We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width and other geometric features.

The next step in our study process is to select a recommended alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate which are to be carried forward in the next phase, Design.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 20, 2004

Mr. Tom Callahan
2133 Defense Highway
Crofton MD 21114

Dear Mr. Callahan:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your own and your clients' preference for the boulevard concept and opposition to a freeway.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

The boulevard features are included in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included.

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Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 20, 2004

Mr. Mark Swank
787 MD Rte 3 North
Gambrills MD 21054

Dear Mr. Swank:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concern over impacts to businesses along northbound MD 3 resulting from Alternate 5 Modified – Dualization Concept. We have noted your preference for simply adding a third lane northbound along with turn lanes, included as Alternate 3 – Boulevard Concept.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 20, 2004

Mr. David Mauriello
205 Arundel Beach Road
Severna Park MD 21146

Dear Mr. Mauriello:

Thank you for providing public testimony on behalf of the Severn River Commission at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of the Commission's concern over impacts to the head waters of the Severn River and specifically the Jabez Branch. We have noted your opposition to Option B at MD 175.

With reference to the Jabez Branch and its watershed, the State Highway Administration (SHA) has worked with State and Federal environmental and regulatory agencies as well as Anne Arundel County and the Severn River Commission during the development of the build options. We recognize the sensitivity of the Jabez Branch and its importance in the environment. We will continue to work closely with the aforementioned agencies as we move forward to a final selection.

You had questioned the widening of McKnew Road as shown in Alternate 5 Modified – Option B at MD 175. As part of Option B, northbound MD 3 is elevated over MD 175. Access to MD 175 from northbound MD 3 is provided via a double-left turn at McKnew Road. In order to assist the proposed traffic signal system along MD 3 in this area, access to southbound MD 3 from eastbound MD 175 is provided via McKnew Road. The widening is required to accommodate the new traffic patterns.

My telephone number/toll-free number is _____
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Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 20, 2004

Mr. Bob Scott
1504 Kirchner Lane
Gambrills MD 21054

Dear Mr. Scott:

Thank you for providing public testimony on behalf of the Greater Crofton Growth Management Commission at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for a boulevard with narrow lanes and traffic calming design elements to keep speeds near 45 mph. We have noted the Commission's opposition to grade-separated interchanges.

We hope that our response to the Commission's written comments sent to Mr. Edwin F. Dosek, Vice President, addressed your concerns. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D: Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

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Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 20, 2004

Mr. Robert DiAiso
1544 Farlow Avenue
Crofton MD 21114

Dear Mr. DiAiso:

Thank you for providing public testimony on behalf of Village Development, LLC, at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of Village Development's preference for the boulevard concept and Option A at Waugh Chapel/Reidel Roads.

The State Highway Administration (SHA) recognizes that the Route 3 Task Force's recommendation to include boulevard features was incorporated into the Crofton Small Area Plan and the Anne Arundel General Plan. You'll be pleased to know that these features are included in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included.

The concept of a pedestrian bridge near the Waugh Chapel/Reidel Road intersection with MD 3 has been brought up several times at various meetings. The SHA's position has been that we would study at-grade crossings first. If at-grade crosswalks could not safely accommodate the anticipated use, then other options would be investigated. At this time we feel that the proposed interchanges would allow for safe pedestrian and bicycle accommodations. Furthermore, the existing grades (flat) act against the development of a pedestrian bridge. To meet the requirements set forth in the Americans with Disabilities Act (ADA), ramps would need to be constructed in order to elevate users above MD 3 and therefore, the length of the structures themselves could deter their use.

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Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 20, 2004

Mr. Edward Stone
13200 Forest Drive
Bowie MD 20715

Dear Mr. Stone:

Thank you for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept and concern over Alternate 5 Modified – Dualization Concept in Prince George's County.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 20, 2004

Mr. Torrey Jacobsen
President, Greater Crofton Council
1113 Charing Cross Drive
Crofton MD 21114

Dear Mr. Jacobsen:

Thank you for providing public testimony representing the views of the Greater Crofton Council (GCC) at the MD 3 Transportation Corridor Study Public Hearing. We understand the GCC is also representing Gambrills and the Odenton Improvement Association. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area.

The State Highway Administration (SHA) acknowledges the GCC's support for grade separated interchanges at MD 450 (Defense Highway), MD 424 (Davidsonville Road), and Waugh Chapel/Reidel Roads. You have also indicated that you prefer to depress MD 3 below these side streets where possible. Your opposition to shifting northbound MD 3 over to the southbound side, access controls, and roundabouts has been noted.

You'll be pleased to know that the boulevard features are included in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included.

The current functional classification of MD 3 is "major arterial" with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain major arterial for all of the study alternates; however, the posted speed for MD 3 will be reduced to 45 miles per hour for MD 3 within the project limits.

The current signs located on I-97, US 50 and US 301 do indicate that MD 3 is a local north-south route. Through traffic, especially truck traffic, is guided to use the Interstates for regional travel. These directions were written at the request of businesses along the MD 3 corridor when the connections between I-97 and US 50/301 were constructed. At that time, it was felt that directing all traffic around the MD 3 corridor would hurt the businesses located there. If this position has changed, we will gladly consider re-wording the signs. Please understand, however, that changing the signs would probably not have a noticeable effect on the MD 3 volumes as only a small portion of the traffic on MD 3 is thru traffic. The majority of the traffic on MD 3 is generated locally, from within the study area, as was documented by two origin/destination studies.

The MD 3 corridor study allows for flexibility in the order of construction. If improvements are funded in segments, the SHA appreciates your construction priorities as follows; the MD 450 interchange first, followed by Waugh Chapel/Reidel Road, and finally MD 424.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 20, 2004

Mr. Harry Sinclair, Jr.
1371 Odenton Road
Odenton MD 21113

Dear Mr. Sinclair:

Thank you for your recent letter and for providing public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of the Greater Odenton Improvement Association's (GOIA's) preference for the boulevard concept and depressing MD 3 to decrease the noise from the roadway. Your suggestion to move the project forward without hesitation has also been noted.

The suggestion you describe based upon improvements to Ritchie Highway, adding extra lanes at stop lights, was discussed by the MD 3 focus group. As the traffic increases as forecasted by 2025, MD 3 would need to be five through lanes in each direction at each intersection, two lanes wider than currently on MD 3. Due to the close proximity of adjacent intersections, the five lanes might be required along the length of the corridor. This would cause much greater impacts to properties along MD 3 as well as in the median. Additionally, this situation already exists on MD 3 north of St. Stephen's Church Road and south of MD 450 West where the third lane is dropped. Based upon input from the community, these are areas which frequently experience traffic accidents. The State Highway Administration (SHA), believes that there is a general consensus to eliminate these lane drops and maintain a uniform roadway width throughout the entire corridor. A uniform roadway leads to better driver expectancy and creates a safer roadway.

The documented purpose and need of the MD 3 study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. By-pass alternates are not within the scope of this study.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

ROUTE THREE MEDIAN PROPERTY OWNERS
C/O Harry Sinclair, Jr.
1371 Odenton Road
Odenton, Maryland, 21113

July 8, 2004

Deputy Director
Office of Planning and Preliminary Engineering Mail stop C-301
Maryland State Highway administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Project No. AT198B11 MD 3 Project

Dear Ms. Simpson:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the MD 3 Project Study for the section North of US 50 in Prince George's County to South of MD 32 in Anne Arundel County (AAC).

This project should continue through the planning and design phases into actual construction and completion. The No Build opposition is not realistic and is an unacceptable course of action. Something must be done, now. The SHA must take the lead, and not allow the residents from Crofton the opportunity to derail an essentially fifty year old plan, that was originally designed to be part of the strategic interstate highway system.

Both the Crofton Small Area Plan and the Odenton Small Area Plan strongly recommend the continued evaluation and successful implementation of the boulevard concept. This concept represents the most efficient, effective and least costly of all of the alternatives. Most taxpayers continue to support minimizing the capital expenditures for this urgently needed project.

The roadway within AAC should be composed of a minimum of a six-lane divided roadway that is designed to facilitate safe access to adjacent commercial parcels and controlled access and egress to residential parcels to and from the roadway. Also, rather than constructing the highway on a ridge line i.e. up in the air, which by design projects a higher level of traffic noise. Recommend construction be at or below grade to reduce noise and abate the noise level. The SHA has indicated, the lower the highway is constructed the least amount of noise is projected. The typical section should be designed much like the recent upgrade of Ritchie Highway MD 2 see attachment 1. I believe Maryland Route 2 is an excellent model highway project and should be the blue print for current and future planning and ultimate design initiatives. The Route 2 upgrade

is an enormous success story with a very small price tag. It was effectively and efficiency designed with minimal environmental impact and little disruption of the daily traffic operations.

Based on my limited environmental knowledge and expertise, it appears Alternate 3 Option A will have the least overall impact among all of the alternates presented. Due to the enormous environmental impact caused with the planned construction of Alternate 5 Modified w/Option A and B, this course of action should be trashed canned.

This project must move forward without hesitation. The SHA can not allow special interest groups to derail, or slow up the process. The SHA must make it happen. It is critical that the SHA takes charge and make this proposed project happen now. There are no excuses for this current proposed project to fail again.

Again, thank you for the opportunity to review and provide comments on this proposal. If you should have any questions, please feel free to contact me at office 410 990-0800, or email: sinclaih@hotmail.com.

Sincerely,

Harry Sinclair, Jr.
FOR THE ROUTE THREE PROPERTY OWNERS

Attachment: as

PAGE 07 ... OMB NO. 1545-0047 ... 04/08/2004

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA Drives to Excel
State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

July 20, 2004

Mrs. Janet Leydorf
909 Echo Bay Court
Gambrills MD 21054

Dear Mrs. Leydorf:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for the boulevard concept and depressing MD 3 to decrease the noise from the roadway.

The current posted speed limit along MD 3 is 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. We intend to reduce the posted speed of MD 3 to 45 miles per hour for both Alternate 3 and Alternate 5 Modified. Changing the posted speed limit now has been discussed and the State Highway Administration (SHA) is reluctant to do so. Due to the straight and flat nature of the roadway, drivers will not obey the posted speeds, as they ignore them today.

Our suggestion is to build into the road what are known as "traffic calming design elements". These are physical changes to the roadway that would cause drivers to slow down. While we cannot install "speed bumps" along MD 3, we can introduce other things. The proposed roadway for both build alternates includes narrower through lanes. It has been documented that traffic lanes that are 11-feet wide slow traffic speeds, which may help to deter thru truck traffic.

The current signs located on I-97, US 50 and US 301 do indicate that MD 3 is a local north-south route. Through traffic, especially truck traffic, is guided to use the Interstates for regional travel. Please understand, however, that changing the signs would probably not have a noticeable effect on the MD 3 volumes as only a small portion of the traffic on MD 3 is thru traffic. The majority of the traffic on MD 3 is generated locally, from within the study area, as was documented by two origin/destination studies.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone:* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Ms. Kimberly Tran, Assistant District Engineer – Traffic, State Highway Administration District 5 Office

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Mrs. Janet Leydorf DATE 6/29/04

ADDRESS 909 Echo Bay Court

CITY Gambrills STATE MD ZIP 21054

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

As a 25-year resident of this area:
I support the "boulevard concept" combined with the idea of a depressed thoroughfare at Waugh Chapel Rd. to decrease the noise level of trucks on Rt. 3.

Since the number of trucks on Rt. 3 has multiplied greatly in the last few years, congestion has proportionately increased during morning, late morning, and afternoon hours — not to mention the long-haul truck noise all during the night. Decreasing truck traffic (especially through truck traffic [non-local]) by 30-50% would significantly ease congestion & noise problems. Added signs from Rt. 50 → Rt. 97 to divert traffic away from Rt. 3 and a lower speed limit to discourage non-local traffic would greatly impact our community. These two measures can be implemented now without any road changes.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 20, 2004

Mr. Robert Johnston
1702 Swinburne Avenue
Crofton MD 21114

Dear Mr. Johnston:

Thank you for providing public testimony representing the views of the Greater Crofton Chamber of Commerce at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of the Chamber's preference for the boulevard concept (Alternate 3 with interchange options 'A') and opposition to grade-separated interchanges.

We understand your concern for preserving the integrity of the local MD 3 communities by maintaining the 70% (local) /30% (through) traffic distribution. Based on additional development and rezoning data provided from Anne Arundel and Prince George's Counties, our analysis indicates there will be ±60% increase in traffic by the year 2025 for the MD 3 corridor. Consequently, the increase in traffic in the MD 3 corridor is due to the anticipated development in the study area, not additional through traffic using the MD 3 corridor.

Throughout the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width and other geometric features.

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone:* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 16, 2004

The Honorable Edward R. Reilly
Anne Arundel County Council
P.O. Box 2700
Annapolis MD 21404

Dear Councilmember Reilly:

Thank you for providing public testimony at the Public Hearing for the MD 3 Transportation Corridor Study. Your comments, like many others that we received, will help us better to understand community issues and concerns within the study area. We appreciate your taking the time to inform us of your community's views.

The current functional classification of MD 3 is "major arterial," with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. Our goal is not to create a high-capacity link between US 50 and I-97, nor an interstate eastern bypass.

The boulevard features are included in both roadway "build" alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6-lane urban roadway: three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate, and measures will be taken to discourage the use of these lanes as additional through lanes. Landscape features, such as planted medians, street trees, and formal bicycle and pedestrian facilities, are included.

Your preference to keep MD 3 at or below grade level, in order to minimize noise impacts to the surrounding communities, is acknowledged. We also recognize your concern that noise barriers suggest the appearance of a high-speed roadway, and that this is not the direction that the MD 3 community wants to move towards.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

The Maryland State Highway Administration (SHA) study team is aware of the sensitivity of the Patuxent River, its associated wetland and floodplain systems, and the Jabez Branch. Both systems are noted as areas of special concern in the Draft Environmental Impact Statement (DEIS). As part of the development of the build alternates, various impact-avoidance and minimization efforts are included throughout the study corridor, in an effort to reduce the impacts on the natural environment. The SHA will continue working closely with environmental and regulatory agencies to develop mitigation plans for impacts to both the Patuxent River and the Jabez Branch, if a build alternate is selected.

Thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber, at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case, at 410-545-8517 or 1-800-548-5026. Either will be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

for Neil J. Pedersen
Administrator

cc: Mr. Christopher Weber, Project Manager, SHA
Mr. Gregory Welker, District Engineer, SHA

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 16, 2004

The Honorable David G. Boschert
Maryland House of Delegates
215 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear Delegate Boschert:

Thank you for providing public testimony at the Public Hearing for the MD 3 Transportation Corridor Study. Your comments, like many others we received, will help us better to understand community issues and concerns within the study area. We appreciate your taking the time to inform us of your community's views.

The current functional classification of MD 3 is "major arterial," with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephen's Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. Our goal is not to create a high capacity link between US 50 and I-97 or another interstate road.

In an effort to maintain the integrity of the community, boulevard features are included in both roadway "build" alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6-lane, urban roadway: three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Landscape features, such as planted medians, street trees, and formal bicycle and pedestrian facilities, are included.

Your preference for bike paths is acknowledged, and I am pleased to inform you that several bicycle features are under consideration throughout the MD 3 corridor. As part of the Build Alternates, State Highway Administration (SHA) has included provisions for bicycles throughout the MD 3 corridor by providing either a 16-foot outside auxiliary lane or a minimum 10-foot shoulder. Where possible, to accommodate cyclists and pedestrians off of the existing roadway, an 8-foot or 10-foot wide multi-use path is also proposed.

My telephone number/toll-free number is **410-545-0400 or 1-800-206-0770**
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

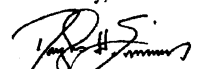
The Maryland State Highway Administration (SHA) study team is aware of the sensitivity of the Patuxent River, its associated wetland and floodplain systems, and the Jabez Branch. Both systems are noted as areas of special concern in the Draft Environmental Impact Statement (DEIS). As part of the development of the build alternates, various impact avoidance and minimization efforts are included throughout the study corridor, in an effort to reduce the impacts on the natural environment. The SHA will continue working closely with environmental and regulatory agencies to develop mitigation plans for impacts to both the Patuxent River and the Jabez Branch, if a build alternate is selected.

In regard to your concern for the displaced families and businesses, the MD 3 project team includes a right-of-way representative to assist in the relocation of all affected families and businesses. In addition, when requested, the SHA meets with property and business owners to discuss the potential effects of the project on their respective residence or business.

Approximately one year remains in the project planning phase. This project is not funded for design, right-of-way acquisition, or construction. If funding becomes available, however, the design process is expected to take approximately three years; right-of-way acquisition would require about a year and could be accomplished concurrently with design. Following the completion of that work, the construction phase could begin, if funding is identified, and would take approximately two to three years to complete.

Thank you again for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber, at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case, at 410-545-8517 or 1-800-548-5026. Either will be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,



for Neil J. Pedersen
Administrator

cc: Mr. Christopher Weber, Project Manager, SHA
Mr. Gregrory Welker, District Engineer, SHA

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 15, 2004

Mr. Christopher and Ms. Christine Kloss
1662 Albermarle Drive
Crofton MD 21114

Dear Mr. and Ms. Kloss:

Thank you for your letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for providing pedestrian bridges at all crossings of MD 3.

The State Highway Administration (SHA) recognizes bicycling and walking as important modes of transportation and addresses the needs of cyclists and pedestrians on all roadway improvement projects where it is reasonable and feasible to do so. Special consideration is being given to identify pedestrian crossing areas at Crawford/Cronson Boulevard, MD 424/Conway Road, Waugh Chapel/Riedel Road and MD 175.

Pedestrian bridges at Crawford Boulevard and Waugh Chapel Road were considered early in this study. A bridge at Crawford Boulevard over MD 3 would have several impacts including relocation of the Post Office. Elevating Waugh Chapel Road/Reidel Road over MD 3 would have similar impacts including relocation of the Fire Station. Based upon these impacts, we feel these are not prudent solutions. At this time only at-grade crossings for pedestrians and bicyclists are being considered.

The SHA study team and the environmental regulatory and resource agencies are aware of the impacts the build options have to aquatic habitat & wildlife. The sensitivity of the Jabez Branch, the Patuxent River and their associated wetland and floodplain systems are noted as an areas of special concern in the Draft Environmental Impact Statement (DEIS). As part of the development of the build alternates, various impact avoidance and minimization efforts have been evaluated and are included throughout the study corridor in an effort to reduce the impacts of the project on the natural environment. Stormwater management and sediment and erosion control plans to minimize impacts to aquatic resources will also be prepared and implemented in accordance with Maryland Department of the Environment (MDE) regulations. The SHA will continue working closely with environmental regulatory and resource agencies to develop mitigation plans for impacts to the wetlands and floodplains if a build alternate is selected.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

July 7, 2004

1662 Albermarle Drive
Crofton, MD 21114

Mr. Christopher Weber
Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore, MD 21202

Dear Mr. Weber:

We would like to submit the following comments on the Maryland Route 3 Transportation Corridor Study, Project No. AT198B11:

1. We are pleased to see the plans for accommodating pedestrian and bicycle traffic in the study and further pleased to see consideration for a Route 3 crossing at Crawford/Cronson Boulevard. The lack of safe pedestrian crossing areas adds unnecessary vehicular traffic from Crofton residents traveling to the commercial and retail properties on the west side of Route 3. We would like SHA to consider the use of pedestrian bridges for all designated crossing areas along Route 3.

2. As identified in the study, much of the proposed construction area is within wetlands or floodplains. This improvement program provides a good opportunity for the use of decentralized, or low impact development, stormwater control measures. It appears that these measures are currently in use along the Route 3 median; additional and expanded use will reduce potential impacts of additional stormwater generation.

Thank you for the consideration of these comments.

Sincerely,

Christine Kloss

Christopher Kloss

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 15, 2004

The Honorable G. Frederick Robinson
Mayor, City of Bowie
2614 Kenhill Drive
Bowie MD 20715

Dear Mayor Robinson:

Thank you for your letter to Ms. Cynthia Simpson, Deputy Director of Planning and Preliminary Engineering, regarding the MD 3 Transportation Corridor Study, from north of US 50 to south of MD 32. The State Highway Administration (SHA) appreciates the Council's support of Alternate 3 – Boulevard Concept and a grade-separated, trumpet interchange at MD 450 in Prince George's County shown as Option A in the current study.

In your letter dated June 29, 2004 you also provided a concept the City Council would like included in our study. At the request of Councilmember Dennis Brady, we have already evaluated such a modification. Introducing another grade-separated interchange at Columbian Way and Forest Drive would cost approximately $30 million, without right-of-way costs.

If Alternate 3 was selected at this location, without the Council's modification, vehicles traveling northbound on MD 3 would be required to travel to MD 450 in order to access the local road, the communities and White Marsh Park, located along the west side of MD 3. With your proposed interchange, the only benefit we can see is that the northbound access to the west side of MD 3 is more direct, for the communities. The proposed connection may provide a "cut-through" for drivers heading west on MD 450 which the SHA would not want to encourage. Due to the potential cost as well as the impacts to private properties and the environment, SHA does not support adding your suggested modifications to the study.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Thank you for your support, comments and suggestions. Once a final alternate is selected, we look forward to your assistance in working with Prince George's and Anne Arundel Counties in order to provide operational and safety improvements along the MD 3 and MD 450 intersections. If you have any additional questions or comments regarding this project, please contact the Project Manager, Mr. Christopher Weber, at 410-545-8519. He will be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen
Administrator

cc: Ms. Cynthia Simpson, Deputy Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. Christopher Weber, Project Manager, State Highway Administration
Mr. Gregory Welker, District Engineer, State Highway Administration

City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

June 29, 2004

Ms. Cynthia D. Simpson
Deputy Director
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: MD 3 Project Planning Study

Dear Ms. Simpson:

In 1991, a bi-county task force was created to develop alternatives for relieving congestion the MD 3 corridor, between US 50 and MD 32, in Anne Arundel and Prince George's Counties. In 1997, at the conclusion of the Corridor Study, the Bowie City Council and the Task Force expressed its unanimous endorsement of the MD 3 Boulevard Concept for the upgrade of the MD 3 Corridor. The project was subsequently advanced to Project Planning, where it has been under review by the MD Project Planning Focus Group since 2001.

At this time, Council wishes to re-affirm its position in support of Alternate 3, the Boulevard Concept. Council finds that this alternative provides improved traffic operation overall, in addition to providing safe access for the residents of Forest Drive and Sylvan Drive. However, the City recommends the following modifications be included to provide improved access across MD 3 at Columbian Way/Sylvan Drive (see attached):

1. Eliminate proposed right-in, right-out at Columbian Way.
2. Eliminate proposed cul-de-sac from Sylvan Drive to median residence.
3. Lower roadbed for upgraded MD 3 between existing Columbian Way connection points.
4. Connect Columbian Way to Forest Drives using bridge over MD 3.
5. Construct half diamond for access to MD 3 on south side of Columbian Way/Forest Drive bridge.
6. Install 2-way stop on service road at Forest Drive, install stop signs at Sylvan Drive and Whitemarsh Park.

Council further expresses its support for a grade separated interchange to separate MD 450 traffic from MD 3. Option A, which in Prince George's County consists of a trumpet interchange, was formerly MD 450 F Modified. The current Option A is virtually identical to the original preferred interchange, though it has been slightly modified to reduce the amount of environmental impacts. This option was previously endorsed by Council as well as unanimously endorsed by the Task Force. The MD 450 interchanges were determined at that time to have the greatest operational deficiencies of the entire corridor. For this reason, Council is urging Prince George's County to work closely with Anne Arundel County, to ensure that these intersections be given the highest priority for design and construction funding.

MAYOR G. Frederick Robinson MAYOR PRO TEM Jack D. Jenkins
COUNCIL William A. Aleshire ♦ Valerie Bennett ♦ Gail Booker Jones ♦ Dennis Brady ♦ D. Michael Lyles CITY MANAGER David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

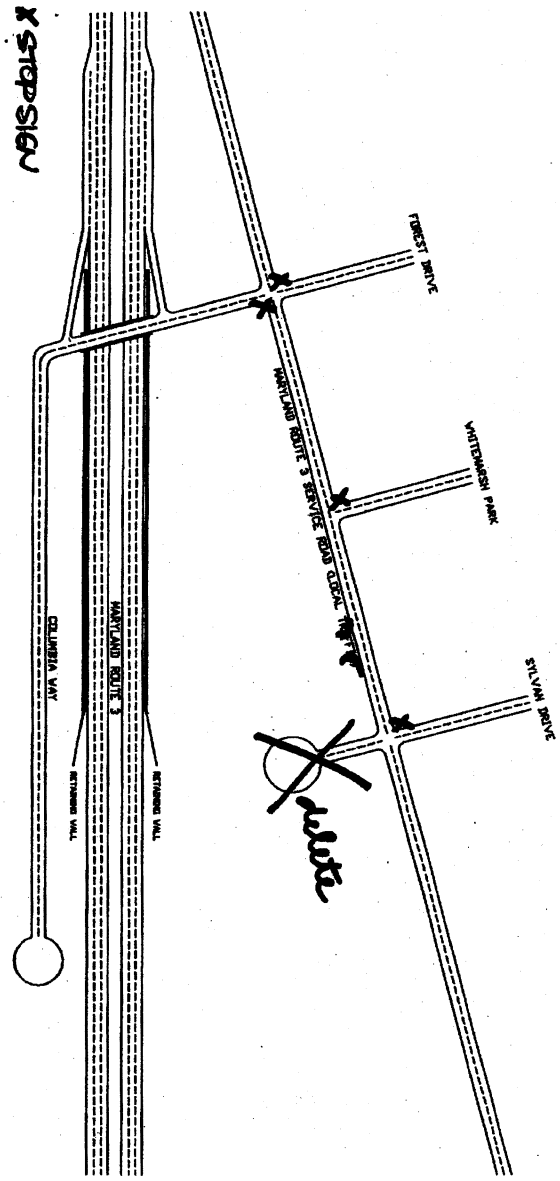
The MD 3 corridor has been the subject of attempts to improve transportation operational needs since the 1980's. Congestion in the MD 3 corridor has already reached unacceptable levels and continues to worsen. With increased traffic and congestion, vehicular and pedestrian safety in the corridor is severely compromised. The above solutions, supported by Council, will clearly bring much sought-after relief to those motorists traveling along this critical roadway.

The City appreciates the opportunity to participate in this process, and for your consideration of its recommendations.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

cc: Chris Weber, Project Manager, SHA



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 15, 2004

Ms. Carolyn Woody
752 Annapolis Road
Gambrills MD 21054

Dear Ms. Woody:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your opposition to any build options which impact either of your properties, specifically, Option B at MD 175.

Safety is a major concern in this project. One of the major concerns expressed early in the planning study was access to and from Charles Hall Road along southbound MD 3 near MD 175. Additionally, concerns were expressed about the safety associated with the current school bus stop on MD 3 at this location. The relocation of Charles Hall Road shown in Option B is being studied as a way to provide safer access than exists today. We understand your concerns about dividing your property and have noted your suggestion to provide access to Charles Hall Road residents through the Holiday Park development.

The Maryland State Highway Administration (SHA) study team is aware of the sensitivity of the Jabez Branch and has listed this resource as an area of special concern in the Draft Environmental Impact Statement (DEIS). As part of the development of the build alternates, several avoidance and minimization efforts have been introduced throughout the study corridor in an effort to avoid or minimize the impacts to the natural environment. Efforts specific to the Jabez Branch include limiting stormwater inflow, maintaining as much of the tree canopy as possible, implementing sediment and erosion control techniques, monitoring during construction and utilizing an existing culvert crossing. The SHA will continue working closely with environmental and regulatory agencies to develop mitigation plans for impacts to the Jabez Branch if a build alternate is selected.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

We appreciate your concern for the deer and other wildlife that inhabit your property. The study team and environmental and regulatory agencies also recognize the importance of wildlife habitat areas. Forested areas not only provide habitat for diverse wildlife, but also play a critical role in the improvement and maintenance of water, soil and air quality. Clearly the no build or Option A at MD 175 would impact the least amount of forested area. If a build alternate is selected, you may be reassured that forests are protected under the 1989 Maryland Reforestation Law. The law requires that transportation projects remove only the minimum number of trees and other woody species as necessary and that sensible design practices be used. Replacement of trees is required if forest impacts exceed established limits.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 12, 2004

Ms. Lyn Beiber
5000 Rochester Lane
Bowie MD 20715

Dear Ms. Beiber:

Thank you for providing both private and public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Option C at MD 450 and for the safe and efficient movement of traffic. We also appreciate your frankness about having to relocate your business due to previous road improvement projects.

The purpose of this study is to address existing traffic congestion as well as projected operational and safety deficiencies along the MD 3 corridor. Specific safety concerns relate to residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds. We share your concern about safety and hope that the proposed alternates will provide a safer more efficient MD 3.

MD 450 West currently provides the most direct connection between the Bowie area in Prince George's and the Crofton area in Anne Arundel Counties. You are correct that traffic volumes are increasing in this area and that the MD 450 intersections are becoming more congested. Based on our analysis, we anticipate a ±60% increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties

Presently, both MD 450 West and MD 450 East have a failing level of service (LOS) during the PM peak hour only. The projected traffic volumes indicate a failing LOS during both the AM and PM peak hours as well as excessive backups at these intersections with the No Build Option. Build Options A through C, however, are designed to address the traffic issues associated with the development proposed within the study area.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Some clarification needs to be made with regard to your concern about providing the boulevard effect as opposed to providing a highway. The boulevard elements are not exclusive to Alternate 3 – Boulevard Concept, but are incorporated in both roadway alternates. Boulevard features such as curb and gutter, planted medians, street trees, and formal bicycle and pedestrian facilities are included. The intersection options are offered as an alternate way of handling the traffic demand at these intersections. The interchanges will not eliminate the boulevard features from being included as a part of this project.

Finally, with respect to your comments about providing some consideration to the businesses within the community, the State Highway Administration (SHA) works to assist all affected families and businesses. To keep everyone involved, project mailings lists are maintained to notify both owners and current residents about upcoming public meetings. A website is available to track the progress of the project. Public notifications are placed in the local newpapers for all public workshops and hearings as well. In addition, when requested, the SHA meets with property and business owners to discuss the project. The MD 3 project team includes a right-of-way representative to assist with relocation issues.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 12, 2004

Mr. Scott A. Conwell
1828 Braddock Drive
Crofton MD 21114

Dear Mr. Conwell:

Thank you for your letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area.

The State Highway Administration (SHA) acknowledges your preference for Alternate 3 – Boulevard Concept with Option C at MD 450, Option A at Cronson/Crawford Boulevard, and Option C at MD 424. In addition, we understand that you would like an interchange added at MD 175 for Alternate 3. We also acknowledge your preference to eliminate traffic signals and at-grade intersections along MD 3 with the exception of Cronson/Crawford Boulevard and Johns Hopkins Road.

You have indicated that you would prefer to keep MD 3 below grade level to maintain continuity between the east and west sides of MD 3. Based on a similar suggestion from the MD 3 Focus Group, placing MD 3 below grade at interchanges was studied. Groundwater monitoring wells were placed at each major intersection. Only one location has been identified at this time, MD 3 at Waugh Chapel Road, where the groundwater elevation is low enough to allow depressing MD 3 below the side streets. A final decision on this issue may not be made until the project advances from planning into design.

We appreciate your desire to have your community aesthetically pleasing. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included as part of this project. Enhancing structures with aesthetic treatments will be reviewed as the project progresses through the remainder of planning or later in design.

In an effort to maintain the community connections east and west of MD 3, several bicycle features are under consideration throughout the MD 3 corridor. To accommodate cyclists and pedestrians off of the existing roadway, a 10-foot wide multi-use path is proposed on the east side of MD 3 from the MD 450 interchange north to the intersection of Waugh Chapel and Riedel Roads. From the intersection of Waugh Chapel and Riedel Roads north to McKnew Road, a 10-foot wide multi-use path is under consideration on the west side of MD 3. Between Crawford/Cronson Boulevard and Conway Road, an 8-foot wide multi-use path is proposed on the west side of MD 3.

My telephone number/toll-free number is _____
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With regard to your comments that the traffic data is flawed, the SHA uses standard recognized methodologies and models for collecting existing traffic data and projecting future volumes. The future traffic volumes were prepared by SHA from models developed by the Baltimore Metropolitan Council (BMC) and the Washington Council of Governments (WCOG). The BMC region includes the Baltimore Metropolitan Area and extends from Harford County to Charles County while the WCOG region includes the Washington D.C. Metropolitan Area extending into the Baltimore region. There is considerable overlap and coordination between the two models. The MD 3 study was based upon the BMC model. The raw traffic volumes were the result of actual traffic counts collected by the SHA.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

FROM THE DESK OF SCOTT A. CONWELL
1828 Braddock Drive
Crofton, Maryland 21114

17 June 2004

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Re: MD 3 Transportation Corridor Study Comments

This letter is to provide my comments on the subject Route 3 proposals. I attended both the Greater Crofton Council and Crofton Middle School presentations and had an opportunity to discuss the proposals with Brian Lange, URS Corporation, who was extremely helpful.

General Comments:

These general proposals, or at least the possibilities for these types of transportation improvements to this corridor, are drastically needed to improve safety and quality of life.

One of the main reasons for Crofton's popularity is that it offers relatively easy access to Washington DC, Baltimore City, Columbia and Annapolis. As such, Routes 3, 50 and 32 and I-97 are the most important traffic arteries for our quality of life. Commenters who fail to acknowledge the importance of these roads to our community's quality of life do us a disservice.

One MTA assessment that is understated is the traffic assumption. An enormous amount of through-traffic, dominated by commercial vehicles and long tractor-trailers, use Route 3. Because of unalterable geography, this area will always be the main way to Southern Maryland, Virginia and Washington DC, and traffic will only get worse. Someday, hopefully, there will be some sort of bypass. For the next few decades, however, the only possible improvement is to design Route 3 to get this traffic out of town as safely and quickly as possible while better integrating the road into our community. The possible designs proposed by the MTA are the best method of accomplishing this goal.

Importantly, for those of us who live here, we hope that some of the potential features with the proposals can improve the Crofton-area appearance, even serve as proud landmarks (to compliment the sole gate and pond that marks this area). Additionally, if some of my suggestions are followed, the Greater-Crofton area can expand to improve, develop and integrate the West side of Route 3 into the community (it has far more uses

than simply the location of an unpopular landfill). Currently, Route 3 absolutely divides this region.

My general design comment is that the Greater Crofton Council got it mostly correct with the comments they provided (as contrasted with the Crofton Civic Association, an organization better suited for organizing community events, not serving as activists and which, currently, does not possess leadership that represents the views of the people of this area).

From my comments with engineer Brian Lange, grading for Route 3 can go beneath the community crossing roads at three of the major intersections (Rte. 450, Rte. 424, Waugh Chapel/Reidel Rd. This feature is absolutely necessary to integrate, not divide, the community.

Generally, the Alternate 3 Boulevard concept is the most desirable.

Everywhere possible, Rte. 3 traffic lights and same grade intersections must be eliminated for safety and to get traffic out of our community (with the exceptions noted below at Crawford/Cronson Blvd and Johns Hopkins Road).

Additionally, the community can be considerably improved with the addition of a full bike path network.

Lastly, the construction materials and details must be consistent with your best designs, as in Annapolis and Towson. Only one of your pictures, the Rte. 450 Alternate 3 Option C picture, represents the type of community-improving road that we desire.

Specific Design Comments:

Route 450 – Recommended Alternate 3 Option C (with modifications):

To begin, your traffic assumptions and approach are fundamentally wrong. Traffic on Rte. 450 between Bowie and Crofton is virtually non-existent, perhaps less than 2% of the traffic volume. Most traffic on Rte. 450 is going North or South on Rte. 3 to get to either Rtes. 50 or 32 or I-97. And a relatively small amount of Crofton traffic traveling west decides to go North on Rte. 3 because most residents going North use Route 424 or Reidel Road. Similarly, Bowie traffic traveling to Annapolis almost never uses Route 450, but instead utilizes Route 50. And little development is occurring in this area in the future to appreciably increase the traffic volume on Route 450 in Crofton and Crownsville. In fact, the Crofton small area plan ensures that the Rte 450 will remain a single lane road.

Despite the flawed traffic assumptions above, your Alternate 3, Option C design as depicted in the drawing is a tremendous design that would improve our community. As mentioned, however, the option is somewhat over-designed because of some of the faulty

traffic assumptions. This option could be implemented without eliminated Jaspers' restaurant, which is somewhat of a community landmark.

Crawford/Cronson Blvd - Recommended Alternate 3 Option A:

A proposed grade separated design would destroy the current Crofton historical landmark gate and pond. An elevated Rte. 3 is not desirable for aesthetics and noise.

Route 424 – Recommended Alternate 3 Option C (with modifications):

If Rte 424 were elevated above Rte 3 (and Rte. 3 sunk as low as the water tables permit), this would considerably improve the community. It would also permit the West side of Rte. 3 to integrate with the community. This may be extremely important because the long-sought Crofton High School may someday be located in this western area (the location near Crofton Middle School is inconsistent with educational design standards locating Middle and High schools adjacent to each other and that location would destroy needed athletic fields). The design change needed here is to incorporate bike and walking paths with the Rte. 424 bridge over Rte. 3.

Waugh Chapel/Reidel Rd. – Recommended Alternate 3 New Option:

Waugh Chapel/Reidel Rd. should be elevated over Rte. 3 since Rte. 3 can be sunk by 717 feet in this location. The Greater Crofton Council, which has a large amount of input from people and businesses in this area, proposed viable and desirable changes. This would also improve sound levels in the adjacent Crofton Farms townhouse community.

This option offers a way to eliminate this traffic-clogged eye-sore of an intersection (which at Crofton Middle School one politician who shall remain nameless actually held up as his ideal example!? – we should send him to try to cross it on foot some time).

Route 175 – Recommended Alternate 3:

As in your Route 450 traffic analysis, your traffic assumptions may be wrong here, causing an over-design of some aspects. My only current comment is that grade separation of some sort is required to remove all traffic lights in this area going North and South on Route 3 to get traffic going at this intersection. This intersection causes the worst traffic jams, especially going North, in the study region.

Sincerely,

Scott A. Conwell

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 9, 2004

Mr. Salvatore Guaragna
Crofton Station Amoco
1156 Route 3 North
Gambrills MD 21054

Dear Mr. Guaragna:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views.

The purpose of this study is to address existing traffic congestion as well as projected operational and safety deficiencies along the MD 3 corridor. Based on our analysis, we anticipate a ±60% increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties.

You are correct in that the traffic studies over the years have produced consistent results with regard to percentages of through and local traffic. Two separate, independent "origin and destination" (O/D) studies have shown that approximately 70% of the traffic along the MD 3 study corridor is local; beginning or ending within the study area.

The No-Build traffic condition represents what would happen if development continued but no improvements were made. In addition, analysis shows that, if we only provide three through lanes in each direction and/or extend timing on the signals, the operating conditions for this corridor would fail and create gridlocked conditions sooner than our 2025 design year. The build alternates, however, are designed to address the traffic issues associated with the development proposed within the corridor.

Approximately 1 year remains in the Project Planning phase of project development. During that time, a series of team and agency meetings will be held to select an alternate. You are also correct that the cost of the project is a significant factor in deciding which alternate will ultimately be selected. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternates which are to be carried forward in the next stage.

The current posted speed limit of MD 3 is 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The posted speed for any of the build alternates will be reduced to 45 miles per hour within the project limits.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 8, 2004

Ms. Tina Sewell
1724 Sir Walter Drive
Millersville MD 21108

Dear Ms. Sewell:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns about Option B at MD 175 and Alternate 5 Modified – Dualization Concept.

We hope that our earlier response to your written comments addressed your concerns. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

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Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 8, 2004

Mr. Mike Ingle
2409 Dalebrook Court
Gambrills MD 21054

Dear Mr. Ingle:

Thank you for providing both private and public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1 – No Build.

Five roadway alternates were presented at the November 7, 2002 Alternates Public Workshop. The roadway alternates under consideration were Alternate 1 (No Build), Alternate 2 Transportation System Management /Transportation Demand Management (TSM/TDM), Alternate 3 (Boulevard), Alternate 4 (Mainline Improvements), and Alternate 5 (Modified Boulevard). In addition to those roadway alternates, Alternate 6 (Additional Interchange Options) was also presented. Three of the six alternates were not recommended for detailed study.

Alternate 2 included relatively low-cost improvements consisting of minor construction and operational enhancements such as access management and/or consolidation, the addition of auxiliary lanes, minor intersection improvements, and signal optimization measures. Alternate 2 did not provide significant operational improvements as a stand alone alternate and so the improvements were incorporated into the retained alternates. Alternate 4 was dropped from further study because it did not meet the Purpose and Need of the study. Alternate 6 was dropped from further consideration due to poor operational characteristics or lack of improvement in traffic operations as compared to other similar alternates. A discussion of each of these alternates is available in the Draft Environmental Impact Statement (DEIS).

Alternate 1 – No Build was retained for detailed study and is discussed in both the Public Hearing brochure and the DEIS. With regard to your suggestion to display the No-Build option at Public Hearings, we are considering adding it to our displays for future public meetings.

My telephone number/toll-free number is _____
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Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

not appear to outweigh the potential risk. Build options 3B and 5B each involve the construction of a bridge crossing the Left Fork of the Jabez Branch. This crossing would result in the following potential impacts to the Jabez Branch:

1. Alteration of existing drainage and stormwater runoff patterns with increased erosion and sedimentation.
2. Reduction of forest canopy resulting in fragmentation of woodland habitat and potential increase in thermal pollution of the Jabez Branch.
3. Reduction of water quality of the Left Fork of Jabez Branch resulting from disruption to the delicate hydrology, compacting of soils, increased runoff of pollutants, and disturbance to underground springs.

In addition, the Commission believes that any of the options proposed under build Alternative 5 pose a potential risk to the Jabez Branch. This conclusion is a consequence of the realignment of the northbound lanes of Rt. 3 so that they are adjacent to the current southbound lanes. The Commission believes that such a realignment would result in increased erosion and sediment flow into the Left Fork of the Jabez Branch.

Therefore it is our conclusion that Alternative 3, Option A represents the most viable and least disruptive solution for the intersection of MD Rt. 3 and MD Rt. 175. Exercising this option will provide for improved traffic flow at the intersection while maintaining the fragile and unique resource of the Jabez Branch.

The Severn River Commission has enjoyed working with you to insure that the upgrade to MD Rt. 3 represents the diverse interests of all parties. If you have any questions or comments, please feel free to contact us.

Very truly yours,

Lina Vlavianos

Lina Vlavianos, Chair
Severn River Commission

cc: Robert Miller
Edward Reilly
Bill Burlison
David Boschert
Janet Greenip

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 8, 2004

Ms. Mialisa Gluckert
1526 Fallstone Lane
Crofton MD 21114

Dear Ms. Gluckert:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to share your views about providing three through lanes in each direction and adjusting traffic signal timing.

Currently, there are two segments of roadway along MD 3 within the corridor where only two through lanes are provided; MD 3 south of MD 450 and MD 3 north of St. Stephen's Church Road. Both Alternate 3 and Alternate 5 Modified address this lane-drop issue by providing three through lanes in each direction along the entire corridor.

The State Highway Administration (SHA) has no legal basis to eliminate or restrict truck traffic from a state highway. The SHA can only enact truck restrictions on routes where there is a weight limitation, usually for a bridge. Weight limitations do not exist along this section of MD 3. Although it may be frustrating for local traffic to share the road with through vehicles, SHA is not in the position to restrict the use of MD 3 and prohibit through trucks. The best we can do is to suggest through truck traffic remain on I-97 and US 50.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 8, 2004

Mr. Abdul Khokhar
7110 Crain Highway
Bowie MD 20715

Dear Mr. Khokhar:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1 – No Build.

We appreciate your suggestion for an alternate across the forested open land west of MD 450. The State Highway Administration (SHA) did study an alternate through this area, but it was dropped from further consideration due to extensive impacts. The MD 450 Direct Connect Alternate is documented in Section II of the Draft Environmental Impact Statement (DEIS). It would require a new structure crossing near where the Patuxent and Little Patuxent Rivers meet. This would cause extensive environmental impacts to the floodplains, wetlands, and forested areas. In addition, direct impacts to the Bel Air Landfill and related hazardous material concerns led to the elimination of this alternate.

If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 8, 2004

Mr. Joseph Leahy
1482 Carlyle Court
Corfton MD 21114

Dear Mr. Leahy:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to provide us with the order of your preferences for the alternates along with the various intersection improvements.

A noise analysis was performed in compliance with Federal Highway Administration (FHWA) and State Highway Administration (SHA) methodologies. The results of the noise analysis indicate that, while noise levels would reach or exceed our impact threshold of 66 decibels (dBA), none of the design options would result in a substantial increase in noise, when compared to the no-build option. SHA Policy indicates that there must be a minimum of a 3-decibel increase in noise resulting from construction of the project. There is a provision to consider any increase in noise if future noise levels exceed 72 decibels; however, the area in which you live would not experience that level of noise impact. Therefore, we cannot consider noise barriers for the area.

It should also be noted that noise barriers are most effective for homes that are directly adjacent to them. The fact that the homes on Carlyle Court are situated 350 to over 500 feet from MD 3 would tend to limit the potential effectiveness on any barrier located adjacent to or within the proposed highway right-of–way.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Mr. Joseph Leahy
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Ms. Karen Arnold, SHA Project Planning Division
Mr. Ken Polcak, SHA Noise Abatement Team

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME JOE LEAHY **DATE**

ADDRESS

CITY **STATE** **ZIP**

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

My preference is alternative 1 - No Build, then 3 - Boulevard Concept, then 5 - Dualization Concept. All of these alternatives should include a concrete sound barrier wall* like the 50/197 interchange has. I live in the Crosson/Crofton Blvd area and traffic noise from alt 3 limits use of outdoors for recreational activity - too noisy!!
For alt 3 - 450 exchange - Option C, Crosson/Crofton Road - Option A
MD424 - option A, Waugh Chapel - Option A
For alt 5 - 450 exchange Option A, Crosson/Crofton - Option A
MD424 - Option B, Waugh Chapel option A
* the wall would be on the east side of the MD3 - all lanes in the Crosson/Crofton exchange area - expanding if possible to include 450 exchange.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 8, 2004

Mr. Steve Grimaud
President, Crofton Civic Association
1576 Crofton Parkway
Crofton MD 21114

Dear Mr. Grimaud:

Thank you for providing public testimony representing the views of the Crofton Civic Association (CCA) at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your community's preference for Alternate 3 – Boulevard Concept as well as your opposition to Alternate 5 Modified and the grade separated interchanges.

We hope that our earlier response to your written comments addressed your concerns. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

ROUTE THREE MEDIAN PROPERTY OWNERS
C/O Harry Sinclair, Jr.
1371 Odenton Road
Odenton, Maryland, 21113

July 8, 2004

Deputy Director
Office of Planning and Preliminary Engineering Mail stop C-301
Maryland State Highway administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Project No. AT198B11 MD 3 Project

Dear Ms. Simpson:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the MD 3 Project Study for the section North of US 50 in Prince George's County to South of MD 32 in Anne Arundel County (AAC).

This project should continue through the planning and design phases into actual construction and completion. The No Build opposition is not realistic and is an unacceptable course of action. Something must be done, now. The SHA must take the lead, and not allow the residents from Crofton the opportunity to derail an essentially fifty year old plan, that was originally designed to be part of the strategic interstate highway system.

Both the Crofton Small Area Plan and the Odenton Small Area Plan strongly recommend the continued evaluation and successful implementation of the boulevard concept. This concept represents the most efficient, effective and least costly of all of the alternatives. Most taxpayers continue to support minimizing the capital expenditures for this urgently needed project.

The roadway within AAC should be composed of a minimum of a six-lane divided roadway that is designed to facilitate safe access to adjacent commercial parcels and controlled access and egress to residential parcels to and from the roadway. Also, rather than constructing the highway on a ridge line i.e. up in the air, which by design projects a higher level of traffic noise. Recommend construction be at or below grade to reduce noise and abate the noise level. The SHA has indicated, the lower the highway is constructed the least amount of noise is projected. The typical section should be designed much like the recent upgrade of Ritchie Highway MD 2 see attachment 1. I believe Maryland Route 2 is an excellent model highway project and should be the blue print for current and future planning and ultimate design initiatives. The Route 2 upgrade

07/06/2004 21:15 4109900149 GMAC DON GURNEY ANNO PAGE 01

is an enormous success story with a very small price tag. It was effectively and efficiency designed with minimal environmental impact and little disruption of the daily traffic operations.

Based on my limited environmental knowledge and expertise, it appears Alternate 3 Option A will have the least overall impact among all of the alternates presented. Due to the enormous environmental impact caused with the planned construction of Alternate 5 Modified w/Option A and B, this course of action should be trashed canned.

This project must move forward without hesitation. The SHA can not allow special interest groups to derail, or slow up the process. The SHA must make it happen. It is critical that the SHA takes charge and make this proposed project happen now. There are no excuses for this current proposed project to fail again.

Again, thank you for the opportunity to review and provide comments on this proposal. If you should have any questions, please feel free to contact me at office 410 990-0800, or email: sinclaih@hotmail.com.

Sincerely,

Harry Sinclair, Jr.
FOR THE ROUTE THREE PROPERTY OWNERS

Attachment: as

SHA State Highway Administration

We'd Like Your Feedback

To help us improve our public involvement program, we would appreciate your comments on tonight's meeting.

How did you find out about our meeting? ☒ Mailing ☐ Website ☒ Newspaper (which?) _____ ☐ Other

	Poor			Excellent
Overall, was the meeting useful and informative?	(1)	2	3	4
Was the staff courteous, knowledgeable and professional?	1	2	3	(4)
Were the displays & maps easily understood and informative?	1	2	3	(4)
(If applicable) Did the slide show/video provide a useful overview of the project and process?	(1)	2	3	4
(If applicable) Did the "visualization" techniques make the proposed alternatives easier to understand? Examples: artistic sketches, computer - generated renderings, 3-D models, animated video, etc.	1	2	3	(4)
Was the meeting held in a convenient location?	1	2	3	(4)
Was the building and parking appropriate for the meeting?	1	2	3	(4)

Do you have any additional suggestions to improve our public meetings? If you have comments about the study, please use the form in the project brochure.

Too much detail!! Information was to overwhelming to really understand. The brochure provided all the info needed & required to figure it out. It's about time! Let's hear the people out & ~~we~~ well go away. They

Ann Clapp

MD 3 Transportation Corridor Study (AT198B11) 5-20-04

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 6, 2004

Ms. Jennifer Ingle
Ocean Petroleum
P.O. Box 129
Newark MD 21841

Dear Ms. Ingle:

Thank you for providing both private and public testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your opposition to business displacements and your preference for Alternate 1 – No Build.

We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns. We hope to reduce the total number of displacements during the remainder of the planning process and again later in design.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

July 1, 2004

Mr. Michael Clark
Ms. Heather Clark
1680 Patrice Circle
Crofton MD 21114

Dear Mr. and Ms. Clark:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to express your concerns about the need for noise abatement along MD 3 in the Crofton Woods area.

For communities adversely impacted by noise from state maintained highways, the Maryland State Highway Administration (SHA) provides guidelines for the evaluation of sound barriers. There are two categories of sound barrier criteria. The Type I sound barrier criteria is for new construction or reconstruction of a state highway and the Type II sound barrier criteria is for existing highways. A pamphlet containing information on the SHA's sound barrier guidelines has been enclosed for your information.

Please be advised that existing communities adjacent to a highway which is not fully access controlled are not eligible for noise abatement based on the SHA's Type II criteria. MD 3 is not fully access controlled; therefore, your community would not be eligible for noise abatement at this time.

However, the community of Crofton Woods (designated as noise sensitive area (NSA) 6 in our study) has been found to warrant further consideration of noise abatement under the Type I criteria if a build alternate is selected. Depending upon the options selected for the highway project, a more detailed evaluation of the benefits and costs associated with a noise barrier will be undertaken.

As part of the design engineering process, informational meetings may be held to obtain community concurrence to have a noise barrier built. According to SHA's Sound Barrier Policy at least 75% of the affected residents must approve of the construction of a noise barrier. In addition, details of any proposed barrier design would be presented and community input sought.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Mr. Michael Clark
Ms. Heather Clark
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

Enclosure
cc: File (w/incoming)
Ms. Karen Arnold, SHA Project Planning Division
Mr. Ken Polcak, SHA Noise Abatement Team

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Michael + Heather Clark DATE 5/20/04
ADDRESS 1680 Patrice Circle
CITY Crofton STATE MD ZIP 21114

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

The intersection of 450 + Rte. 3 is right behind our house. We desperately need a sound wall along Rte. 3 at this location as soon as possible. Even if no other improvements are made to the Rte. 3 corridor, a soundwall from 450 north on Rte. 3 is a necessity for the residents of Crofton Woods

☐ Please add my/our name(s) to the Mailing List.
☐ Please delete my/our name(s) from the Mailing List.
* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 1, 2004

Mr. Faisal Shahzad
7110 Crain Highway
Bowie MD 20715

Dear Mr. Shahzad:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1 – No Build.

We hope that our response to your written comments addressed your concerns. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 1, 2004

Mr. Charles Jerman
766 MD Route 3 North
Gambrills MD 21054

Dear Mr. Jerman:

Thank you for providing private testimony at the MD 3 Transportation Corridor Study Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to share your concerns about the right-of-way impacts to your business.

The State Highway Administration (SHA) met with you on May 11, 2004 to discuss the impacts that Alternate 3 – Boulevard Concept would have to your property. Alternate 3 shows your business as a potential displacement. Throughout the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Refinements will continue to be made to the proposed alternates as we address citizens concerns.

The next step in our study process is to recommended and select an alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate which are to be carried forward to the next stage.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction.

The MD 3 project team includes a right-of-way representative to assist all affected families and businesses. Please let us know if you would like to arrange another meeting with the SHA to discuss the potential effects of the project to your business. At this time, however, we cannot determine exactly what will happen to your property without a final selected alternate.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 29, 2004

Mr. Mike Schutt
1023 Carbondale Way
Gambrills MD 21054

Dear Mr. Schutt:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for keeping Waugh Chapel/Riedel Roads at their current level and lowering MD 3. We have noted your request for improving the pedestrian crossing at Waugh Chapel/Riedel Road and minimizing impacts to the environment.

The State Highway Administration (SHA) analyzed the noise anticipated from each proposed improvement option. The results of the analyses indicate that future noise levels will not reach or exceed the impact threshold level of 66 decibels (dBA) in the Crofton Farms community under any of the proposed build options. In fact, Options B and C in which the mainline roadway of MD 3 is raised to pass over Waugh Chapel Road yield noise levels 1-3 dBA lower compared to Option A. This is due primarily to the fact that under Options B and C, the northbound roadway in the vicinity of Waugh Chapel Road will be shifted away from the community. The fact that the roadway is proposed to be raised is offset by the increased distance created by the northbound shift in alignment.

The SHA recognizes bicycling and walking as important modes of transportation and addresses the needs of cyclists and pedestrians on all roadway improvement projects where it is reasonable and feasible to do so. Waugh Chapel/Riedel Road is one of the areas identified for providing a safe pedestrian crossing area.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Mr. Ken Polcak, SHA Noise Abatement Team

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME MIKE SCHUTT DATE 05/20/04

ADDRESS 1023 CARBONDALE WAY

CITY GAMBRILLS STATE MD ZIP 21054

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

INTERSECTION OF ROUTE 3 + RIEDELL + WAUGH CHAPEL

I AM IN FAVOR OF LOWERING ROUTE 3 AND KEEPING WAUGH CHAPEL + RIEDELL AT THEIR CURRENT LEVEL. AS A TOWNHOME RESIDENT IN CROFTON FARMS I AM CONCERNED ABOUT THE AMOUNT OF NOISE A RAISED HIGHWAY AT THIS INTERSECTION WOULD CREATE. I AM RECOMMENDING AN IMPROVED PEDESTRIAL CROSSING AT THIS INTERSECTION AS WELL. MAKING IT EASY FOR RESIDENTS OF CROFTON FARMS TO WALK TO THE SHOPPING CENTER WOULD REDUCE TRAFFIC + POLLUTION.

IN THE WHOLE PROJECT I WOULD LIKE TO SEE AS LITTLE IMPACT TO THE ENVIRONMENT AS POSSIBLE.

THANKS

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 28, 2004

Mr. Edwin F. Dosek, Vice-President
Greater Crofton Growth Management Commission, Inc.
1566 Farlow Avenue
Crofton MD 21114

Dear Mr. Dosek:

Thank you for your recent letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate the Greater Crofton Growth Management Commission taking the time to inform us of its preference for the MD 3 Boulevard Concept as concurred upon by the MD 3 Task Force and its concern surrounding grade separated interchanges.

Please note that Alternate 3 with intersection Option A is similar to the MD 3 Task Force's concurred upon alternate. Minor revisions have been made due to more detailed engineering and development within the study area since the mid-90's. In Anne Arundel County, Alternate 3 - Option A provides for only one grade separated interchange at MD 424. This is consistent with the MD 3 Task Force's final report dated March 1998.

You'll be pleased to know that the boulevard features are included in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included.

In Prince George's County from north of US 50 to MD 450, Alternate 3 and Alternate 5 Modified are on different alignments. As part of Alternate 3, southbound MD 3 would be relocated to the east side of the existing median. Existing southbound MD 3 would be converted to a two-way service road. Access to southbound MD 3 would be provided as a right-in/right-out movement at Forest Drive. No median breaks for cross-over or left-turn movements are provided between southbound MD 3 and northbound MD 3 in this area.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Included as part of Alternate 5 Modified, the existing alignment of MD 3 would be maintained as well as the existing median crossovers. The suggestion to place signals along this segment of MD 3 has been investigated. There are different criteria called "signal warrants" that determine whether a signal should be placed at a particular intersection. The major warrants include minimum vehicular volumes, pedestrian volumes, or safety concerns. The intersections on MD 3 that currently are not signalized do not meet these warrants. Safety problems and unnecessary delays could occur if we add a signal at an intersection where the warrants are not met.

Similarly, in the area between MD 450 and Cronson Boulevard/Crawford Boulevard, there are no intersections and only a single one-way south to north median turn-around. The addition of new traffic signals is not warranted in this area.

The current functional classification of MD 3 is a major arterial with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain a major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour within the project limits. The result is not to create a high capacity link between US 50 and I-97.

Two separate, independent "origin and destination" (O/D) studies have shown that approximately 70% of the traffic along the MD 3 study corridor is local; beginning or ending within the study area. Based on our analysis, we anticipate a ±60% increase in traffic by the year 2025. This increase will be due to additional development and rezoning according to data that was provided by Anne Arundel and Prince George's Counties, not additional through traffic using the MD 3 corridor.

On Pages I-3 to I-11 of the Draft Environmental Impact Statement (DEIS), a summary of the traffic analysis and tables detailing the existing conditions and the 2025 No-Build conditions have been provided. The No-Build traffic condition represents what would happen if development continued but no improvements were made. With this in mind, if only three through lanes are provided in each direction and/or signal timing extended, the operating conditions for this corridor would fail and create gridlocked conditions would occur sooner than the 2025 design year.

As to widening I-97 to 6 lanes (three lanes in each direction) to reduce traffic on MD 3, State Highway Administration's (SHA) Travel Forcasting Section determined that adding capacity (an extra lane in each direction) to I-97 would not have a noticeable effect on the MD 3 volumes as only a small portion of the traffic on MD 3 is thru traffic from I-97. The majority of the traffic on MD 3 is generated locally, within the study area, as was documented by two O/D studies.

With regard to a western bypass, the SHA and the former MD 3 Task Force did consider such an option. The Task Force Report stated that even with a western bypass, MD 175, Waugh Chapel, MD 424 and Cronson/Crawford would still operate at a LOS F. The Task Force, which disbanded in March 1998, reached consensus on a concept for upgrading the existing corridor, but did not reach consensus on a bypass option after five years of study. At the urging of state and local elected officials, SHA initiated the current project planning study in July 2001 to re-examine MD 3 and identify non-interstate ways to improve MD 3. Due to significant environmental and community issues, and in keeping with the goal of this study, bypass options are not being considered.

The SHA acknowledges that the Crofton Small Area Plan contains a recommendation to "Reserve option for a western bypass by preserving the right of way for the State Highway Administration's selected alignment ..." However, an alignment was never placed on the Anne Arundel County's General Development Plan or the Small Area Plans and therefore, the right-of-way does not currently exist.

To address existing traffic congestion as well as projected operational and safety deficiencies along MD 3, interchange options were studied. The Build scenarios show the shift in travel patterns for each interchange option of the roadway build alternates. The change in distribution of the traffic would result in a variation in the Level-of-Service (LOS) between each of the options but would not change the volume of the traffic traveling through the corridor. The traffic forecast data for the interchange options was presented at the Alternates Public Work Shop in November of 2002 and is enclosed for your information.

As to your concern about an increasingly less safe roadway because of the mix of interchanges with signalized intersections, the goal of this project is to address operational and safety issues. As this project progresses through the Highway Development Process, the alternates will continue to be reviewed for safety issues and compliance with the latest SHA design standards.

The SHA also recognizes bicycling and walking as important modes of transportation. In an effort to maintain the community connections east and west of MD 3, several bicycle and pedestrian features such as multi-use paths and sidewalks have been developed. Throughout the planning and design processes, special consideration will continue to be given to bicycle and pedestrian access to Whitemarsh Park as well as the crossings at Crawford/Cronson Boulevard, MD 424/Conway Road, Waugh Chapel/Riedel Road and MD 175.

The SHA study team and the environmental regulatory and resource agencies are aware of the impacts the build options at MD 450 have to the wetlands. The sensitivity of the Patuxent River and its associated wetland and floodplain systems are noted as an area of special concern in the DEIS. As part of the development of the build alternates, various impact avoidance and minimization efforts have been evaluated and are included throughout the study corridor in an effort to reduce the impacts of the project on the natural environment. Efforts specific to the Patuxent River systems include steeper slopes, retaining walls and a longer bridge to minimize impacts, and developing alternates east of existing MD 3 to avoid impacts to the confluence of the Patuxent and the Little Patuxent Rivers. These design considerations were requested by the environmental regulatory and resource management agencies during the initial field/office visit for the project. Direct impacts to the Patuxent River and its tributaries, and wetlands and floodplain systems are broken down by roadway segment. In addition, the increase in impervious surface by roadway segment and watershed that would result from each of the build alternates has been calculated. This data allows comparison between the alternates on the project area level and the watershed level, so that the best course of action may be selected. The SHA will continue working closely with environmental regulatory and resource agencies to develop mitigation plans for impacts to the Patuxent River system if a build alternate is selected.

The SHA understands your concern that additional noise and air pollution could be generated by the build alternates. A Noise analysis was performed in compliance with FHWA and SHA methodologies. The existing noise level and the projected levels for each alternate was compared to the Federal Highway Administration criteria and the Sound Barrier Policy to determine if noise abatement is warranted. Air quality analyses for each of the alternates were performed. No violations of the applicable State and National Ambient Air Quality Standards (S/NAAQS) were identified. The Public Hearing Brochure provides a summary of the findings for both noise and air quality. More detailed information of the analysis is provided in the DEIS.

MD 3 between US 50 and MD 32 is approximately 9 miles in length. The land use character along the corridor is diverse and serves the needs of several different communities. Keeping that in mind, the build alternates were segmented, so that a mix and match of alternates and options can be used to establish the solution that best fits the needs of surrounding communities, while addressing the growing transportation needs. The Public Hearing brochure summarizes information provided in the DEIS. Pages eleven through thirteen of the brochure summarize the construction costs and environmental impacts by alternate, option and segment. Therefore, the total costs and impacts for the possible combinations are available by simply adding up the different segments. As stated previously, Alternate 3 - Option A is the MD 3 Task Force's concurred upon alternate; therefore, the total costs and impacts for this are detailed in the brochure.

Following the Public Hearing comment period and a series of team and agency meetings, a decision on the selected alternate will be made by the State Highway Administrator. Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction. However, if a Build Alternate is selected, and if funding becomes available the Design process is expected to take approximately three (3) years and Right-of-Way Acquisition would require about a year and could be done concurrently with Design. Following that, the Construction phase could begin.

The Construction phase for most projects lasts approximately two to three years. At this point in time, no decisions have been made as to whether the project will be constructed all at once or in segments. The MD 3 corridor was planned to allow for flexibility in the order of construction. If MD 3 is constructed in segments; only sections of the corridor would be directly affected during the construction period. SHA will continue work with the residents and businesses to minimize impacts during construction to the community and the environment.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

Enclosure
cc: File (w/incoming)
Ms. Donna Buscemi

Greater Crofton Growth Management Commission, Inc.
Crofton Maryland

May 20, 2004

Mr. Christopher Weber, Project Manager
Project Planning Division
State Highway Administration
707 N. Calvert Street,
Baltimore, Maryland 21202

This is in response to your invitation to comment on the MD 3 Project Planning Study, Project No. A198B11, the roadway from north of US 50 to south of MD 32, in Prince Georges and Anne Arundel Counties, Maryland. It is important to note at the outset that this stretch of roadway, just short of 9 and one half miles long, is composed of sections that are totally diverse and therefore ought not be considered similarly.

The section of roadway from route 50 to route 450, all in Prince Georges County, is a four lane highway with two cross roadways, with residential Sherwood Manor adjacent thereto, and with a significant median separating the northbound and southbound lanes. It feeds into a highway that is three lanes northbound and accepts three lanes of traffic from the north. In short, it offers a speedway for northbound traffic and presents a bottleneck for southbound traffic. This stretch of roadway needs to be changed to correspond to Route 3, i.e., to have three lanes in each direction between route 50 and route 450. A traffic light is desirable at Forest Drive to accommodate both Whitremarsh Park on the west and the Knights of Columbus on the east, and/or at Sylvan Drive. The Project Planning Study fails to address this deficiency.

We support the complete and speedy implementation of the Route 3 Boulevard Concept as originally proposed to the Task Force by Mr. Neil Peterson of the SHA. This concept was adopted by the Crofton Small Area Planning Committee, approved by the County Council of Anne Arundel County and made a part of the General Development Plan for Anne Arundel County.

The Route 3 Task Force, which met for planning purposes for nearly five years, considered a Western By-Pass alternative to Route 3. Although it was not included in the final Task Force recommendation, it was forwarded to SHA for further consideration. Nevertheless, the Crofton Small Area Plan, as adopted by the AA County Council and which became a part of the General Development Plan for AA County, includes the Western By-Pass recommendation and further recommends that the state acquire the Rights of Way necessary for its' construction.

Incidentally, the necessary Rights of Way were offered to the SHA by the landowners at the time the Route 3 Task Force recommendations were made. ***They were offered at no cost***, but were not accepted!! And it needs to be stated here that the issue of a Western By-Pass alternative was not a part of this Project Study even though the construction of such a By-Pass would solve all of the intersection problems in the Study Area. At the time of consideration of a western By-Pass of Route 3, it was estimated that the cost of construction would be considerably less than the construction of the proposed intersection interchanges - in the neighborhood of one third of the cost!!

But at this stage of the consideration of what ought to be done to address the safety, operational and capacity problems for MD Route 3, here is what we support:

- The complete and speedy implementation of the Route 3 Boulevard Concept as originally proposed in the Route 3 Task Force Recommendation and adopted in the Crofton Small Area Plan and the Anne Arundel County General Development Plan. If done, SHA would construct a 6 lane urban boulevard beginning at the Anne Arundel County line and continuing north through Waugh Chapel Road, with narrow lanes (11 feet in width), increased intersection capacity, longitudinal pedestrian/bicycle facilities, curbs/gutters and treescapes.

- The communities of Bowie, Crofton and Odenton, in close cooperation with SHA, spent several years in the 1990's building a consensus, as part of the Md 3 Task Force, of which Mr. Robert Scott and Mr. Edwin Dosek of this Commission were originating members, that the Boulevard Concept, a low speed urban arterial with no interchanges and one possible grade separation (northbound MD 3 elevated over MD 424), would be the vision for the future for MD 3.

- The communities that are impacted desire near term and affordable improvements to MD 3 that result in minimal impact to the community and the natural environment. It is estimated that to build the interchanges that SHA proposes at 450, at Cronson/Crawford, at MD 3/424 and at Waugh Chapel/Reidel Road, ***the cost is conservatively estimated to be one-half billion dollars*** ($500,000,000.00) and would take ten years to construct. A cost-benefit analysis fails miserably, and the impact on the community socio/economic environment during an estimated 10 year year long construction would be catastrophic.

- At-grade intersection solutions (rather than interchanges) such as additional turn lanes, limited application of additional auxiliary through lanes, longer turn and receiving lanes, and additional side street approach lanes, all designed to give the mainline of MD 3 more green time

- The addition of new traffic signals between 450 & Cronson/Crawford, and between Cronson/Crawford & 450/3, and further where and when warranted to facilitate safer pedestrian/bike crossing movements; and synchronize signals to encourage moving traffic unimpeded on MD 3 at speeds of no greater than 45 MPH.

- Safe pedestrian/bicycle movements crossing MD 3 should be accommodated wherever justified, but at a minimum at Whitemarsh Park, the west side commercial area around the Crofton Post Office, and the Village of Waugh Chapel. Grade separations may be necessary if the movements cannot be safely made at-grade.

- To keep speed at a minimum, continuous turn lanes need to be kept to a minimum and placed only where there exists continuous commercial entrances. Otherwise, these lanes will be used as additional speed lanes.

- Curb cuts should be the norm for residential and more isolated minor commercial entrances.

- No open shoulders should be built!! Build the roadway as a closed section to keep speed at a minimum. The boulevard approach is the overwhelming community recommendation.

- To better accommodate the needs of commercial north/south through traffic and discourage use of MD 3, I-97 needs to be widened as soon as possible from 4 to 6 lanes, from US 50/301 to MD 32. Interestingly, the cost savings by not constructing interchanges on MD 3 would more than cover the construction cost of such improvement of I-97.

- ***For the third time in 20 years. After twice bring rejected by the community***, SHA is attempting to remedy transportation problems by changing the functional class of MD 3 from a major arterial to an expressway-like function along the existing mainline alignment of this highway. This change to Crofton's "Main Street" creates socioeconomic impacts to the residential and commercial communities in the form of greater noise and air pollution due to the elevated sections and higher speeds, lost business at 450 (the elimination of Jaspers because of the 450 interchange), reduced commercial access at interchange areas, greater use of local streets for short trips, etc. More traffic problems would be created than solved.

- The introduction of interchanges will increase speeds and will attract additional through traffic with a net result of an increasingly less safe roadway. **(If you build it, they will come!!)** The mix of faster mainline traffic, traffic merging from the ramps and traffic queues at dead stop at signals could be disastrous. (Perhaps this is why there is no such highway like this in America today.)

- The interchange option at MD 450 significantly impacts the natural environment in the form of affected wetlands.

- Why does the hearing brochure only compare the no-build alternative to the options with interchanges? The stand-alone Alternative 3 (Boulevard Option) has no traffic, cost or impacts published. Why?

- Why does the hearing brochure not publish the traffic forecast for the interchange options? Is it because SHA does not want to publicize the increase in traffic that the interchanges would accommodate? **(If you build it, increased traffic will come.)**

Accordingly, the attached Memorandum of Agreement was prepared and signed by authorized representatives of the organizations they represent. It is being submitted for your consideration. Please note that it is also being submitted for the record. The Greater Crofton Growth Management Commission, Inc. Requests acknowledgment of receipt and recordation of this submission.

Respectfully submitted.

Edwin F. Dosek, Vice-President
GREATER CROFTON GROWTH MANAGEMENT
COMMISSION, Incorporated
1566 Farlow Avenue
Crofton, Maryland, 21114

Two Attachments - Memorandum of Agreement
MD 3 Subcommittee Report

Greater Crofton Growth Management Commission, Inc.
Crofton Maryland

MD 3 Subcommittee Report
To
The Full Commission

May 20, 2004

This is a summary of findings, conclusions and recommendations for the MD 3 Project Planning Study. The Subcommittee agrees with the Purpose and Need (P/N) section of the Environmental Assessment that MD 3 has safety and operational problems today that will only get worse in the future as area wide development and traffic volumes continue to grow and improvements are necessary. However we do not believe that the State Highway Administration, in the development of alternatives, has developed the necessary alternative solutions to address those needs when considering impacts of all the build alternatives on the greater Crofton community.

There are several problems with the Environmental Assessment (EA) that individually lead to a less desirable product, and collectively result in an overestimation of the need for interchanges. These problems are as follows:

1) No "Build" traffic is presented, only "No-Build": Were the noise impacts and traffic analysis for the build alternatives based on no-build traffic volumes? What are the impacts of increased through traffic due to the improved capacity from interchanges?

2) No assessment of Saturday traffic: The large growth of residential and retail development has resulted in weekend operational failures on Cronson Boulevard at MD 3 and southbound MD 3/US 301 through the US 301/US 50 interchange, yet there is no discussion of these problems in the P/N, and no alternative solutions proposed;

3) The results of the existing level of service analysis are not always consistent with observation: In the PM peak for instance, the most congested intersection is MD 424/Conway (NB traffic queues extend for more than a mile, taking a number of cycles to clear) reported as LOS E, while the MD 450 intersection, which has average overall delay at well less than a minute, are reported as LOS F;

4) Regarding bikes and pedestrians: The P/N discusses activity by recreational and commuter bicyclists, inferring that there is substantive use, but does not quantify it. It also discusses the difficulty for bikes and pedestrians to cross MD 3 but does not offer solutions;

5) Visual Impacts with a Cronson/Crawford Interchange: The EA describes the impact on southbound motorists who would no longer be able to view Lake Louise while down playing the impact on Crofton residents who must view the 24' high interchange wall, indicating that it would be built with a "context sensitive design;"

6) Economic impact to MD 3 businesses under Alternative 5: The EA concludes there is no impact when in fact there will be substantial impacts - median businesses go from full driveway access to both NB and SB MD to access only to SB MD 3, and the west side business go from access to NB MD 3 to no access whatsoever;

7) Non-Interchange, intersection improvement alternatives are lacking and do not address operational and capacity needs: Additional and/or lengthened turn lanes, side approach lanes and receiving lanes need to be proposed at most intersections, along with their LOS benefits and impacts;

8) Safety impacts of interchanges mixing with signal controlled intersections are not addressed: How do interchanges impact speeds and accident rates at non-interchange intersections?

The subcommittee supports the complete and speedy implementation of the Route 3 Boulevard Concept as originally proposed in the Route 3 Task Force Recommendation and adopted in the Crofton Small Area Plan. This would include the 6 lane urban boulevard, with narrow lanes, increased intersection capacity, longitudinal pedestrian/bicycle facilities, curb/gutters and treescapes. The reasons for this position are as follows:

1) The communities of Bowie, Crofton and Odenton/Millersville in close cooperation with the State Highway Administration, spent several years during the 1990's building a consensus, as part of the MD 3 Task Force, that the "Boulevard" Concept, a low speed urban arterial with no interchanges and one possible grade separation (northbound MD 3 elevated over MD 424), would be the vision for the future for MD 3;

2) The Crofton Small Area Plan with significant community involvement, was recently adopted by County staff and the Executive and unanimously approved by the County Council, with the "Boulevard" Concept recommended as part of a balanced transportation and land use plan;

3) The communities that are impacted by the highway and generate most of its traffic, desire near term and affordable improvements to MD 3, and nearby bottleneck locations related to MD 3 congestion, that result in minimal impact to the community and natural environment that it serves. These improvements would include at-grade solutions (rather than interchanges) such as additional turn lanes, limited application of additional auxiliary through lanes, longer turn and receiving lanes, and additional side street approach lanes, all designed to give the mainline of MD 3 more green time;

4) The addition of new traffic signals, where and when warranted, would help facilitate safer pedestrian/bike crossing movements, and synchronize signals so as to encourage platoons of traffic moving unimpeded on MD 3 at speeds of no greater than 45 mph;

5) Future traffic appears to be significantly over stated with No-Build daily forecasts on MD 3 predicted to be between 90,000 and 105,000. It is not physically possible to achieve these volumes (due to roadway capacity constraints) that are used to justify interchanges. Of the side street volumes, the forecast for MD 450 East (Defense Highway) appears greatly over estimated, again showing significantly more traffic than can be physically permitted.

In addition, the following motorist and community needs should be considered:

1) Safe pedestrian/bicycle movements crossing MD 3 should be accommodated wherever justified, but at a minimum at: Whitemarsh Park, the west side commercial area around the Crofton Post Office, and the Villages of Waugh Chapel; grade separating these movements should be considered if they cannot be made safely at-grade;

2) In order to minimize speeds and to consider the safety of the bikers, no in road bike lanes should be constructed, but rather, off road trails should be constructed along MD 3, with standard sidewalks built elsewhere and along median properties. Also, continuous turn lanes need to be kept to a minimum and placed only where there exists continuous commercial entrances; curb cuts should be the norm for residential and more isolated minor commercial entrances. No open shoulders should be built - only curbs, again to keep speeds at a minimum;

3) To better accommodate the needs of commercial north/south through traffic and discourage use of MD 3, I-97 needs to be widened as soon as possible from 4 to 6 lanes, from US 50/301 to MD 32 (the money saved by not constructing interchanges on MD 3 would more than cover the construction cost); no vehicle restrictions or tolls should ever be applied to this section of I-97. ALL signing on I-97 to the north and US 50 and 301 to the south, east and west should direct traffic to Baltimore, Washington and Richmond via I-97;

4) Pavement selection must take into account significant heavy truck traffic loading, especially at deceleration points;

5) The northbound drop of the third lane should occur at the exit for Veterans Highway rather than the ramp for southbound I-97 to get a more efficient lane utilization at the MD 175 intersection and better long term operation of the MD 32/I-97 interchange; on the south lane the third lane should be extended to the existing 3 lane southbound section of US 301;

6) Construct Noise barriers as proposed in the EA and at additional locations should interchanges be built, based on "Build" traffic forecasts.

We oppose the construction of interchanges for the following reasons:

1) The State Highway Administration for the third time in 20 years, after twice being rejected by the community, is attempting to remedy transportation problems by changing the functional class of MD 3 from major arterial to an expressway like function along the existing mainline alignment of the highway. This change to Crofton's "Main Street" creates socio-economic impacts to the residential and commercial communities in the form of greater noise impacts (due to elevated sections and higher speeds), lost businesses at MD 450 (Jasper's et. al.), reduced commercial access at interchange areas, greater use of local streets for short trips, etc.;

2) The introduction of interchanges will increase speeds and attract additional through traffic with a net result of an increasingly less safe roadway. The mix of faster mainline traffic, traffic merging from the ramps and traffic queues at a dead stop at signals could be disastrous. Perhaps this is why there is no such highway like this in America today;

3) The interchange options at MD 450 significantly impacts the natural environment in the form of affected wetlands;

4) At nearly $0.5 billion, the cost of the interchange options will take years to be able to afford, relative to other more pressing State (ICC, Beltways) and County (MD 100, US 50) needs, and if built in affordable stages, would result in years of dirty construction impacts that would reduce roadway capacity during construction.

Based on the above positions, we recommend the following implementation schedule:

Phase I: Design and construct intersection capacity improvements at MD 3/MD 424, and add the missing 5th and 6th lanes at the southern and northern project limits;

Phase II: Design and construct intersection improvements at MD 3/Reidel/Waugh Chapel, MD 3/MD 175 and MD 450/MD 424; and add a 4th auxiliary through lane for northbound MD 3 at MD 424;

Phase III: Design and construct intersection improvements at MD 3/MD 450's, and MD 3/Cronson/Crawford; a flyover for Northbound MD 3 at MD 424 (if necessary) and retrofit the remainder of the current 6 lane section to boulevard standard.

Concurrently, we would support the eventual widening of I-97 from MD 32 to US 50/301, which would relieve traffic on MD 3 as I-97 becomes increasingly congested over time.

MEMORANDUM OF AGREEMENT

BETWEEN

CROFTON GROWTH MANAGEMENT COMMISSION, INC
CROFTON CIVIC ASSOCIATION
GREATER CROFTON CHAMBER OF COMMERCE

This **MEMORANDUM OF AGREEMENT ("MOA")** is made this 20th day of May, 2004 by and between the **CROFTON GROWTH MANAGEMENT COMMISSION, INC, CROFTON CIVIC ASSOCIATION , CROFTON CHAMBER OF COMMERCE, AND LOCAL ELECTED OFFICIALS.**

RECITALS

WHEREAS, MD 3 has safety, operational and capacity problems today that will only get worse in the future as area wide development occurs;

WHEREAS, the communities of Bowie, Crofton and Odenton/Millersville (referred to as "COMMUNITIES") spent several years during the 1990's building a consensus, as part of the MD 3 Task Force, that the "Boulevard" Concept, a low speed urban arterial with no interchanges and one grade separation (northbound MD 3 elevated over MD 424), would be the vision for the future for MD 3;

WHEREAS, the Crofton Small Area Plan was adopted and approved by the County Council, with significant community involvement, with the "Boulevard" Concept recommended as part of a balanced transportation and land use plan;

WHEREAS, the State Highway Administration (SHA) for the third time in 20 years is now attempting to remedy the transportation problems by changing the functional class of MD 3 from major arterial to an expressway like function along the existing mainline alignment of the highway;

WHEREAS, the COMMUNITES are impacted by the highway and generate most of its traffic, desire near term affordable improvements to MD 3, and nearby bottleneck locations related to MD 3 congestion, that result in minimal impact to the community and natural environment that it serves;

NOW THEREFORE, the communities noted herein, wishing to make known our desires regarding the disposition of improvements to MD 3, agree on the following elements of this MOA:

1. Only the 6 lane urban boulevard, originally proposed under guidance from the MD 3 Task Force, with narrow lanes, longitudinal pedestrian/bicycle trails, curb/gutters and treescapes, should be implemented;

2. No interchanges should be given any further consideration as solutions to safety or congestion problems, except at MD 424, where the Task Force recommended elevating the northbound lanes of MD 3 over MD 424;

3. Add additional signals where warranted, to facilitate safer pedestrian/bike crossing movements, and synchronize signals so as to encourage platoons of traffic moving unimpeded on MD 3 at speeds of no greater than 45 mph;

4. At-grade solutions may include but not be limited to: additional turn lanes, limited application of auxiliary through lanes (e.g NB MD 3 at MD 424 and between the legs of MD 450), longer turn receiving lanes to get better utilization of multi-lane left turn lanes off of MD 3 (e.g. Waugh Chapel Road), additional side street approach lanes, and the possible elimination of some minor side street movements to improve safety and signal efficiency;

5. Safe pedestrian/bicycle movements crossing MD 3 should be accommodated wherever justified, but at a minimum at: Whitemarsh Park, the west side commercial area around the Crofton Post Office, and the Villages of Waugh Chapel; grade separating these movements should be considered if they cannot be made safely at-grade;

6. In order to minimize speeds and to consider the safety of the bikers, no in road bike lanes should be constructed, but rather 8' to 10' Class I Trails should be constructed on both sides of MD 3, with standard 4' sidewalks built along median properties:

7. In order to keep speeds to a minimum, continuous turn lanes need to be kept to a minimum and placed only where there exists continuous commercial entrances; curb cuts should be the norm for residential and more isolated minor commercial entrances;

8. To better accommodate the needs of commercial north/south through traffic and discourage use of MD 3, I-97 needs to be widened as soon as possible from 4 to 6 lanes, from US 50/301 to MD 32 (the money saved by not constructing interchanges on MD 3 would more than cover the construction cost); no vehicle restrictions or tolls should ever be applied to this section of I-97;

9. ALL signing on I-97 to the north and US 50 and 301 to the south, east and west should direct traffic to Baltimore, Washington and Richmond via I-97;

10. Pavement selection must take into account significant heavy truck traffic loading, especially at deceleration points.

IN WITNESS WHEREOF, the parties hereto, by their duly authorized representatives, have signed this MOU as of the date first set forth above.

CROFTON GROWTH MANAGEMENT COMMISSION, INC.

By: _____

Date: May 20, 2004

CROFTON CIVIC ASSOCIATION

By: _____

Date: May 20, 2004

CROFTON CHAMBER OF COMMERCE

By: _____

Date: May 20, 2004

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 28, 2004

Mr. Steve Grimaud
President, Crofton Civic Association
1576 Crofton Parkway
Crofton MD 21114

Dear Mr. Grimaud:

Thank you for providing a statement representing the views of both the Crofton Civic Association (CCA) and the Crofton Special Community Benefits District concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your community's views.

The State Highway Administration (SHA) acknowledges your community's preference for Alternate 3 – Boulevard Concept as well as your opposition to Alternate 5 Modified and the grade separated interchanges at Route 424, Cronson /Crawford Boulevards and MD 450 East. We also understand your concern with regard to protecting the current landscape features such as the main entrance to Crofton and Lake Louise.

Please note that Alternate 3 with intersection Options A is similar to the MD 3 Task Force's concurred upon alternate. Minor revisions have been made due to more detailed engineering and development within the study area since the mid-90's. In Anne Arundel County, Alternate 3 - Option A provides for only one grade separated interchange at MD 424. This is consistent with the MD 3 Task Force's final report dated March 1998.

The SHA recognizes that the Route 3 Task Force's recommendation to include boulevard features was incorporated into the Crofton Small Area Plan and the Anne Arundel General Plan. You'll be pleased to know that these features are included in both roadway build alternates. The proposed typical section to be applied throughout the MD 3 study area is a 6 lane urban roadway; three 11-foot through lanes in each direction with curb and gutter. In addition, 16-foot auxiliary lanes have been provided to allow safer turning movements into side streets and adjacent properties. Continuous turn-lanes will be provided only where appropriate and measures will be taken to discourage the use of these lanes as additional through-lanes. Landscape features such as planted medians, street trees, and formal bicycle and pedestrian facilities are included.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

The current functional classification of MD 3 is a major arterial with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain a major arterial for all of the study alternates; however, the posted speed for MD 3 will be reduced to 45 miles per hour for MD 3 within the project limits.

To address existing traffic congestion as well as projected operational and safety deficiencies along MD 3, interchange options were studied. The Build scenarios show the shift in travel patterns for each interchange option for each of the roadway build alternates. The change in distribution of the traffic would result in a variation in the Level-of-Service (LOS) between each of the options but would not change the volume of the traffic traveling through the corridor.

As to your concern for an increasingly less safe roadway because of the mix of interchanges with signalized intersections, the goal of this project is to address operational and safety issues. As this project progresses through the Highway Development Process, the alternates will continue to be reviewed for safety issues and compliance with the latest SHA design standards.

Regarding your concern that other alternates besides the Task Force's concurred upon alternate have been proposed, the SHA anticipates that federal dollars would be used to build the improvements. Consequently, we are required to follow the National Environmental Policy Act (NEPA) which requires that SHA evaluate all reasonable alternates that reasonably address the project purpose and need. As to a selection of an alternate, the SHA has not made any decisions at this time.

The design options which involve elevating the MD 3 mainline roadway over the local roadways result in minimal adverse noise effects. Depending upon the location, a maximum difference of 1-2 decibels (dBA) results between the at-grade and raised mainline options. The average person can just begin to perceive a change in noise level of 3 dBA. In some instances, depending upon the option and the location along the project corridor, the mainline roadway of MD 3 is relocated away from existing communities. Although the roadway height is proposed to be raised somewhat over existing conditions, the higher roadway level is being offset by the resulting increased distance caused by the alignment shifts. Overall, the negative effect of raising the roadway is minimal.

The study area of MD 3 between US 50 and MD 32 is approximately 9 miles in length. The character along the corridor is diverse and serves the needs of several different communities. Keeping that in mind, the build alternates were segmented, so that a mix and match of alternates and options could be used to establish the solution that best fits the needs of its surrounding communities while addressing the growing transportation needs. The Public Hearing brochure is a summary of information provided in the DEIS. Pages eleven through thirteen of the brochure summarize the construction costs and environmental impacts by alternate, option and segment. Therefore, the total costs and impacts for all the possible combinations are available by simply adding up the different segments. As stated previously, Alternate 3 - Option A is the MD 3 Task Force's concurred upon alternate; therefore, the total costs and impacts for this are detailed in the brochure.

The Construction phase for most projects is approximately two to three years to complete. At this point in time, no decisions have been made as to whether the project will be constructed all at once or in segments. The MD 3 corridor was planned to allow for flexibility in the order of construction should partial funding become available. If MD 3 is constructed in segments, only sections of the corridor would be directly affected during the construction period. SHA will continue work with the residents and businesses to minimize impacts during construction to the community and the environment.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager

cc: File (w/incoming)

Statement
From: Steve Grimaud, President of the Crofton Civic Association Board of Directors

Mr. Weber, members of the Maryland State Highway Administration,

I come to this public hearing representing the Crofton Special Community Benefits District. I am authorized by the CCA Board of Directors to speak on behalf of more than 10,000 residents in Crofton, living in the "triangle" bounded by Route 3, Route 424, and Route 450. Our community, therefore has a very strongly vested interest in what your study group proposes to do with Route 3. We front on more than 3 miles of the roadway.

The CCA Board of Directors voted unanimously to authorize me to support the Memorandum of Agreement signed by myself, and representatives from the Crofton Growth Management Council and the Crofton Chamber of Commerce.

It is important that you hear our concerns. Several of the options and one of the alternatives proposed in your report would have severe negative impacts on Crofton. I also believe that they would not successfully address the SHA's concerns.

As I understand it, this proposed study of alternatives and options for Route 3 arise out of concerns that the conditions at the intersections along Route 3 between Route 50 and Route 97 will be unsatisfactory.

While the projections of failing intersections may be accurate, I believe that alternative 5 and the options proposed for intersections at the Route 424, Cronson/Crawford boulevard and Route 450 East junctions will not improve conditions for residents and motorists in the Crofton area.

The alternative the residents of Crofton prefer is alternative 3 - the Boulevard Concept. This should come as no surprise to you, since it has twice before been supported by Crofton residents in studies of the roadway. About 5 years ago, the Route 3 Task Force completed its study of the roadway. That group, made up of representatives from Crofton, Bowie and Odenton, as well as members of the smaller communities along the Route 3 corridor, concluded that Route 3 should be upgraded with improvements to create a boulevard. This included curbs, narrower lanes, tree plantings in medians and along the roadside, pedestrian cross-overs, and bicycle paths. The purpose of these improvements was to reduce traffic speeds through the area and make the roadway safer as well as move traffic more efficiently.

Subsequent to the Route 3 Task Force study, the Crofton Small Area Plan group was formed to provide local input to the Anne Arundel General Development Plan. The Crofton SAP adopted the boulevard concept recommended by the Route 3 Task Force. Those recommendations were subsequently absorbed into the county's General Development Plan. We believe, and I think your own estimates of the costs would prove, that the boulevard concept would be more cost effective, less disruptive, and less unsightly than any other of the proposed alternatives or options.

Now we see the SHA proposing alternatives and options that would do away with all of those proposals. It would appear that the SHA is not listening to what the residents of the community around Route 3 want done.

The proposals to build overpasses at the Route 424, Cronson/Crawford Boulevard, and Route 450 East intersections would create more problems than they would appear to solve. I say "appear to solve" because I believe they would not truly address the root problems, but would in fact aggravate conditions along the roadway.

The State Highway Administration proposals for overpasses appear to address the failing intersection problem by, in effect, eliminating the intersections. The result would be as catastrophic as removing one's foot to cure an ingrown toenail - the cure is worse than the "illness."

Far from improving the intersections and keeping speeds low through the area, overpass intersections would encourage drivers to speed up over long unbroken stretches of the road, only to slam on their brakes at the few remaining lighted intersections. Speeds would increase, noise would increase, and through traffic would increase. Local residents would look for alternate routes to drive to the remaining local businesses. Reidel Road and other residential feeders would be choked with traffic choosing those routes to stores and shops, rather than braving the high-speed road Route 3 would become.

Crofton would find itself right next to a major highway. Drivers on Routes 97 or 50 would find it to their advantage to "take the direct route" through the Crofton community.

Building overpasses at those intersections would blight the landscape along Crofton's western border. Noise from these elevated roadways would project considerably farther into the community. Noise barriers atop these overpasses would simply create worse eyesores than just the roadways themselves. Sinking money into these ill-conceived bandaids to the intersections would prevent those funds from being applied toward developing the boulevard features. None of the proposed options advances the boulevard options in any way.

We in the Crofton area are getting mixed messages from the SHA - you take input from our representative organizations, but do nothing to implement those recommendations. Instead, we see little or no analysis of the costs, impacts and benefits of the boulevard concept. The impression one gets is that the State Highway Administration has abandoned the boulevard concept for Route 3. Is that the SHA's true position?

A comparison of roadways similar to what Crofton wants would be Route 28 in Montgomery County. This is a true boulevard - curbs along all sides of the roadway, trees and other plantings in medians and sides, local traffic, pedestrians and bicycles separated from the main line of traffic. Route 28 is a pleasing and attractive boulevard.

A road with overpass intersections as proposed in several of the options would be much more like Route 32 here in Anne Arundel County. That highway has vehicles traveling through the area at speeds above 65 miles per hour. No businesses or residences are currently or planned to be placed along the roadway - who would stop, who would want to live next to the freeway? This is NOT the kind of roadway we want in Crofton, but it is the result that some of the alternatives and options would blight us with if you proceed with them.

What the SHA study material does not address is the adverse impact of more than 10 years of construction in the intersections would do to the already failing intersections. This amount of major road construction would turn the Route 3 corridor into Anne Arundel County's own version of the "Mixing Bowl" - the commuter headache in northern Virginia.

One specific option is particularly upsetting to those of us living in "the Triangle." An overpass at the Cronson/Crawford boulevard entrance would be a blight on one of the most picturesque entrances to a community anywhere in the state. A hallmark feature of Crofton for over 40 years would be buried under tons of landfill and concrete. By the time that intersection would be finished you'd have the "Great Wall of Crofton" blocking any view of Crofton from the roadway, projecting visual and noise pollution far into the community and obliterating a landmark that has stood for over 40 years. An impenetrable barrier would have been erected right along the west side of our community.

We in Crofton do not want to live next to a clone of Route 32. We do not want to be buried behind huge piles of rubble and asphalt - the Great Wall of Crofton! We do not want to have noise fill our back yards - we tolerate cicadas because they come only once in 17 years! SHA seems to come back with the same droning message of options for destroying our community and obliterating our landmarks.

We in Crofton want the SHA to hear what we've been saying for nearly the past 20 years - implement the boulevard concept for Route 3! Make it attractive to the residents, not to through-traffic motorist racing to get away from here. We in Crofton, want to keep our main gate feature and Lake Louise - Don't build the Great Wall of Crofton!

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 24, 2004

Mr. James Reedy
913 Echo Bay Court
Gambrills MD 21054

Dear Mr. Reedy:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to share your concerns about improving the MD 3 at Waugh Chapel Road/Riedel Road intersection.

Based on concerns expressed by the local community, the State Highway Administration's (SHA) District 5 Office has studied the Waugh Chapel Road/Riedel Road intersection. No immediate projects are planned for reconfiguring the intersection or providing additional traffic controls at this time. However, additional signing to address vehicles entering MD 3 in the wrong direction will be installed for clarity.

Please be assured that safety is a major consideration in this project. Specific safety issues include residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds. We share your concern about safety and hope that the proposed alternates will provide a safer MD 3.

The SHA recognizes bicycling and walking as important modes of transportation and addresses the needs of cyclists and pedestrians on all roadway improvement projects where it is reasonable and feasible to do so. Waugh Chapel/Riedel Road is one of the areas identified for providing a safe pedestrian crossing area.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Ms. Kimberly Tran, Asst. District Engineer – Traffic, SHA District 5 Office
(w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Jim Reedy DATE 5-16-04

ADDRESS 913 Echo Bay ct.

CITY Gambrills STATE md. ZIP 21054

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

The Waugh chapel/Reidel Rd at Route 3 intersection is very busy and dangerous. This intersection needs immediate attention concerning clear and defined lane/traffic controls.

There is also a demand for pedestrian safety conveniences. As the new homes increase so does the amount of foot traffic crossing Route 3 to access the Waugh Chapel shopping.

Thank You for your attention,
James A. Reedy

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

June 21, 2004

Mr. Richard J. Marek
1646 Eton Way
Crofton MD 21114

Dear Mr. Marek:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preferences for Alternate 3 - Boulevard Concept, keeping Crawford Boulevard/Cronson Boulevard at grade, and providing a grade separated interchange at MD 424.

We understand your concern for preserving the integrity of the local MD 3 communities by maintaining the 70% (local) /30% (through) traffic distribution. Based on additional development and rezoning data provided from Anne Arundel and Prince George's Counties, our analysis indicates there will be ±60% increase in traffic by the year 2025 for the MD 3 corridor. Consequently, the increase in traffic in the MD 3 corridor is due to the anticipated development in the study area, not additional through traffic using the MD 3 corridor.

The No-Build traffic condition represents what would happen if development continued but no improvements were made. With this in mind, if we only provide three through lanes in each direction and/or extend timing on the signals, the operating conditions for this corridor would fail and create gridlocked conditions sooner than our 2025 design year.

To address existing traffic congestion as well as projected operational and safety deficiencies along MD 3, interchange options were studied. The interchange options would result in improvements in the Level-of-Service (LOS), but would not substantially change the volume of the traffic traveling through the corridor.

The current functional classification of MD 3 is a major arterial with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain a major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour for MD 3 within the project limits.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone:* 410.545.0300 • www.marylandroads.com

Mr. Richard J. Marek
Page Two

With regard to providing signals for slowing down traffic, there are different requirements called "signal warrants" that determine whether a signal should be placed at a particular intersection. The major warrants require minimum vehicular volumes, pedestrian volumes, or safety concerns. The intersections on MD 3 that are not signalized do not meet these warrants. Safety problems and unnecessary delays could occur if we add a signal at an intersection where the warrants are not met.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME RICHARD J. MAREK DATE 5/20/04

ADDRESS 1646 ETON WAY

CITY CROFTON STATE MD ZIP 21114

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

As a retired civil engineer my first thoughts on improvements to the Rt 3 corridor was moving traffic and I favored alternate 5. However, as I listened to speakers at the May 20, 2004 Public Hearing I changed my mind. I was surprised to hear that 70% of Rt. 3 traffic is local and 30% through. I would like to keep it that way. Let I-97, I-95, I-495 and Rt. 50 be the "through" routes. And, let Rt. 3 be a "local" feeder in communities like Crofton, Bowie, Waldorf and La Plata.

I totally support the boulevard alternate 3 Concept with a 45 MPH speed limit and traffic lights to slow down traffic. Keep Crawford/Cronson Blvd. a grade crossing to protect the integrity of the Crofton Main Entrance Gates. The only grade separation interchange should be Rt 424

From the consensus of the speakers it appears the local people will accept a few minutes delay in order to prevent a high speed freeway going through our community.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 21, 2004

Mr. Jeffrey W. Herrmann
1760 Lang Drive
Crofton MD 21114

Dear Mr. Herrmann:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1 – No Build and your opposition to grade separated interchanges.

We understand your concern for preserving the integrity of the local MD 3 communities and the potential for an increase in speeds and traffic should a build alternate be selected. Based on additional development and rezoning data provided from Anne Arundel and Prince George's Counties, our analysis indicates there will be ±60% increase in traffic by the year 2025 for the MD 3 corridor. Consequently, the increase in traffic in the MD 3 corridor is due to the anticipated development in the study area, not additional through traffic using the MD 3 corridor.

The current functional classification of MD 3 is a major arterial with a posted speed limit of 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. The functional classification of MD 3 will remain a major arterial for all of the study alternates; however, the posted speed will be reduced to 45 miles per hour for MD 3 within the project limits.

The State Highway Administration (SHA) recognizes bicycling and walking as important modes of transportation and addresses the needs of cyclists and pedestrians on all roadway improvement projects where it is reasonable and feasible to do so. However, if the No-Build alternate is selected, the SHA will not provide the pedestrian and bicycle facilities as proposed in the build alternates.

We also acknowledge your concerns regarding potential impacts the build alternates may have to your community. Throughout the whole planning process, the study team will attempt to avoid and minimize impacts to wetlands, parks, forests, as well as business and residential properties. Any unavoidable impacts will be minimized and/or mitigated.

Additionally your concern for any impacts to historical properties, and more specifically Sacred Heart Church, is also noted. Although the build alternates would require some type of service road or access ramp be constructed across the legal boundary of the Sacred Heart Roman Catholic Church property, the historic boundary would not be traversed. Through coordination with the Maryland Historical Trust, it was determined that the build alternates would have no adverse impacts on the Sacred Heart Roman Catholic Church.

The SHA prefers to use native plants on projects, especially for reforestation and critical area projects. Many times, however, in a close pedestrian situation, we use cultivated plants because they tend to be more showy and resilient. In the case of resiliency, many natives are more susceptible to disease. In those cases we would use a cultivated variety of the native species that may be bred to resist a certain type of disease, like for example, a cultivated Elm that is resistant to Dutch-Elm disease.

While the SHA provides landscaping and aesthetic treatments to its structures, it does not use transportation funds for public art. However, if the county, a local jurisdiction or a private organization would request to have artwork added to an SHA project and provide the funding; the request would be given consideration.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Jeffrey W. HERRMANN DATE 5-20-2004

ADDRESS 1760 Lang Drive

CITY CROFTON STATE MD ZIP 21114

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

Public art should be a very low priority in this project. Drivers go too quickly to admire it, walkers will be happy with quality landscaping, and art is therefore an ineffective use of funds.

☐ Please add my/our name(s) to the Mailing List.

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CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Jeffrey W. Herrmann DATE 5-20-2004

ADDRESS 1760 Lang Drive

CITY Crofton STATE MD ZIP 21114

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

Using trees, plants, and perennials that are native to this part of Maryland should be a very high priority in the landscaping plan. Such plants are better adapted to this climate and terrain and will thrive and last longer than other plants. The state should encourage such plantings as part of preserving that which makes Maryland special.

☐ Please add my/our name(s) to the Mailing List.

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2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Jeffrey W. Herrmann DATE 5-20-2004

ADDRESS 1760 Lang Drive

CITY Crofton STATE MD ZIP 21114

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

The use of grade separated interchanges (overpasses, bridges, and flyover lanes) is unacceptable, as these will be eyesores that destroy the pastoral aspects of the communities along MD3. Such interchanges will facilitate through traffic from US50 to MD32/I-97, making MD3 a more attractive alternative to I-97/US50, increasing truck traffic and extremely fast and reckless driving. These interchanges will not help local drivers, who will be forced to take complicated routes around the expressway that results.

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2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Jeffrey W. Herrmann DATE 5-20-2004

ADDRESS 1760 Lang Drive

CITY Crofton STATE MD ZIP 21114

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

I strongly support Alternate 1 - No Build. Improvements to the road will not result in less traffic congestion, as drivers will choose the road more frequently, and more people will move to the area. Not building will encourage drivers to commute at other times and to take other forms of transportation. The other alternates will have a major impact on the community, including the loss of businesses, homes, wetlands, forest, and open space, not to mention a historic structure (Sacred Heart). Bicycle and Pedestrian features can be added in key areas without the build alternates.

☐ Please add my/our name(s) to the Mailing List.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

June 21, 2004

Reliable Contracting Co.
1 Church View Road
Millersville MD 21108

Dear Sir or Madam:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 5 – Dualization Concept.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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LOCATION/DESIGN PUBLIC HEARING

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5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

NAME Reliable Contracting Co **DATE** 6/14/04

ADDRESS 1 Church View Rd

CITY Millersville **STATE** MD **ZIP** 2108

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

Due to the increasing difficulty in crossing
10 lanes of traffic safely, I believe your
Alternate 5 is the best solution. This
will provide us with a traffic light to enter
into the highway lanes and a less traveled and
fewer traffic lanes to cross.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 18, 2004

Ms. Patricia M. Baldwin
1 Church View Road
Millersville MD 21108

Dear Ms. Baldwin:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 5 – Dualization Concept with MD 424 Option B, Waugh Chapel Road Option B, MD 175 Option A and hiker/biker trails.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Patricia M. Baldwin DATE 6/14/04

ADDRESS 1 Church View Rd

CITY Millersville STATE Md ZIP 21108

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

I have interest in several properties along Rt. 3. I also work and shop on Rt. 3 every day. Upon reviewing all the plans, I feel Alternate 3 will accomplish little in relieving the traffic. I prefer Alternate 5 with Option A for MD 175 interchange, Option B for MD 424, and Waugh Chapel Rd Interchanges.

If the community wants a boulevard, then Alt. 5 seems more likely to be able to provide this. It would be wonderful to have bike/hike trails, as well.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 18, 2004

Mr. Glenn L. Klavans
7310 Ritchie Highway
Glen Burnie MD 21061-3068

Dear Mr. Klavans:

Thank you for your recent letter concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of the Severn Valley Tennis & Fitness Club's preference for Alternate 5 Modified - Dualization Concept and MD 175 Option A as clarified in a follow-up conversation on June 17, 2004.

Again thank you for your comments. Your name has been added to our mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

LAW OFFICES
GLENN L. KLAVANS, LLC
7310 RITCHIE HIGHWAY
EMPIRE TOWERS - SUITE 202
GLEN BURNIE, MARYLAND 21061-3068
410. 761. 5500

Fax: 410. 761. 6131

mklaw@erols.com

June 9, 2004

Mr. Christopher Weber, Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202

Re: Maryland Route 3 Transportation Corridor Study

Dear Mr. Weber:

Please be advised that I represent the Severn Valley Tennis & Fitness Club, Inc., located on Route 3 in Gambrills, Maryland.

My clients are closely monitoring the Maryland Route 3 Transportation Corridor Study and recently attended the public hearing held at Crofton Middle School. We have had an opportunity to review the materials provided carefully and wish to make known our recommendation concerning any modification plans. My clients strongly support option A (alternate 5 modified). Due to the growth of our own business, as well as surrounding businesses, we believe this plan best strikes a balance between higher traffic volumes, convenient access, and the overall areas' growth.

I would appreciate it if you would place my name on the notification list for any future hearings or correspondence concerning this matter. If you have questions, desire our further input, or our support for this project, please do not hesitate to contact me.

Yours truly,

Glenn L. Klavans

GLK:jdp

cc: Severn Valley Tennis & Fitness Club, Inc.

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Drives to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 17, 2004

Mr. Edward B. Samuel
P.O. Box 4431
Crofton MD 21114

Dear Mr. Samuel:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for providing a safe crossing for pedestrians and cyclists at Cronson Boulevard/Crawford Boulevard.

Cronson Boulevard is a county road that provides access to several commercial properties. With regard to re-directing cement and gravel trucks away from the post office area, the State Highway Administration (SHA) has no authority to regulate points of access to county roads.

The proposed improvements to Cronson Boulevard are designed to improve the circulation of traffic between the existing properties and businesses in that area, while decreasing the access points and traffic on MD 3. The proposed build option recommends four lanes for Cronson Boulevard to match the existing roadway section near MD 3. An extension of Crofton Boulevard to Cronson Boulevard is also being studied as a way to provide additional access from MD 3 to the businesses along Cronson and Crofton Boulevards.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

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CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Edward B. Samuel DATE 6-2-04

ADDRESS P.O. Box 4431

CITY Crofton STATE MD ZIP 21114

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

THANK YOU FOR THE HELPFUL PRESENTATION ON MAY 20. THE STAFF ANSWERING QUESTIONS WERE EXCELLENT.

MY TOP PRIORITY IS TO PROVIDE SAFE PEDESTRIAN AND BIKE CROSSING OVER MD 3 AT CRONSON/CRAWFORD AND TO FIND A WAY TO RE-DIRECT CEMENT AND GRAVEL TRUCKS FROM THE PRIVATE VEHICLE TRAFFIC ENTERING/EXITING THE POST OFFICE AND ADJACENT AREAS.

THANK YOU.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 16, 2004

Mr. Peter Saderholm
2299 Patuxent Overlook
Gambrills MD 21054

Dear Mr. Saderholm:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for the alternate which provides for the greater flow of through traffic on MD 3 and for MD 450 - Option B.

With regard to a western bypass of Crofton, the State Highway Administration (SHA) and the former MD 3 Task Force did consider such an option. The Task Force, which disbanded in March 1998, reached consensus on a concept for upgrading the existing corridor, but did not reach consensus on a bypass option after five years of study. At the urging of state and local elected officials, SHA initiated the current project planning study in July 2001 to re-examine MD 3 and identify non-interstate ways to improve MD 3. Due to significant environmental and community issues, and in keeping with the goal of this study, bypass options are not being considered.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____
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STATE HIGHWAY ADMINISTRATION
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THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME PETER SADERHOLM **DATE** MAY 21, 2004

ADDRESS 2299 PATUXENT OVERLOOK

CITY GAMBRILLS **STATE** MD **ZIP** 21054

(THAT PART OF GAMBRILLS SOUTH OF RT. 450 & OFF PATUXENT RIVER ROAD.)

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

I AM OF THE OPINION THAT ROUTE 3 NEEDS TO BE IMPROVED TO PERMIT A GREATER FLOW OF THRU TRAFFIC. THIS MAY BE OUR LAST CHANCE TO FIX AN INCREASING TRAFFIC PROBLEM. I DISAGREE WITH THE NO BUILD, 40 MPH, NARROW LANE, AT GRADE CROSSING CROWD. EITHER SHA SHOULD FIX THIS ROAD OR BUILD A WESTERN BY-PASS AND MAKE NO CHANGE TO PRESENT RT. 3. I THE EXAMPLES OF RT. 10 BY PASS OF RT. 2 IN GLEN BURNIE AND I 97 BYPASS OF OLD RT 3 (VETRAN'S HWY) IN MILLERSVILLE SHOW THAT A GOOD BY-PASS IS GOOD FOR BUSINESS AND RESIDENTS. WHATEVER IS DONE 450 & 3 CROSSOVER NEEDS TO BE FIXED AND THIS HAS NO ADVERSE IMPACT ON CROFTON. I PREFER OPTION B FOR ALTERNATIVE 3. I WOULD STAY WITH OPTION B FOR ALTERNATIVE 5 OPTION B SEPERATES 450 & 3 TRAFFIC AS MUCH AS POSSIBLE. IT PROVIDES THE SAFEST AND MOST CONVENIENT ACCESS FROM PATUXENT RIVER ROAD, AND WILL THE LEAST ADVERSE IMPACT ON THAT COMMUNITY.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 16, 2004

Long Fence Co.
c/o Mr. Michael Ritter
P.O. Box 3697
Crofton MD 21114

Dear Mr. Ritter:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1 – No Build.

The State Highway Administration (SHA) also acknowledges your concerns about the economic impacts that build alternates may have to local businesses. We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns.

The next step in our study process is to select a recommended alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Long Fence Co c/o Michael Rihn DATE 5/18/04

ADDRESS P.O. Box 3697

CITY Crofton STATE MD ZIP 21114

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

We do not feel that any of the proposed alternates are beneficial to the businesses in the corridor. The proposed changes will cause loss of revenue to our business. We have been a part of this community since Early 1970. At this time our vote is for Alternate 1 – NO BUILD.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) from the Mailing List.**

* **Persons who have received a copy of this brochure through the mail are already on the project Mailing List**

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 16, 2004

Mr. Todd Lawyer
3351 Wilbury Road
Oak Hill VA 20171

Dear Mr. Lawyer:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 - Boulevard Concept, as well as your opposition Alternate 5 Modified - Dualization Concept.

The State Highway Administration also acknowledges your concerns about the economic impacts that Alternate 5 Modified may have to businesses along the corridor. We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns.

The next step in our study process is to select a recommended alternate. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternate.

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Mr. Todd Lawyer
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
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CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Todd LAWYER DATE 5.24.04

ADDRESS 3351 Wilbury Rd.

CITY Oak Hill STATE VA ZIP 20171

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

As the landlord for the 7-11 property in the median of Rt. 3, I would to formally submitt my comments on the study. I am in favor of Alternate 3. This would accomplish the administration's goals, while beautifing the area and without dramatically impacting the businesses in the median and on the east side of the road. Alternate 5 would dramatically impact the 7-11. We estimate that sales would fall 50% by losing ½ of the traffic. This property was recetly purchased for $2.3 M due to its unique location in the median. Alternate 3 retains the value, alternate 5 destroys it.

☐ **Please add my/our name(s) to the Mailing List.**

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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 16, 2004

Ms. Faye M. Meyer
1409 Kensington Place
Crofton MD 21114

Dear Ms. Meyer:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 – Boulevard Concept.

Please understand that the recommended boulevard elements such as curbs, narrower lanes, tree plantings, pedestrian crossovers, and bicycle paths are included in both Alternate 3 and Alternate 5 Modified.

The current posted speed limit along MD 3 is 50 miles per hour for the majority of the route. The exception is between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour. We intend to reduce the posted speed of MD 3 to 45 miles per hour for both Alternate 3 and Alternate 5 Modified. The proposed roadway typical section for both build alternates includes narrower through lanes. It has been documented that traffic lanes that are 11-feet wide slow traffic speeds, which may help to deter through truck traffic. The State Highway Administration (SHA) shares your concern about safety and hopes that the proposed alternates will provide a safer MD 3.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction. However, if funding becomes available the Design process is expected to take approximately three (3) years and Right-of-Way Acquisition would require about a year and could be done concurrently with Design. Following that, the Construction phase could begin and would take approximately two to three years to complete.

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Again thank you for your comments. Your name has been added to our mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Faye M Meyer DATE 5/24/04

ADDRESS 1409 Kensington Place

CITY Crofton STATE Md ZIP 21114

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

I attended the hearing on May 20, 2004
I have 2 points to present. 1) I support the original plan. Crofton supports and recommends a boulevard type plan with lowered speed limits and discouragement of thru traffic.

2) You have been studying this since the 80s. It is time to stop studying and start acting. Traffic is horrendous and will not get better. Let's get going. This would work very well in the private sector. "Time is Money"

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 16, 2004

Mr. Patrick McKay
Ms. Kathleen McKay
160 Linda Lane
Millersville MD 21108

Dear Mr. and Ms. McKay:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preferences for Alternate 3 – Boulevard Concept south of MD 424 and for Alternate 5 Modified – Dualization Concept north of Waugh Chapel along with various intersection improvements.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
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MD 3
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THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Pat + Kathleen McKay DATE 5/26/04

ADDRESS 160 Linda Lane

CITY Millersville STATE MD ZIP 21108

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

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Patrick and Kathleen McKay
160 Linda Lane
Millersville 21108 (Please note, we are already on the mailing lists)

General comment: We live off of the Rt 175/3 interchange. We both like the Alt 5 - Ovalroad concept for the section between Waugh Chapel & Rt 32, because we like the idea of existing Northbound 3 becoming a local-access road. (From Rt 50 to 424, we seem to prefer the Alt 3 Boulevard design because of the auxiliary roads between Bel Air Dr. and 450, but otherwise don't have strong feelings about ~~the~~ Alt 3 or 5 from 50 to 424.)

Rt 175 Interchange We prefer Alt 5 Mod design. Pat likes A + B, and Kat prefers A, although B would be okay. We both dislike Alt 3 for this intersection, it's too conservative for future traffic needs at Rt 175.

Waugh Chapel Pat and Kat agree Option B is best (both Alt 3 + 5 Mod), C is okay, and A is not good — too conservative.

424 Pat says Alt 3/5's option B seems best, then C, and A isn't useful at all. Kat has no opinion.

Crawford/ Cronson Pat likes Alt 3's option B. Kat agrees option B is best (Alt 3 or 5).

→

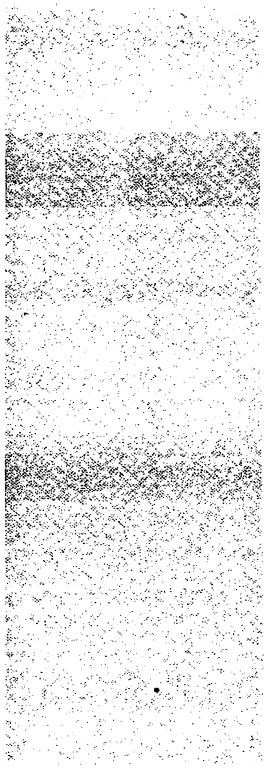
Patrick and Kathleen McKay
160 Linda Lane
Millersville 21108 (Please note, we are already on the mailing list)

General Comment: We live off of the Rt 175/3 interchange. We both like the Alt 5-Overhead concept for the section between Waugh Chapel & Rt 32, because we like the idea of existing Northbound 3 becoming a local-access road. (From Rt 50 to 424, we seem to prefer the Alt 3 Boulevard design because of the auxilary roads between Bel Air Dr. and 450, but otherwise don't have strong feelings about ~~the~~ Alt 3 or 5 from 50 to 424.)

Rt 175 Interchange: We prefer Alt 5 Mod design. Pat likes A+B, and Kat prefers A, ~~although~~ though B would be okay. We both dislike Alt 3 for this intersection, it's too conservative for future traffic needs at Rt 175.

Waugh Chapel: Pat and Kat agree option B is best (both Alt 3+5 Mod), C is okay, and A is not good—too conservative.

424: Pat says Alt 3/5's option B seems best, then C, and A isn't useful at all. Kat has no opinion.



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Drive to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 10, 2004

Mr. & Mrs. R. Healy
1689 Patrice Circle
Crofton MD 21114

Dear Mr. & Mrs. Healy:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to share your views concerning the intersection design, traffic analysis, and a western bypass.

Based on regional development and growth data provided to the Baltimore Metropolitan Council from Anne Arundel and Prince George's Counties; there will be a significant increase in the traffic volumes over the next twenty years. For example, the existing double lefts at the MD 3/Waugh Chapel intersection are based on interim forecasts, thus addressing the existing and near future traffic volumes. This intersection and others will be quickly outdated due to increasing development and an expansive intersection would be required to handle the projected traffic volumes.

With regard to a western bypass of Crofton, the State Highway Administration (SHA) and the former MD 3 Task Force did consider such an option. The Task Force, which disbanded in March 1998, reached consensus on a concept for upgrading the existing corridor, but did not reach consensus on a bypass option after five years of study. At the urging of state and local elected officials, SHA initiated the current project planning study in July 2001 to re-examine MD 3 and identify non-interstate ways to improve MD 3. Due to significant environmental and community issues, and in keeping with the goal of this study, bypass options are not being considered.

My telephone number/toll-free number is _____
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Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Mr. & Mrs. R. Healy DATE 5.20.2004

ADDRESS 1089 Patrice Circle

CITY Crofton STATE MD ZIP 21114

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

Although the traffic problems on portions of Route 3 are bad, the two build alternatives are frightening, especially at MD 424 & Waugh Chapel, etc. You will be destroying the area in order to save it.

Are you sure you've fully explored intersection improvements? The Waugh Chapel/Rte 3 intersection works much better since the double left turns were installed. Same with the two MD 450 intersections. MD 175 cries out for a similar treatment, along with a better analysis of the signal cycle times. There is rarely a queue on MD 175 while traffic queues of over a mile are present on Route 3.

A Western Bypass still seems like a logical solution to most. A direct expressway type connection (2 lanes each way) with only one or two intermediate interchanges, connecting I-97/Route 32 to US 50 seems an ideal solution. We hope you reconsider this idea.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) from the Mailing List.**

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 10, 2004

Mr. Faisal Shahzad
7110 Crain Highway
Bowie MD 20715

Dear Mr. Shahzad:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your opposition to any improvement that will negatively affect your business.

At the MD 3/MD 450 West intersection, the existing PM peak hour volumes indicate that there are minor delays. Vehicles are currently waiting through two traffic lights to make a left turn from MD 450 onto MD 3 with substantial traffic backups along MD 3 as well. Based on anticipated development plans provided by Anne Arundel and Prince George's Counties, there will be a significant increase in the traffic volumes over the next twenty years. These projected traffic volumes indicate that excessive backups will occur at this intersection with the No Build Option.

With respect to your gas station, all the proposed build alternates at MD 450 show your business as a potential displacement. The State Highway Administration (SHA) met with the property owners and previous tenants to discuss these impacts in the Fall of 2002. We will continue to work with the property owners and all their tenants at their request.

Approximately one year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction.

Throughout the remainder of the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Refinements will continue to be made to the proposed alternates as we address citizens concerns.

My telephone number/toll-free number is _____
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Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Mr. Douglas Mills

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME FAISAL SHAHZAD DATE 05.20.04

ADDRESS 7110 - CRAIN HWY

CITY BOWIE STATE MD ZIP 20715

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

We bought HI-TECH CHEVRON STATION IN FEB, and I AM WORKING AS A MANAGER THERE. THIS IS ONE OF MY BEST JOB, WHICH I AM DOING NOW. I HAVE LOT OF HOPES & DREAMS FROM THIS JOB. BUT... AS FAR AS NEW INTERSACTION PROJECT ON THIS CORNER (RT MD 3 & 450 WEST) IS CONCERN I AM TOTALLY AGAINST IT. FIRST THING THAT I NEVER SEE ANY BACKUP TRAFFIC ON THIS INTERSECTION AND I DON'T THINK SO THAT THIS PROJECT IS needed as we are thinking NOW. I admit that, as the TRAFIC LOAD IS GOING UP and for the future purpose, YOUR PLAN is good. But for the being time my opinion is TO NO BUILD this project NOW. Thanks.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 10, 2004

Mr. Jerry Bellandi
2514 Flowering Tree Lane
Gambrills MD 21054

Dear Mr. Bellandi:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to share your views concerning the future growth of the project area and your preference for the alternate which best reduces congestion and keeps traffic moving.

With regard to improvements to MD 3 which address future traffic volumes, the State Highway Administration (SHA) established the projected traffic volumes for our studies 20 years in the future. The design year for the MD 3 project is 2025. The traffic projections are based on regional development and growth data by Anne Arundel and Prince George's Counties.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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STATE HIGHWAY ADMINISTRATION
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AT198B11
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MD 3
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THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

MD 3 - MD 32 to US 50 Project

PLEASE PRINT

NAME: Belland, Terry — 5-8-04
~~WHITMIRE, JOE~~
OR CURRENT RESIDENT
ADDRE: 2514 FLOWERING TREE LN
CITY: GAMBRILLS MD 21054

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

I think you need to do what is best to keep traffic moving - with less congestion based on expected and projected growth needs, PLUS 50% more - over the next 8 years. Hopefully, this will help keep traffic moving - And
- Reduce the number of traffic accidents,
- Reduce the volume of Road Rage
- Reduce the Number of drivers that cut-in front of others causing traffic to back up even more.

The area is going to grow in population and in commercial development. We may as well face the fact Now while we still can do something smart about it.

Thank you.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) from the Mailing List.**

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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 10, 2004

Ms. Tina Sewell
Mr. James Johnson, Jr.
2480 Lee Street
Gambrills MD 21054-1719

Dear Ms. Sewell and Mr. Johnson:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your opposition to MD 175 - Option B.

Safety is a major concern in this project. One of the major concerns expressed early in the planning study was access to and from Charles Hall Road along southbound MD 3 near MD 175. Additionally, concerns were expressed about the safety associated with the current school bus stop on MD 3 at this location. The relocation of Charles Hall Road shown in Option B is being studied as a way to provide safer access than exists today. The proposed option is for a 25 mph design speed serving those residences located along Charles Hall Road, Belts Drive, and Sir Walter Drive.

The Maryland State Highway Administration (SHA) study team is aware of the sensitivity of the Jabez Branch and has listed this resource as an area of special concern in the Draft Environmental Impact Statement (DEIS). As part of the development of the build alternates, several avoidance and minimization efforts have been introduced throughout the study corridor in an effort to avoid or minimize the impacts to the natural environment. Efforts specific to the Jabez Branch include limiting stormwater inflow, maintaining as much of the tree canopy as possible, implementing sediment and erosion control techniques, monitoring during construction and utilizing an existing culvert crossing. The SHA will continue working closely with environmental and regulatory agencies to develop mitigation plans for impacts to the Jabez Branch if a build alternate is selected.

My telephone number/toll-free number is _____
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Ms. Tina Sewell
Mr. James Johnson, Jr.
Page Two

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Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

MAILING ADDRESS
2480 Lee St
Gambrills, MD 21054-1719

PLEASE PRINT

NAME Tina Sewell, James Johnson Jr. DATE 5-20-2004

ADDRESS 1724 Sir Walter Drive

CITY Millersville STATE MD ZIP 21108

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

MD 175 Option B for Build Alternates:
- More traffic will be flowing through the neighborhood where there are many small children playing
- The effect on the natural trout waters of the Left Fork of the Jabez Branch
- Alternate 5 modified - Option B has the "greatest impact" to the Left Fork of the Jabez Branch
- We are not pleased with these options crossing our property. The neighborhood is not happy.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

From: CHRIS WEBER
To: Steve Malley
Date: Tue, Jun 8, 2004 10:33 AM
Subject: Re: ....thanks for offering your email Chris....

Mr. Malley,

Please find a copy of our response attached. Thank you for your patience.

We will mail the original to the address you provided.

- Chris

Christopher Weber
Project Manager
Project Planning Division
410-545-8519

>>> "Steve Malley" <malley@ix.netcom.com> 05/31/2004 8:26:55 AM >>>
...had to be out of state and missed the route three meeting...

...i am already on your mailing list for this issue...

...please send me a copy of anything you create as a record of the meeting and let me know if i can help out in any way...

...have lived in Crofton since 1972 and retired from NSA after 30 years...

...we consider the future of route three a critical decision for this area of AACounty.....

.....many thanks.....steve

coach steve malley
1792 Reading Street
Crofton MD 21114
410-721-3599
malley@ix.netcom.com
http://www.veryserioushockey.com

CC: Jacqueline Schrenker-Case

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 7, 2004

Mr. Steve Malley
Email: malley@ix.netcom.com

Dear Mr. Malley:

Thank you for your email concerning the MD 3 Transportation Corridor Study. Your interest in this project is appreciated. We understand the selection of an alternate for MD 3 is an important decision for the residents and businesses in the project area.

We are currently evaluating the comments received from the public as a result of the recent mailing of project brochures and subsequent Public Hearing. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These concerns and testimony given at the hearing will be documented in the official transcript, which should be available for public review in several weeks.

Following the Public Hearing's comment period and a series of team and agency meetings, a decision on the selected alternate and conceptual mitigation will be made by the State Highway Administrator. The cost of a project is a significant factor in deciding which alternate will be retained. However, community and environmental impacts and public input are among the many factors that will be used to help identify the selected alternates which are to be carried forward in the next stage, Design.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction. However, if funding becomes available the Design process is expected to take approximately three (3) years and Right-of-Way Acquisition would require about a year and could be done concurrently with Design. Following that, the Construction phase could begin and would take approximately two to three years to complete.

Mr. Steve Malley
Page Two

Again thank you for your interest. We welcome your participation throughout the remainder of this study. If you have any questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

CHRIS WEBER - ....thanks for offering your email Chris....

From: "Steve Malley" <malley@ix.netcom.com>
To: <cweber@sha.state.md.us>
Date: 05/31/2004 8:32 AM
Subject: ....thanks for offering your email Chris....

...had to be out of state and missed the route three meeting...

...i am already on your mailing list for this issue...

...please send me a copy of anything you create as a record of the meeting and let me know if i can help out in any way...

...have lived in Crofton since 1972 and retired from NSA after 30 years...

...we consider the future of route three a critical decision for this area of AACounty.....

.....many thanks.....steve

coach steve malley
1792 Reading Street
Crofton MD 21114
410-721-3599
malley@ix.netcom.com
http://www.veryserioushockey.com

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 2, 2004

Mr. Brian Seymour
305 Charles Hall Drive
Millersville MD 21108

Dear Mr. Seymour:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns regarding access to and from Charles Hall Road at MD 175 (Annapolis Road) as proposed as Option B.

Safety is a major concern in this project. Specific safety concerns relate to residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds.

One of the issues raised early in the planning study was access to and from Charles Hall Road along southbound MD 3. As proposed in Option B, traffic from Charles Hall Road would access MD 175 across from McKnew Road. The traffic volume and travel speeds on MD 175 are less than that on MD 3, providing safer opportunities to access these roadways. Adequate sight distance will be provided during the relocation of Charles Hall Road if selected. In addition, signing and signalization of the intersection will be further evaluated during the final design process. We share your concern about safety and hope that the proposed alternates will provide a safer condition for MD 3 and Charles Hall Road residents.

Again thank you for your comments. Your name has been added to our project mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Brian Seymour DATE 5/11/04

ADDRESS 305 Charles Hall Drive

CITY Millersville STATE MD ZIP 21108

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

Regarding Charles Hall Drive, of Alternatives 3&5, option B for MD 175 interchange extends Charles Hall to Annapolis Rd. My concern, this interchange would require pulling out into 2 lanes of opposing traffic with little line of sight regarding traffic headed westbound. Will there be a traffic light? This is much more dangerous than our current situation. We pull out into traffic going one direction with a very clear line of sight. Please take the safety of my family into consideration & thank you if you already have.

Best Regards.

☒ Please add my/our name(s) to the Mailing List. → Stan & Karen Higgins.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA Drive to End! State Highway Administration
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

June 2, 2004

Gardner Center
c/o Mr. Ron Gardner
1914 Forest Drive
Annapolis MD 21401

Dear Mr. Gardner:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to share your concerns about the effects this project will have to the businesses along the west side of Cronson Boulevard.

The proposed improvements to Cronson Boulevard are designed to improve the circulation of traffic between the existing properties and businesses in that area, while decreasing the access points and traffic on MD 3. The proposed build option recommends four lanes for Cronson Boulevard to match the existing roadway section near MD 3. An extension of Crofton Boulevard to Cronson Boulevard is being studied as a way to provide access from the businesses off of Crofton Boulevard to the rest of the businesses on the west side of MD 3. We would be willing to meet with you in the field to discuss each property and the potential impacts at your convenience.

Again thank you for your comments. Your name has been added to our project mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME Gardner Center % Ron Gardner DATE 5-20-04

ADDRESS 1914 Forest Dr

CITY Annapolis STATE Md ZIP 21401

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

My family own's property west of Cronson Blvd. USA Storage, stone retail, concrete plant and several hundred feet on north side of bridge. It looks as if all your alternates are taking enough land from all those entities to hort those buisness's severely. Our feeling is to move the road east, build a road that is not so wide or not change at all

Ron Gard

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Drive to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 1, 2004

Mr. David Callahan
1401 Goldenrain Drive
Crofton MD 21114

Dear Mr. Callahan:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 - Boulevard Concept, as well as your opposition Alternate 5 Modified - Dualization Concept.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME David Callahan DATE 5/20/04

ADDRESS 1401 Goldenrain Dr.

CITY Crofton STATE MD ZIP 21114

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

NO LIMITED ACCESS!

NO ALTERNATE 5 !!

You have asked 20 times and we will continue to answer the same way - Boulevard (Alt. 3) - no moving Rt 3 N to the west side. We are starting to get the feeling that you will build what you want where you want regardless of our desires.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA Drivers to Excel
State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

June 1, 2004

RE: Project No. AT198B11
MD 3 Transportation Corridor Study
North of US 50 to South of MD 32
Anne Arundel and Prince George's Counties, Maryland

Ms. Charlotte Lubbert
323 South Riverside Drive
Crownsville, MD 21032

Dear Ms. Lubbert:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1, the No-Build Alternate in the area near the Jabez Branch.

The Maryland State Highway Administration (SHA) study team and the environmental and regulatory agencies are aware of the sensitivity of the Jabez Branch, which is noted as an area of special concern in the Draft Environmental Impact Statement (DEIS) on page S-7. As part of the development of the build alternates, various impact avoidance and minimization efforts have been evaluated and are included throughout the study corridor in an effort to reduce the impacts of the project on the natural environment. Efforts specific to the Jabez Branch are listed on page IV-40 of the MD 3 DEIS and include limiting stormwater inflow, maintaining as much of the tree canopy as possible, implementing sediment and erosion control techniques, monitoring during construction and utilizing an existing culvert crossing. The study team has calculated the direct impacts to streams (Waters of the U.S.) and the increase in impervious surface by roadway segment and watershed that would result from each of the build alternates. The Jabez Branch is included as part of segment g-g in the tables provided in the DEIS on pages IV-25 and IV-39. This data is provided to allow for comparison between the alternates on the project area level and the watershed level, so that the best course of action may be selected. The SHA will continue working closely with environmental and regulatory agencies to develop mitigation plans for impacts to the Jabez Branch if a build alternate is selected. We anticipate an alternate will be selected by the end of this year.

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

Street Address: 707 North Calvert Street Baltimore, Maryland 21202 *Phone:* 410.545.0300 www.marylandroads.com

Ms. Charlotte Lubbert
MD 3 Transportation Corridor Study
Page Two

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or concerns, please do not hesitate to contact the Project Manager, Mr. Chris Weber, at 410-545-8519 or the Environmental Manager, Ms. Donna Buscemi, at 410-545-8558, or toll free at 1-800-548-5026.

Sincerely,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Attachment
cc: Ms. Donna Buscemi, SHA-PPD (w/Attachment)
Ms. Allison Grooms, SHA-PPD
Mr. Joseph R. Kresslein, SHA-PPD
Mr. Ray Moravec, URS Corp. (w/Attachment)
Mr. Chris Weber, SHA-PPD (w/Attachment)
Mr. Robert Sanders, SHA-PPD

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME CHARLOTTE LUBBERT DATE 5/20/04
ADDRESS 323 SOUTH RIVERSIDE DRIVE
CITY CROWNSVILLE STATE Md ZIP 21032

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

THE BEST OPTION IS TO LEAVE ROUTE 3 AS IT IS BECAUSE IT IS AN EXTREMELY SENSITIVE AREA AFFECTING THE SEVERN RIVER and the UABEZ. THERE HAS BEEN NO RISK ASSESSMENT DONE IN A DYNAMIC WAY TO TELL HOW DEVELOPMENT WILL AFFECT THE UABEZ OR THE TROUT THERE. NOBODY IS REALLY TELLING US WHAT WILL HAPPEN TO THE UABEZ.

DO NOTHING - None of the alternatives.

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) from the Mailing List.**

* **Persons who have received a copy of this brochure through the mail are already on the project Mailing List**

From: Jacqueline Schrenker-Case
To: Kidwell, James
Date: Thu, May 27, 2004 10:15 AM
Subject: Re: Rt 3 improvements

Ms. Kidwell,

Please find our response to your email attached to this email.

If you would like the hard copy mailed to you, please provide us with your mailing address.

Thank you,
Jackie Schrenker-Case

>>> "James Kidwell" <bradkid@earthlink.net> 05/20/2004 7:09:04 AM >>>
Mr. Weber,

I am unable to attend the public hearing scheduled for this evening because 2 of my children have band concerts. I would, however, like to let you know that I am in support of the boulevard concept with the modifications proposed by the Greater Crofton Council.

Respectfully,
Michelle Kidwell

CC: WEBER, CHRIS

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 25, 2004

Ms. Michelle Kidwell
Email: bradkid@earthlink.net

Dear Ms. Kidwell:

Thank you for your email concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for the boulevard concept with modifications as proposed by the Greater Crofton Council.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Jacqueline Schrenker-Case
for Christopher Weber
Project Manager
Project Planning Division

File (w/incoming)

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

CHRIS WEBER - Rt 3 improvements

From: "James Kidwell" <bradkid@earthlink.net>
To: <cweber@sha.state.md.us>
Date: 05/20/2004 7:08 AM
Subject: Rt 3 improvements

Mr. Weber,

I am unable to attend the public hearing scheduled for this evening because 2 of my children have band concerts. I would, however, like to let you know that I am in support of the boulevard concept with the modifications proposed by the Greater Crofton Council.

Respectfully,
Michelle Kidwell

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 25, 2004

M' Carey Inman
2531 Windy Oak Court
Crofton MD 21114

Dear M' Inman:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for bridging over busy intersections and your views concerning the design of bicycle paths.

For the planning study, the bicycle path has been shown parallel to the roadway. If enough right-of-way is available, gentle curves could be added to the bicycle path during the final design and landscaping of the project.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Jacqueline T. Schrenker-Case
for Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME CAREY INMAN DATE 20MAY2004

ADDRESS 2531 WINDY OAK CT

CITY CROFTON STATE MD ZIP 21114

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

AS A REGULAR BICYCLE COMMUTER (FROM CROFTON TO GREENBELT) I WOULD LIKE FOR THE BIKE PATH TO HAVE GENTLE TURNS. I SUPPORT OPTIONS AT BUSY INTERSECTIONS THAT BRIDGE OVER MOTOR TRAFFIC.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 25, 2004

Mr. Walter F. Jacobs
237 Cape Saint John Road
Annapolis MD 21401

Dear Mr. Jacobs:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area.

With regard to development in the Crofton area and its effects to traffic related issues, the State Highway Administration (SHA) has no authority to regulate land use, zoning, subdivision, and site plan approvals as these are County issues. At the urging of state and local elected officials, the SHA initiated the current project planning study in July 2001 to address the congested traffic flow. Inadequate intersections and crossings, increased residential and commercial development, and pedestrian/bicycle safety have also accelerated the need for improvements to MD 3. The purpose of this study is to address existing and projected congestion and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32.

Again thank you for your comments. Your name has been added to our project mailing list. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Jacqueline Schrenker-Case for
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME WALTER F. JACOBS DATE 5/20/04

ADDRESS 237 CAPE SAINT JOHN ROAD

CITY ANNAPOLIS STATE MD ZIP 21401

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

I GUESS THAT AT THIS POINT IN TIME - 5:18 PM - I CAN ONLY INQUIRE
I WOULD VERY MUCH LIKE TO BE TOLD SOMEDAY, THAT FEDERAL,
STATE, AND LOCAL TAXES WILL ONLY MINIMALLY BE USED
TO AID CROFTONITES HEAL THEIR SELF IMPOSED
TRAFFIC PROBLEMS - COMMERCIAL ZONING TO
CROFTON'S NORTH SHOULD NEVER HAVE BEEN ALLOWED TO
THE EXTENT TO WHICH IT HAS BEEN.
5:40 MR RAY MURAVEC HAS KINDLY ALLOWED ME
TO EXPRESS MY VIEWS, SO I MUST SIGN THIS
AND GO ON TO ANOTHER MEETING
Walter F. Jacobs

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 25, 2004

Mr. Timothy A. Watson
1742 Underwood Road
Gambrills MD 21054

Dear Mr. Watson:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 for the roadway alternate and Option B for all of the intersections options.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: for Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3 TRANSPORTATION CORRIDOR
FROM NORTH OF US 50 TO SOUTH OF MD 32

THURSDAY, MAY 20, 2004
5:30 P.M. – 7:00 P.M.

CROFTON MIDDLE SCHOOL
2301 DAVIDSONVILLE ROAD
CROFTON, MD 2111

PLEASE PRINT

NAME TIMOTHY A WATSON DATE 5/21/04

ADDRESS 1742 UNDERWOOD ROAD

CITY GAMBRILLS STATE MD ZIP 21054

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

MY Preferences Are.
ALT 3, OPTION B WEST of MD 3
ALT 3, OPTION B EAST of MD 3
ALT 3 OPTION B NORTH of MD 450
ALT 3 OPTION B US 50 - N - MD 450
ALT 3, OPTION B MD 450 - MD 424
ALT 3, OPTION B MD 424 - MD 32.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

From: CHRIS WEBER
To: David Snellings
Date: Tue, May 25, 2004 9:10 AM
Subject: Re: Truck Traffic on Rt. 3

Mr. Snellings,

I apologize again for the delay in our response. I have attached a copy to this email.

If you would like the hard copy mailed to you, please provide us with your mailing address.

Thank you,
- Chris

Christopher Weber
Project Manager
Project Planning Division
410-545-8519

>>> "David Snellings" <snellings@comcast.net> 04/18/2004 12:21:21 AM >>>
Mr. Weber,

I am on the mailing list for updating information on the Rt. 3 project, and would like to stay on the list.

I just got the latest letter the other day. It talks of a meeting at Crofton Middle School on May 20.

I would like to attend that meeting and possibly offer some public comment, but my job, truck driving, rarely permits me to be home at that time of day.

So I would like to offer the only comment on Rt. 3 that I have at present, and hopefully it will be considered or forwarded to the person or department that could act on it, if the powers that be choose to do so.

Since the completion of Rt. 97, I am very much against thru truck traffic using Rt. 3. I live in Crofton. I have been an interstate tractor trailer truck driver for over 30 years. Rt 3 and roads like it (busy business section roads with numerous on grade crossings and stop lights) are dangerous places for truck traffic, esp. tractor trailers. They are fraught with opportunities to be involved in an accident.

Unfortunately, truck drivers, like almost everyone else in our culture these days, have a very poor attitude about the quality of work that they do. It is the opinion of myself and many drivers I have talked to, that truck drivers (as well as all drivers) are becoming increasingly aggressive, inconsiderate, selfish, and generally unsafe in the way they handle their vehicles. The term professional truck driver has become an oxymoron. Yet statistically, truck drivers, categorically, are a VERY SAFE group of drivers. (Don't let the rhetoric of anti-truck groups or reporters who sensationalize everything they write, make you believe any different. It's not have many accidents trucks are INVOLVED IN, that matters, it's how many of those accidents the driver or truck was AT FAULT. "They" love to say "involved in" FOR THE SPECIFIC PURPOSE of demonizing the trucking industry through inference.

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 20, 2004

Mr. David Snellings
Email: snellings@comcast.net

Dear Mr. Snellings:

Thank you for your email concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views concerning the safety issues associated with truck traffic using the MD 3 corridor.

Safety is a major concern in this project. Specific safety concerns relate to residential and business access to the highway, intersections with poor geometry or levels of service, and unsafe speeds. The proposed roadway typical section for the build alternates includes narrower through lanes. It has been documented that traffic lanes that are 11-feet wide slow traffic speeds, which may help to deter through truck traffic. The State Highway Administration (SHA) shares your concern about safety and hopes that the proposed alternates will provide a safer MD 3.

During spring 2002, a corridor study revealed that approximately 15% of the total trucks using SB I-97 get off at MD 3 and travel through the MD 3 corridor. Therefore, 85% of the trucks are remaining on I-97. It was also found that of all the trucks on MD 3, approximately 71% have origins or destinations from within the corridor and approximately 29% of them are through trucks. This is about the same percentage breakdown as for all other classes of vehicles.

Truck traffic cannot be eliminated from MD 3 due to deliveries and local business operations. The SHA typically only enacts a truck restriction on routes where there is a weight limitation, usually for a bridge. Weight limitations do not exist along this section of MD 3. Although it may be frustrating for local traffic to share the road with through vehicles, SHA is not in the position to restrict the use of MD 3 and prohibit through trucks. The best we can do is to suggest through truck traffic remain on I-97 and US 50.

With respect to the signs which you described along I-97 and northbound US 301, they are meant to be guide signs only. These signs are not regulatory signs to be enforced by the police. The overhead sign along southbound I-97 near the Exit for Benfield Road reads, "Thru Trucks To Richmond Follow I-97." Further to the south, another overhead sign reads, "To US 301 South Via Expressway Use I-97, Via Local Use MD 3." The ground-mounted sign along northbound US 301 reads, "Thru Trucks to Baltimore I-97 Follow US 50 East." Again these signs are meant as guidance and are not enforceable as a through truck restriction along MD 3.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: Ms. Kimberly Tran, Assistant District Engineer – Traffic, State Highway Administration
District 5 Office, Annapolis
File (w/incoming)

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
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May 20, 2004

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Email: snellings@comcast.net

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Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: Ms. Kimberly Tran, Assistant District Engineer – Traffic, State Highway Administration
District 5 Office, Annapolis
File (w/incoming)

CHRIS WEBER - Truck Traffic on Rt. 3

From: "David Snellings" <snellings@comcast.net>
To: <cweber@sha.state.md.us>
Date: 04/18/2004 12:21 AM
Subject: Truck Traffic on Rt. 3

Mr. Weber,

I am on the mailing list for updating information on the Rt. 3 project, and would like to stay on the list.

I just got the latest letter the other day. It talks of a meeting at Crofton Middle School on May 20.

I would like to attend that meeting and possibly offer some public comment, but my job, truck driving, rarely permits me to be home at that time of day.

So I would like to offer the only comment on Rt. 3 that I have at present, and hopefully it will be considered or forwarded to the person or department that could act on it, if the powers that be choose to do so.

Since the completion of Rt. 97, I am very much against thru truck traffic using Rt. 3. I live in Crofton. I have been an interstate tractor trailer truck driver for over 30 years. Rt 3 and roads like it (busy business section roads with numerous on grade crossings and stop lights) are dangerous places for truck traffic, esp. tractor trailers. They are fraught with opportunities to be involved in an accident.

Unfortunately, truck drivers, like almost everyone else in our culture these days, have a very poor attitude about the quality of work that they do. It is the opinion of myself and many drivers I have talked to, that truck drivers (as well as all drivers) are becoming increasingly aggressive, inconsiderate, selfish, and generally unsafe in the way they handle their vehicles. The term professional truck driver has become an oxymoron. Yet statistically, truck drivers, categorically, are a VERY SAFE group of drivers. (Don't let the rhetoric of anti-truck groups or reporters who sensationalize everything they write, make you believe any different. It's not have many accidents trucks are INVOLVED IN, that matters, it's how many of those accidents the driver or truck was AT FAULT. "They" love to say "involved in" FOR THE SPECIFIC PURPOSE of demonizing the trucking industry through inference.

Nevertheless, their mindset (which is evident by what they say on the CB radio) is not that of a professional. Most have very little desire to do the right thing, and act as though they will not be outdone by the other drivers on the road, when it comes to aggressive, abusive behavior.

There are signs on sb Rt. 97 just prior to Rt. 3, and on nb Rt 301 just prior to Rt. 50, which pretend to instruct thru truck drivers not to use Rt. 3, but rather to use Rt. 97. THEY DO NOT COMMUNICATE THAT MESSAGE EFFECTIVELY!!! First of all, human nature is such that people ignore instructions that they don't like.....unless they think that doing so will get them into trouble. The sign on sb Rt. 97 says "All Trucks To Richmond, Use Rt. 97". In view of human nature do you REALLY THINK that language is communicating anything? The driver who wants to use Rt. 3 laughs to himself (even though he probably knows what the sign MAY be getting at) "I'm not going to Richmond, so it's OK for me to use Rt. 3." If by SOME chance he was to be stopped, he would tell the officer that, and if by some EVEN MORE REMOTE chance he was to get a ticket, he would almost certainly beat it in court. HE KNOWS THAT!!! So, he continues to use Rt. 3, knowing as I do, that no driver has EVER been stopped for it, and puts my family and the families of the other residents in this area at risk.

For safety, it is best to separate trucks from cars whenever possible. For safety, it is best that trucks do not use congested areas any time there is a viable alternative. But if the congested route is 2 minutes faster, most drivers will accept the increased risk of being involved in an accident (stop lights are particularly difficult for trucks, esp. on slippery pavement) just to save the time. Also, since the lane structure has been changed, and pavement that used to be shoulders is now used for turn lanes or through lanes, drivers (who either don't think too well, or have

an attitude problem), stop in those lanes adjacent to fast food places to get quick food. Oftentimes they don't even put on their 4 way flashers while parked in the road, and then pull out into traffic from a dead stop (a rear end accident looking for a place to happen), which truck drivers are making a habit of doing these days.

Truck drivers are supposed to be better drivers and have safety paramount in their minds at all times, but for a variety of reasons, that is no longer true. Their attitudes about safety and sharing the road are no better than the average (untrained) four wheeler, who only drives because it is the only way he can get to point B.

The signs to through trucks need to be very direct: "No Thru Trucks on Rt. 3". Then they have to be backed up with enforcement. If the guy can't show that he stopped somewhere on Rt. 3 to make a delivery, or to buy something WHERE HE COULD PARK OFF THE HIGHWAY...he gets a ticket. Lets see him beat that in court! After the word starts getting around, 95% of the truck traffic on Rt. 3 will be over on Rt. 97 and we'll all be better off for it.

I have contacted SHA people in the past about this problem and those RIDICULOUS signs. So far, no one has seen fit to do anything about it. Hopefully it will be different this time. SHA people are public servants, paid by tax dollars, who are supposed to be signing highways and using electric signals in such a way as to make the highways as safe as possible. Up to now it appears that their attitude towards their work is no better than anyone else's. It's getting to be the American way, isn't it? Remember when Americans used to be known for pride in quality and craftsmanship? Where did that go?

Dave Snellings

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

May 17, 2004

Mr. Abdul Khokhar
7110 Crain Highway
Bowie MD 20715

Dear Mr. Khokhar:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your opposition to any improvement that will negatively affect your business.

With respect to your gas station, all the proposed build alternates at MD 450 show your business as a potential displacement. The State Highway Administration (SHA) met with the property owners and previous tenants to discuss these impacts in the Fall of 2002.

Approximately 1 year remains in the Project Planning phase of project development. This project is currently funded for Project Planning only. This project is not funded for Design, Right-of-Way Acquisition, or Construction.

Throughout the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Refinements will continue to be made to the proposed alternates as we address citizens concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width and other geometric features.

The MD 3 project team includes a right-of-way representative to assist all affected families and businesses. Please let us know if you would like to arrange a meeting with the State Highway Administration to discuss the potential effects of the project to your business.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Mr. Douglas Mills

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

AT198B11
LOCATION/DESIGN PUBLIC HEARING

MD 3
From N. of US 50 to S. of MD 32

THURSDAY, MAY 20, 2004
5:30 p.m. Maps/Displays Available
7:00 p.m. Presentation/Testimony

CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME ABDUL KHOKHAR DATE 5/5/04

ADDRESS 7110 CRAIN HIGHWAY

CITY BOWIE STATE MD ZIP 20715

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

I am a new owner of GAS STATION AT The intersection of 450/3. I Have Just Spend a lot of money to ~~ac~~ obtain This Busines with your improvement you will destroy my Business and I will lost all my money I have Invested.
I Strongly oppose your construction plan. pleas, pleass. DO NOT DO THAT.
THANKS.

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) from the Mailing List.**

* **Persons who have received a copy of this brochure through the mail are already on the project Mailing List**

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

May 13, 2004

Ms. Cathy O'Connell
1676 Village Green
Crofton MD 21114

Dear Ms. O'Connell:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to point out the location of the Village Green complex.

The commercial complex known as Village Green was shown on the project mapping; however it was not labeled. We have added a label locating the Village Green on the mapping.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME Cathy OConnell DATE 4/30/04

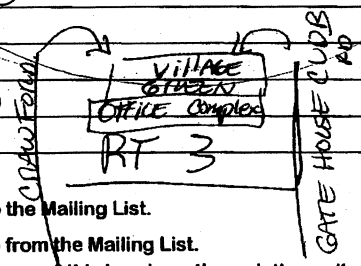
ADDRESS 1676 Village Green

CITY Crofton STATE MD ZIP 21114

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

CRAWFORD/CRONSON BOULEVARDS
OPTION B: CONSIDERATION HAS BEEN TAKEN AS TO IMPACTS ON BUSINESS'S - BUT - JUST IN CASE YOU DON'T KNOW. - There is A COMMERCIAL complex "VILLAGE GREEN" WITH DOCTORS, LAWYERS, GIFT STORE, HAIR SALON, RESTURANT, MASSAGE + ACCUPUNTURE, Psycologist, physical therapy, TECH COMPANIES ETC. AT TOP OF ROAD

DON'T FORGET US - WE'RE NEVER ON MAPS OF CROFTON



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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Drive to Excel

Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

May 13, 2004

Ms. M. Gayle Turner
1737 Severn Chapel Road
Millersville MD 21108

Dear Ms. Turner:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for leaving MD 3 North as it exists today.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME M. Gayle Turner DATE May 21 04

ADDRESS 1737 Seven Chapel Road

CITY STATE ZIP

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

I wish to leave 301 North as is. The Community is growing and needs growing businesses. The property is owned by M. Gayle Turner and K. Hope Thompson, 724 and 728 No. Lane, Rt. 3, Gambrills, Md. Our property has six parcels united and three parcels have been Commercial for many, many years.

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SHA State Highway Administration — Driven to Excel
Maryland Department of Transportation

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

May 12, 2004

Ms. Kathleen Thompson
15130-31 Timber Village Road
Groveland FL 34736

Dear Ms. Thompson:

Thank you for completing a comment form concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 1- No Build.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

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Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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CROFTON MIDDLE SCHOOL
2301 Davidsonville Road
Crofton MD 21114

PLEASE PRINT

NAME KATHLEEN THOMPSON DATE 1 MAY '04

ADDRESS 15130-31 TIMBER VILLAGE ROAD

CITY GROVELAND STATE FL ZIP 34736

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

I am unable to attend this meeting.
My recommendation is to leave the Rt 3 corridor "as is". Property owners don't need more and/or new problems.

Alternate #1 – NO BUILD

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

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Crofton MD 21114

PLEASE PRINT

NAME KATHLEEN THOMPSON DATE 1 May '04

ADDRESS 15130-31 TIMBER VILLAGE ROAD

CITY GROVELAND STATE FL ZIP 34736

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

Will not be able to attend this meeting. Due to impact changes would make on owners of property on Md. Rt 3 median, I request no changes be made.

Alternate #1 – NO BUILD

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☐ Please delete my/our name(s) from the Mailing List.

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Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Drive to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

May 11, 2004

Mr. Scott Rogers
1612 Heather Place
Crofton MD 21114

Dear Mr. Rogers:

Thank you for your comments concerning the MD 3 Transportation Corridor Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 3 with Option C at MD 450, Option B at Cronson/Crawford Blvd, Option C at MD 424, Option C at Waugh Chapel Road, and Option B at MD 175.

Again thank you for your comments. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Ms. Jacqueline Schrenker-Case at 410-545-8517, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

Scott Rogers
1612 Heather Place
Crofton, MD 21114

May 1, 2004

Mr. Christopher Weber, Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore, MD 21202

MAY04'04 PM 1:13 SPPE

Dear Mr. Weber:

As a resident of Crofton I recognize that traffic congestion is a problem along MD 3. And unless something is done, the problem will not go away, but continue to get worse as time goes by.

After reading through a booklet, sent out by your office, regarding the MD 3 Transportation Corridor Study (Project No. AT198B11), I have decided what I would like to see done.

I am in favor of choosing Alternate 3 (The Boulevard Concept) for the entire length of the MD 3 Transportation Corridor Study, as applicable. For interchanges, I would like to see the following:

MD 450 Interchange: Option C
Cronson/Crawford Blvd. Interchange: Option B
MD 424 Interchange: Option C
Waugh Chapel Road Interchange: Option C
MD 175 Interchange: Option B

Please do *not* add me to your mailing list.

Sincerely,

Scott Rogers
Scott Rogers

GCC

THE GREATER CROFTON COUNCIL

P.O. BOX 3683 • CROFTON, MARYLAND 21114

April 18, 2001

Ms. Jane Wagner
MS C301
State Highway Administration
707 North Calvert Street
Baltimore MD 21202

Subject: Presentation to Greater Crofton Council on Route 3 Study

Dear Ms. Wagner:

This will confirm the invitation of the Greater Crofton Council to give a presentation to our May 8, 2001 meeting on the upcoming Project Planning Studies for the MD Route 3 corridor. As you are aware, many of us in the Crofton/Bowie area participated in the SHA-sponsored Route 3 Task Force in the 1993-1997 timeframe to study the Route 3 corridor from Routes 50 to 175. After years of discussion, we recommended a boulevard concept for the corridor, though there was considerable interest among the Crofton delegates in a Western Bypass to route through traffic around the corridor, much like the bypass considered around Waldorf as part of the Route 301 studies. The recently approved Crofton Small Area Plan recommends that the right of way for such a bypass be preserved to reserve that option.

We would be interested in hearing about the scope and timing for the Project Planning Studies and how they will utilize the results of the Route 3 Task Force efforts. We will also be interested in SHA's views of future traffic demands in the corridor as a result of the substantial growth in the Crofton area shown in the 2000 census results. Finally, we would like to know how we can be active participants in the Studies, as part of our role in supporting the implementation of the Crofton Small Area Plan. In this regard, we will invite the Crofton Civic Association, Greater Crofton Chamber of Commerce and representatives of the Odenton Small Area Planning Committee to attend our meeting, since all of these groups participated in the Route 3 Task Force and have a strong interest in the planning for the corridor.

The meeting on May 8 will start at 7:00 PM in the Crofton Middle School media center. The school is on MD Route 214 (Davidsonville Road) 2 miles East of the intersection of Routes 3 and 424. You should plan for about an hour for the presentation including questions. If you need any audio/visual equipment, please let me know. I can

D1

be reached during the day at (703)416-3611 or by e-mail at rscott@gibbscox.com. We look forward to your presentation and can assure you of our strong interest in working with SHA to achieve an upgrade concept for Route 3 that supports both the Crofton and Odenton Small Area Plans.

Sincerely yours

Bob Scott

Robert Scott, President
Greater Crofton Council

cc Rich Trunnell, CCA
Bob Johnston, GCCC
Kathy DeHaas, Odenton SAPC
Dave Espie, Crofton SAPC

D2

Forks of the Patuxent
Improvement Association, Inc.

Post Office Box 477, Odenton, Maryland 21113-0477

January 4, 2002

Maryland Dept. of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Attention: Mr. Christopher Weber

Dear Mr. Weber:

On behalf of the Forks of the Patuxent Improvement Association, I am responding to the survey sent to us concerning the MD3 Transportation Corridor Study. Maryland Route 3 has become a real death trap. It is not a safe road for our people to travel. A number of people have already been killed on this stretch of road. How many more lives must be taken before something is done?

Following are comments gathered from concerned citizens who attended our January 2002 General Membership Meeting.

1. **What problems do we encounter as drivers when using MD 3?**
   a. **Red light runners** – every day we see people trying to beat the traffic lights.
      - We feel that more Red Light Cameras are needed on this stretch of highway. Especially at the failing intersection of Rt. 3 and 424 where there have been several deaths.
      - The speed limit needs to be dropped to about 45 mph. (The speed limit now stands at 55 mph and people do at least 65-70 mph.)
      - The Maryland State Police need to get out there and ticket heavily until people get the message.
      - The traffic lights along that stretch of highway need to be synchronized.

D3

   b. **School children collecting money along the highway** - this has become a very serious problem. Sooner or later, some student is going to be killed while campaigning for money for their sports programs. Sooner or later, the money they collect will be used to bury one of them. Since their parents don't have enough common sense to keep them off that dangerous highway, our law enforcement agencies must do something NOW to end this practice.

2. **What do we consider a major transportation problem in the project area?**

   The continual building of shopping centers and small businesses along that stretch of highway only brings more traffic. We can't believe that the State of Maryland allowed the Waugh Chapel project to go through, knowing how bad the traffic already was prior to that shopping center being built. A moratorium should be placed on that stretch of highway until the traffic situation can be properly addressed and dealt with.

3. **What do we believe is the most significant community or environmental features(s) ?**

   No comments.

4. **What would we like to see enhanced in our community as part of this project?**

   a. More police enforcement on Rt. 3
   b. Adding a right-hand turn lane on the west side of route 3 and 424 (Conway Road) for traffic going south on Rt. 3. It is impossible to get out onto that highway because of all the heavy dump trucks and tractor trailers who line up on Conway Road at the traffic light.

5. **Are you a member of any citizen organization...?**
   I am on the Board of Directors for the Forks of the Patuxent Improvement Association. A response to our comments on this survey would be greatly appreciated.

Thank you for your attention in this matter.

Sincerely,

Cathy Fleshman

D4

C. LOCAL AGENCIES COORDINATION

from Ron Burns via George Cardwell 11-15 mtg

MD 3 Suggested Improvements for At-Grade Only Alternative

Link/Intersection	Today's Peak Period Observation	Preferred Improvements	2025 Net Effect Relative to the No-Build
US 50/301 to MD 450 (W)	SB moves adequately in tightly packed platoons; NB approaches failure beginning just downstream of the on-ramp from US 50/301, with travel speeds averaging below posted.	Widen the mainline to 6 lanes between the US50/301 ramps and the existing 6 lane section just south of MD 450 (W). Alt. 5 modified	Widening will not only increase capacity by 50% but will provide more frequent gaps for traffic turning onto MD 3. Note: Travel demand on the eastern MD 450 leg is significantly over predicted - Not only is this inconsistent with land use forecasts in the corridor but the 2 lane MD 450 could not possibly handle the predicted traffic volume.
MD 450 Intersections	Works at acceptable level of service with significant green time allocated to the MD 3 movements and average overall delay less than one minute per vehicle.	1) Provide auxillary lanes in each direction on MD 3 beginning 1,000' prior to the initial intersection and ending at the right turn ramp at the second intersection; 2) Add 2nd left turn and receiving lane from SB MD 3 to EB MD 450 (E); 3) At Shell Station eliminate the left turn in and left and thru movements out.	PM peak operation is improved by nearly 3 service levels at MD 450 (W) and 1 level at MD 450 (E); less critical AM peak is improved by 1 level at MD 450 (E). no additional improvement as mainline is still 3 lanes CW
Crawford/Cronson Blvds.	Operates adequately during the AM peak but with operational problems during the PM peak and some periods on Saturday. PM peak traffic queues from MD 424, often backing up through this intersection and continuing to south of Clubhouse Dr. On Saturdays, queued traffic on Cronson Blvd. does not always clear.	1) Eliminate the left turn and thru movements on the Crawford Blvd. approach and move them to a widened, two way Clubhouse Dr. where 1/2 signal and median opening on MD is provided; 2) Add an additional approach lane on Cronson Blvd.; 3) Provide a grade separated pedestrian/bicycle crossing.	Green time on MD 3 is significantly increased and queuing on Cronson Blvd. is reduced; the new signal results in no increase in delay on MD 3; Improvements will improve service levels by over 2 levels in the AM peak and about 1.5 levels in the PM peak.

Link/Intersection	Today's Peak Period Observation	Preferred Improvements	2025 Net Effect Relative to the No-Build
MD 424/Conway Road	Operates adequately in the AM peak period but fails significantly in the PM period due to not having enough green time for NB thru vehicles. NB queues often extend to south of Clubhouse Drive	1) Add 1 additional left turn lane on SB MD 3, including a 3rd receiving land, and WB MD 424 and NB MD 3; 2) Add a 4th auxillary thru lane on NB MD 3 beginning at the right turn from Crawford Blvd. and ending at the right turn to Johns Hopkins Rd. 3) Add an advance left turn and half signal for the movement from SB MD 3 to Carver Rd.	In the critical PM peak, the service is improved by about 4 levels, and about 2 levels during the AM peak. The advance left at Carver will largely eliminate SB U-turn demand. With these improvements sufficient green time for MD 3 can be attained and this intersection would be in balance with the rest of the system.
Johns Hopkins/Evergreen Rds.	Experiences some operational problems in the PM peak with median storage for left turning vehicles from SB MD 3 but otherwise attains acceptable levels of service at all times.	Realign median lanes into a pork chop/half signal arrangement and remove the signal on SB MD 3; necessitating a right-in/right-out restriction to Evergreen traffic and closure of one or both access points with Shoreline Seafood along SB MD 3.	The safety and operation of the intersection is improved.
Waugh Chapel/Reidel Rds.	Capacity is nearly achieved in both peaks and some inefficiencies occur due to geometric constraints	1) Add additional approach lanes for through and/or left turns on both side streets and in the median; 2) Extend 3rd receiving lane on Waugh Chapel Rd. by 500'; 3) add a 2nd right turn lane on Reidel Rd approach	Improvements will improve service by over 2 levels in the PM peak period and nearly 1 level in the AM peak.
St. Stephen's Church Road	Intersection operates acceptably	No improvements necessary	N/A
MD 175	Intersection is over capacity and operates poorly during both peaks. 3rd NB thru lane is underutilized due to its inadequate length and mainline MD 3 green time is disproportionately low.	1) Add 3rd thru lanes, SB from the ramp from EB MD 32 to the lane add at St. Stephen's Church Rd., and NB from the lane drop north of St. Stephen's Church Rd. to the lane add south of MD 175; 2) Widen MD 175 to provide a 4 lane section for thru and left turning movements, extending 1000' to both the east and west of the outside lanes of MD 3, and a 5 lane section in the median; 3) Balance the signal timing to give a proportionately better amount of green time to MD 3 movements.	While the signal will still meter SB flows during peak periods, intersection service and operation will be significantly improved.

From: CHRIS WEBER
To: Cynthia Fenton
Date: 04/20/2004 3:44:08 PM
Subject: MD 3 :: proposed interchange near Forest Drive

Cynthia,

We have analyzed a proposed interchange near Forest Drive as part of Alternate 3 based upon Councilman Brady's suggestion. The proposed layout is attached.

The cost of such an option is approximately $30 Mil and does not include the cost of Right-of-Way.

If Alternate 3 was selected at this location, vehicles traveling northbound on MD 3 would be required to travel up to MD 450 in order to access the proposed local road, the communities and the park along the west side of MD 3.

With an interchange as shown, the northbound access to the west side is more direct. However, we have determined that the benefit does not justify the cost. We will not be adding this to our study.

If you have any questions, please feel free to contact me.

- Chris

Christopher Weber
Project Manager
Project Planning Division
410-545-8519

CC: Jacqueline Schrenker-Case; Ray Moravec; ROBERT SANDERS

From: <Brian_Lange@URSCorp.com>
To: "CHRIS WEBER" <CWeber@sha.state.md.us>
Date: 04/15/2004 11:18:03 AM
Subject: Re: MD 3 Alternate 3 in PG County

Chris,

Attached below is a PDF of the Forest/Sylvan Interchange Concept. Ray and I agreed that this concept would best provide what Councilman Brady was seeking. The cost for this single structure concept is below. Note that Brady's concept, with two structures, would be approximately 30% more than the cost below.

Roadway CPM = $920,000
Bridge Structure = $1,800,000
Retaining Walls = $7,920,000
MOT = $1,000,000

Subtotal = $11,640,000

Utilities/LA/Traffic = $4,700,000

40%contingency = $6,600,000

TOTAL = $22,876,000

say $25 Mil w/o ROW or PE
say $30 Mil including design w/o ROW

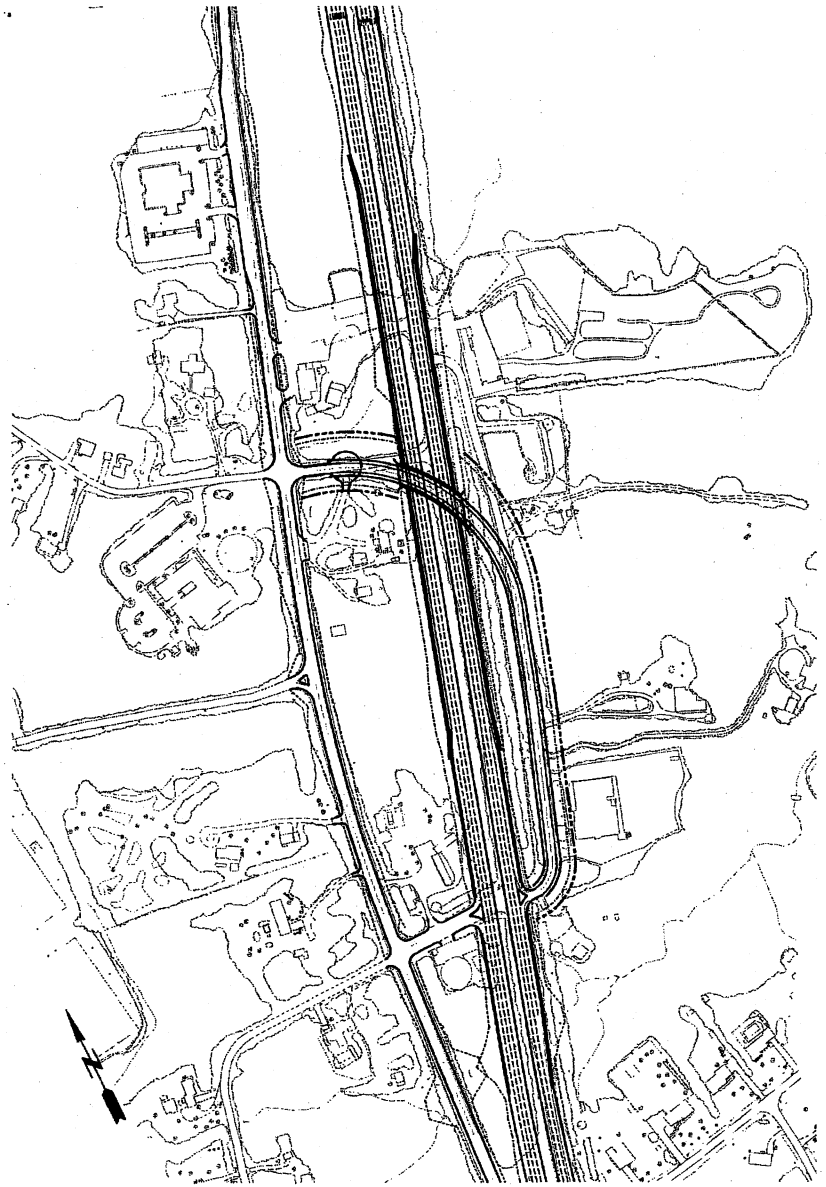
(See attached file: Forest Drive Interchange 3A.pdf)

Let me know what you think.

Thanks,
Brian

:<->:----------:<->:----------:<->:
Brian Lange
Transportation Planning/Engineering
URS - Hunt Valley, Maryland
410-785-7220
brian_lange@urscorp.com
:<->:----------:<->:----------:<->:

|-------+----------->
	"CHRIS WEBER"
	<CWeber@sha.state
	.md.us>
	04/15/2004 09:28
	AM



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 1, 2003

Mr. Roger Simonds, Sr.
Chief of the Department
Anne Arundel County Fire Department
P.O. Box 276
Millersville MD 21108

Dear Chief Simonds:

Thank you for evaluating the various proposals concerning the MD 3 Corridor Study. We appreciate you taking the time to inform us of your views regarding emergency services and safety. We recognize that you do not wish to identify one alternate as your preference but that you do see the need for improvements in the corridor.

The State Highway Administration (SHA) shares your concerns and desires to provide the safest possible transportation facilities within the community. We will continue to work with you and Battalion Chief Sensenig as the study continues.

Again thank you for your comments and suggestions. If you have any additional questions or comments please do not hesitate to contact the Project Manager, Mr. Christopher Weber at 410-545-8519.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.201.7165 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · *Phone* 410.545.0300 www.marylandroads.com

cc: File (w/incoming)
Mr. Daryl Sensenig, Chief, Battalion 4, Anne Arundel County Fire Department
Mr. Eric Almquist, State Highway Administration (w/incoming)
Mr. Bruce Grey, State Highway Administration
Mr. Joseph Kresslein, State Highway Administration
Mr. Robert Sanders, State Highway Administration

ANNE ARUNDEL COUNTY
MARYLAND

Fire Department
P.O. Box 276 Millersville, MD 21108
Phone (410) 222 - 8200 Fax (410) 987 - 2904
TDD 410-222-8747
Janet S. Owens, County Executive
Roger C. Simonds, Sr., Chief of Fire Department

Chief of Fire Department: 410-222-8301
Administration Bureau: 410-222-8302
Communications Division: 410-222-8390
Emergency Management: 410-222-8040
EMS Operations: 410-222-8340
Fire Marshals Division: 410-222-7884
Fire/Rescue Operations: 410-222-8322
Injury Prevention and Public Safety Education: 410-222-8303
Maintenance Division: 410-222-8333
Public Information Division: 410-222-8746
Special Operations: 410-222-8340
Training Division: 410-222-8360
General Information: 410-222-8200

September 18, 2003

Ms. Cynthia Simpson
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson,

Thank you for requesting our comments regarding the proposed projects and affording us the opportunity to provide input into the decision making process.

Alternate 1 and 2 would have virtually no impact on Fire Service responses. Increasing traffic volume in the area would cause response times to increase.

Alternates 3, 4, and 5 appear to require considerable construction projects. If any of these three choices were used, there would be periods of time when the delays caused by the construction would impact the Department's response times from the two stations in the greater Crofton area. The Department would appreciate timely notice of any actions that impact traffic and cause delays during the construction phases.

It does not appear that the State would need to acquire additional property from the County in the vicinity of the Waugh Chapel Fire Station for the implementation of any of the alternatives.

The Department does not desire to select an option as it preference. The Department does recognize that without improvements traffic conditions will worsen and cause delays in the Route 3 corridor. The alternatives listed will not prevent the Department from responding to a given area as it does not appear that any roads will be permanently blocked.

The Anne Arundel County Fire Department appreciates this chance to provide input into the process of selecting the best alternatives for this project. For future correspondence, I have designated Battalion Chief Daryl Sensenig as my liaison for this project. Chief Sensenig is based at the Waugh Chapel Station and is familiar

with the area. You may use this mailing address to correspond with Chief Sensenig.

Sincerely,

Roger C. Simonds, Sr.
Chief of the Department

cc: Division Chief Gary Sheckells, Division 1
Battalion Chief Daryl Sensenig, Battalion 4

ANNE ARUNDEL COUNTY
MARYLAND

Fire Department
P.O. Box 276 Millersville, MD 21108
Phone (410) 222 - 8200 Fax (410) 987 - 2904
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Roger C. Simonds, Sr.
Chief of the Department

cc: Division Chief Gary Sheckells, Division 1
Battalion Chief Daryl Sensenig, Battalion 4

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

November 26, 2003

Re: Project No. AT198B11
MD 3: US 50 to MD 32
Anne Arundel and
Prince George's County, Maryland

Lt. Keith D.Williams
The Anne Arundel Government
Anne Arundel County Police Department
Traffic Safety Section
8495 Veterans Hwy.
Millersville MD 21108

Dear Lieutenant Williams:

Thank you for your response and comments regarding the MD 3 Project Planning Study. We appreciate you taking the time to inform us of your views regarding emergency services and safety, and your preference for Alternate 3.

Kindly note, that since the Alternates Public Workshop, two of the alternates indicated below have been dropped from further study by the MD 3 Study Team:

- **Alternate 2: TSM/TDM** – A separate TSM/TDM alternate does not provide a significant improvement as a stand alone alternate. An overall Access Management Plan will be developed apart from the project planning process and will be incorporated as a form of the TSM/TDM improvements into the retained alternates.

- **Alternate 4: Mainline Improvements** was dropped from consideration due to lack of substantial improvement to corridor operations and safety (similar to the No-Build alternate) and lack of system continuity. Due to the minimal mainline improvements, Alternate 4 does not meet Purpose and Need of this Study, particularly along the northern segment in the areas with the existing median development.

Alternates 3 and 5 Modified were retained for study and contain typical sections with three 11-foot through lanes in each direction; an increase from the existing two lanes in each direction within the northern end of the study area. As you indicated easing of congestion will have a positive effect upon your response times.

The main difference between the two alternates in Anne Arundel County is Alternate 5 Modified proposes the dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted into a two-way service road. This alternate includes the partial control of access along MD 3 northbound, with limited access provided for those properties located along mainline MD 3 southbound.

We understand your concerns about congestion on the proposed MD 3 service road. However, please be aware that congestion on the service road should be eased by separation of traffic volumes from the local traffic. Numerous access points, median crossovers, and connectors will continue to be provided from both proposed MD 3 and the proposed MD 3 service road, but the will be managed more safely..

Again thank you for evaluating the various proposals concerning the MD 3 Study. If you have any questions or need additional information, please contact the Project Manager, Mr. Chris Weber at 410-545-8519.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Mr. Eric Almquist (w/incoming)
Mr. Bruce Grey
Mr. Chris Weber
File (w/incoming)

Thomas Shanahan
Chief of Police

ANNE ARUNDEL COUNTY
MARYLAND

Police Department
8495 Veterans Hwy.
Millersville, Md. 21108
(410) 222-8578
(410) 987-8575 Fax

November 1, 2003

State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

ATTN: Chris Weber

Re: Project No. AT198B11
MD 3: US 50 to MD 32
Anne Arundel County, Maryland

Dear Mr. Weber,

Pursuant to your request I have evaluated each of the Corridor Alternates for the MD 3 Transportation Corridor Study for impact on police department response times. The Anne Arundel County Police Department strives to maximize its ability to respond expeditiously to all emergency calls. A hierarchy of police service call types is utilized. Calls for service are categorized into one of the four following priority statuses:

- Priority 1 calls are emergency type incidents that require an immediate response. These calls are in-progress incidents where a felony crime is being committed or an individual's safety is at risk. The average response time for this type of call in the study area is currently 3.62 minutes.
- Priority 2 calls are emergency incidents where individual injury risk is minimal and/or a felony crime may be in-progress. These calls include burglar alarms and verbal domestic disputes. The average response time for this type of call in the study area is 8.01 minutes.
- Priority 3 calls are routine minor in-progress incidents. These incidents include juvenile problems, shoplifters in custody by store security personnel, parking complaints, and many other routine calls for service. The average response time for this type of call in the study area is 8.69 minutes.
- Priority 4 calls are response to incidents that occurred earlier. The average response time for this type of call in the study area is 6.77 minutes.

Opinions and conclusions made in this report are based on the information provided in the MD 3 Corridor Study. An analysis of the impact on response times for each alternate in the study is as follows:

Nationally Accredited Law Enforcement Agency

Alternate 1 – No Build:

Growth in residential and commercial occupants adjacent to the study area necessarily results in increased traffic congestion as defined in the Project Need paragraph of the study. The increased congestion will result in decreased response times particularly during morning and afternoon rush hours. The current configuration of the roadway can in some instances deny an officer operating his/her police cruiser as an emergency vehicle the ability to get through a congested intersection. This would significantly reduce response times and could jeopardize public safety.

Alternate 2 – TSM/TDM Alternate

The TSM/DSM alternative offers marginal improvements to the existing infrastructure. Growth patterns in the study area coupled with growing traffic congestion indicate that an optimized current structure will not provide adequate relief. At peak traffic hours, response time to calls may be adversely impacted by increased congestion.

Alternative 3 – Boulevard Alternate

The Boulevard Alternate offers a number of innovative designs to relieve congestion and add controlled access to the existing infrastructure. There are a number of options imbedded in the study for each of the major intersections with significant improvements to the remainder of the study area. The alternative and each option offer engineering changes that when completed will likely improve the police department's ability to respond to both emergency and non-emergency calls in a timelier manner.

Alternative 4 – Mainline Improvements

The Mainline Improvements Alternative also offers significant improvements to the study area by adding new lanes and a controlled access configuration for MD 450. This alternative also has imbedded options that will decrease traffic congestion. This alternative will also be likely to improve the police department's ability to respond to calls in a timelier fashion.

Alternative 5 – Dualization Concept

The Dualization concept is similar to the I-97 (formally MD 3) configuration in the Millersville area of Anne Arundel County. I-97 became an interstate with the NB lanes of MD 3 becoming Veterans Hwy. This concept definitely improves the ability of the police, as well as all motorists, to pass through the area as a through route. However, the concept reduces the amount of controlled accesses along the route. I anticipate that the NB MD 3 lanes that are transformed into a service road will be more congested with a resulting slow down in the ability of the police department to respond to calls. The current police beat alignments cover both sides of MD 3. Officers will have to travel to controlled access points to cross the dualized highway. This concept will allow officers to travel through the study area in a more timely fashion. However, response times may be adversely affected for the beat officer working in the study area.

Conclusion:

Alternative 3- Boulevard Concept appears to be the best alternative offered in the study with respect to police department response times. It offers sufficient areas to cross MD 3 and sufficient engineering changes to alleviate traffic congestion.

If you have questions or need further information, please call.

Very truly yours,

Lieutenant Keith D. Williams
Commander, Traffic Safety Section

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

November 26, 2003

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Anne Arundel and
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The Anne Arundel Government
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- **Alternate 4: Mainline Improvements** was dropped from consideration due to lack of substantial improvement to corridor operations and safety (similar to the No-Build alternate) and lack of system continuity. Due to the minimal mainline improvements, Alternate 4 does not meet Purpose and Need of this Study, particularly along the northern segment in the areas with the existing median development.

Alternates 3 and 5 Modified were retained for study and contain typical sections with three 11-foot through lanes in each direction; an increase from the existing two lanes in each direction within the northern end of the study area. As you indicated easing of congestion will have a positive effect upon your response times.

The main difference between the two alternates in Anne Arundel County is Alternate 5 Modified proposes the dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted into a two-way service road. This alternate includes the partial control of access along MD 3 northbound, with limited access provided for those properties located along mainline MD 3 southbound.

We understand your concerns about congestion on the proposed MD 3 service road. However, please be aware that congestion on the service road should be eased by separation of traffic volumes from the local traffic. Numerous access points, median crossovers, and connectors will continue to be provided from both proposed MD 3 and the proposed MD 3 service road, but the will be managed more safely..

Again thank you for evaluating the various proposals concerning the MD 3 Study. If you have any questions or need additional information, please contact the Project Manager, Mr. Chris Weber at 410-545-8519.

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Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: _____
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Mr. Eric Almquist (w/incoming)
Mr. Bruce Grey
Mr. Chris Weber
File (w/incoming)

Thomas Shanahan
Chief of Police

ANNE ARUNDEL COUNTY
MARYLAND

Police Department
8495 Veterans Hwy.
Millersville, Md. 21108
(410) 222-8578
(410) 987-8575 Fax

November 1, 2003

State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

ATTN: Chris Weber

Re: Project No. AT198B11
MD 3: US 50 to MD 32
Anne Arundel County, Maryland

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NOV19'03 PM 3:32 OPPE

Opinions and conclusions made in this report are based on the information provided in the MD 3 Corridor Study. An analysis of the impact on response times for each alternate in the study is as follows:

Alternate 1 – No Build:

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The Mainline Improvements Alternative also offers significant improvements to the study area by adding new lanes and a controlled access configuration for MD 450. This alternative also has imbedded options that will decrease traffic congestion. This alternative will also be likely to improve the police department's ability to respond to calls in a timelier fashion.

Alternative 5 – Dualization Concept

The Dualization concept is similar to the I-97 (formally MD 3) configuration in the Millersville area of Anne Arundel County. I-97 became an interstate with the NB lanes of MD 3 becoming Veterans Hwy. This concept definitely improves the ability of the police, as well as all motorists, to pass through the area as a through route. However, the concept reduces the amount of controlled accesses along the route. I anticipate that the NB MD 3 lanes that are transformed into a service road will be more congested with a resulting slow down in the ability of the police department to respond to calls. The current police beat alignments cover both sides of MD 3. Officers will have to travel to controlled access points to cross the dualized highway. This concept will allow officers to travel through the study area in a more timely fashion. However, response times may be adversely affected for the beat officer working in the study area.

Conclusion:

Alternative 3- Boulevard Concept appears to be the best alternative offered in the study with respect to police department response times. It offers sufficient areas to cross MD 3 and sufficient engineering changes to alleviate traffic congestion.

If you have questions or need further information, please call.

Very truly yours,

Lieutenant Keith D. Williams
Commander, Traffic Safety Section

Nationally Accredited Law Enforcement Agency

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

November 17, 2003

Re: Project No. AT198B11
MD 3: US 50 to MD 32
Anne Arundel and
Prince George's County, Maryland

Mr. Melvin C. High, Chief
The Prince George's County Government
Prince George's County Police Department
Office of the Police Chief
7600 Barlowe Road
Palmer Park MD 20785

Dear Chief High:

Thank you for your response and comments regarding the MD 3 Project Planning Study. The State Highway Administration understands that emergency response times and the safety of emergency personnel are both important considerations in the selection of an alternate. In Prince George's County, both of the build Alternates, 3 and 5 Modified, contain typical sections with three 11-foot through lanes in each direction; an increase from the existing two lanes in each direction. As you have stated, the widening of the roadway section and the easing of congestion will have a positive effect upon your listed concerns.

The main difference between the two alternates in Prince George's County is that southbound MD 3 is relocated for Alternate 3. This relocation leaves the existing southbound MD 3 as a two-way local service road. Emergency access to this service road from northbound MD 3 could be provided through a median connection. This median connection could also be provided in the area near the Patuxent River Bridge, as you have indicated. Once an alternate has been selected, we will continue to work with your department to determine the best location for the emergency access points you desire. These details will be easily accommodated during the preparation of the final design plans.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · *Phone:* 410.545.0300 · www.marylandroads.com

Again thank you for your comments and suggestions. If you have any questions or need additional information, please contact the Project Manager, Mr. Chris Weber at 410-545-8519.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Mr. Eric Almquist (w/incoming)
Lt. Christine Antonelli Cox, PGPD
Mr. Bruce Grey
Mr. Chris Weber
File (w/incoming)

THE PRINCE GEORGE'S COUNTY GOVERNMENT
PRINCE GEORGE'S COUNTY POLICE DEPARTMENT
OFFICE OF THE CHIEF

October 31, 2003

Cynthia D. Simpson, Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: PROJECT NO. AT198B11

Dear Ms. Simpson:

Thank you for the opportunity to allow the Prince George's County Police Department to comment on the improvements to the portion of MD 3 from US 50 to MD 32. As the majority of the project is located in Anne Arundel County, I will limit my comments to segments a-a and b-b, which are located within the borders of Prince George's County.

In addition to maintaining acceptable response times, the operational safety of my personnel is a paramount concern to me. Keeping this in mind, I am very much in favor of any proposal that includes the widening of arterial roadways such as MD 3.

In reviewing the mapping of the ARDS (Alternates Retained for Detailed Study), the written description of the ARDS, and the Public Workshop Brochure, it appears that response times would not be negatively impacted by Alternate 5 (Modified Boulevard Concept). The widening of Southbound MD 3 from MD 450 to Belair Drive (contained in Alternate #5) would greatly benefit the delivery of emergency services for the Prince George's County Police Department. In addition, an emergency access road is suggested for emergency response at the location shown in Alternate #3 – "Option C" (Boulevard Concept), City of Bowie Section.

Again, thank you for the opportunity to comment and for considering the needs of the Prince George's County Police Department. If further assistance or additional information is needed, please call Lt. Christine Antonelli Cox, Project Coordinator at 301-772-4783.

Sincerely,

NOV 13'03 A11:49 OPPE

Melvin C. High
Chief of Police

7600 Barlowe Road, Palmer Park, MD 20785

Thomas Shanahan
Chief of Police

ANNE ARUNDEL COUNTY
MARYLAND

Police Department
8495 Veterans Hwy.
Millersville, Md. 21108
(410) 222-8578
(410) 987-8575 Fax

September 18, 2003

State Highway Administration
Project Planning Division
707 North Calvert Street
Baltimore, MD 21202

ATTN: Cynthia D. Simpson

Dear Ms. Simpson,

I have reviewed the MD3 Transportation Corridor Study and related documentation. All alternates proposed, except Alternate 1- "No Build", will present response time issues for emergency services by the Anne Arundel County Police Department. The extent of response time delays cannot be identified without a projected construction schedule showing road and lane closures for affected areas for each alternate. Clearly any disruption to highways under a plan to alleviate an already congested roadway is going to slow response times if the affected area lies between the officers responding and the location of the incident. If you require further information, please call

resending w/regard to Alternates & response times 11-18-03 410-222-8578 12-2-03 12-7-03 cgw

Very truly yours,

A/Captain Keith D. Williams
Commander, Special Operations Division

SEP24'03 PM12:58 OPPE

Nationally Accredited Law Enforcement Agency

HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

Please circle the most appropriate number.

	Poor				Excellent
Clarity of the brochure	1	2	3	4	5
Was each part of the brochure easy to understand?					
Purpose of the Study	1	2	3	4	(5)
Purpose of the Hearing	1	2	3	4	(5)
Public Comments	1	2	3	4	(5)
Project Status	1	2	3	4	(5)
Project Need	1	2	3	4	(5)
Project History	1	2	3	4	(5)
Smart Growth	1	2	3	4	(5)
Description of Alternates	1	2	3	4	(5)
Environmental Summary	1	2	3	4	(5)
Remaining Steps in Planning Process	1	2	3	4	(5)

Which part of the brochure was the most valuable?
The entire document is well done. Very comprehensive.

Which part of the brochure was least valuable?
I found all parts valuable

What suggestions do you have for improvement?
Impact studies during construction for alternate 8 studies would be helpful

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it to us by mail.

MD 3 Transportation Corridor Study