MD 3 PROJECT PLANNING STUDY
from north of US 50 to south of MD 32
PROJECT NO. AT198B11

ADMINISTRATIVE ACTION

Draft Environmental Impact Statement And Draft Section 4(f) Evaluation

SUBMITTED PURSUANT TO: 42 USC 4332(2)(C); 49 USC 303; and CEQ Regulations (40 CFR 1500 et. seq.)

Prepared by

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Date: 3/31/04

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The proposed action would 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. Alternates being considered are Alternate 1-No-Build, Alternate 3-Boulevard Concept, and Alternate 5 Modified-Dualization Concept. Each Alternate has several Interchange Options. Environmental impacts associated with this project, as summarized in **Table S-1** and **Table S-2**, would include residential relocations and business displacements, right-of-way acquisitions, and impacts to the following resources: communities, noise, farmland, parkland, wetland and other Waters of the U.S., 100-year floodplain, hazardous materials, visual quality, terrestrial habitats, and significant trees.

Comments on this Draft Environmental Impact Statement are due by July 8, 2004.

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SUMMARY

ADMINISTRATIVE ACTION

(X) Draft Environmental Impact Statement
( ) Environmental Assessment
( ) Categorical Exclusion
( ) Finding No Significant Impact
(X) Draft Section 4(f) Evaluation

INFORMATIONAL CONTACTS

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SUMMARY

A. PURPOSE AND NEED / DESCRIPTION OF ACTION

1. Project Purpose and Need

The purpose of this 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.

Some changes are projected to occur as a result of planned and future development in and around the study area. A few sections of roadway within the project limits are currently failing to meet acceptable traffic performance or are experiencing failing conditions during the PM peak hours. This will continue to worsen as all the intersections within the study area are projected to fail by 2025, except for the ramps at Belair Drive.

2. Alternates Considered

a. Mainline Alternates

Alternate 1: No-Build - No major improvements. Minor short-term improvements would occur as part of normal maintenance and safety operations.

Alternate 3: Boulevard Concept with Interchange Options - This alternate provides dualization of northbound MD 3 in Prince George's County, with existing southbound MD 3 converted to a

local service road. Three 11-foot lanes would be provided in each direction along the existing alignment throughout the remainder of the corridor, with continuous 16-foot auxiliary lanes and 10-foot shoulders where applicable.

Alternate 5 Modified: Dualization Concept with Interchange Options - This alternate utilizes three 11-foot lanes in each direction along existing MD 3 from US 50 to MD 424, with 16-foot auxiliary lanes and 10-foot shoulders where applicable. Dualization of southbound MD 3 from MD 424 to MD 32 is included, with existing northbound MD 3 converted to a local service road.

Detailed mapping of the Alternates and Interchange Options can be found in Volume II of II.

b. Interchange Options

All of the following Interchange Options are compatible with both Alternate 3 and Alternate 5 Modified, with the exception of the MD 424 Interchange Option A.

MD 450 Interchange:	Option A (Single Loop Ramp – Separation of MD 3 and MD 450 traffic) Option B (Split Diamond – Separation of MD 3 and MD 450 traffic) Option C (Full Trumpet)
Cronson/Crawford Boulevard:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange – MD 3 over Cronson/Crawford intersection)
MD 424 Interchange:	Option A (Half Bridge Interchange) – Alternate 3 only Option B (Compressed Diamond with MD 3 over MD 424) Option C (Single Point Urban Interchange with MD 3 under MD 424)
Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)
MD 175 Interchange:	Alternate 3-Option A (At Grade Intersection – widening of MD 175 and Charles Hall Road auxiliary lane) Alternate 3-Option B (At Grade Intersection – widening of MD 175, Charles Hall Road extended, intersecting with McKnew Road) Alternate 5 Modified-Option A (At Grade Intersection, realigned to match dualization – widening of MD 175 and Charles Hall Road auxiliary lane)

Alternate 5 Modified-Option B (Half Diamond Interchange – northbound MD 3 grade separated crossing over MD 175, southbound MD 3 remains at grade crossing of MD 175. McKnew Road is widened for triple right turn onto southbound MD 3. MD 175 is widened and slip ramps provided for access to northbound MD 3. Charles Hall Road is extended, intersecting with McKnew Road)

B. ENVIRONMENTAL IMPACTS

A summary of the impacts associated with the alternates under consideration is presented in this section and in **Tables S-1 and S-2** located at the end of the summary.

1. Socioeconomic Environment

The assessment of Socioeconomic and Land Use Effects showed that communities in the MD 3 study area would experience both benefits and adverse impacts. These effects vary according to alternate and location in the study area. The No-Build Alternate would cause no adverse impacts to the human environment, nor would it provide any improvements.

No significant adverse impacts to population, community cohesion, land use, or economic conditions are projected to occur under any of the Build Alternates. The residential displacements range between three and twelve properties, depending on which Alternate-Option combination is used. Most of these residential displacements occur in the northern portion of the study area. The number of business displacements range between seven and twenty-two businesses, also depending on the Alternate-Option combination.

SHA has received responses from the emergency service providers for the study area and is committed to ensure safe and efficient access for residents that depend on these services.

The residential communities in the MD 3 study area have developed around the existing roadway. Because the nature of the project is only to modify this roadway, the project would not cause a fundamental change in the character of the communities. Some aspects of the alternates under consideration are consistent with specific elements of each county's comprehensive plans. Alternate 3 with Option A represents all the elements of both comprehensive plans. With respect to State concerns, SHA will continue to coordinate with the Maryland Department of Planning to determine project consistency with Maryland's Smart Growth policies.

The Build Alternates would impact one park and recreation area - the Patuxent River Park. Patuxent River Park is located just north of the MD 424/Conway road intersection west of southbound MD 3 with access provided from southbound MD 3. The Build Alternates require reconfiguration of access to the park, including the parking area and acquisition of land for the right-of-way. Improvements to MD 3 and access improvement for the park would require from 0.51 to 2.13 acres of additional right-of-way.

2. Natural Environment

The No-Build Alternate would have no impacts to the natural environment.

MD 175 Option B for Alternate 5 Modified is the only alternate that would impact agricultural land. It would impact approximately 1 acre of an agricultural field.

Deep wells in unconfined aquifers supply public water to most of the study area. Roadway construction does have the potential to impact the unconfined aquifer system. The proposed Build Alternates would increase impervious surfaces for roadway widening. The proposed stormwater management detention facilities are intended to provide quantity and quality management for these new impervious surfaces. Stormwater runoff from Charles Hall Road would be captured and treated in a new stormwater management facility located within the MD 3 median before flowing into Jabez Branch.

All of the Build Alternates cross a minimum of six perennial streams. In accordance with Maryland Department of the Environment (MDE) and Environmental Protection Agency (EPA) regulations, a Non-Point National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activities will be required. In addition, water quality impacts will be mitigated through various avoidance and minimization strategies. Mitigation of surface water quality degradation would be accomplished through a combination of construction, erosion, and sediment control best management practices.

The wetland impacts for the Build Alternates, in combination with Interchange Options, range from 9.0 acres to 18.1 acres. The majority of the wetland impacts are to palustrine forested wetlands, with minimal impacts to emergent wetlands, and no scrub-shrub wetland impacts. U.S. Army Corps of Engineers (Corps) and MDE permits will be required for impacts to wetlands and other Waters of the U.S. required to construct any of the Build Alternates. Three sites have been identified as potentially suitable for wetland mitigation. These sites provide the maximum amount of acreage that is required for any of the Build Alternates, based on replacement ratios specified in MDE regulations. Selection of the wetland mitigation sites will be based on input from regulatory and resource management agencies.

Federal Emergency Management Agency (FEMA) mapping for Anne Arundel and Prince George's Counties show 100-year and 50-year floodplains for Towsers Branch, Little Patuxent River, Patuxent River, and a tributary to the Patuxent River within the study area. The floodplain impacts for the Build Alternates range from 37.9 acres to 52.8 acres depending on the Interchange Options selected. The majority of the floodplain impacts are to the Patuxent River floodplain. The remaining floodplain impacts are to the floodplain of an unnamed tributary to the Little Patuxent River and to the floodplain of an unnamed tributary of Towsers Branch. An MDE permit is required for any land-disturbing activity totaling 5,000 square feet or more within the floodplain district (including associated 25-foot Building Restriction Line) and for temporary or permanent construction involving the placement of a structure, regardless of the size of the disturbed area.

The Patuxent River and two of its tributaries, Little Patuxent River and Towers Branch, are considered Use I designated streams (protected for fish and aquatic life, and contact recreation) within the study area. MDE regulations prohibit construction within these Use I waters between March 1 and June 15. In-stream construction proposed for the Build Alternates will require a Section 404 permit from the Corps and an MDE Waterway Construction Permit. Jabez Branch, a tributary of Severn Run, drains the northwestern portion of the study area. Jabez Branch is designated as a Use III stream, having the water quality and habitat to support a naturally reproducing trout population. The time-of-year in-stream construction restriction for Use III streams extends from October 1 through April 30.

Alternate 5 Modified-Option B, with the MD 175 Interchange Option, impacts the greatest amount of wetlands between St. Stephens Church Road and MD 32. Terrestrial wildlife would be disturbed temporarily during construction, but should return upon completion of the project to areas where habitat remains.

Overall specimen tree impacts for the Build Alternates range from approximately 18 trees to 70 trees depending on which Interchange Options are used.

Fish resources within the Patuxent River would be affected by short-term impacts during construction of the Build Alternates and by long-term impacts during the life of the facility. Fish habitat degradation resulting from the Build Alternates would relate to the increase of impervious surface. MD 450-Options B and C have the greatest potential for impacting fish resources resulting from the widening of MD 3. Alternate 3 and Alternate 5 Modified-Option B for the MD 175 Interchange impact the Left Fork of Jabez Branch with a modification to an existing stream crossing at Belts Drive for Charles Hall Road. MDE regulations require implementation of stormwater management and sediment and erosion control practices to minimize impacts to fish.

3. Air Quality

No violations of the applicable State and National Ambient Air Quality Standards (S/NAAQS) are expected from this project. The MD 3 project is part of numerous improvements to the Baltimore Metropolitan Region listed in the 2001 Baltimore Regional Transportation Plan (BRTP). A determination of conformity of the BRTP and the 2002-2006 Transportation Improvement Programs (TIP) with the Attainment Plan goals for the region was based on analyzing emissions from implementation scenarios associated with projects contained in the BRTP and TIP. These emissions were compared with explicit mobile source emission budgets contained in the State Implementation Plan (SIP). Because the emission levels associated with the projects contained in the 2001 BRTP are well within levels established in the TIP, the BRTP conforms to the SIP. Therefore, the MD 3 project also conforms to the SIP.

4. Noise Analysis

A Highway Noise analysis was performed in conformance with FHWA and SHA methodologies. Category B (i.e. residences, parks) noise sensitive areas falling within the 66 dBA contour are classified as impacted according to State and Federal Noise Abatement Criteria (NAC). In

addition, impact occurs if a substantial increase of 10 dBA or more is found in predicted noise levels over the existing noise levels, regardless of the NAC level.

Impact analysis was performed for each of the Build Alternates. Future design year 2025 ambient noise levels at the monitored and modeled site receptors were modeled. A total of 15 Residential Noise Sensitive Areas (NSA) out of 20 experience noise levels equal to or exceeding the 66 dBA criteria. A substantial increase of 10 dBA or more impact was not identified for any of the NSAs throughout the corridor.

The changes in noise levels resulting from the proposed improvements are less than 3 dBA for nine of the residential NSAs impacted. Therefore, mitigation is considered not reasonable.

Due to the multiple access locations along MD 3, no mitigation measures could be applied to receive a minimum 5 dBA or greater reduction as identified in SHA's Noise Policy for two NSAs. In addition, for two NSAs the noise abatement cost is above the SHA criteria of $50,000 per benefited residence. Therefore, noise abatement is not recommended.

Noise abatement mitigation measures were identified below the SHA criteria of $50,000 per benefited residence for only two residential NSAs (NSAs 6 and 15). Therefore, noise abatement is recommended for the two NSAs only.

NSA 10 represents the Patuxent River Park property and the Archery Club within the park property on the west side of MD 3 just north of Conway Road. Outdoor activities are limited in this area and it is unclear as to the degree of mitigation that may be required. Therefore, additional coordination and evaluation will be required during the design stage for this NSA.

5. Hazardous Materials

The No-Build Alternate would not impact hazardous materials.

The proposed Build Alternates would require acquisition of right-of-way that includes several properties that contain documented potentially hazardous substances. At least 13 sites may have the potential to be impacted by the Build Alternates. Since the designated limits of work are preliminary, there exists the potential for other properties to be impacted by the project that will be identified during final design. Of the 13 potentially impacted sites, eight are ranked as having a high or medium/high potential for environmental concern. Investigations at Underground Storage Tanks (USTs) and leaking UST sites would need to be conducted in accordance with MDE's Assessment Technology for Leaking Underground Storage Tanks.

C. PERMITS REQUIRED

Construction of the Build Alternates for this project would require the following permits:

Permit Required	Permitting Agency
Section 404 Department of the Army Permit	Corps
Section 401 Water Quality Certification	MDE
Coastal Zone Consistency Determination	MDE
Non-tidal Wetland and Waterways Permit	MDE
Stormwater Management Plan Approval	MDE
Sediment and Erosion Control Plan Approval	MDE
National Pollutant Discharge Elimination System (NPDES) permit for Construction	MDE
Roadside Tree Permit	DNR

D. AREAS OF CONTROVERSY OR SPECIAL CONCERN

Citizens and environmental agencies have raised several areas of particular concern through the public involvement process. These concerns include, but are not limited to, the following:

Noise – Many area residents along MD 3 have raised concerns about the existing and future noise levels along MD 3. Residents are concerned that by raising the elevation of MD 3 at several of the intersections, there will be an increase in noise levels within their communities because many of the residences are located at a higher elevation than the existing MD 3 roadway. Several issues have also been raised concerning the noise levels associated with trucks using MD 3.

Patuxent River and Associated Floodplain and Wetland Systems – The agencies advise that every effort should be made to minimize impacts to the Patuxent River and its floodplain and wetland systems, particularly in the vicinity of MD 450 and the current MD 3 Patuxent River crossing. The Corps and USFWS requested at the first agency field meeting that impacts to this area be located primarily to the east of MD 3 to avoid impacts to the confluence of the Patuxent River and the Little Patuxent River.

Left Fork of Jabez Branch - Jabez Branch has been designated as a Use III stream, having the water quality and habitat to support a naturally reproducing trout population. Jabez Branch is the only natural trout stream within the Coastal Plain physiographic province of Maryland. Following construction of MD 32 and I-97 in the past fifteen years, a reduction of native brook trout population was documented. Much of this was a result of outflow from the flooded borrow pit in the median of MD 3 ("Lake Median"), constructed by SHA for I-97 in the late 1980's. Lake Median has been reconstructed so that there is now no outflow to Jabez Branch. Through restocking efforts, the DNR has established a reproducing trout fishery within Jabez Branch and continues to frequently monitor the health of the fishery. The environmental agencies have requested that the stormwater flow into Jabez Branch be limited as much as possible to prevent temperature fluctuations, and they have stressed the importance of sediment and erosion control

to limit impacts from acidic soils. Additional efforts will be made to maintain as much of the existing tree canopy in order to minimize a rise in the water temperature of Jabez Branch.

E. RELATED PROJECTS IN THE STUDY AREA

There are a number of ongoing projects in the MD 3 project study area which were taken into consideration during the MD 3 project planning study:

MD 450 from MD 424 to Broad Creek in Anne Arundel County. This special project involves drainage and geometric improvements for MD 450. The project is currently under construction with a completion date of Spring 2004.

MD 450 from Stoney Brook Drive to west of MD 3 in Prince George's County. This project planning study was completed in February 1995 for the upgrade and widening of MD 450 to a multi-lane highway. This project is currently on hold pending funding for final design phase.

US 301 from north of Mount Oak Road to US 50 in Prince George's County. This project planning study is scheduled for completion in Fall 2004 for the upgrade and widening of US 301 to a multi-lane highway with the potential for an interchange with MD 197. No funding is currently available for the final design phase.

US 301 South Corridor Transportation Study in Prince George's and Charles Counties. This multi-modal corridor study includes an evaluation of transportation solutions from south of LaPlata to US 50, including consideration of transit opportunities along MD 5 to the Branch Avenue Metro Station. This project is currently in the project planning phase.

F. ENVIRONMENTAL ASSESSMENT FORM

The Environmental Assessment Form (EAF) is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. Its use is in keeping with the provisions of 1500.4 (k) and 1506.2 and 1506.6 of the Council of Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and socioeconomic environment that have been considered while preparing this environmental impact statement. The reviewer can refer to the appropriate section of the document, as indicated in the "Comment" column of the form, for a description of specific characteristics of the resource and the potential impacts, beneficial or adverse, that the action may incur. The "No" column indicates that during the scoping and coordination processes, a specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

Table S-1

MD 3 - Preliminary Environmental Impacts - ALTERNATE 3[1]

		Impacts per Segment (Segments as shown on Alternate mapping)						
		a-a	b-b	c-c	d-d	e-e	f-f	g-g
		US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
Alternate 3 Modified with Interchange Options 'A' (Boulevard)	Residential Displacements	0	0	0	1	2	0	8
	Business Displacements	1	3	0	3	0	0	5
	Farmland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Park Impacts (acres)	0.0	0.0	0.0	2.1	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	40.3	6.3	0.8	1.4	0.0	0.0
	Wetlands Impacted (acres)	0.1	8.3	3.2	0.3	0.0	0.3	0.5
	Forest Impacts (acres)	8.5	26.6	9.6	6.7	6.7	5.4	19.7
	Hazardous Materials (Number of Properties Affected)	0	3	0	0	3	2	1
	RTE Species	0	0	0	0	0	0	0
	Significant Trees (number of trees)	13	23	0	5	6	0	11
	Impervious Surfaces (acres)	4.1	15.3	3.9	12.8	1.9	2.7	5.2
Alternate 3 Modified with Interchange Options 'B'	Residential Displacements	0	0	0	2	2	0	8
	Business Displacements	1	3	0	6	0	3	5
	Farmland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Park Impacts (acres)	0.0	0.0	0.0	2.0	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	35.6	8.6	1.0	1.4	0.0	0.0
	Wetlands Impacted (acres)	0.1	5.2	5.3	0.7	0.0	0.3	0.4
	Forest Impacts (acres)	8.9	20.8	12.4	7.0	6.8	4.7	21.9
	Hazardous Materials (Number of Properties Affected)	0	2	0	1	3	3	1
	RTE Species	0	0	0	0	0	0	0
	Significant Trees (number of trees)	13	24	0	3	6	0	20
	Impervious Surfaces (acres)	6.8	13.6	4.8	17.4	2.6	5.4	7.9
Alternate 3 Modified with Interchange Option 'C' (Modified Boulevard w/ Frontage Road)	Residential Displacements	0	0	0	1	2	0	N/A
	Business Displacements	1	3	2	4	0	3	
	Farmland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	
	Park Impacts (acres)	0.0	0.0	0.0	0.5	0.0	0.0	
	Historic Sites (number)	0	0	0	0	0	0	
	Stream Crossings (number)	2	3	1	0	1	0	
	100-Year Floodplains Required (acres)	0.5	29.2	9.4	1.1	1.4	0.0	
	Wetlands Impacted (acres)	0.1	7.7	8.0	0.6	0.0	0.3	
	Forest Impacts (acres)	8.6	15.8	12.9	8.3	6.3	7.1	
	Hazardous Materials (Number of Properties Affected)	0	3	0	0	3	3	
	RTE Species	0	0	0	0	0	0	
	Significant Trees (number of trees)	13	19	1	6	6	0	
	Impervious Surfaces (acres)	4.1	7.2	5.8	14.7	2.6	5.1	

Table S-2

MD 3 - Preliminary Environmental Impacts and - ALTERNATE 5 MODIFIED[1]

		Impacts per Segment (Segments as shown on Alternate mapping)						
		a-a	b-b	c-c	d-d	e-e	f-f	g-g
		US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	Residential Displacements	0	0	0	1	0	0	2
	Business Displacements	0	3	0	2	1	1	2
	Farmland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Park Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	39.2	6.3	1.0	1.1	0.0	0.0
	Wetlands Impacted (acres)	0.1	7.7	3.5	0.7	0.0	0.3	0.6
	Forest Impacts (acres)	4.0	20.7	9.8	7.5	4.7	3.7	21.1
	Hazardous Materials (Number of Properties Affected)	0	3	0	0	0	5	1
	RTE Species	0	0	0	0	0	0	0
	Significant Trees (number of trees)	4	4	0	3	1	0	6
	Impervious Surfaces (acres)	0.8	10.2	3.9	14.5	6.2	6.4	12.9
Alternate 5 Modified with Interchange Options 'B' (Boulevard)	Residential Displacements	0	0	0	2	0	0	3
	Business Displacements	0	3	0	6	1	4	2
	Farmland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	Park Impacts (acres)	0.0	0.0	0.0	2.0	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	34.3	8.6	1.0	1.1	0.0	0.0
	Wetlands Impacted (acres)	0.1	4.7	5.3	0.7	0.0	0.3	0.6
	Forest Impacts (acres)	4.8	18.2	10.9	8.5	5.7	3.6	28.7
	Hazardous Materials (Number of Properties Affected)	0	2	0	1	0	5	1
	RTE Species	0	0	0	0	0	0	0
	Significant Trees (number of trees)	4	4	0	3	1	0	19
	Impervious Surfaces (acres)	0.8	10.2	5.6	18.3	5.9	7.2	17.2
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)	Residential Displacements	0	0	0	1	0	0	N/A
	Business Displacements	0	3	2	4	1	4	
	Farmland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	
	Park Impacts (acres)	0.0	0.0	0.0	0.6	0.0	0.0	
	Historic Sites (number)	0	0	0	0	0	0	
	Stream Crossings (number)	2	3	1	0	1	0	
	100-Year Floodplains Required (acres)	0.5	34.0	9.4	0.9	1.1	0.0	
	Wetlands Impacted (acres)	0.1	7.3	8.1	0.7	0.0	0.4	
	Forest Impacts (acres)	4.3	15.7	15.5	8.0	5.5	6.0	
	Hazardous Materials (Number of Properties Affected)	0	2	0	0	0	5	
	RTE Species	0	0	0	0	0	0	
	Significant Trees (number of trees)	4	5	1	4	1	0	
	Impervious Surfaces (acres)	1.2	7.2	5.7	14.8	6.0	9.0	

ENVIRONMENTAL ASSESSMENT FORM

	YES	NO	COMMENTS
A. Land Use Considerations			
1. Will the action be within the 100-year floodplain?	X		See Section IV.C.7
2. Will the action require a permit for construction or alteration within the 50-year floodplain?	X		See Section IV.C.7
3. Will the action require a permit for dredging, filling, draining, or alteration of a wetland?	X		See Section IV.C.7
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?		X	
5. Will the action occur on slopes exceeding 15%?	X		See Section IV.C.2
6. Will the action require a grading plan or a sediment control permit?	X		See Section IV.C.2
7. Will the action require a mining permit for deep or surface mining?		X	
8. Will the action require a permit for drilling a gas or oil well?		X	
9. Will the action require a permit for airport construction?		X	
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables, or other like devices?		X	
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	X		See Section IV.A.1, IV.C.5, IV.C.8
12. Will the action affect the use of any natural or man-made features that are unique to the county, state, or nation?		X	
13. Will the action affect the use of an archeological or historical site or structure?	X		See Section IV.B.2
B. Water Use Considerations			
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	X		See Section IV.C.5

ENVIRONMENTAL ASSESSMENT FORM

	YES	NO	COMMENTS
15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?		X	
16. Will the action change the overland flow of stormwater or reduce the absorption capacity of the ground?	X		See Section IV.C.5, IV.C.11
17. Will the action require a permit for the drilling of a water well?		X	
18. Will the action require a permit for water appropriation?		X	
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?		X	
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?		X	
21. Will the action result in any discharge into surface or sub-surface water?	X		See Section IV.C.5
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	X		See Section IV.C.5
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	X		See Section IV.E
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?		X	See Section IV.E
25. Will the action generate additional noise which differs in character or level from present conditions?	X		See Section IV.F
26. Will the action preclude future use of related air space?		X	
27. Will the action generate any radiological, electrical, magnetic, or light influences?		X	
D. Plants and Animals			
28. Will the action cause the disturbance, reduction, or loss of any rare, unique, or valuable plant or animal?		X	See Section IV.C.10

ENVIRONMENTAL ASSESSMENT FORM

	YES	NO	COMMENTS
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?		X	See Section IV.C.6 and 7
30. Will the action require a permit for use of pesticides, herbicides, or other biological, chemical, or radiological control agents?		X	
E. Socio-Economic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	X		See Section IV.A.2
32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?	X		See Section IV.A.1
33. Will the action alter land values?	X		See Section IV.A.2
34. Will the action affect traffic flow and volume?	X		
35. Will the action affect the production, extraction, harvest, or potential use of a scarce or economically important resource?		X	
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?		X	
37. Is the action in accord with federal, state, regional, and local comprehensive or functional plans – including zoning?	X		See Section IV.A.2
38. Will the action affect the employment opportunities for persons in the area?	X		See Section IV.A.2
39. Will the action affect the ability of the area to attract new sources of tax revenue?	X		See Section IV.A.2
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	X		See Section IV.A.2
41. Will the action affect the ability of the area to attract tourism?		X	

ENVIRONMENTAL ASSESSMENT FORM

	YES	NO	COMMENTS
F. Other Considerations			
42. Could the action endanger the public health, safety, or welfare?		X	
43. Could the action be eliminated without deleterious affects to the public health, safety, welfare, or the natural environment?		X	
44. Will the action be of statewide significance?	X		
45. Are there any other plans or actions (federal, state, county, or private) that, in conjunction with the subject action, could result in a cumulative or synergistic impact on the public healthy, safety, welfare, or environment?	X		See Section IV.H
46. Will the action require additional power generation or transmission capacity?		X	
47. This agency will develop a complete environmental effects report on the proposed action.	X		See DEIS

SECTION I
PURPOSE AND NEED

SECTION I
PURPOSE AND NEED

A. PROJECT LOCATION

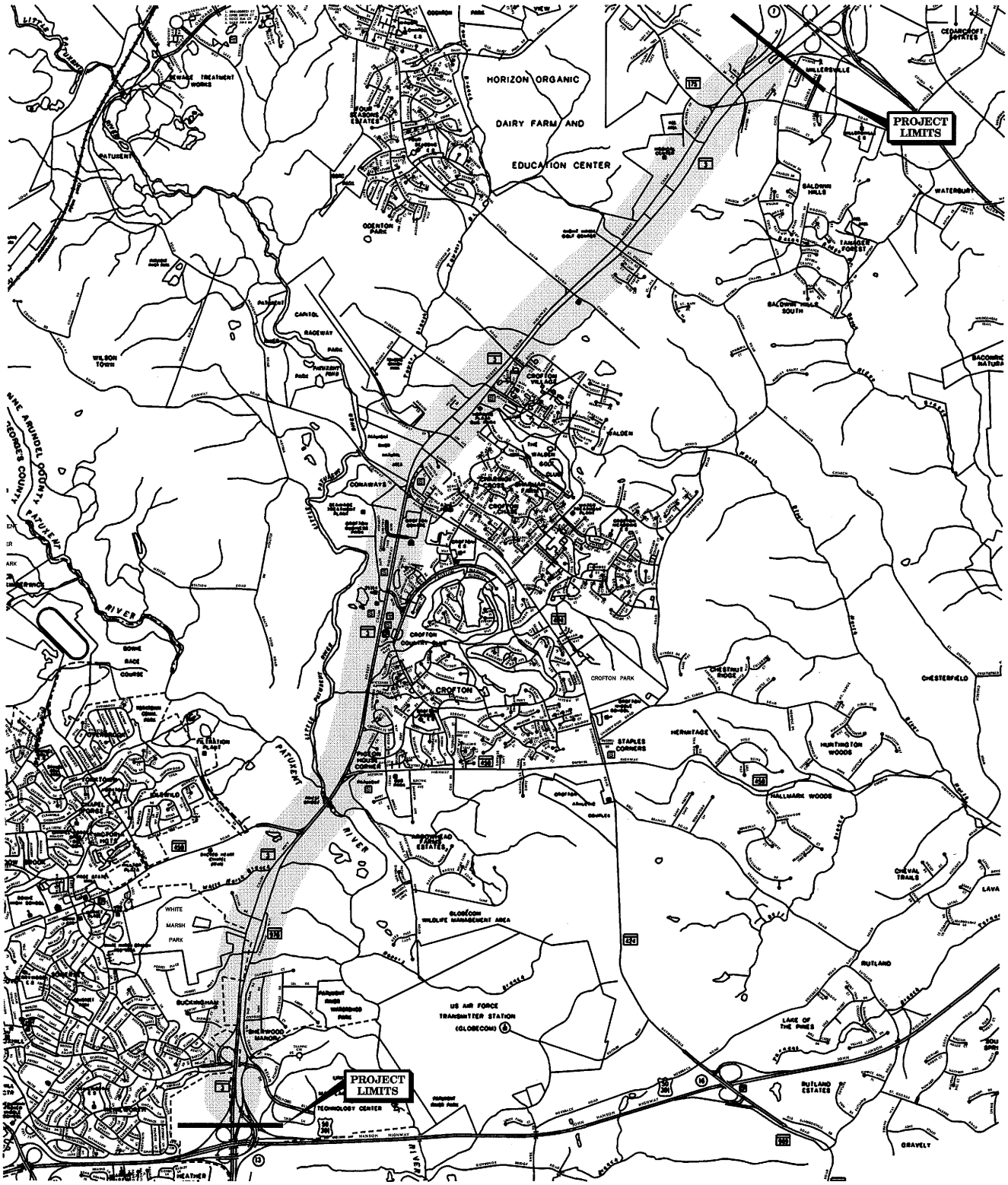
The study area of MD 3 between US 50 and MD 32 is a major north-south highway corridor, 9.28 miles in length. Located in the southwestern portion of Anne Arundel County and the northeastern portion of Prince George's County, MD 3 connects the Bowie, Crofton, Odenton, and Millersville communities to regional expressways serving Baltimore, Washington D.C., and Annapolis. A Project Location Map is shown on **Figure I-1**.

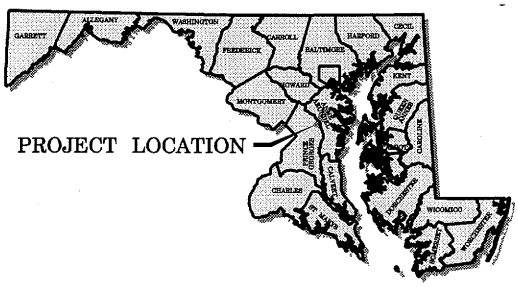
B. PROJECT BACKGROUND AND HISTORY

Since the early 1980's, there have been numerous studies and attempts to address transportation needs in the MD 3 study area. Prior to the construction of I-97 between Baltimore and Annapolis, studies of MD 3 sought to establish direct interstate connections between Baltimore, Washington, D.C. and Annapolis, The original alternate was to upgrade MD 3 between US 50 and MD 32 to interstate roadway standards and re-designate the roadway as I-297. In 1983, the Federal Highway Administration issued a Record of Decision allowing the existing alignment of MD 3 to be upgraded to an interstate roadway. The I-297 proposal, however, was defeated due to strong opposition from the Bowie and Crofton communities, and federal funds were diverted to other roadway projects using interstate transfer provisions.

Traffic congestion, inadequate intersections, increased residential and commercial development, and the need for pedestrian/bicycle safety have accelerated the need for improvements to MD 3. The Maryland State Highway Administration (SHA) continued to study non-interstate upgrades for the MD 3 study area until the project was dropped from the Consolidated Transportation Program (CTP) in 1990. In 1992, at the request of Bowie and Crofton, a MD 3 Task Force comprised of citizen representatives of the Crofton, Bowie, and Odenton communities met to address the traffic congestion along MD 3 between US 50 to MD 32. 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 a project planning study in July 2001. The MD 3 study area is included in the FY 2004-2009 CTP in the Development and Evaluation program and is funded for project planning only.

Starting from south to north, the typical section for MD 3 from US 50 to White Marsh Branch, just south of MD 450 West, is a four-lane divided roadway with 12-foot travel lanes, 10-foot outside shoulders and a median width that varies from 30 feet to more than 300 feet. From that point to just north of MD 424, MD 3 is a six-lane divided roadway with 12-foot travel lanes, 10-foot outside shoulders and a grass median varying between 35 and 56 feet wide. From just north of MD 424 to St. Stephens Church Road, MD 3 is a six-lane section with a median width that varies from 50 feet to more than 300 feet, with many businesses located in the median. From St. Stephens Church Road to MD 175, MD 3 is a four-lane section with varying median width, and north of MD 175 it is a four-lane section with 12-foot travel lanes and 10-foot





SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

PROJECT LOCATION MAP

SCALE	DATE	FIGURE
1" = 1 MILE	March 2004	I-1

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shoulders up to the MD 32 interchange. The roadway provides uncontrolled access throughout the corridor. Along the study corridor there are a total of 197 access points, comprised predominantly of commercial and private entrances.

C. PURPOSE AND NEED FOR THE PROJECT

The purpose of this 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.

Improvements are needed to address existing traffic congestion and projected operational and safety deficiencies resulting from development in and around the study area. Sections of MD 3 within the project limits are currently failing to meet acceptable traffic performance or are experiencing failing conditions during the PM peak hours. This will continue to worsen as all the intersections within the study area are projected to fail by 2025, except for the ramps at Belair Drive.

1. Traffic Analysis

Traffic volume analysis for AM and PM peak hour conditions was conducted for the year 2000 existing condition (**Figure I-2**) and the 2025 No-Build condition (**Figure I-3**). The highest volumes on MD 3 within the study area occur primarily in the weekday AM and PM peak hours. Existing Average Daily Traffic (ADT) volumes vary from 52,000 to 67,000 vehicles/day, with the highest volume occurring between the two MD 450 intersections. Approximately 67,125 vehicles/day travel on this section of MD 3 between MD 450 West (Annapolis Road) and MD 450 East (Defense Highway) compared to 52,750 vehicles/day on the section just south of the Waugh Chapel/Reidel Road intersection. Truck traffic is between 9-16 percent of the ADT with the heaviest truck volume north of MD 450 and south of Waugh Chapel Road.

The ADT on MD 3 within the study area is projected to increase by 57-60 percent by 2025. For 2025, the forecasted volumes range from 89,150 vehicles/day between Belair Drive and Forest Drive to 105,375 vehicles/day between MD 450 West and MD 450 East.

Level of Service (LOS) analysis reflects peak hour performance of a typical weekday. PM peak demand usually determines capacity, because it combines commuter traffic with various local trips. However, in the case of MD 3, which serves primarily as a local route (trips originating or terminating within the study area), analysis of both the AM and PM peak demand provides a more accurate assessment of capacity.

The traffic flow along any type of highway or through any intersection is measured in terms of LOS. LOS at a given location is graded “A” through “F”. LOS “A” represents excellent traffic with little or no delay, and LOS “F” represents failing traffic flow with total congestion where several signal cycles are required to clear traffic through intersections. An intersection is traditionally categorized as operating at an acceptable LOS with a LOS “D” or better.

MD 3 PROJECT PLANNING STUDY

2000 AM(PM) Peak Hour Traffic Volumes and Level of Service

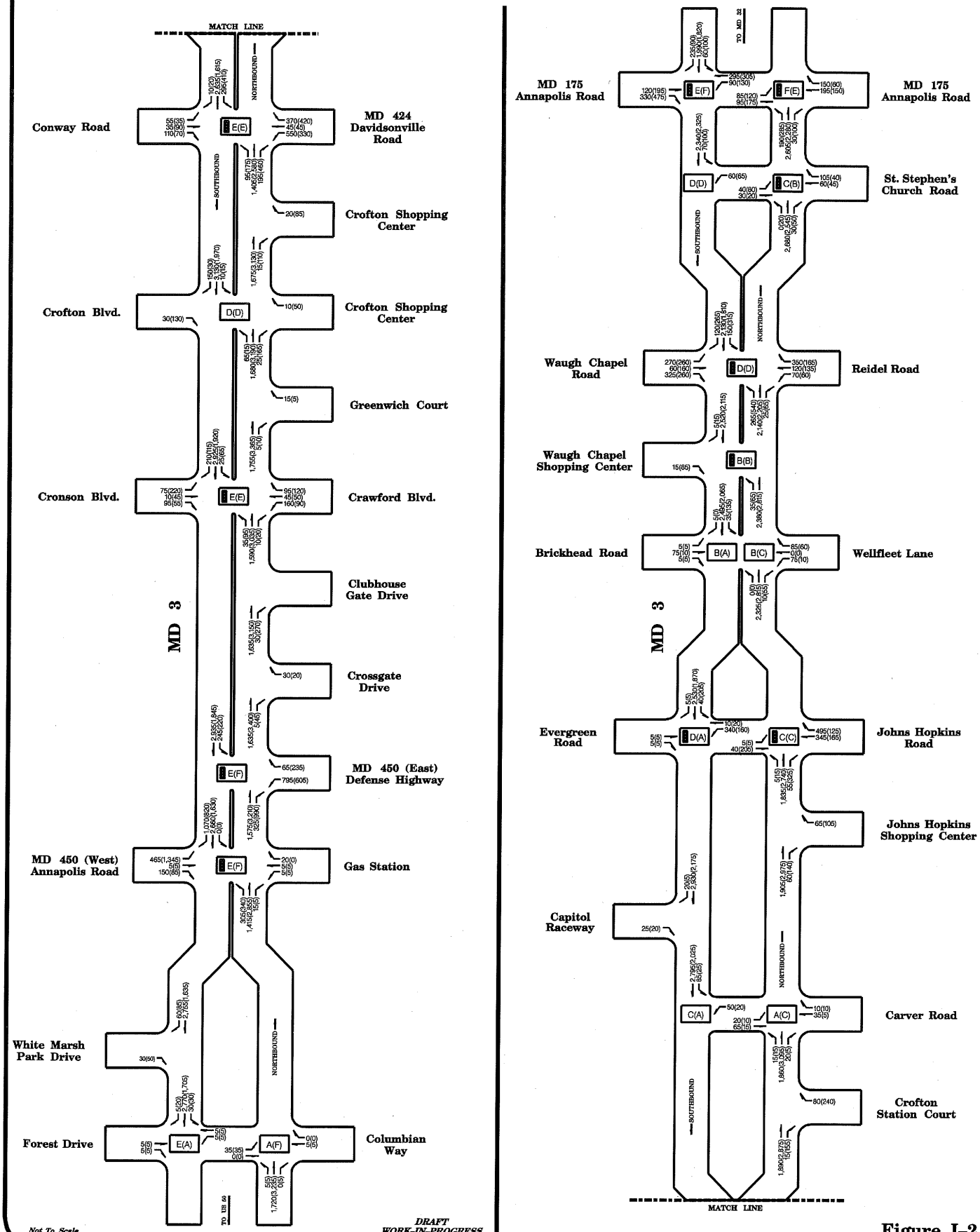

Figure I–2

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MD 3 PROJECT PLANNING STUDY

2025 AM(PM) Peak Hour Traffic Volumes and Level of Service

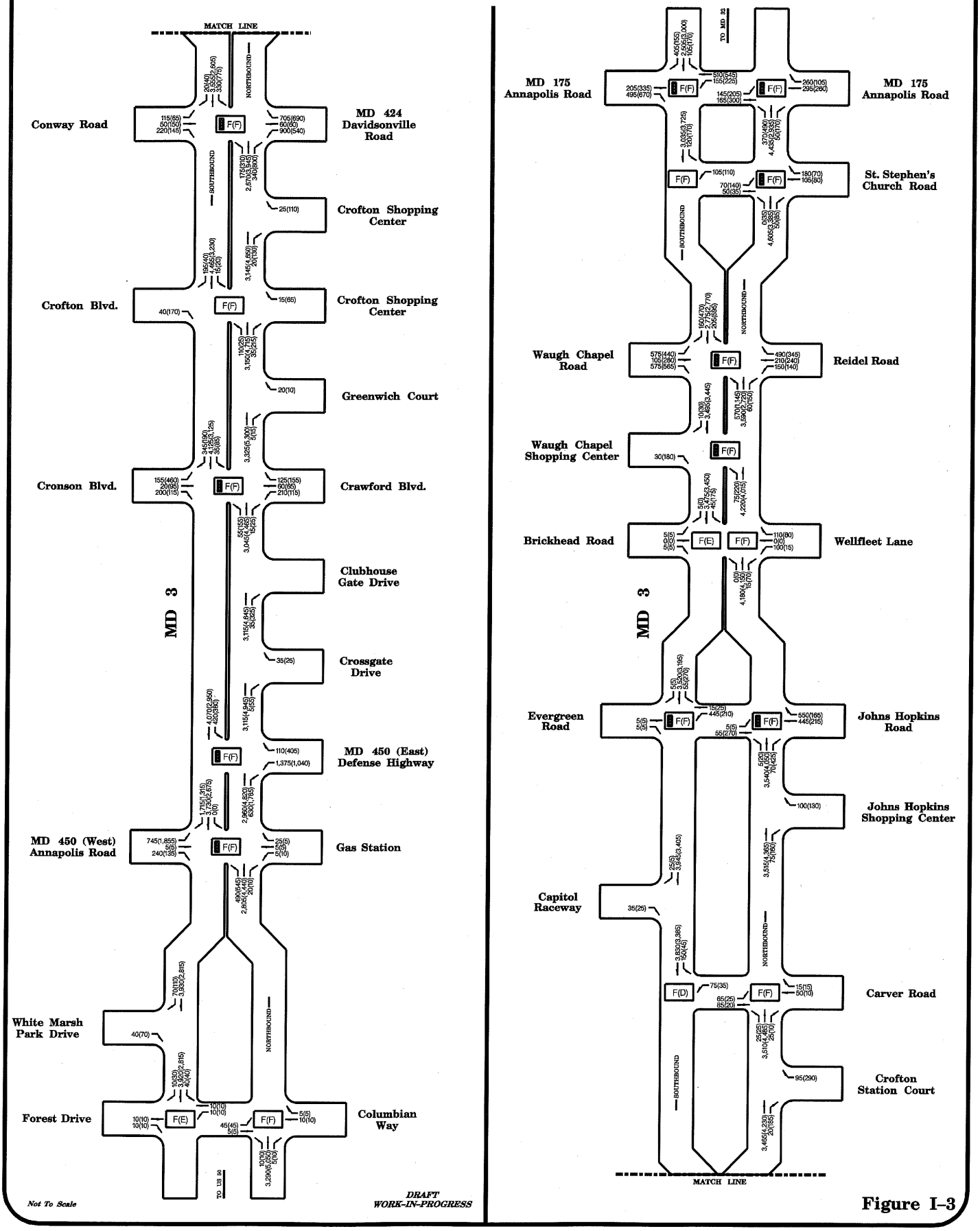

Figure I–3

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LOS analyses were conducted for the major intersections and interchanges within the MD 3 study area for the Existing (year 2000) (**Table I-1**) and the No-Build (year 2025) conditions (**Table I-2**). The Critical Lane Volume analysis was used to conduct the LOS analyses.

Based on the traffic analysis, only three of the nine signalized intersections operate at a LOS "F" under existing year 2000 traffic conditions. Signalized intersections that have a failing LOS "F" are MD 175 in both the AM and PM peak hours and MD 450 East and West in the PM peak hour only. Non-signalized intersections that have a failing LOS "F" are Columbian Way and Sylvan Drive (east) in the PM peak hour only. All of the signalized intersections, except for Belair Drive, in the study corridor are projected to fail by 2025 during both AM and PM peak hours under the No-Build condition. Under the 2025 No-Build condition, only the Belair Drive northbound and southbound ramps during both AM and PM peak hours and the Carver Road (west) and Brickhead Road (west) in the PM peak hours are projected to operate at LOS "D" or better.

2. MD 3 Origin/Destination Survey

A license plate survey on MD 3 within the study area was conducted in May 2001. The purpose of the survey was to determine the percentage of vehicles (both automobiles and trucks) that use the MD 3 study area for through trip purposes, as well as those that travel between MD 450 East and MD 450. The hours for the license plate survey were approximately 6:00 AM to 9:00 AM and approximately 4:00 PM to 7:00 PM. The following locations were included in the license plate survey:

During the AM peak period:

- MD 3 SB, just north of MD 175
- MD 3 SB, just south of ramp from SB MD 3 to WB US 50
- Ramp from SB MD 3 to WB US 50
- MD 450 East WB, just east of MD 3
- MD 450 West WB, just west of MD 3

During the PM peak period:

- MD 3 NB, just north of MD 175
- MD 3 NB, just south of Ramp from EB US 50 to NB MD 3
- Ramp from EB US 50 to NB MD 3/Belair Drive
- Ramp from WB US 50 to NB MD 3/Belair Drive
- MD 450 East EB, just east of MD 3
- MD 450 West EB, just west of MD 3

Table I-1
Level of Service and Volume-to-Capacity (v/c) Ratio:
Year 2000 Existing Conditions
March 2003

Intersection with MD 3	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
Belair Drive – MD 3 NB Ramps*	A	0.19	A	0.20
Belair Drive – MD 3 SB Ramps*	A	0.22	A	0.19
Forest Drive	E	0.96	A	0.60
Columbian Way	A	0.62	F	1.14
Sylvan Drive – West	E	0.99	B	0.65
Sylvan Drive – East	A	0.60	F	1.10
MD 450 (Annapolis Road)*	E	0.91	F	1.06
MD 450 (Defense Highway)*	E	0.96	F	1.11
Cronson Boulevard*	E	0.94	E	1.00
Crofton Boulevard	D	0.82	D	0.88
MD 424 (Conway Road)*	E	0.96	E	0.98
Carver Road – West	C	0.73	A	0.52
Carver Road – East	A	0.52	C	0.79
Johns Hopkins Road – West*	D	0.88	A	0.60
Johns Hopkins Road – East*	C	0.77	C	0.77
Brickhead Road – West	B	0.68	A	0.53
Brickhead Road – East	B	0.68	C	0.79
Waugh Chapel Shopping Center *	B	0.64	B	0.70
Waugh Chapel Road*	D	0.88	D	0.88
St. Stephen's Church Road – West	D	0.84	D	0.84
St. Stephen's Church Road – East*	C	0.76	B	0.71
MD 175 (Annapolis Road) – West*	E	0.95	F	1.00
MD 175/Millersville Road – East*	F	1.07	E	0.95

** Signalized Intersections*
Note: all locations analyzed using Critical Lane Volume Analysis (both signalized and unsignalized intersections)

Table I-2
Level of Service and Volume-to-Capacity (v/c) Ratio:
Year 2025 No-Build Conditions
March 2003

Intersection with MD 3	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
Belair Drive – MD 3 NB Ramps*	A	0.34	A	0.38
Belair Drive – MD 3 SB Ramps*	A	0.34	A	0.30
Forest Drive	F	1.37	E	0.99
Columbian Way	F	1.17	F	1.77
Sylvan Drive – West	F	1.39	F	1.05
Sylvan Drive – East	F	1.14	F	1.72
MD 450 (Annapolis Road)*	F	1.46	F	1.58
MD 450 (Defense Highway)*	F	1.40	F	1.68
Cronson Boulevard*	F	1.34	F	1.46
Crofton Boulevard	F	1.19	F	1.29
MD 424 (Conway Road)*	F	1.42	F	1.51
Carver Road – West	F	1.00	D	0.87
Carver Road – East	E	0.99	F	1.15
Johns Hopkins Road – West*	F	1.21	E	0.97
Johns Hopkins Road – East*	F	1.29	F	1.12
Brickhead Road – West	E	0.94	D	0.88
Brickhead Road – East	F	1.18	F	1.15
Waugh Chapel Shopping Center *	F	1.06	F	1.00
Waugh Chapel Road*	F	1.44	F	1.39
St. Stephen's Church Road – West	F	1.11	F	1.35
St. Stephen's Church Road – East*	F	1.31	E	0.98
MD 175 (Annapolis Road) – West*	F	1.27	F	1.59
MD 175/Millersville Road – East*	F	1.80	F	1.30

**Signalized Intersections*
Note: all locations analyzed using Critical Lane Volume Analysis (both signalized and unsignalized intersections)

In addition to the license plate survey, a truck survey was conducted. This survey consisted of recording the company name of all trucks on MD 3 between the intersections of MD 175 and MD 450 West. This survey was conducted between the hours of 7:00 AM and 7:00 PM. The locations for the survey included:

- MD 3 NB and SB, just north of MD 175
- MD 3 NB and SB, just south of MD 450 West
- MD 450 West EB to NB movement, just west of MD 3.

The conclusions of the Origin/Destination Study are as follows:

1. The ADT volumes have increased between 1995 and 2001 by approximately 32 percent on MD 3, and by approximately 17 percent on MD 450 west of MD 3. The peak hour volumes have increased in approximately the same proportion as the ADT volumes.

2. The hourly volume of trucks remains somewhat constant throughout the day (7:00 AM to 4:00 PM), with a decline in truck volumes later in the afternoon.

3. The Origin/Destination Study shows that at each end of the study corridor (north of MD 175 and south of MD 450), approximately 74 percent of the peak hour directional volume is made up of local traffic (trips originating or terminating within the study area). This is significantly higher than the results from the MD 3 Task Force Origin/Destination Study conducted in 1995. That study showed approximately 65 percent of the peak hour volume was made up of local traffic.

4. The MD 3 truck survey showed, only 28.9 percent of all trucks entering the study corridor north of MD 175 continued southbound towards US 301 or US 50 during peak period. The remaining 71 percent of trucks were either beginning or ending their trips within the study area.

5. The MD 3 truck survey showed only 31.8 percent of all peak hour northbound trucks entering the study corridor south of MD 450 continued past MD 175.

6. During the truck survey, trucks from 27 different companies were recorded with a frequency of 10 or more trips.

3. Accident Data

The study area experienced 649 police-reported accidents during the period of 1998-2000 (**see Table I-3**). These accidents resulted in a rate of approximately 119.7 accidents per every 100 million-vehicle-miles of travel (acc/100mvm). This accident rate is lower than the statewide average accident rate of approximately 189.0 acc/100mvm for all similarly designed state maintained highways. With a projected increase in the ADT of 51 to 64 percent by 2025, the accident rate may surpass the statewide average.

Table I-3
Accident experience by year, severity, accident rate and comparable statewide average accident rates.

	1998	1999	2000	Total	Study Rate (acc/100 mvm)	Statewide Rate (acc/100 mvm)
Fatal Accidents	1	4	2	7	1.3	1.4
Number Killed	1	4	2	7		
Injury Accidents	90	104	89	283	52.2	87.7
Number Injured	135	181	141	457		
Property Damage	101	129	129	359	66.2	99.9
Total Accidents	192	237	220	649	119.7	189.0

Accidents based on collision type are identified in **Table I-4.** With respect to collision type, data received from police reports revealed that "failure to give full time and attention" comprised 35 percent (224 of 649) of the total accidents from 1998 to 2000 and was the most prominent probable cause listed. Only 2.3 percent (15 of 649) of the total accidents listed "failure to obey traffic signal" as the probable cause. Of the 1,300 total vehicles involved, 104 were heavy-duty or tractor-trailer trucks (8.3 percent).

Table I-4
Overall accident experience by year, collision type, accident rate and comparable statewide average accident rate.

Collision Type	1998	1999	2000	Total	Accident Study Rate (acc/100 mvm)	Statewide Average Rate (acc/100 mvm)
Angle	23	19	25	67	12.3	29.3
Rear End	71	114	92	277	51.0	67.7
Fixed Object	27	26	25	78	14.4	20.8
Opposite Direction	4	3	3	10	1.8	3.4
Sideswipe	19	22	21	62	11.4	13.3
Left Turn	9	9	9	27	5.0	20.1
Pedestrian	3	1	4	8	1.5	5.0
Parked Vehicle	4	4	5	13	2.4	3.1
Other	32	39	36	107	19.7	20.5
Total	**192**	**237**	**220**	**649**		

MD 3 at Waugh Chapel Road is listed as a primary Candidate Safety Improvement Intersection for Year 2000. There are no Candidate Safety Improvement Sections in the study limits of MD 3.

4. Bicycle and Pedestrian Accommodation

Improvements are needed throughout the MD 3 study area to accommodate bicycle and pedestrian traffic. Both residential and commercial properties exist throughout the MD 3 study area that are accessible to both pedestrian and bicycle traffic. In Anne Arundel County, examples include the Crofton Post Office and business that are located on the west side of MD 3 directly across from the Crofton Community located on the east side. Waugh Chapel Village is located on the west side of MD 3, with several residential communities located on the east side of MD 3. In Prince George's County, access to White March Park is located along southbound MD 3, containing many recreation facilities accessed by both pedestrian and bicycle traffic.

In addition, existing MD 3 is used by bicyclists throughout the corridor for both recreational and commuter needs, despite the heavy volume traffic. North of MD 424 to MD 175, several commercial and residential properties are located in the median of MD 3. Currently, no formal pedestrian or bicycle access is provided in these areas. The primary areas identified through the public involvement process in which crossings of MD 3 are of most concern to pedestrians and bicyclists include MD 3 at MD 450, Cronson/Crawford Boulevard, MD 424, Waugh Chapel/Reidel Roads, and MD 175. Pedestrians and bicyclists experience difficulty crossing MD 3 due to the volume of traffic, vehicle speeds, and lack of striping or formal harbor areas at major intersections.

SECTION II
ALTERNATES CONSIDERED

SECTION II
ALTERNATES CONSIDERED

This section describes the initial set of alternates considered and the reasons for eliminating them from consideration. It also describes the physical and operating characteristics, and estimated capital costs, for each alternate retained for consideration in the MD 3 Project Planning Study.

A. ALTERNATES DROPPED PRIOR TO THE ALTERNATES PUBLIC WORKSHOP

1. MD 450 Direct Connect Alternate

Early in the alternates development stage, an alternate was introduced for a controlled access direct connection of MD 450 as a MD 3 overpass, eliminating the existing MD 3 signalized intersections at MD 450-east and MD 450-west. The alternate extended existing MD 450 section in Anne Arundel County directly over MD 3 and across the Patuxent River to the existing alignment of MD 450 in Prince George's County. This alternate required a bridge over MD 3. A bridge was also needed to carry MD 450 over the Patuxent River and Little Patuxent River. In addition, it required approximately 1,700 feet of new road to cross the Bel Air Landfill located in the northwest quadrant of the intersection.

This alternate required controlled access exit and entrance ramps to and from MD 3. These ramps required one flyover ramp, connecting northbound MD 3 to MD 450, via a bridge over MD 3. Three signalized intersections were proposed along MD 450 for turning movements from the entrance and exit ramps. A traffic signal at the Patuxent River Road/MD 450/MD 3 northbound entrance ramp, at the intersection of the southbound MD 3 exit ramp accessing MD 450-west via a left turn, and a third signal located at the intersection of the northbound MD 3 exit ramp/southbound MD 3 entrance ramp were required.

This concept was dropped from further consideration for the following reasons:

- Required a new structure crossing near the confluence of the Patuxent and Little Patuxent Rivers
- Extensive environmental impacts including floodplain, wetland and forested areas
- Direct impacts to the Bel Air Landfill and related hazardous material concerns

B. ALTERNATES PRESENTED AT THE ALTERNATES PUBLIC WORKSHOP

Five roadway alternates with interchange options were presented at the November 7, 2002 Alternates Public Workshop. The roadway alternates under consideration were Alternate 1 (No-Build), Alternate 2 (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. The following is a description of the Alternates, which were presented at the Alternates Public Workshop.

1. Roadway Alternates

a. Alternate 1 – No Build

No major improvements were proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety operations.

b. Alternate 2 – TSM/TDM Alternate

Alternate 2 proposed a combination of reasonable Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques that go beyond the No-Build Alternate. TSM is a relatively low-cost transportation improvement strategy consisting of minor construction and operational enhancements to make the most productive and cost-effective use of existing transportation facilities and services. TDMs are voluntary and include pricing programs designed to increase vehicle occupancy, or reduce the time or need to travel. The TSM/TDM Alternate attempted to maximize the existing system by promoting access management and/or consolidation, addition of auxiliary lanes, minor intersection improvements and signal optimization measures.

TSM measures presented as part of Alternate 2 included additional auxiliary lanes as necessary to provide ingress and egress to the many businesses and residences along MD 3. In addition, areas for consolidation or elimination of access were identified throughout the corridor. Additional turning lanes and storage length were added where necessary to improve the level-of-service at each intersection.

TDM measures considered included the expansion of the existing transit service in the corridor and the consideration of additional transit service. Anne Arundel County is currently working with Howard County Transit to provide service to the Odenton MARC Station from the Crofton Area. A park and ride feasibility study was undertaken for the MD 3 corridor as part of the US 50 HOV study. No decisions have been made at this time concerning recommended locations or inclusion as part of the MD 3 Build Alternates.

c. Alternate 3 – Boulevard Concept

Alternate 3 was developed building upon the consensus reached by the 1998 MD 3 Task Force. The proposed typical section for this alternate included three 11-foot through lanes in each direction, a 30-foot grass median, and 16-foot auxiliary lanes or 8-foot shoulders. This alternate included landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities.

Key roadway improvements associated with Alternate 3 included:

- Dualization of the current alignment of northbound MD 3 from Belair Drive to MD 450 and provision of a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive;

- Existing southbound MD 3 from MD 450 to Forest Drive would be converted to a two-way service road with access provided from MD 450 and a right-in/right-out with MD 3 at Forest Drive;
- Separating MD 450 through traffic from MD 3 through traffic and providing a partially access-controlled interchange between MD 450 and MD 3;
- Maintaining the existing alignments of MD 3 from MD 450 to MD 32 and providing a continuous auxiliary lane on the outside and a continuous left auxiliary lane from MD 424 to Johns Hopkins Road and from just north of St. Stephens Church Road to MD 175;
- Grade separating northbound MD 3 over MD 424.

d. Alternate 4 – Mainline Improvement

Alternate 4 included the addition of a third through lane for MD 3 northbound from St. Stephens Church Road to MD 32, and a third through lane for MD 3 southbound from MD 450 to US 50. This additional lane would improve the traffic operations by eliminating the current lane reductions and subsequent bottlenecking at these locations. This alternate included landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities.

The typical section proposed for this alternate included 11-foot through lanes and 16-foot auxiliary lanes or 12-foot shoulders. From St. Stephens Church Road to MD 32, auxiliary lanes were provided where necessary to safely accommodate access to the businesses and residences along MD 3. The existing MD 3 roadway section was maintained throughout the remainder of the corridor with the exception of the proposed interchange alternates. Key improvements for this alternate included:

- Widening southbound MD 3 from two lanes to three lanes from MD 450 to the Belair Drive interchange;
- Separating MD 450 through traffic from MD 3 through traffic and providing a fully access-controlled interchange between MD 450 and MD 3;
- A grade-separated interchange at the intersection with Crawford and Cronson Boulevards with a service road on the northbound side;
- A grade-separated interchange for MD 3 at MD 424 (Davidsonville Road) and Conway Road;
- Intersection improvements at MD 3 and Johns Hopkins Road, similar to the existing Waugh Chapel Road intersection design, in an effort to improve the intersection operations;
- A grade-separated interchange for MD 3 and the intersection at Waugh Chapel and Reidel Roads;
- Widening of northbound MD 3 from 2 lanes to 3 lanes from St. Stephens Church Road to MD 32.

e. Alternate 5 – Modified Boulevard

Alternate 5 included improvements similar to Alternate 3 (MD 3 from US 50 to MD 424 (Davidsonville Road)). North of MD 424, Alternate 5 included the dualization of southbound

MD 3 from MD 424 to MD 32 and conversion of existing northbound MD 3 into a two-way service road. This alternate included the partial control of access along MD 3 northbound, with limited access provided for properties located along MD 3 southbound.

The typical section proposed for this alternate was similar to Alternate 3: three 11-foot through lanes in each direction, a 30-foot grass median, and 16-foot auxiliary lanes or 12-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities were included. Key improvements for this alternate included:

- Dualizing the current alignment of northbound MD 3 from Belair Drive to MD 450 and providing a continuous right auxiliary lane from Belair Drive to just north of Forest Drive;
- Dualizing the current alignment of southbound MD 3 from MD 424 to MD 32 and providing a continuous right auxiliary lane on the outside from MD 424 to Johns Hopkins Road and from just north of St. Stephens Church Road to MD 175;
- Existing northbound MD 3 from MD 424 to Wellfleet Drive and St. Stephens Church Road to MD 175 would be converted to a two-way service road;
- Fully access controlled interchanges between MD 3 and both MD 450 east and MD 450 west. MD 450 and MD 3 was proposed to remain on the same alignment between MD 450 east and west;
- A grade-separated interchange for MD 3 at MD 424;
- A grade-separated interchange for MD 3 and the intersection at Waugh Chapel Road and Reidel Road.

f. Alternate 6 – Additional Interchange Options

Alternate 6 provided a set of additional interchange options for the four major intersections. These options were to be integrated into the roadway alternates and are discussed under Interchange Options in greater detail.

2. Interchange Options

Each interchange option was presented at the Alternates Public Workshop in conjunction with specific roadway alternates, however, any option may be applied to roadway Alternates 3,4 or 5. The following is a detailed description of each interchange option.

a. MD 450 Intersections:

MD 450 - Option A (Presented with Alternate 3)
With this option, MD 450 west of MD 3 crossed over MD 3 south of the Patuxent River and connected to MD 450 east of MD 3 with a separate parallel roadway located east of MD 3. A signalized intersection was provided at northbound MD 3 and MD 450 in Anne Arundel County to accommodate the left turn from southbound MD 3 to MD 450 eastbound. All other movements between MD 450 and MD 3 were provided by a “trumpet” interchange south of the Patuxent River crossing in Prince George’s County.

MD 450 - Option B (Presented with Alternate 4)
MD 450, west of MD 3, was connected via a separate roadway located in the median of MD 3. Southbound MD 3 crossed over MD 450 at the south interchange. Northbound MD 3 crossed over MD 450 at the north interchange. Left exit (median) slip ramps connected MD 3 to signalized interchanges with MD 450.

MD 450 - Option C (Presented with Alternate 5)
The existing signalized intersections at MD 450 east and west were replaced with grade separated fully access controlled "trumpet" interchanges. MD 450 and MD 3 retained their current alignments between MD 450 east and west.

MD 450 - Additional Interchange Option (presented as part of Alternate 6)
This set of interchange options included partially access-controlled, signalized intersections separating MD 450 from MD 3. Collector/distributor roads outside of MD 3 accommodated movements to eastbound and westbound MD 450. Access to the collector/distributor road were limited to specific access points, providing free flow movements from northbound MD 3 to eastbound MD 450 and from southbound MD 3 to westbound MD 450.

b. Crawford/Cronson Boulevards:

Crawford/Cronson - Option A (Presented with Alternates 3 and 5)
This option included upgrading the existing signalized intersection to provide improved geometrics and lane storage areas along both MD 3 and Crawford/Cronson Boulevards. No major changes to the existing intersection were proposed under this option.

Crawford/Cronson - Option B (Presented with Alternate 4)
This option introduced a compressed diamond interchange with MD 3 crossing over Crawford and Cronson Boulevards. A ramp/service road combination was provided for the businesses on the west side of MD 3. A ramp/service road was added along northbound MD 3 that connects with any of the MD 424 interchange options. A slip ramp, located north of Cronson Boulevard, provided access to the MD 424 interchange to bypass the Cronson/Crawford interchange.

c. MD 424 (Davidsonville Road)/Conway Road:

MD 424 - Option A (Presented with Alternate 3)
This option included grade separating northbound MD 3 over MD 424, with a left exit from northbound MD 3 providing an access/service road at a new intersection with MD 424. The access/service road extended north of the MD 424 intersection connecting to northbound MD 3 at Carver Road. Southbound MD 3 remained at grade, shifted west to accommodate the new northbound access/service road.

MD 424 - Option B (Presented with Alternate 4)
This option included a grade separated, compressed diamond interchange for MD 3 at MD 424. Placing MD 3 over MD 424 made an additional roadway crossing possible under MD 3 at the entrance to Crofton Station. This new roadway connected Crofton Station on the east side of MD 3 to Cronson Boulevard on the west side of MD 3, providing access to area businesses from

the local roads. Signalized intersections were provided where the new crossing intersects the MD 3 ramps.

MD 424 - Option C (Presented with Alternate 5)
This option included a grade separated single point urban interchange for MD 3 at MD 424. MD 424 was relocated over MD 3 to the north to allow for maintenance of traffic during construction of the interchange. It included a new access road to Patuxent River Park from Conway Road. To attain adequate grades and weaving distances, access to Crofton Station from MD 3 was eliminated.

MD 424 – Additional Interchange Option (presented as part of Alternate 6)
This option was similar to MD 424 - Option C, but used a compressed diamond interchange design instead of a single point urban interchange.

d. Waugh Chapel/Reidel Road:

Waugh Chapel/Reidel Road - Option A (Presented with Alternate 3)
This option upgraded the existing signalized intersection.

Waugh Chapel/Reidel Road - Option B (Presented with Alternate 4)
This option proposed a grade separated compressed diamond interchange for MD 3 and the intersection at Waugh Chapel Road and Reidel Road.

Waugh Chapel/Reidel Road - Option C (Presented with Alternate 5)
This option proposed a traditional diamond interchange with roundabouts instead of traffic signals at the access ramp terminal intersections with Waugh Chapel and Reidel Roads.

Waugh Chapel/Reidel Road - Additional Interchange Option (presented as part of Alt. 6)
This option proposed a signalized traffic "square" at the intersection of MD 3 with Waugh Chapel Road and Reidel Road. This unconventional approach attempted to slow traffic through the MD 3 study area while providing access to Waugh Chapel Road and Reidel Road. All traffic was guided to the right, counter-clockwise, around the traffic square and continued toward destinations along MD 3, Waugh Chapel Road or Reidel Road. Traffic flow and capacity was metered by traffic signals on each corner of the square.

C. ALTERNATES NOT RECOMMENDED FOR DETAILED STUDY

The following alternates were not recommended for detailed study following the Alternates Public Workshop. Regulatory and review agencies concurred with this recommendation as part of the environmental streamline process. This concurrence is included in Section VI, Comments and Coordination. The following summary provides reasons why each alternate was not recommended for detailed study.

1. Roadway Alternates

a. Alternate 2 – TSM/TDM

The TSM/TDM alternate did not provide a significant operational improvement. This alternate consisted mainly of safety improvements. There were few proposed changes to the signalized intersections and it was similar to the no-build. The design improvements of this alternate were selected to be retained and integrated as part of each alternate retained for further study. An overall Access Management Plan was developed apart from the project planning process and a form of the TSM/TDM improvements were incorporated into the retained alternates.

b. Alternate 4 – Mainline Improvements

Alternate 4 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 improvement, Alternate 4 did not meet the Purpose and Need of this study, particularly along the northern segment in the areas with the existing median development. This alternate retains only two lanes on southbound MD 3 from MD 32 to St. Stephens Church Road (LOS F at MD 175 1.35-1.40) and on northbound MD 3 from US 50 to MD 450 (Link LOS 0.74-1.18).

2. Interchange Options

a. MD 450 Intersections:

Additional Interchange Options (Alternate 6)
Alternate 6 Interchange Option at the MD 450 Intersections was dropped from consideration because the intersections continue to operate at a high failing Level-of-Service (LOS 1.45-1.76) with the proposed option.

b. Crawford/Cronson Boulevards

None of the Crawford/Cronson Boulevards options were dropped following the Alternates Public Workshop.

c. MD 424 (Davidsonville Road)/Conway Road:

Additional Interchange Options (Alternate 6)
Alternate 6 Interchange Option at MD 424 was dropped from consideration due in part to its similarity to the MD 424 Interchange Option C for Alternate 5 Modified, single point urban interchange option, and for its lack of improvement to traffic operations over Alternate 5 (Alt. 6 LOS 0.61-0.87 vs. Alt. 5 LOS 0.48-0.53).

d. Waugh Chapel/Reidel Road:

Additional Interchange Options (Alternate 6)
The proposed traffic square interchange option at Waugh Chapel Road/Reidel Road was dropped from further consideration due to poor operational characteristics. The traffic analysis completed for this option showed a LOS F for all segments of the traffic square. This option also did not receive any public support at the Alternates Public Workshop.

e. MD 175/Millersville Road

Following the Alternates Public Workshop, several comments were received expressing the desire for improvements to the intersection of MD 3 with MD 175 and Millersville Road. Part of the alternate evaluation included consideration of access to Charles Hall Road, Belts Drive and Holiday Park Drive located on the west side of southbound MD 3 between MD 32 and MD 175. Three access options were developed to respond to the comments received and agency input associated with Jabez Branch. The options were presented to the agencies following the workshop and two are included in the Alternates Recommended for Detailed Study as part of the MD 175/Millersville Road Options.

An additional option extending Charles Hall Road to MD 175 has been eliminated from consideration. This option provided an extension of Charles Hall Road parallel to the existing Jabez Branch within the existing right-of-way owned by the State of Maryland. Given the close proximity to Jabez Branch, stormwater runoff concerns and the loss of tree cover over Jabez Branch, this option was eliminated from consideration. In addition, the close proximity of its connection to MD 175 could potentially compromise safety at the MD 175 intersection with MD 3.

D. ALTERNATES RECOMMENDED FOR DETAILED STUDY

The following is an overview of the roadway Alternates and Interchange Options recommended for detailed study. With the exception of Interchange Option A at MD 424, all interchange options may be applied to either Alternate 3 or Alternate 5 Modified. Detailed Mapping showing the Alternates Recommended for Detailed Study is included in **Volume II of II – Alternates Mapping**.

In an effort to better evaluate the impacts and costs associated with each of the alternates, the overall corridor was divided into seven segments. The boundaries for each segment were identified to include the various interchange options with the mainline alternates. This allows for a mixing and matching of the various interchange options with either Alternate 3 or Alternate 5 Modified. This also allows for Alternate 3 and Alternate 5 Modified to be selected in different segments. Cost and impact tables throughout the DEIS have been included for each individual segment.

1. Roadway Alternates

a. Alternate 1 – No Build

No major improvements are proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety operations. The No-Build Alternate serves as a basis for comparing all of the other alternates.

b. Alternate 3 – Boulevard Concept

Alternate 3 **(Figures II-1 and II-2)** is similar to the alternate for which consensus was reached by the MD 3 Task Force in 1998. The proposed typical section to be applied throughout the MD 3 study area includes three 11-foot through lanes in each direction, a 30-foot grass median (where applicable), and 16-foot auxiliary lanes or 10-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities are included in this alternate. In addition, the TSM/TDM strategies identified and included as part of Alternate 2, as presented at the Alternates Public Workshop, are incorporated into Alternate 3.

Key roadway improvements associated with Alternate 3 include:

- Dualization of the current alignment of northbound MD 3 from Belair Drive to MD 450 and provision of a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive;
- Existing southbound MD 3 from MD 450 to Forest Drive would be converted to a two-way service road with access provided from MD 450 and a right-in/right-out with MD 3 at Forest Drive;
- Maintaining the existing alignments of MD 3 from MD 450 to St. Stephens Church Road and providing a continuous auxiliary lane on the outside and a continuous left auxiliary lane from MD 424 to Johns Hopkins Road;
- Maintaining the existing alignments of MD 3 from St. Stephens Church Road to MD 32 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 provided from just north of St. Stephens Church Road to MD 175.

Alternate 3 - Boulevard Concept was selected for further detailed study because it is the MD 3 Task Force's concurred upon alternate and has community-supported design elements.

The dualization of MD 3 through Prince George's County improves safety by eliminating the number of entrances onto MD 3. In addition, access to White Marsh Park is provided by a service road, eliminating the weaving the currently exists on southbound MD 3 as traffic leave the park with designation north of the park. The introduction of 11-foot lanes and a closed cross section are an effort to help reduce the tendency for drivers to speed, thereby providing a community feel and less of a freeway feel. The 16-foot auxiliary lane and 10-foot shoulders have been provided to accommodate bicycle traffic along MD 3 in addition to providing additional clearance between slower turning traffic and faster thru traffic.

c. Alternate 5 Modified – Dualization Concept

Alternate 5 Modified **(Figures II-3 and II-4)** improvements from US 50 through MD 450 include the addition of a third through travel lane in both directions and a 16-foot auxiliary lane for southbound MD 3. From MD 450 to MD 424 the improvements are similar to those presented in Alternate 3. North of MD 424, Alternate 5 Modified provides the dualization of southbound MD 3 with a 16-foot median from MD 424 to MD 32 and converts the existing northbound MD 3 into a two-way service road. This alternate includes limited access (right-in/right-out) along MD 3 northbound and southbound in the dualized portions north of MD 424.

The typical section for this alternate is similar to Alternate 3; three 11-foot through lanes in each direction, and 16-foot auxiliary lanes or 10-foot shoulders. The median width varies from 16 feet to 300 feet depending on its location within the corridor. This Alternate also includes landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities. In addition, the TSM/TDM strategies identified and included as part of Alternate 2, as presented at the Alternates Public Workshop, are incorporated into Alternate 5 Modified.

Key roadway improvements associated with Alternate 5 Modified include:

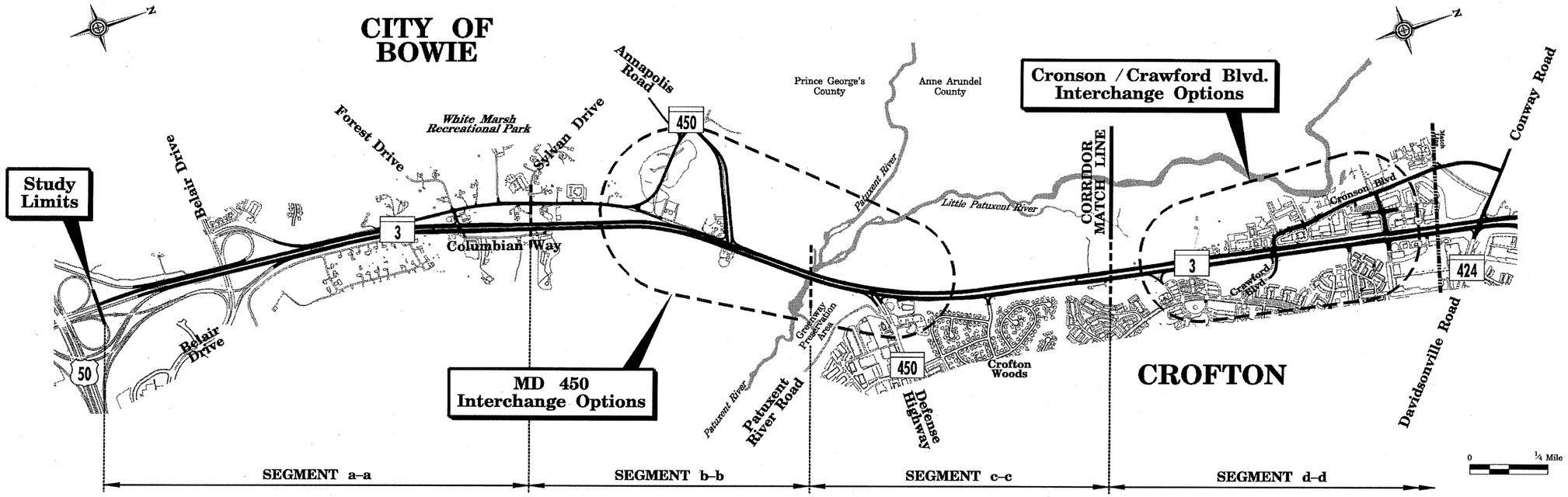
- Maintaining the existing alignment of northbound MD 3 from Belair Drive to MD 450 with the addition of a third through lane for both directions of MD 3.
- Dualizing the current alignment of southbound MD 3 from MD 424 to MD 32 and providing a continuous right auxiliary lane on the outside from MD 424 to Johns Hopkins Road and from just north of St. Stephens Church Road to MD 175.
- Existing northbound MD 3 from MD 424 to Wellfleet Drive and St. Stephens Church Road to MD 175 would be converted to a two-way service road;

Alternate 5 Modified - Dualization Concept was selected for further detailed study because of the corridor-wide improvement to traffic and safety operations.

The dualization of MD 3 north of MD 424 helps eliminate the number of left turns and entrances into median businesses and provides designated cross-over areas to the service road. As with Alternate 3, the 11-foot through lanes and closed cross-section are provided in an effort to reduce speeding throughout the corridor. The 16-foot auxiliary lane and 10-foot shoulders have been provided to accommodate bicycle traffic along MD 3 in addition to providing additional clearance between slower turning traffic and faster thru traffic.

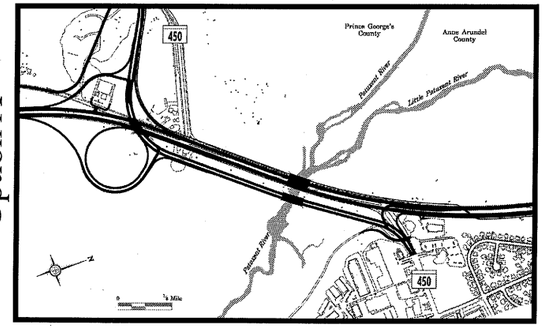
2. Interchange Options

Interchange/Intersection improvement options at five locations along MD 3 are provided for Alternate 3 and Alternate 5 Modified. The locations were identified as major points of congestion in the corridor. The following is a summary of the options recommended for detailed study.

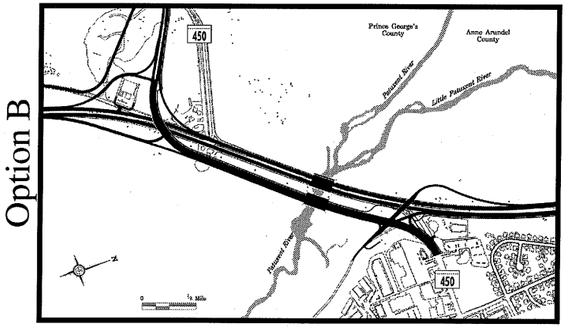


MD 450 Interchange Options

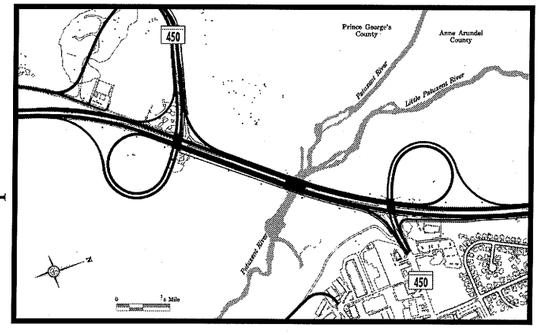
Option A



Option B

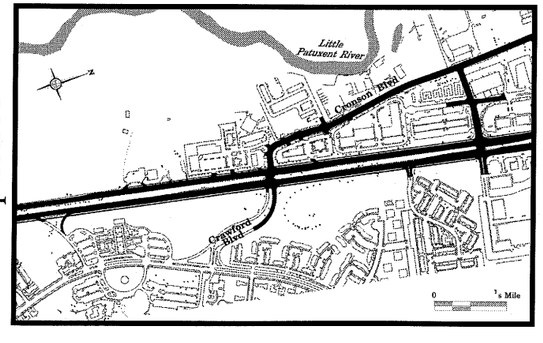


Option C

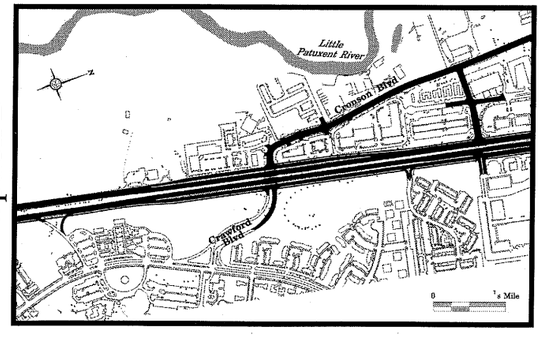


Cronson / Crawford Blvd. Interchange Options

Option A

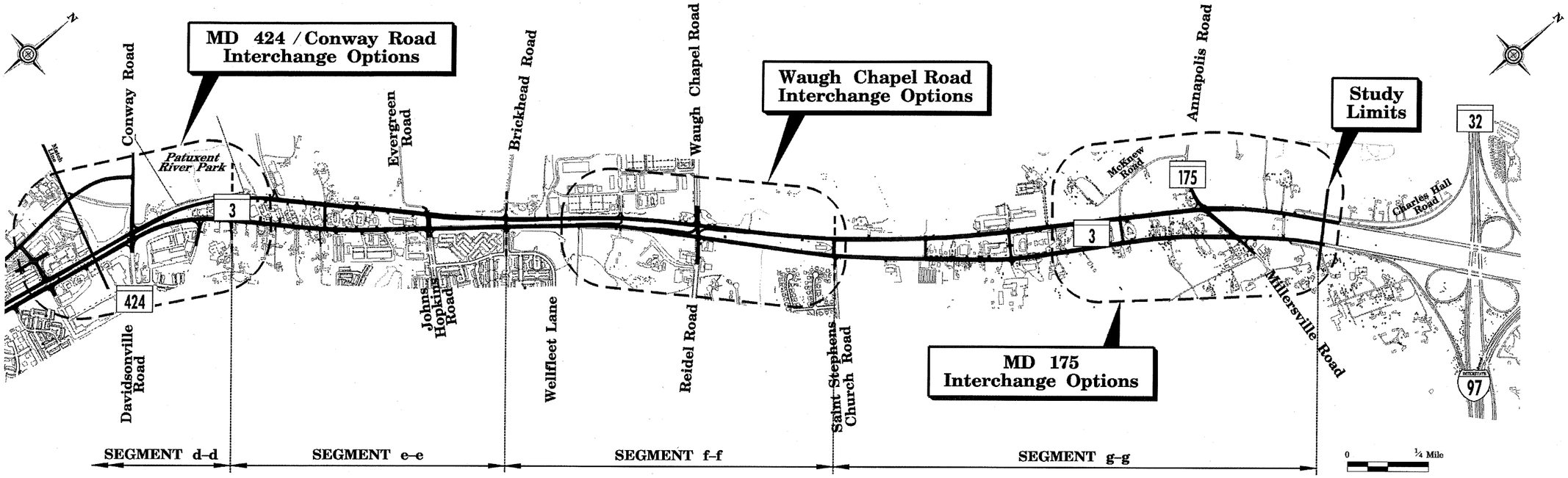


Option B



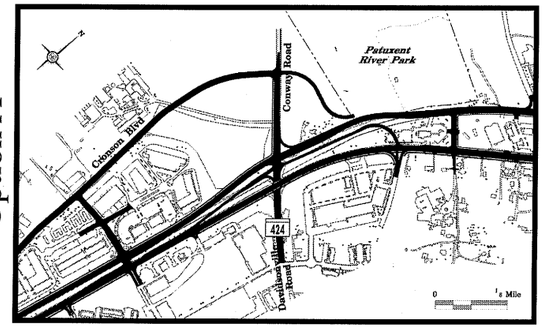
ALTERNATE 3 – BOULEVARD ALTERNATE

Figure II-1

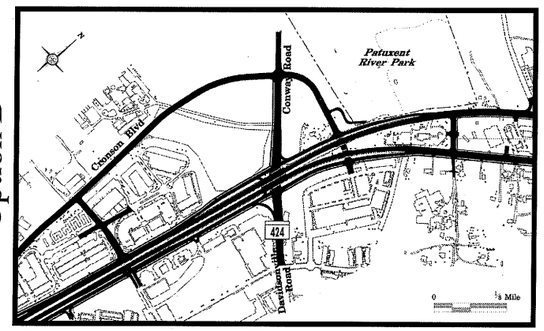


MD 424 Interchange Options

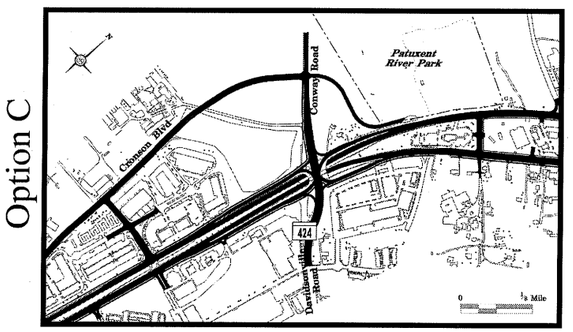
Option A



Option B

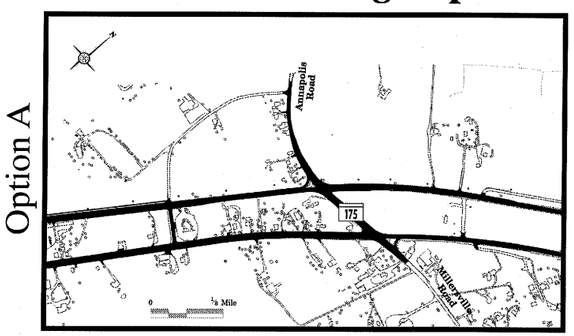


Option C



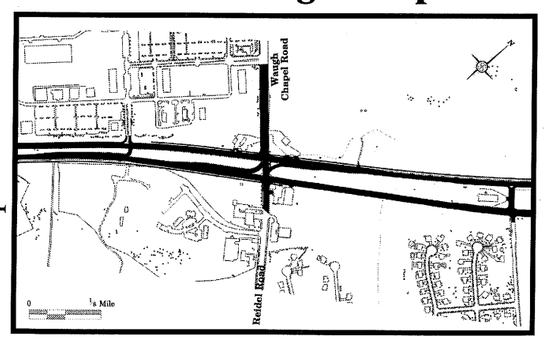
MD 175 Interchange Options

Option A

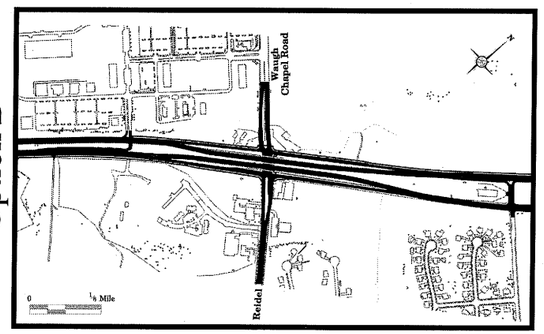


Waugh Chapel Road Interchange Options

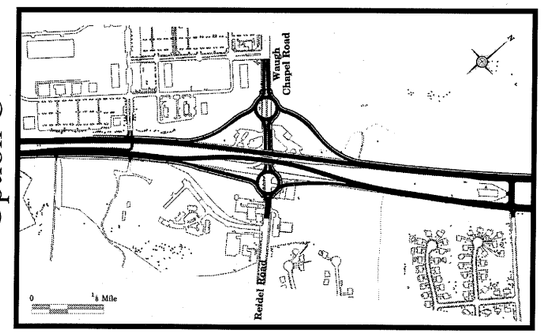
Option A



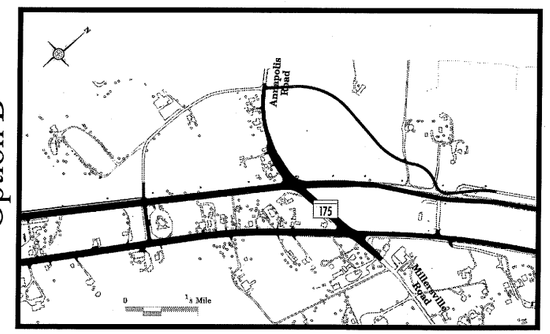
Option B



Option C

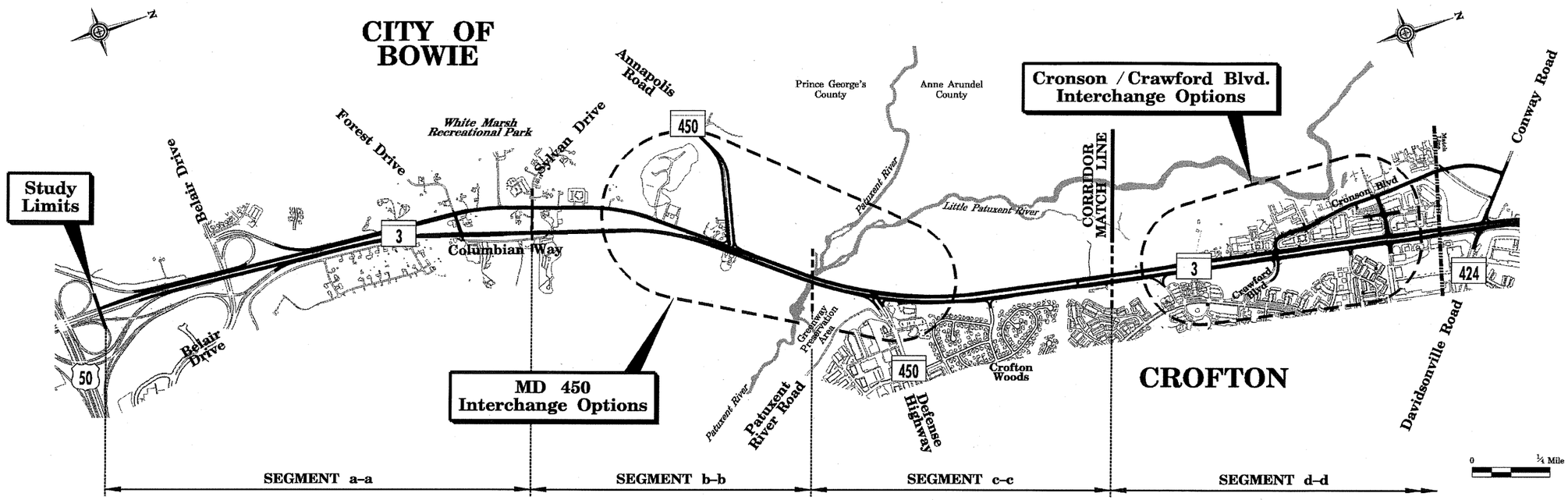


Option B



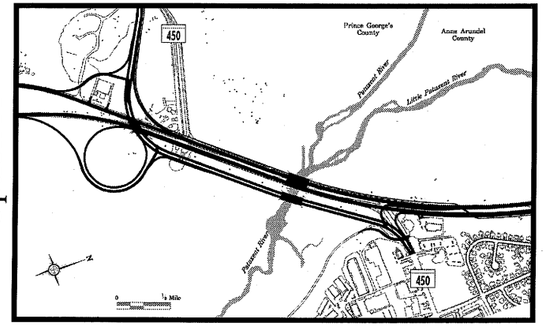
ALTERNATE 3 – BOULEVARD ALTERNATE

Figure II-2

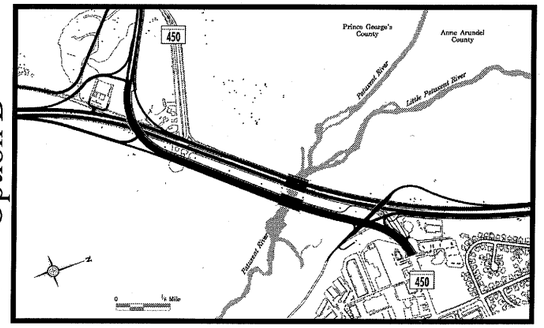


MD 450 Interchange Options

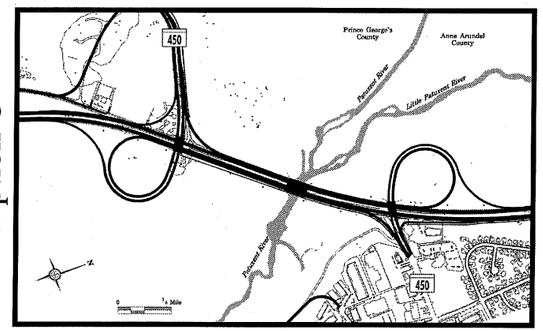
Option A



Option B

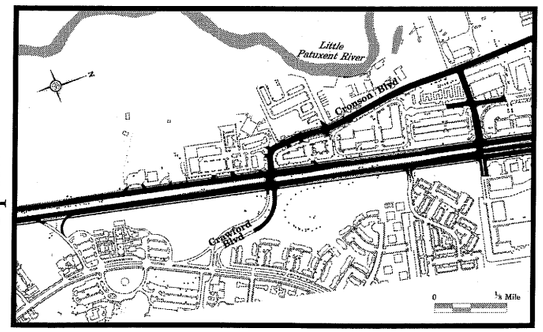


Option C

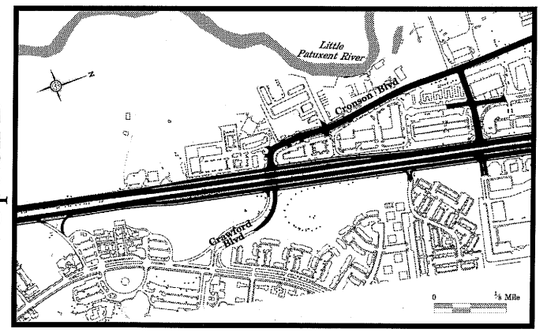


Cronson / Crawford Blvd. Interchange Options

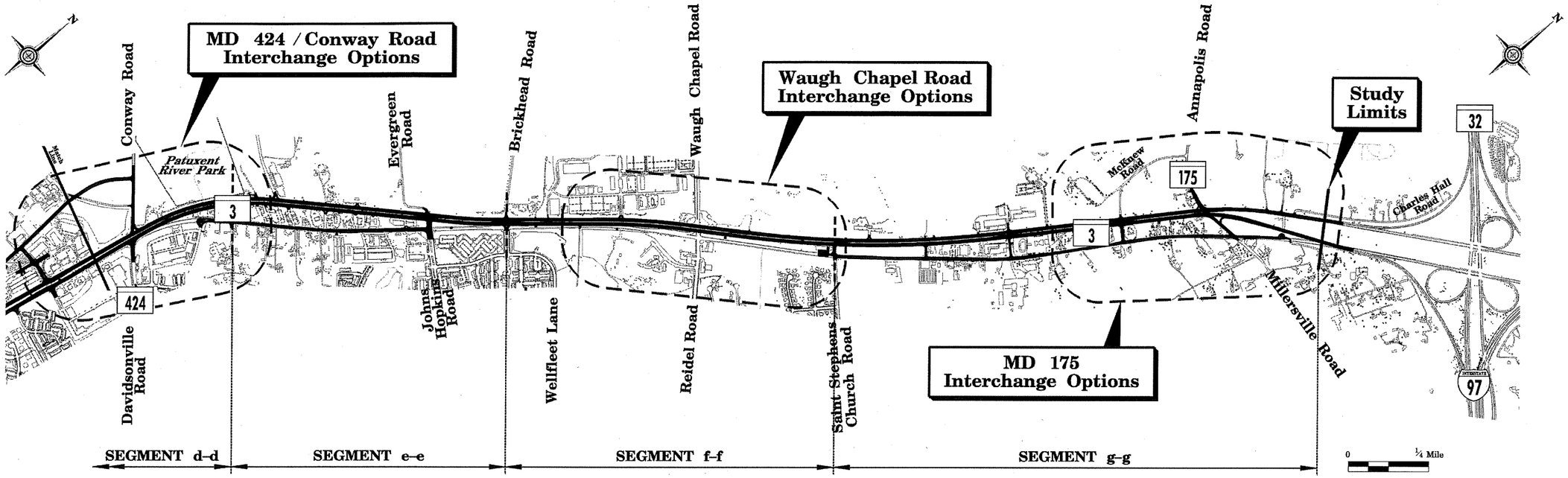
Option A



Option B

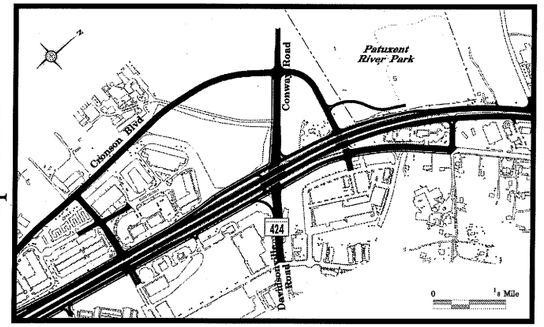


ALTERNATE 5 MODIFIED – DUALIZATION CONCEPT
Figure II-3



MD 424 Interchange Options

Option B



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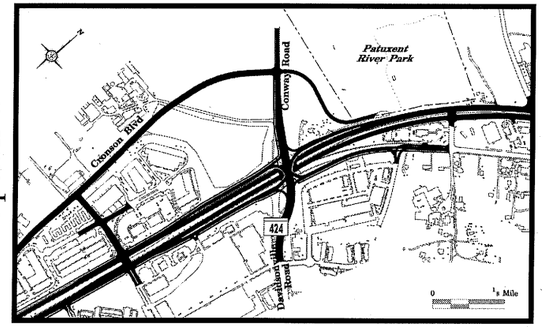
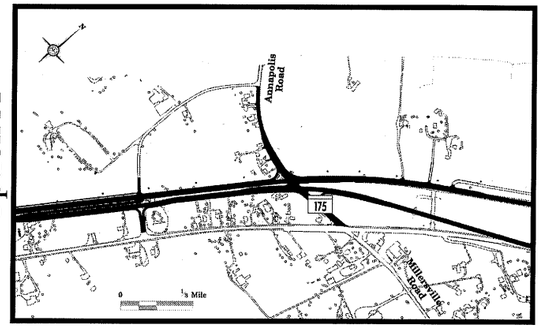
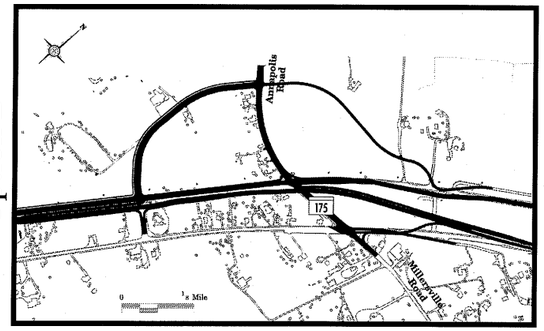


MD 175 Interchange Options

Option A

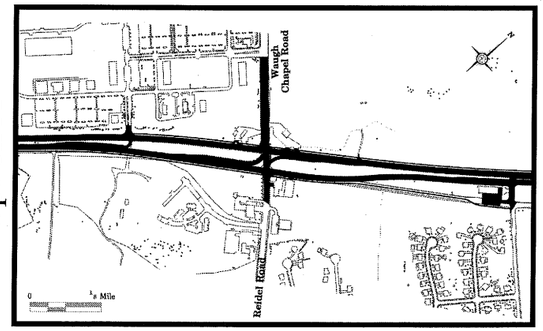


Option B



Waugh Chapel Road Interchange Options

Option A



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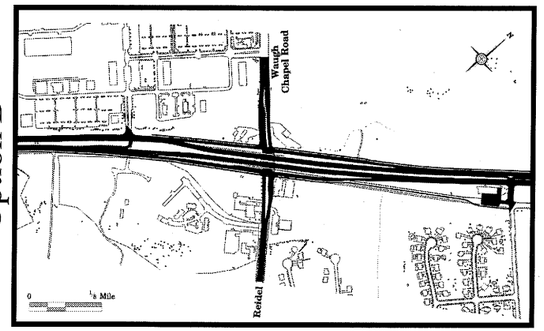
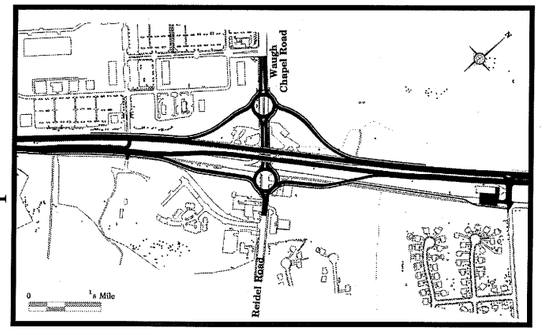


Option C



ALTERNATE 5 MODIFIED – DUALIZATION CONCEPT
Figure II-4

a. MD 450 Intersections:

Option A (Alternates 3 and 5 Modified)
MD 450 is connected via a separate parallel roadway located east of MD 3. MD 450 crosses over MD 3 south of the Patuxent River. A signalized intersection is provided in Anne Arundel County to accommodate left turning vehicles from southbound MD 3 to MD 450 eastbound. Traffic on northbound MD 3 and MD 450 would be stopped to accommodate this turning movement. In addition, an access ramp from MD 450 westbound to MD 3 northbound is provided. All other movements between MD 450 and MD 3 are accommodated by a "trumpet" interchange south of the Patuxent River crossing in Prince George's County.

Providing a direct connection between MD 450 greatly reduces the number of conflict points along MD 3. In addition, the grade separation and interchange ramps provided to MD 3 eliminate the signals located on MD 3, which will help improve safety. The only remaining signal would be for the left turn from southbound MD 3 to MD 450 in Anne Arundel County. This would require minimal delay to northbound MD 3.

Option B (Alternates 3 and 5 Modified)
The alignment of MD 450 is similar to that proposed under Option A. Instead of a "trumpet" interchange in Prince George's County, diamond interchange ramps are employed to minimize right-of-way and wetland impacts. Access from southbound MD 3 to eastbound MD 450 is provided by a MD 3 fly-over tying in at a signalized intersection south of the existing intersection with MD 450 in Anne Arundel County. Patuxent River Road is realigned with the MD 3 exit ramp with a four direction signalized intersection. This revised Option B improves the original option in response to comments received from the public and the regulatory and review agencies.

Providing a direct connection between MD 450 greatly reduces the number of conflict points along MD 3. In addition, the grade separation and interchange ramps provided to MD 3 eliminate the signals located on MD 3, which will help improve safety.

Option C (Alternates 3 and 5 Modified)
The existing signalized intersections at MD 450 east and west are replaced with grade separated, fully access controlled "trumpet" interchanges. MD 450 and MD 3 remain on the same alignment between MD 450 east and west. Between the MD 450's five traffic lanes would be provided to accommodate the traffic between MD 450, the existing through traffic on MD 3, and merging traffic to and from MD 3 and MD 450. An extended weaving area is provided to safely accommodate access to and from MD 3 and MD 450.

b. Crawford/Cronson Boulevards

Option A (Alternates 3 and 5 Modified)
This option upgrades existing intersection conditions as proposed in the MD 3 Task Force's concurred upon alternate presented in the mid 1990's. This option includes upgrading the existing signalized intersection to provide improved geometrics and lane storage areas along both

MD 3 and Crawford/Cronson Boulevards. No major changes to the existing intersection are proposed under this option.

Option B (Alternates 3 and 5 Modified)
Option B at Cronson/Crawford Boulevards is a compressed diamond interchange with MD 3 going over Cronson and Crawford Boulevards. Exit and entrance ramps to and from MD 3 are provided for movements from southbound MD 3. A ramp/service road combination is provided to Cronson/Crawford Boulevards for northbound MD 3. This option utilizes the existing median of MD 3 to the greatest extent possible to avoid impacts to the existing commercial properties on the west side and Lake Louise on the east side of MD 3. The proposed interchange with MD 3 improves operations and safety on MD 3 due to the elimination of the traffic signal on mainline MD 3. New signals are introduced with the ramp connections to Crawford and Cronson Boulevards serving local traffic.

c. MD 424 (Davidsonville Road)/Conway Road

Option A (Alternate 3 only)
This option provides for a grade separation of northbound MD 3 over MD 424, removing the through traffic for northbound MD 3 from the existing intersection. A left exit ramp from northbound MD 3 provides access to the new intersection with MD 424. This service road extends north of the MD 424 intersection to tie back into northbound MD 3 at Carver Road, providing access to the Crofton Station retail properties. Southbound MD 3 is realigned to provide area between northbound and southbound MD 3 for the new access/service road. The grade separation of northbound MD 3 helps improve the safety by removing the traffic signal at MD 424. The delay introduced by the traffic signal at Carver Road will be minimal due to the lower volumes than the existing intersection with MD 424 and southbound MD 3.

Option B (Alternates 3 and 5 Modified)
This option provides a grade-separated compressed diamond interchange for MD 3 at MD 424. MD 3 passes over MD 424 with exit and entrance ramps to MD 424 and Conway Road. To assist in providing access to the Crofton Station retail properties, an extension of Cronson Boulevard passes under MD 3 just north of the intersection of MD 3 and MD 424. The grade separation of both directions of MD 3 helps to improve the operations and safety of MD 3 due to the elimination of the signalized intersection.

Option C (Alternates 3 and 5 Modified)
This option utilizes a grade-separated single point urban interchange for MD 3 at MD 424. MD 424 is relocated over MD 3 to the north to allow for maintenance of traffic during construction of the interchange. Access between MD 3 and MD 424 is provided by a series of compressed ramps in an effort to minimize right-of-way impacts. The grade separation of both directions of MD 3 helps to improve the operations and safety of MD 3 due to the elimination of the signalized intersection.

d. Waugh Chapel/Reidel Road

Option A (Alternates 3 and 5 Modified)
This option was proposed as part of the MD 3 Task Force's concurred upon alternate. It incorporates a few changes to the signalized intersection, but is similar to the No-Build Alternate.

Option B (Alternates 3 and 5 Modified)
This option uses a grade separated compressed diamond interchange for MD 3 over the Waugh Chapel/Reidel Road intersection. This option realigns northbound and southbound MD 3, utilizing the existing median width to minimize right-of-way and utility impacts. The ramp access with Waugh Chapel and Reidel Road is similar to the location of existing MD 3. The proposed interchange with MD 3 improves operations and safety on MD 3 due to the elimination of the traffic signal on mainline MD 3.

Option C (Alternates 3 and 5 Modified)
This option uses a traditional grade-separated diamond interchange with MD 3 and Waugh Chapel and Reidel Roads. Roundabouts are shown in place of traffic signals at the access ramp terminal intersections with Waugh Chapel Road and Reidel Road. The proposed interchange with MD 3 improves operations and safety on MD 3 due to the elimination of the traffic signal on mainline MD 3.

e. MD 175/Milllersville Road

Following the Alternates Public Workshop, several comments were received expressing the desire for improvements to the intersection of MD 3 with MD 175 and Millersville Road. The following options were developed in response to the comments received and the travel demand and intersection LOS analyses. These options were presented to the agencies following the workshop. Regulatory and review agencies agreed to include these Options in the Alternates Retained for Detailed Study package.

Option A (Alternate 3)
Option A at MD 175 for Alternate 3 consists of at-grade intersection improvements included with the widening of MD 3. MD 175 is widened east and west of MD 3 to four through travel lanes (two in each direction). This four-lane section would taper to two lanes west of Jabez Branch and east of Maryland Muffler Shop. Two through lanes and left-turn storage lanes are provided for MD 175 in each direction between northbound and southbound MD 3. The option provides channelized right turn lanes for traffic moving west onto northbound MD 3 and traffic moving east turning onto southbound MD 3. Charles Hall Road traffic is accommodated under this option via an auxiliary lane connecting the existing Charles Hall Road access point and MD 175 along southbound MD 3. The additional lanes and storage areas decrease the amount of delay at the signalized intersections.

Option A (Alternate 5 Modified)
Option A at MD 175 for Alternate 5 Modified consists of at-grade intersection improvements included with the widening and realignment of the dualized MD 3. From the west, MD 175 is

widened to accommodate a double left turn onto the realigned northbound MD 3. From the east, MD 175 is widened to accommodate a double left turn onto southbound MD 3. Two through lanes accommodate traffic along westbound MD 175, while a single through lane serves eastbound MD 175 traffic. Similar to Alternate 3 Option A, channelized right turn lanes allow traffic to access northbound and southbound MD 3. Charles Hall Road traffic is accommodated under this option via an auxiliary lane connecting the existing Charles Hall Road access point and MD 175 along southbound MD 3. The additional lanes and storage areas decrease the amount of delay at the signalized intersections.

Option B (Alternate 3)
Option B at MD 175 for Alternate 3 consists of at-grade intersection improvements including the widening of MD 3. For this option, a triple right turn onto southbound MD 3 from eastbound MD 175 is added to meet existing and forecasted high volume traffic for this movement. A single through lane remains for eastbound MD 175 traffic. Two through lanes are provided for westbound MD 175 traffic along with two left turn lanes for westbound MD 175 access to southbound MD 3. A double left turn is provided for eastbound MD 175 traffic to access northbound MD 3. Charles Hall Road is extended to intersect with the MD 175/McKnew Road intersection as a two-lane roadway. The additional lanes and storage areas decrease the amount of delay at the signalized intersections.

Option B (Alternate 5 Modified)
Option B at MD 175 for Alternate 5 Modified consists of a grade separated "half-diamond" interchange, with northbound MD 3 passing over MD 175. MD 175 is widened to accommodate four lanes of through traffic extending from McKnew Road past Maryland Muffler Shop. Slip ramps are used from MD 175 to access northbound MD 3 to I-97, MD 32, and the service road (former northbound MD 3 alignment). McKnew Road is widened to four lanes to accommodate the existing and forecasted high levels of traffic accessing MD 175 west of MD 3. At its intersection with MD 3, McKnew Road is widened to accommodate a triple right turn movement onto southbound MD 3. McKnew Road provides dual receiving lanes for the double left turn off of northbound MD 3 for traffic accessing MD 175. Charles Hall Road is extended to the MD 175/McKnew Road intersection as a two-lane roadway, necessitating an additional signal. Finally, this option provides a channelized right turn off southbound MD 3 onto westbound MD 175. The grade separation of northbound MD 3 over MD 175 and the addition of the slip ramps help to improve the operations of MD 3 by eliminating the signal with MD 175. The signalized intersections on southbound MD 3 serve to remind travelers as they enter the MD 3 corridor that they are no longer on an interstate or freeway facility and serve to decrease the travel speeds.

E. COST COMPARISON

1. Construction Costs

Table II-1 provides the construction costs for each of the proposed alternates and interchange options retained for detailed study. The costs are provided on a segment basis for the No-Build, the two roadway Build Alternatives, and the three Interchange/Intersection Options.

2. Preliminary Right-of-Way Costs

Table II-2 presents the preliminary right-of-way costs for each Build Alternate and interchange option retained for detailed study. The information was developed for the seven separate segments so that costs can be calculated for various road and intersection combinations.

F. BICYCLE AND PEDESTRIAN ACCOMMODATION

As part of the Build Alternates, SHA included bicycle provisions throughout the study area using either a 16-foot outside auxiliary lane or a 10-foot shoulder. To accommodate bicyclists off the roadway, a 10-foot bicycle path is proposed east of MD 3 from the MD 450 interchange north to the intersection of Waugh Chapel and Reidel Roads. A 10-foot bicycle path is under consideration on the west side of MD 3 from the intersection of Waugh Chapel and Reidel Roads north to McKnew Road. An 8-foot bicycle path is proposed on the west side of MD 3 between Crawford/Cronson Boulevard and Conway Road to accommodate both bicycle and pedestrian traffic. The locations of the proposed bicycle paths are shown on the detailed mapping in **Volume II of II – Alternates Mapping**.

Where possible, 5-foot wide sidewalks are provided in addition to the bicycle and pedestrian path. Special consideration is given to providing safe pedestrian crossing areas at Crawford/Cronson Boulevard, MD 424/Conway Road, Waugh Chapel/Reidel Road and MD 175. This includes sidewalk striping, signal coordination, median refuge areas and pedestrian/bicycle roadway advisory signs.

Table II-1
Construction Cost Estimates

	Costs per Segment (in $Millions)						
	a-a	b-b	c-c	d-d	e-e	f-f	g-g
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St. Stephens Church Road	St. Stephens Church Road to MD 32
Alternate 1 (No-Build)	0	0	0	0	0	0	0
Alternate 3 w/ Option A	27-29	132-136	34-36	66-68	22-24	28-30	42-44
Alternate 3 w/ Option B	27-29	137-141	53-55	144-148	22-24	62-64	45-47
Alternate 3 w/ Option C	27-29	87-89	55-57	87-89	22-24	46-48	N/A
Alternate 5 Modified w/ Option A	25-27	125-129	38-40	132-136*	21-23	30-32	37-39
Alternate 5 Modified w/ Option B	25-27	132-136	55-57	141-145	21-23	56-58	60-62
Alternate 5 Modified w/ Option C	24-26	85-87	56-58	88-90	18-20	47-49	N/A

* ***Includes the MD 424/Conway Road Interchange Option B***

Table II-2
Preliminary Right-of-Way Cost Estimates

	Costs per Segment (in $Millions)						
	a-a	b-b	c-c	d-d	e-e	f-f	g-g
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St. Stephens Church Road	St. Stephens Church Road to MD 32
Alternate 1 (No-Build)	0	0	0	0	0	0	0
Alternate 3 w/ Option A	3	20	4	12	5	3	13
Alternate 3 w/ Option B	3	16	6	11	5	3	13
Alternate 3 w/ Option C	3	17	14	16	5	7	N/A
Alternate 5 Modified w/ Option A	2	19	13	25	4	5	9
9Alternate 5 Modified w/ Option B	2	14	6	12	5	7	10
Alternate 5 Modified w/ Option C	2	14	17	13	5	8	N/A

SECTION III
AFFECTED ENVIRONMENT

A. SOCIAL ENVIRONMENT

1. Socioeconomic Conditions and Land Use within the Study Area

As shown in **Figure I-1**, the study area lies within southwestern Anne Arundel County and northeastern Prince George's County, Maryland, and within the context of the larger urban areas of Baltimore and Annapolis, Maryland, and Washington, D.C. The largely suburban project area contains a portion of the City of Bowie and several smaller unincorporated communities. Many residents commute to employment centers outside of the area. Despite the overall suburban development that dominates the study area, several farms of various sizes remain. The study area is a long-established transportation corridor that has influenced land use patterns by providing access to neighborhoods, communities, and businesses, and by serving as a boundary between communities. During its long history, the MD 3 roadway has been altered several times. Dualization has caused businesses and homes to be located in the median.

The MD 3 socioeconomic study area includes the project study area and the adjacent neighborhoods that might be affected by the project. Based on the results of field reconnaissance, eight smaller, distinct communities were identified within the study area according to access routes, natural barriers, or manmade barriers such as transportation corridors (See **Figure III-1**).

2. Social Characteristics

The social characteristics of populations at the county, study area, and community area level were compared. This comparison provided an understanding of whether the characteristics of the study area population were consistent with the characteristics of the surrounding county. It also allowed for the identification of locations where the population exhibited unique or unusual characteristics, such as areas where low-income and minority populations live in close geographic proximity.

a. Population and Housing

Census Tracts and Population

Basic demographic information for the study area was obtained from 2000 U.S. Census data and supplemented with information obtained during interviews with county planners and data obtained from small area and master plans. **Figure III-2** shows the boundaries of both the census tracts and block groups for each community area. Each of the following eight census tracts includes a portion of the study area:

- 7022.01 (Block Groups 1, 2, 3, 4 and 5)
- 7022.02 (Block Groups 1, 2, 3, and 4)

- 7023 (Block Group 1)
- 7407 (Block Groups 1 and 2)
- 7408 (Block Groups 1 and 2)
- 8004.01 (Block Group 2)
- 8005.04 (Block Groups 1 and 2)
- 8005.05 (Block Groups 1 and 2)

Prince George's County is the second most populated jurisdiction in the State of Maryland, and Anne Arundel County is the fourth. Both counties are experiencing increased growth, especially in suburban areas that house workers in the Baltimore, Annapolis, and Washington D.C. metro areas. Since 1990, the population of Prince George's County has increased by 10%, and the population of Anne Arundel County has increased by 14.6%. According to Census 2000 data, the total population of the census tracts that encompass the study area is 42,515 with 6,710 persons in Prince George's County and 35,805 persons in Anne Arundel County. The study area population comprises 7.31% of the total Anne Arundel County population and 0.84% of the total Prince George's County population. The composition of the study area has changed significantly between 1990 and 2000. Because of the considerable increase in population density, the Department of Commerce shifted the boundaries of the 1990 Census Tracts for the 2000 Census. This recent shift makes comparisons of census-based demographic trends at the Tract level in the study area difficult.

Racial Characteristics

The population in the study area is 87.3% white, compared with 27.0% white in Prince George's County and 81.2% white in Anne Arundel County (see **Table III-1**). Thus, the study area population is not representative of the total population of Prince George's County. In Prince George's County, Census Tract 8004.01 has the greatest minority population (**Table III-2**).

Age, Gender, and Disabled Distributions

Based on 2000 U.S. Census data, the age and gender distributions in the study area are similar to the overall distributions for both Prince George's and Anne Arundel Counties. In the study area, 27.6% of the population is under 18 years of age and 7.0% of the population is above 65 years of age. Nearly 20% of the population is 35 to 44 years of age. Census Tract 8004.04, located in Bowie, has the highest percentage (15.2%) of persons over 65 years of age. The smallest percentage of persons over 65 years of age is 3.8% in Census Tract 7022.02. The census tract with the greatest number of persons under 18 is Census Tract 7023 with 36.2%. Census Tract 7408 has the lowest number, 20.8%. These statistics may have shifted since Census 2000. The newly opened Village of Waugh Chapel, located at the MD 3/Waugh Chapel Road intersection, contains over 400 senior and assisted living units. These residents were not represented in Census 2000 because construction of the facility was still ongoing.

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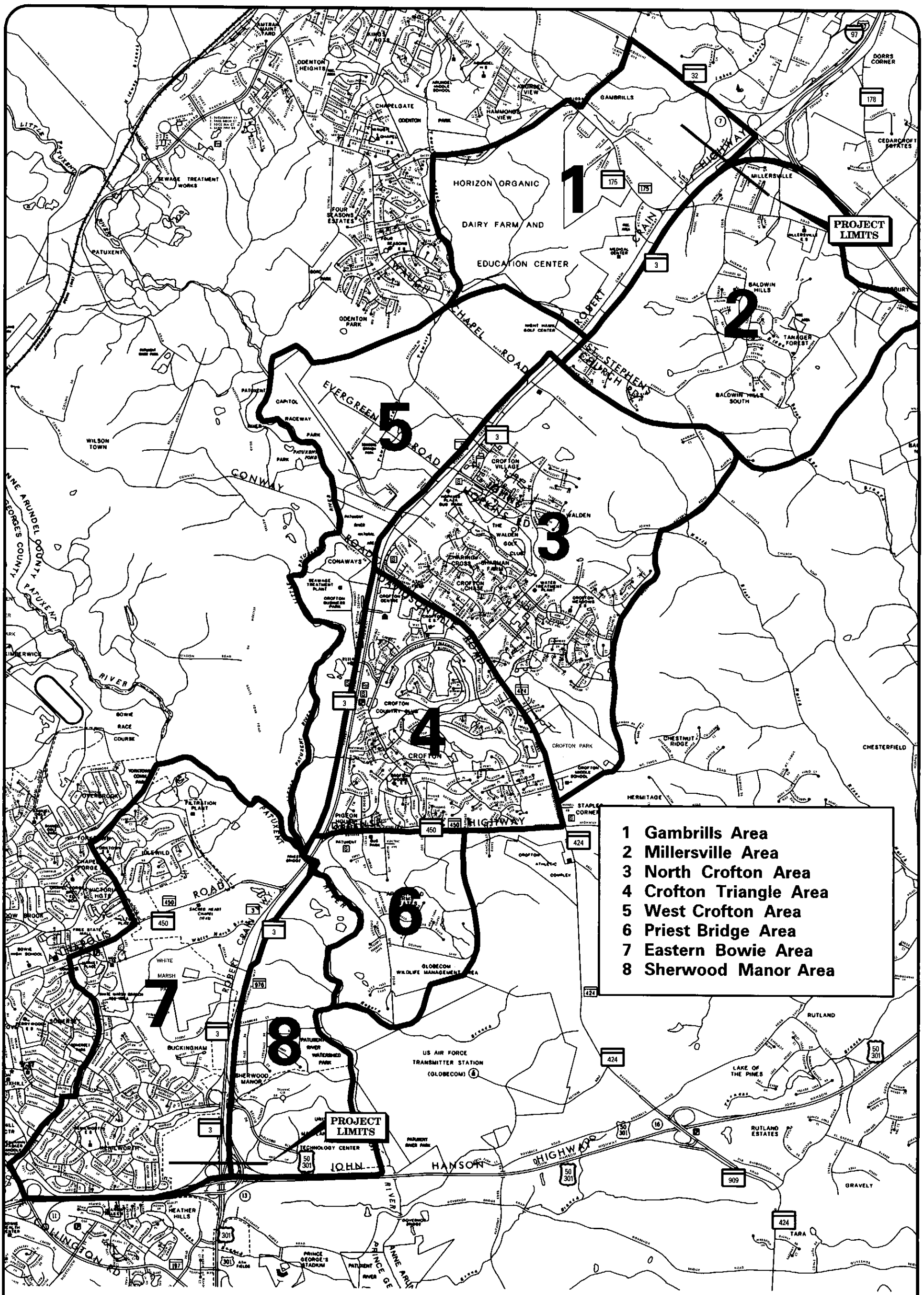

1 Gambrills Area
2 Millersville Area
3 North Crofton Area
4 Crofton Triangle Area
5 West Crofton Area
6 Priest Bridge Area
7 Eastern Bowie Area
8 Sherwood Manor Area

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

STUDY AREA COMPOSITION

SCALE	DATE	FIGURE
As Shown	March 2004	III-1

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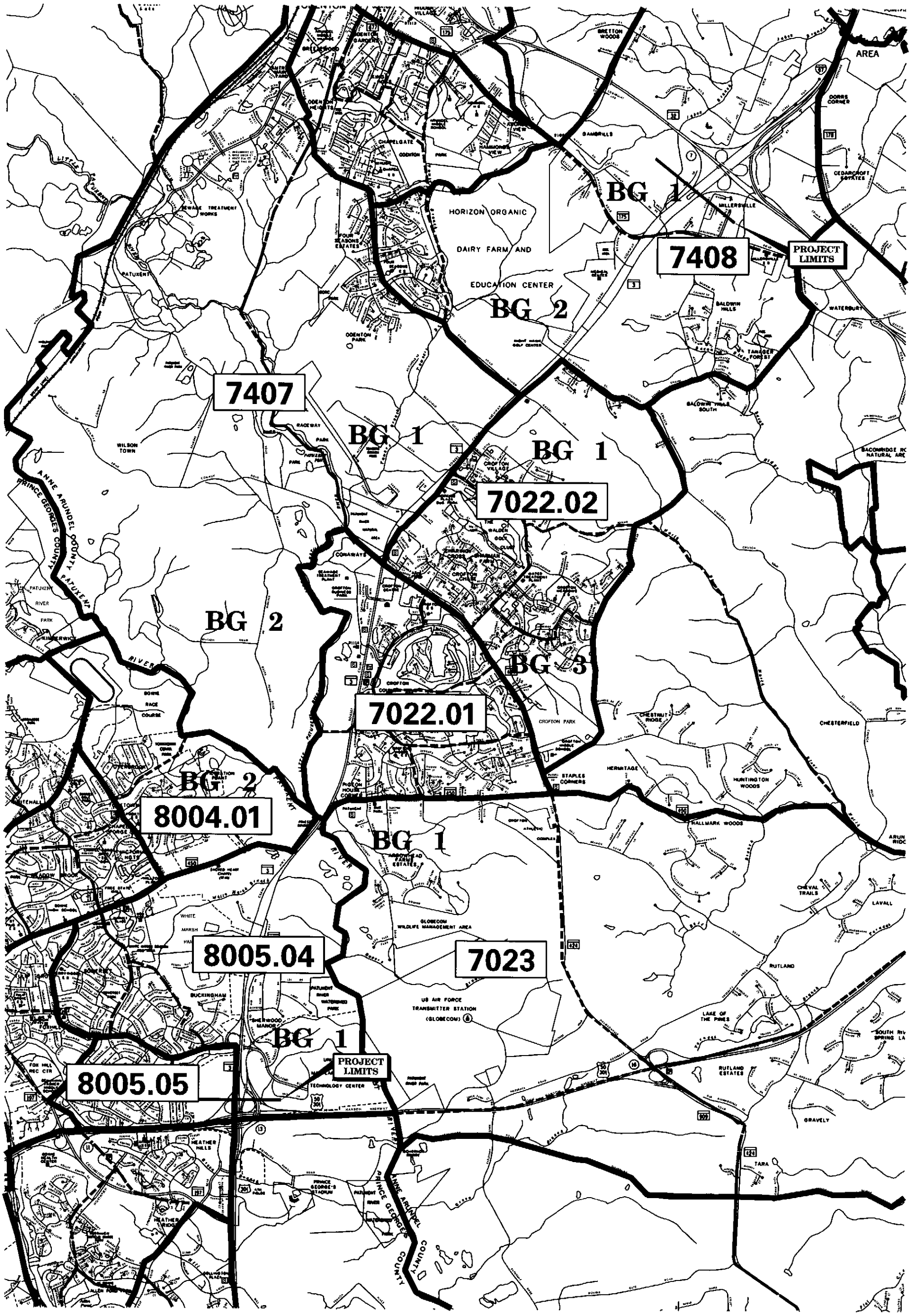

LEGEND

- CENSUS TRACT BOUNDARY
- 7023 CENSUS TRACT NUMBER
- CENSUS BLOCK GROUP BOUNDARY

2000 0 2000 4000
SCALE IN FEET

DRAFT: WORK IN PROGRESS

SHA State Highway Administration
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

2000 CENSUS TRACTS & BLOCK GROUPS

SCALE	DATE	FIGURE
As Shown	March 2004	III-2

Table III-1
Population, Racial Distribution, and Income by County

POPULATION			
	Study Area	**Prince George's County**	**Anne Arundel County**
Total Population	42,515	801,515	489,656
RACIAL DISTRIBUTION			
	Study Area	**Prince George's County**	**Anne Arundel County**
White	87.3%	27.0%	81.2%
African American	7.2%	62.7%	13.6%
American Indian or Alaska Native	0.4%	0.3%	0.3%
Asian	2.5%	3.9%	2.3%
Native Hawaiian or Other Pacific Islander	0.0%	0.1%	0.1%
Other race	0.6%	3.4%	0.9%
Two or more races	2.0%	2.6%	1.7%
MEDIAN HOUSHOLD INCOME			
	Study Area	**Prince George's County**	**Anne Arundel County**
Median Household Income	$74,333	$55, 256	$61,768

Source: Census 2000

Table III-2
Population, Racial Distribution, and Income by Census Tract

POPULATION								
	7022.01	**7022.02**	**7023**	**7407**	**7408**	**8004.01**	**8005.04**	**8005.05**
Total Population	9145	15,458	5265	8292	4181	2479	4763	2728
RACIAL DISTRIBUTION								
	7022.01	**7022.02**	**7023**	**7407**	**7408**	**8004.01**	**8005.04**	**8005.05**
White	91.6%	86.8%	94.8%	82.2%	87.3%	81.1%	86.5%	87.8%
African American	4.3%	7.3%	1.6%	11.3%	9.9%	13.4%	5.4%	6.6%
American Indian or Alaska Native	0.3%	0.6%	0.5%	0.1%	0.0%	0.0%	1.0%	0.0%
Asian	2.1%	2.4%	2.7%	3.2%	1.6%	4.7%	3.2%	1.3%
Native Hawaiian or Other Pacific Islander	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Race	0.8%	0.9%	0.1%	0.1%	0.2%	0.7%	1.4%	0.8%
Two or More races	0.9%	1.9%	0.4%	3.1%	1.0%	0.0%	2.4%	3.5%
MEDIAN HOUSEHOLD INCOME								
	7022.01	**7022.02**	**7023**	**7407**	**7408**	**8004.01**	**8005.04**	**8005.05**
Median Household Income	$74,510	$71,672	$98,664	$67,491	$77,684	$77,591	$73,798	$72,148
POPULATION BELOW POVERTY STATUS								
	7022.01	**7022.02**	**7023**	**7407**	**7408**	**8004.01**	**8005.04**	**8005.05**
Population Below Poverty	2.4%	3.5%	8.81	1.8%	3.3%	0.8%	2.1%	1.7%

Source: Census 2000

The study area gender distribution is 51% female and 49% male. There are no known centers or homes specifically for the benefit of individuals with mental or physical disabilities.

Income Levels

The median household income of study area residents is $74,333, which exceeds the median household income of $55,256 for Prince George's County residents by approximately 34.5% and exceeds the median income of $61,768 for Anne Arundel County residents by approximately 20.3%. Using block group statistics, household incomes throughout the study area range from $54,018 to $109,970, in Census Tract 7022.01 Block Group 1 and Census Tract 7022.01 Block Group 5, respectively.

Housing

Based on U.S. Census data, the study area includes approximately 15,356 households and 15,828 housing units. Census 2000 data indicates that 80.6% of the housing units in the study area are owner occupied, which exceeds the rate of 58.9% owner-occupied housing units in Prince George's County and 75.5% owner-occupied housing units in Anne Arundel County. The median value of owner-occupied units for the study area is $184,684, which is higher than the median value of $145,600 in Prince George's County, and the median value of $159,300 for owner-occupied homes in Anne Arundel County. The median gross rent for renter-occupied housing units in the study area is $1,058 per month. These values have likely shifted since the 2000 Census because of new residential development in growing areas like North Crofton.

b. Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," provides the administrative foundation to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

SHA's program to ensure environmental justice is based on the U.S. Department of Transportation (DOT) Order on Environmental Justice, which defines the fundamental principles of environmental justice as:

- Avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process.
- Preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

SHA's first step in ensuring that environmental justice principles were implemented was to identify locations where low-income and minority populations exist. SHA used the DOT Order on Environmental Justice for the following definitions:

- Minority – a person who is Black, Hispanic, Asian American, American Indian or Alaskan Native
- Low-income – a person whose median household income is at or below the Department of Health and Human Services poverty guidelines
- Minority population – any readily identifiable group of minority persons who live in geographic proximity
- Low-income population – any readily identifiable group of low-income persons who live in geographic proximity

Methodology for Identification of Environmental Justice Populations

SHA used multiple information sources to identify environmental justice populations.

- U.S. Census Bureau – Census 2000 block group information was used identify the race and poverty status of study area residents.
- National Center for Educational Statistics – 2001-2002 Common Core of Data provided demographic information for the public schools in the study area. The information included racial composition, as well as the number of students that are eligible for free or reduced-price lunches based on income levels that correlate with the Department of Health and Human Services income-eligibility guidelines.
- U.S. Department of Housing and Urban Development (HUD) – Healthy Communities Environmental Mapping was searched to identify the location and types of HUD activity, including the location of subsidized housing.
- MD 3 Focus Group – Throughout the project development process, group member's personal knowledge of the study area was requested to provide the study team insight on potential environmental justice populations. SHA regularly met with the focus group consisting of community members and stakeholders.
- Anne Arundel County Office of Planning and Zoning – Planning staff was interviewed regarding possible location and composition of environmental justice populations.
- Prince George's County Planning Department – Planning staff was interviewed regarding possible location and composition of environmental justice populations.
- Wilson Memorial Church Food Bank – The food bank's delivery schedule was used as a basis to identify locations of low-income persons. The food bank coordinator was interviewed regarding the possible location and composition of environmental justice populations.
- Field reconnaissance to evaluate whether the housing stock was indicative of a low-income population living in close geographic proximity.

In addition, SHA held multiple formal and informal meetings with local organizations, churches, community associations, and community members throughout the duration of the project.

Findings

Based on its research, SHA determined that no environmental justice populations, as defined by the DOT Order on Environmental Justice, exist in the study area.

These conclusions were developed based on the following research.

U.S. Census Bureau – According to Census 2000, no block group within the study area contains a minority population at a percentage that exceeds the minority population for its county as a whole or the U.S. Environmental Protection Agency Interagency Working Group on Environmental Justice criteria of 50% minority or low-income (EPA, 1998). For the portion of the study area in Anne Arundel County, the block group with the highest minority population is Block Group 1 in Census Tract 7407, which is located on the west side of MD 3 between Waugh Chapel Road and MD 424. Approximately 18.2% of this block group is composed of minorities. These minorities are dispersed throughout the block group. In the Prince George's County portion of the study area, Block Group 2 in Census Tract 8005.04 has 17.5% minority population. This block group represents a small residential section of the City of Bowie.

The block groups within the study area did not exhibit greater than 10% of the population at or below poverty level. The block group with the highest population at or below poverty level is Block Group 1 of Census Track 7023, in which 8.81% of its population is living in poverty. The block group is located in Anne Arundel County, south of MD 450, and the study area includes only a portion of this block group. The portion of the study area within this census tract located along MD 3, south of MD 450, consists of predominately commercial properties.

No environmental justice communities could be identified within the study area based solely upon Census research.

National Center for Education Statistics – School boundaries are based on neighborhoods. Therefore, school demographic data provides insight on the geographic proximity of low-income and minority students. The Crofton elementary school statistics are consistent with the census data for the area, and indicate that minority populations comprise approximately 10% of the student body. No more than 7% of the students in any of the Crofton elementary schools receive free or reduced-price school lunches. Similarly, minority enrollment at Millersville Elementary School parallels the minority population in the area, and fewer than 6% of the students are eligible for free or reduced-price lunches.

Two Bowie area elementary schools are located in the study area in Prince George's County, and each school has a significantly higher percentage of minorities than the surrounding area as shown through census data. According to the 2000 Census data, the population in Bowie is composed of about 13% minorities, while the elementary schools that serve this area, Kenilworth Elementary and Yorktown Elementary, include minority population of 35.5% and 53.5%, which is significantly higher than the 13% minority found in the Bowie general population statistics. This is likely due to the fact that the school boundaries encompass areas outside of the study area and that some non-minority students attend private schools outside of the study area. Several large private schools, including St. Pius X School, Holy Trinity Episcopal Day School, and

Grace Christian School, are located in the greater Bowie area and have student bodies ranging from 69% to 95% non-minority. Approximately 10% of the student body at Kenilworth Elementary School and approximately 17% of the student body at Yorktown Elementary School receive free or reduced price lunches (**Table III-3**).

Table III-3
Eligibility for Free and Reduced Price Lunches

School	Free Lunch (%)	Reduced Lunch (%)	Minority (%)
Crofton Elementary	2.5	0.9	12.0
Crofton Meadows Elementary	4.4	2.3	11.9
Crofton Middle	2.7	1.4	10.8
Crofton Woods Elementary	2.3	0.7	7.1
Millersville Elementary	4.2	1.7	10.5
Four Seasons Elementary	4.0	2.8	19.5
Kenilworth Elementary	6.3	3.6	35.3
Yorktown Elementary	10.2	6.5	53.5

Source: National Center for Education Statistics, CCD public school data 2001-2002

Public school demographic information did not demonstrate the potential for environmental justice populations in the project area. Based on field reconnaissance and discussions with county planning staff, no minority or low-income populations were identified in the study area and any potential environmental justice populations are apparently dispersed within the City of Bowie.

U.S. Department of Housing and Urban Development (HUD) – There are no subsidized rental units or other HUD activities that would indicate a concentration of persons whose income fell at or below poverty level within the study area.

MD 3 Focus Group – Early in the project development process, the Focus Group identified the community along Evergreen Drive as a potential location of environmental justice populations. Census block data indicated that the residents were predominantly white. Interviews with county planning staff noted that the area had transitioned to new housing. A site visit confirmed that the new homes were in a price range inconsistent with low-income populations.

Anne Arundel County Office of Planning – The County planning staff had recently completed small area plans of Crofton, Gambrills, and Odenton. Therefore, they were familiar with the residential communities within the MD 3 study area. The planning staff noted that several areas of the MD 3 study area were known to include residents with incomes that were lower than residents of the overall study area. In general, the areas identified included portions of the mixed residential and commercial areas located in the median along northbound MD 3. However, no low-income populations exist within the median residential areas. County planners

also explained the perception that the Evergreen Road area has a high minority population as a relic of the area's history. In the past, the Crofton Annex building on nearby Carver Road served as the area's segregated school and many lived nearby. Those who identified the Evergreen Road area may not realize that while some minority families still live along Queens Mitchell Court and Lee Street, north of the school building, the properties along Evergreen Road had been sold to developers and no longer have a significant minority population.

Prince George's County Planning Department – The planning staff in Prince George's County indicated that minority and low-income residents were well dispersed throughout the study area neighborhoods and that there are no known environmental justice populations in the MD 3 study area.

Wilson Memorial Church Food Bank – The food bank delivers scheduled and emergency meals to nearby Anne Arundel County residents based on income and need. The food bank coordinator at the Wilson Memorial Church in Anne Arundel County identified several locations within the MD 3 study area where residents frequently receive food deliveries:

- Streets immediately south of Johns Hopkins Road – A small cluster of roads including Queens Mitchell Road, Rochelle Court, and Lee Street.
- Immediately behind the Village at Waugh Chapel on Summerfield Road, which intersects Waugh Chapel Road
- Millersville area, near or adjacent to MD 3, including houses located in the median.

These locations are consistent with the information Anne Arundel County planners provided on locations of where populations with lower than area average incomes reside. Participation in the program is not limited to individuals whose incomes are at or below poverty level, the U.S. DOT definition of low-income.

Field Reconnaissance – Field reconnaissance noted that the homes that may be indicative of low- income families in the areas identified by the Anne Arundel County planners and food bank coordinator were randomly distributed among the mixed-use areas in and near the MD 3 median. Based on the spatial distribution of the housing stock, it was determined that the low-income residents of the Gambrills area did not live within geographic proximity to each other. In the Hopkins Place and Summerfield Road areas, housing stock includes several mobile homes as well as many homes that appear to have been constructed prior to the suburbanized areas of Crofton and Bowie. These homes are relatively modest by comparison and may provide affordable housing for the area.

Summary

Census and National Center for Educational Statistics information did not conclusively reveal any low-income or minority populations in the study area. There are no Federally subsidized programs that serve persons with incomes at or below poverty level within or very near the MD 3 study area.

County planners and a food bank coordinator noted that people with incomes lower than the study area average income live in several distinct portions of the study area, although none included housing or services that were linked to the poverty level status. In the median and nearby areas of MD 3 near Millersville, housing stock was mixed among commercial properties, indicating a lack of geographic proximity. These findings and observations are the basis for the conclusion that there are no environmental justice populations, as defined by the U.S. DOT, present in the MD 3 study area.

3. Public Involvement

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) and the MD 3 Alternates Public Workshop. 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. In addition, 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.

a. Focus Group

A focus group was established as part of the overall public involvement activity for the MD 3 Project Planning Study. This focus group represents a cross-section of the stakeholders within the study area and provides a local perspective as the alternates are being developed. The focus group is not a decision making body, but a sounding board on community needs and concerns. Each focus group member is responsible for relaying information to the groups that they represent and providing feedback at meetings. SHA engaged the focus group in an iterative process for developing alternates, which resulted in an understanding of the community's quality of life and transportation concerns.

During meetings throughout the project development process, focus group members identified many issues related to the MD 3 project. Major concerns included:

- Property owner rights and fair compensation to businesses for loss of access
- Safety at the intersection of MD 3 and Patuxent River Road – Currently, poor sight distance exists at the intersection.
- Traffic speed and speed enforcement – Focus group members requested consideration of strategies to slow traffic in the project area.
- Noise impacts to communities
- Pedestrian crossings on MD 3 – Concerns regarding pedestrian safety have been raised by several of the focus group members.
- Weigh stations on MD 3 for truck traffic – A weigh station was suggested as a strategy to discourage truck traffic on MD 3 through the study area.

b. Other Community Meetings

At their request, SHA met periodically with several civic associations and other groups throughout the study to inform them of study issues and progress. SHA also met with the median community in the Gambrills/Millersville portion of the project area to discuss issues specific to relocations. Attendees at this meeting expressed concern that the project would not be undertaken in a timely manner, as this study was preceded by several other studies going back as far as the 1980's. Another topic of interest to these attendees was Anne Arundel County's then-proposed rezoning of the median area from residential to commercial. Residents and business owners in the median area supported this rezoning, which was recently enacted. The general consensus from median area residents and the surrounding community was that residential uses in the median are undesirable. Many residents are eager for MD 3 improvements to move forward because it would enhance their ability to move from the median.

c. Survey

In early 2002, SHA conducted a study area survey and distributed 5,200 questionnaires as part of the initial MD 3 newsletter. SHA received 426 responses (8%), which is comparable to responses SHA has received on similar surveys. Responses to the survey were broken down by location in the study area, and consolidated into the four larger areas of Crofton, Gambrills, Millersville, and Bowie. Over half (230) of the responses were from Greater Crofton area residents. Regardless of the location survey responses were consistent in:

- Identifying traffic congestion, unsafe conditions, lack of pedestrian and bicycle facilities, and lack of transit as significant transportation issues in the corridor;
- Suggesting that a variety of transportation solutions be studied, including a bypass, service roads, and grade-separating interchanges;
- Noting that the Patuxent/Little Patuxent River is the most significant and valued environmental feature in the study area; and
- Suggesting enhancements such as bicycle/pedestrian facilities, landscaping trees, and other urban design elements be incorporated into the project.

d. Public Workshop

An Alternates Public Workshop was held on November 7, 2002 at the Waugh Chapel Village Community Center, in Gambrills, MD. The purpose of the workshop was to familiarize the public with the MD 3 Project Planning Study. The workshop presented a summary of conceptual engineering and environmental studies to date, and provided an opportunity for public input to the Project Planning Process. The Alternates Recommended for Detailed Study have been carried forward based upon the comments received at the workshop.

4. Neighborhoods and Communities

Each smaller community area in the study area was characterized so as to understand its history and unique qualities. Demographic data at this smaller, more focused community area level was also used to identify whether any of the communities had the potential to contain low-income or

minority populations. The visual and aesthetic qualities of each area were reviewed to identify the overall features and image of the project area.

Eight smaller community areas that comprise the overall study area were identified:

- Gambrills
- Millersville
- North Crofton
- Crofton Triangle
- West Crofton
- Priest Bridge
- Eastern Bowie
- Sherwood Manor

Each of these communities has its own distinct heritage and characteristics.

a. Gambrills

The Gambrills area is an unincorporated town in Anne Arundel County, which consists of low-density residential subdivisions, the Horizon Organic Dairy Farm, commercial development along MD 175 and MD 3, and a large undeveloped wooded area in the vicinity of Jabez Branch. Gambrills is located in the southwest quadrant of the MD 32/I-97 interchange with MD 3 in the northwestern section of the study area.

Once entirely agricultural, Gambrills began to experience gradual residential development in the 1920s as farm properties were subdivided. Several large farms were subdivided during the 1980s, and nearly 900 new homes were constructed in the area. Today, Gambrills retains a rural residential character with diverse housing types, some of which are on large lots with pasture or cropland. The 875-acre Horizon Organic Dairy Farm remains in Gambrills with cropland and pasture. Commercial development along MD 175 consists mostly of small neighborhood businesses with additional commercial development along MD 3. As a result of past improvements to MD 3, residential and commercial development in the median exists at various locations within the overall study area.

The portion of the Gambrills area included in the study area is bounded by MD 32 to the north, Gambrills and Dairy Farm roads to the west, Waugh Chapel Road to the south, and MD 3 to the east. It also includes the portion of the median between St. Stephens Road and MD 175. This area was delineated on the basis that its primary access is dependent on MD 175 and Waugh Chapel Road, major arterials that intersect MD 3. According to community members, the business owners and homeowners in this northernmost section of MD 3 consider themselves part of the Gambrills community. The portion of the median in this area includes small houses, a variety of fast food restaurants, and small businesses. The houses are typically on small lots with driveways that connect to both northbound and southbound MD 3.

b. Millersville Area

Millersville is an unincorporated area located in Anne Arundel County, consisting primarily of low-density residential development with a small commercial strip along northbound MD 3. Millersville is located in the southeast quadrant of the MD 32/I-97 interchange with MD 3 in the northeast section of the study area.

Millersville first appeared on maps as a village in the 1940s, when it was named after the family who farmed the land at the time. The oldest homes in the area are clustered along St. Stephens Church Road, Severn Chapel Road, Waterbury Road, MD 175, and Cecil Avenue. These homes are often attached to property currently under cultivation or used as pasture. Beginning in the 1970s, some of the larger properties were subdivided. Newer residential development includes:

- Mallet Hills, Tanager Forest, and Baldwin Hills, subdivisions consisting of single-family homes; and
- Saint Stephens Estates, consisting of large-lot single-family homes that are still under construction.

Today, with both low-density residential development and small farms, Millersville retains a rural character. Commercial uses in the area are located primarily along MD 3.

The portion of Millersville included in the study area is bounded by MD 3 on the west and I-97 on the north, until it passes over MD 175. Millersville, Waterbury, Severn Chapel, and Saint Stephens Church Roads form the eastern and southern boundaries of the Millersville area. These boundaries reflect the physical barriers to automobile and pedestrian movements presented by MD 3 and I-97. The eastern and southern boundaries were developed to include areas dependent on Millersville, Severn Chapel, Saint Stephens Church, and Church View Roads, and Cecil Avenue, which are major roads that provide links between the smaller neighborhoods within Millersville and to MD 3.

c. North Crofton

Greater Crofton is an unincorporated area that extends well beyond the study area limits, which includes areas with distinct characteristics. Study area residents refer to different areas within Crofton, as referenced in the next three sections. North Crofton is a residential area of Anne Arundel County that began to develop in the 1970s as an extension of Crofton. This planned community was built around a centrally located golf course. The oldest area of North Crofton is located just north of MD 424. North Crofton contains many housing types including townhouses, detached single-family houses, apartment complexes, and condominiums on lots of varying sizes, as well as commercial and service land uses. Construction in North Crofton is ongoing north and east of Johns Hopkins Road. The newer development area is consistent with the older areas of North Crofton and includes a variety of single and multi-family structures.

The portion of the North Crofton area included in the study area is bounded on the south by MD 424, on the east by Underwood Road, and on the west by MD 3. The northern boundary is located at the northern extent of residential development on Riedel Road. Access into the area is

from MD 424, Riedel Road, and Johns Hopkins Road, all of which intersect MD 3. Some single-family homes are present on streets that are accessible only from MD 3. Commercial strip development is located on northbound MD 3, north of the MD 424/MD 3 intersection and in the median. Scenic and historic roads in North Crofton include Johns Hopkins Road and Underwood Road, lined with low-density residential development.

d. Crofton Triangle

"Crofton Triangle" is the local name for that portion of Crofton bounded by MD 450 to the south, MD 424 to the east, and MD 3 to the west. Access into the Crofton Triangle is from a number of connector roads off of MD 3, MD 424, and MD 450 that join these three highways to Crofton Parkway, a central loop road that connects all of the Triangle's residential, commercial, and recreational areas. Crofton Triangle includes portions of the MD 3 median area adjacent to Crofton which contains businesses. All of the Crofton Traingle is included within the study area.

The Crofton Triangle is the site of the original Crofton community. Although the Crofton Triangle area has had arterial access on all three sides since the 1920s, it remained rural until the 1960s when the Crawford Corporation purchased over 1,200 acres and began to construct the Crofton subdivision.

A golf course is the focal point of the Crofton Triangle community. The residential lots and roads were designed to allow easy access to the Crofton Country Club, as well as access to MD 3 and MD 450. The Crofton Country Club features an 18-hole golf course and other facilities. There are two distinct residential subdivisions in the Crofton Triangle: Crofton Towne and Crofton Woods. Crofton Towne consists of clusters of townhouses between Crofton Parkway and MD 3. Crofton Woods consists of medium-sized single-family homes. A newer infill development of townhouses and condominiums, called the Willows of Crofton, exists along MD 450. Commercial development is generally located along southbound MD 3. A retail area is located in the middle of the residential area.

As a result of past changes to the MD 3 road alignment, commercial development in the median exists at various locations. The median includes a variety of fast food restaurants and small businesses.

e. West Crofton Area

Historically, the West Crofton area was used extensively for sand and gravel operations. While these operations continue today, land use in the area has shifted to industrial and commercial uses as the mineral resources have been depleted. The West Crofton Area of Anne Arundel County consists of several commercial malls, an industrial park, several residential communities, two parks, and large undeveloped areas. Specific features of West Crofton include:

- The Route Three Centre – a strip that includes retail, professional-office, and some restaurant elements;
- The Village at Waugh Chapel – a recently constructed 71-acre mixed-use development with commercial retail, commercial office, and residential elements.

The Village includes 425,000 square feet of retail space, a senior and assited living center, landscaped plazas, water features, walking paths, and plans for a movie theater;

- The Crofton Commerce Centre – an industrial park that consists mainly of sand and gravel businesses;
- Evergreen Road – a residential area that can be accessed only from MD 3. According to the Community Planner with Anne Arundel County, a developer is planning to redevelop the area and purchase lots. The field survey indicates this may already be taking place; and
- Patuxent River Park – a park that offers active and passive recreational activities. The County plans to expand both the park and the parking lot, which is adjacent to MD 3.

The portion of the West Crofton area included in the study area is bounded by Waugh Chapel Road on the north, MD 3 on the east, the Patuxent River on the south, and the rear of commercial malls and industrial areas on the southwest. Access into the area is from cross streets off of MD 3, including Cronson Boulevard, Capitol Raceway Road, Evergreen Road, Conway Road, and Waugh Chapel Road. This boundary was developed on the basis that the primary access road to each of the West Crofton areas included is directly off MD 3.

f. Priest Bridge Area

The Priest Bridge area of Anne Arundel County consists of commercial, industrial, and residential areas. Its name refers to a bridge over the Patuxent River that was constructed by the Jesuit Priests that once owned the property.

While the Jesuits continue to own several parcels in the project area, the Priest Bridge area now includes a variety of land use elements. The Priest Bridge Business Park consists of professional offices, small retail stores, and restaurants. A few homes are located next to MD 3 but residents must use Patuxent River Road to gain access to MD 3. Industrial development exists along Priest Bridge Road and Baldwin Avenue. The oldest houses in the area are along Patuxent River Road in wooded settings. Halls Grove, Patuxent Preserve, and Arrowhead Farms Estates are modern residential infill developments composed of large single-family houses that vary in style and occupy large lots.

The portion of the Priest Bridge area included in the study area is bounded on the north by MD 450 and on the west by MD 3 and the Patuxent River. The eastern boundary is an imaginary line that begins at the 1400 block of MD 450 and travels south to encompass all of Halls Grove and the Patuxent Preserve. This boundary was identified because most of the residents and workers in this area depend on MD 3 for access between their homes and jobs. Access into the area is from MD 450 at MD 3. The residential areas can only be reached from Patuxent River Road off of MD 450.

g. Eastern Bowie Area

Bowie, located in Prince George's County, is the fourth largest incorporated city in Maryland. It is located west of MD 3, and north of US 50 in the southeastern portion of the study area. Access into the area is available from MD 197, MD 450, and several roads off of MD 3, including the Belair Drive interchange.

The area of Bowie included in the study area (Eastern Bowie) is part of the Belair section of the city and is bounded to the north by Yorktown Drive to the Prince George's/Anne Arundel County line, to the east by MD 3, and to the south by US 50. The western boundary follows Kenhill Drive, Stonybrook Drive, MD 450, and Race Track Road. This boundary was identified using the census block group configuration for the Bowie area adjacent to MD 3, and because the residents of this area of Bowie are more likely to utilize MD 3 than other Bowie residents. The Eastern Bowie area is a primarily residential area, and includes residences within the MD 3 median.

Development in the Eastern Bowie area began in 1957 when the Levitt Company bought 2,000 acres of the Belair Estate including the historic Belair mansion. The Bowie City Council annexed the land, and the firm constructed almost 9,000 moderately priced, mid-sized houses during the 1960s and 1970s. With the exception of a few smaller residential and the commercial areas along MD 450, most of the Eastern Bowie area consists of this residential development.

The commercial development along MD 175 serves as a community focal point that links the residents north and south of MD 450. It consists of professional buildings, restaurants, local stores, and the Bowie Market Place. The area south of MD 450 includes the Kenilworth residential community, consisting of medium-sized single-family homes. North of MD 450, the Idlewood residential community follows a pattern of development consistent with the Kenilworth community. Residential areas exist along Forest Drive and Sylvan Drive that are accessible only from MD 3. The houses in these communities are new infill developments, consisting of large single-family houses nestled in the extensive wooded areas near White Marsh Park. Little residential or commercial development exists along MD 3 in the Eastern Bowie area.

Past highway projects allowed some residences in the median of MD 3 to remain. However, many of these residences have been converted to commercial use, including a gas station, convenience store, a small apartment building, and a small hotel. Residents and business owners in the median area near Bowie consider themselves part of the Bowie community.

h. Sherwood Manor Area

Sherwood Manor is the name of a residential subdivision in Prince George's County located on the east side of MD 3 north of US 50/301 in the southeast portion of the study area. The Sherwood Manor area defined for the study area is bounded by the Patuxent River on the north and east, MD 3 on the west and US 50/301 on the south. This area was delineated on the basis that it is accessible only from MD 3. The Sherwood Manor subdivision and its surrounding area was identified as distinct from other areas because it has no connection with other MD 3

community areas. The only access into the area is from MD 3 at the Melford Boulevard interchange, which directs traffic to the University of Maryland Science and Technology Center (UMSTC) and the Sherwood Manor community.

The Sherwood Manor area includes both commercial development at UMSTC and the low-density Sherwood Manor residential development. UMSTC includes several business facilities such as a hotel, conference center, and retail services, as well as office space. The Sherwood Manor residential area is located next to the Patuxent River and its tributaries, which provide a sense of open space. Residences within Sherwood Manor include medium and large farm tracts, rural home sites, and newer single-family homes on large, open lots. Forests surround Sherwood Manor.

i. Neighborhood Housing Characteristics

The U.S. Census provides insight into the eight community areas in the study area. In cases where these boundaries are not the same as the census boundaries, general approximations can be made in each neighborhood except for West Crofton. The residential area in West Crofton is disproportionately small compared to the census block group associated with the area. The general housing characteristics identified are non-family households, owner-occupied households, and average housing value. A non-family household is one or more person living in the same household who are not related by birth, marriage, or adoption.

<u>Gambrills</u>

- Approximately 21.9% of households are non-family households
- Approximately 85.9% of homes are owner-occupied, which exceeds the percentage of owner-occupied homes of 76% for Anne Arundel County and 80.6% for the study area
- The average housing value is approximately $240,000, which exceeds the housing value of $169,534 for Anne Arundel County

<u>Millersville</u>

- Approximately 28.0% of households are non-family households
- Approximately 85.0% of homes are owner-occupied, which exceeds the percentage of owner-occupied homes of 76% for Anne Arundel County and 80.6% for the study area
- The average housing value is approximately $240,100, which exceeds the housing value of $169,534 for Anne Arundel County

<u>North Crofton</u>

- Approximately 3.0% of households are non-family households
- Approximately 79.0% of homes are owner-occupied, which exceeds the percentage of owner-occupied homes of 76.0% for Anne Arundel County, but does not exceed the percentage of 80.6% for the study area
- The average housing value is $156,300, which is less than the average housing value of $169,534 for Anne Arundel County

Crofton

- Approximately 28.0% of households are non-family households
- Approximately 74.0% of homes are owner-occupied, which does not exceed the percentage of 76.0% for Anne Arundel County or 80.6% for the study area
- The average housing value is approximately $185,860, which exceeds the average housing value of $169,534 for Anne Arundel County

Priest Bridge

- Approximately 11.0% of households are non-family households
- Approximately 89.0% of homes are owner-occupied; which exceeds the percentage of owner-occupied homes of 76.0% for Anne Arundel County and 80.6% for the study area
- The average housing value is $375,000, which exceeds the housing value of $169,534 for Anne Arundel County

Eastern Bowie

- Approximately 21.73% of households are non-family households
- Approximately 96.07% of homes are owner-occupied which exceeds the percentage of 59.0% for Prince George's County and 80.6% for the study area
- The average housing value is $156,600, which exceeds the housing value of $145,600 for Prince George's County

Sherwood Manor

- Approximately 22.4% of households are non-family
- Approximately 90.1% of the homes are owner-occupied, which exceeds the percentage of owner-occupied homes of 59% for Prince George's County and 80.6% for the study area
- Average housing value is approximately $179,500, which exceeds the housing value of $145,600 for Prince George's County

5. Community Facilities and Services

An inventory of community facilities within the study area was conducted and facilities dependent on MD 3 for client, customer, or member access were identified (**Table III-4 and Figure III-3**). The study area contains a number of educational, religious, parklands, and recreational facilities that are important to the residents, as well as places that provide essential services, such as health care centers, libraries, and police stations. These facilities were identified if they were accessible directly from MD 3 or if alternate road access was available.

Table III-4
Community Facilities and Services
MD 3 Study Area

Community Facilities and Services	Area
Educational Facilities	
Millersville Elementary School	Millersville
Crofton Meadows Elementary School	North Crofton
Crofton Middle School	North Crofton
Crofton Woods Elementary School	Crofton Triangle
Crofton Elementary School	Crofton Triangle
Kenilworth Elementary School	Eastern Bowie
Yorktown Elementary School	Eastern Bowie
Health Care Facilities	
Knollwood Manor Nursing Home	Millersville
Nighttime Pediatrics	North Crofton
Religious Institutions or Facilities	
Providence Baptist Church	Millersville
Our Lady of the Fields Catholic Church	Millersville
Grace Independent Baptist Church	Millersville
Severn Run Evangelical Presbyterian Church	Millersville
Severn Crossroads Church	Millersville
Community United Methodist Church	North Crofton
Faith Community Church	North Crofton
St. Stevens Episcopal Church	North Crofton
St. Elizabeth Ann Seton Church	North Crofton
Ministry of the Word	North Crofton
Wilson Memorial United Methodist Church	North Crofton
Prince of Peace Presbyterian Church	Crofton Triangle
St. Paul Lutheran Church of God	Crofton Triangle
Crofton Baptist Church	Crofton Triangle
Emmanuel Baptist Church	West Crofton
Sacred Heart Church and School	Eastern Bowie
Latter Day Saints Church	Eastern Bowie
Belcroft Bible Church	Eastern Bowie
Cornerstone Assembly of God Church	Eastern Bowie
Grace Lutheran Church	Eastern Bowie
Church of the Redeemer	Eastern Bowie
Park Facilities	
Crofton Park	North Crofton
Towsers Branch Park	West Crofton
Patuxent River Park	West Crofton/Eastern Bowie
White Marsh Park	Eastern Bowie

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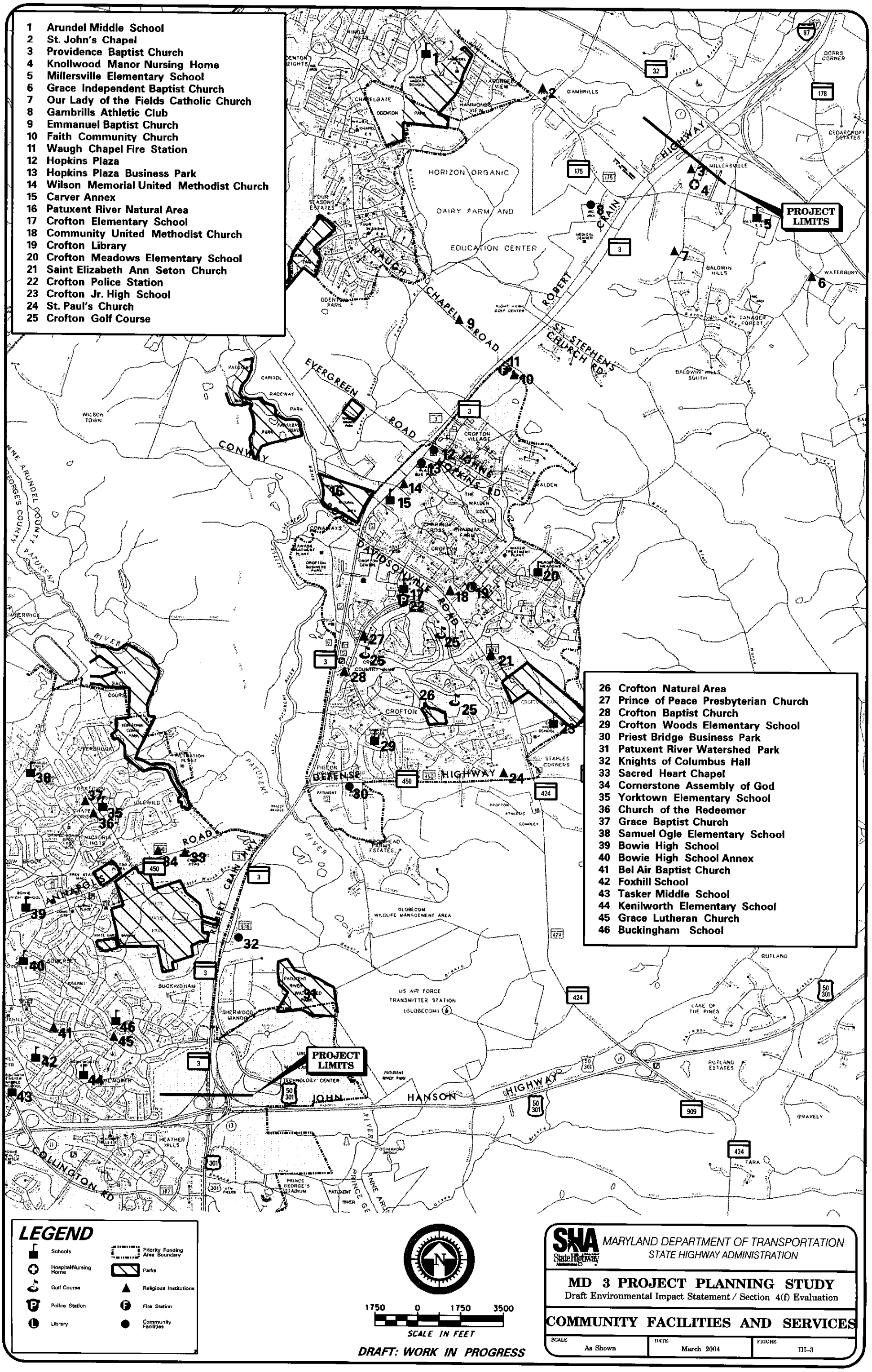


Community Facilities and Services	Area
Recreational Facilities	
Gambrills Athletic Club	Gambrills
Horizons Organic Dairy Farm	Gambrills
Walden Golf Club	North Crofton
Crofton Country Club	Crofton Triangle
Capitol Raceway	West Crofton
Crofton Bowie Roller Rink	West Crofton
Bowie Community Center	Eastern Bowie
Washington, Baltimore & Annapolis (WB&A) Trail	Millersville/Gambrills
Emergency Services	
Waugh Chapel Fire Station	North Crofton
Crofton Police Department	Crofton Triangle
Other	
Crofton Branch Library	North Crofton
Crofton Annex	North Crofton
B.P.O.E. Lodge No. 2309	Crofton Triangle
The Market Place in Bowie	Eastern Bowie
Knights of Columbus Building	Sherwood Manor
University of Maryland Science and Tech Center	Sherwood Manor

Educational Facilities

There are no schools located directly along MD 3 in the study area. Several public school districts use MD 3 as a boundary. Seven public schools are located within the study area; six are elementary level and one is middle school level. Eight other public schools serve the study area residents, yet are not located within the study area. They are:

- Four Seasons Elementary
- Odenton Elementary
- Heather Hills Elementary
- Arundel Middle School
- Benjamin Tasker Middle School
- Heather Hill Elementary School
- Arundel Senior High School
- Bowie Senior High School

Health Care Facilities

No hospitals are located within the study area. Hospitals close to the study area include North Arundel Hospital in Glen Burnie, Anne Arundel Medical Center in Annapolis, and Bowie Health Center in Bowie. Within the study area, there are two health care facilities, the Knollwood Manor Nursing Home and the Nighttime Pediatrics. Many of the professional buildings house small offices for a variety of different medical practitioners.

Religious Institutions or Facilities

A diverse network of religious facilities exists within the study area. As listed in **Table III-4**, there are twenty-one churches that serve unique congregations, three of which are located directly adjacent to MD 3.

Park and Recreational Facilities

Four park and eight recreational facilities are located within the study area. Owned by Anne Arundel County, the portion of the Patuxent River Park located near MD 3, a 58-acre parcel (Parcel 332) is used as passive recreation, with the sole exception of an archery range adjacent to MD 3. The remaining three parks within the study area, Towsers Branch Park, Crofton Park, and White Marsh Park, are used for active recreation and contain ball courts, playgrounds, and other amenities. Towsers Branch Park and Crofton Park are owned by Anne Arundel County, while White Marsh Park is owned by the City of Bowie.

The recreational facilities include the Washington, Baltimore and Annapolis (WB&A) Trail, a hiker/biker trail planned by Anne Arundel County, extending from the Bestgate/Parole area of Annapolis to the area of Odenton/Arundel acres to the north, a distance of approximately 10.3 miles. The privately owned Crofton Bowie Roller Rink is located along southbound MD 3 just north of Capitol Raceway Road, and the Bowie Community Center, located west of White Marsh Park in the City of Bowie, offers a gymnasium, three meeting rooms, a fitness room, a games area, many recreational programs, tournaments, clubs, camps, workshops, after school activities, and special events. Two privately owned golf courses exist in the study area, specifically, the Crofton Country Club in the Crofton triangle and the Walden Golf Club in North Crofton. Regional area attractions include the privately operated Horizons Organic Dairy Farm and the Capitol Raceway, located in Gambrills and West Crofton, respectively. The dairy farm offers guided tours, hayrides, farm animals, interactive exhibits, and shopping. The Capitol Raceway mostly hosts drag races.

Emergency Services

Fire Stations serving the study area include the Company 5: Waugh Chapel Fire Station, the Arundel Volunteer Fire Company in Gambrills, the Odenton Volunteer Fire Company in Odenton, and the Herald Harbor Volunteer Fire Company in Crownsville. There are three volunteer fire departments in Bowie, including Station 39 Belair, which serves study area residents. Ambulatory units are provided by fire stations in the study area. Police stations within the study area and nearby communities include the Crofton Police Department, a community police department, which serves Crofton and its surrounding areas in Anne Arundel County, the Anne Arundel County Police Headquarters in Millersville and District II of the Prince George's County Police Department.

Other Community Facilities and Services

Other community facilities include the Crofton Library, Bowie's Market Place, two Benevolent & Protective Order of Elks Lodge buildings, and the University of Maryland Science and

Technology Center. Bowie's Market Place is a shopping plaza that surrounds the community center. Its commercial properties and professional buildings serve the local residents. The University of Maryland Science and Technology Center is a high-technology business park and hotel that is not currently in use. There are no airports or transit stations within the study area.

6. Economic Environment

Features of the regional economy and local economy were identified as the baseline to understand the potential economic effects of the proposed project.

a. Countywide Employment Characteristics

Anne Arundel County is the home of the National Security Agency, which supports many defense contractors, and the Baltimore/Washington International Airport, which is constantly growing. Major private sector employers include ARINC, Booz Allen & Hamilton, Computer Sciences Corporation, General Dynamics, Johns Hopkins Healthcare LLC, Northrop Grumman, and US Foodservice. In Anne Arundel County, the average commuting time is 25-29 minutes and 41.2% of the population travel over 30 minutes to work. Of the county's workforce, 43.7% work outside of the county and 9.5% work outside of the state. To reach their places of employment, 80.3% of the Anne Arundel County residents drive to work alone, and another 10.7% percent carpool. As shown in **Table III-5**, the majority of the population is employed in the educational, health and social services industries, followed by the professional, scientific, management, administrative, and waste management fields.

Major employers in Prince George's County include the Beltsville Agricultural Research Center, Computer Sciences Corporation, NASA-Goddard Space Flight Center, the University of Maryland, and Verizon's Communications. The average commuting time in Prince George's County is 30-34 minutes and 59% of the population travel over 30 minutes to work. Of the county's workforce, 60.8% work outside of the county and 43.8% work outside of the state. For those who work outside of the home, 66.8% of Prince George's County residents drive to work alone, 16.2% carpool. As shown in **Table III-5**, the majority of the working population is employed in the educational, health, and social services sectors, followed by public administration. This county has nearly a dozen high-technology oriented federal labs and agencies and about 900 high-technology companies who employ approximately 10% of the population.

At the time of the 2000 Census, the unemployment rate in Anne Arundel County was 2.1% and the unemployment rate in Prince George's County was 4.1%. Current information from the Maryland Department of Labor, Licensing, and Regulations indicates that Anne Arundel County's unemployment rate in the first half of 2003 was 3.7% and the unemployment rate in Prince George's County was 4.8%.

Table III-5
Countywide Employment Statistics

Employment Type	Anne Arundel County	Prince George's County	Study Area
Educational, health and social services	17.1%	20.0%	17.0%
Public administration	11.9%	15.9%	15.6%
Professional, scientific, management, administrative and waste management	12.1%	12.6%	14.7%
Retail trade	11.7%	9.4%	10.4%
Finance, insurance, real estate, rental and leasing	6.4%	6.0%	7.2%
Arts, entertainment, recreation, and food service	6.6%	6.5%	6.2%
Construction	8.1%	5.9%	5.7%
Manufacturing	7.3%	3.4%	5.6%
Other services (except public administration)	5.6%	6.3%	5.6%
Information	3.6%	5.1%	4.9%
Transportation and warehousing	5.7%	6.7%	3.9%
Wholesale trade	3.8%	2.0%	2.9%
Agriculture, forestry, fishing, hunting, and mining	0.2%	0.2%	0.2%
Total	100%	100%	100%

Source: Census 2000

b. Local Employment Characteristics

Study area residents hold employment that is generally consistent with the employment held by county residents. Approximately 79% of the labor force residing in the study area works within the State of Maryland, of which 50.5% work within the same county of residence; the other half travels to other counties. Only 11% work within the same place or incorporated city in which they reside. The study area's employment characteristics are generally consistent with the both of the counties' statistics. Consistent with the counties in which they are located, the top three industries in the study area were education, health, and social services; public administration; and professional, scientific, management, administrative and waste management (**Table III-5**).

For study area residents, the average commuting time is 30-34 minutes, and approximately 56% of the population commutes over 30 minutes; 79% travel over 20 minutes. Over 80% of the employees drive alone to their places of employment; another 9% ride in carpools.

At the time of the 2000 Census, the unemployment rate in the study area was 1.4%, which was lower than the rate of 2.1% for Anne Arundel County and 4.1% in Prince George's County. The

unemployment data at the Block Group level was examined and it was determined that none of the block groups showed an unemployment rate that exceeded the County rate.

c. Tax Base

Each jurisdiction in the project area assesses taxes on property and certain types of transactions, as follows:

Prince George's County:

- $0.960 per $100 of assessed value for real property (e.g., real estate) Owner-occupied homes are assessed at 40% of full assessed value,
- ½% to 10% amusement tax, depending on the type of transaction or activity, and
- Hotel-motel room receipts taxed at 5%.

City of Bowie:

- $0.955 per $100 for real property; owner-occupied homes are assessed at 40% of full cash value.

Anne Arundel County:

- $0.955 per $100 of assessed value for real property; assessed home value is figured at 40% of full assessed value,
- ½% to 10% tax on amusements and admissions, depending on the type of transaction or activity,
- 7% on hotels-motels room receipts, and
- $7/$l,000 tax on property transfers.

In addition, the residents of each county pay a piggyback tax on their incomes. These taxes contribute to the funding of a $1.7 billion Year 2003 budget for Prince George's County, an $873 million Year 2003 budget for Anne Arundel County, and a $33 million 2003 budget for the City of Bowie. In Prince George's County, property taxes and income taxes are the major sources of income for the county. Property taxes account for 36% of its total revenue, and income taxes provide 28% of the revenue. Likewise, property taxes account for 39% and income taxes supply 29% of Anne Arundel County's governmental revenue. The key revenue sources in Bowie are property taxes and intergovernmental revenues providing 33.5% and 30.7% respectively.

7. Land Use and Master Plans

Existing and future land uses data were reviewed to develop a baseline understanding of where residential, commercial, and industrial land uses exist and are planned within the study area. These data were used to determine whether the proposed MD 3 project is consistent with existing and proposed land use plans.

Existing Land Use

MD 3 is a long-established transportation corridor that has influenced land use patterns by providing access to neighborhoods, communities, and businesses, and by serving as a boundary between community areas. Existing land use in the study area is primarily residential, although some farms exist in the northern portion. The northern portion of the study area contains two active farms. An active soybean field is located west of MD 3 adjacent to McKnew Road and there is another active farm located east of MD 3 and north of St. Stephens Church Road, just outside the study area. The Maryland Agricultural Land Preservation Program was created by the Maryland General Assembly to "preserve productive agricultural land and woodland to provide for the continued production of food and fiber for all citizens of the State." There are no lands within the study area enrolled in the Maryland Agricultural Preservation Program. Areas within Sherwood Manor also include medium and large farm tracts and rural home sites. Commercial uses are adjacent to MD 3 throughout most of the study area (See **Figures III-4 and III-5**).

Future Land Use

Both Prince George's and Anne Arundel Counties have adopted numerous planning documents to guide future development throughout the study area. Future land use was determined from the various small area plans encompassing the study area (**Figures III-6 and III-7**). The master plans were analyzed for any suggested transportation plans, specifically those involving the study area.

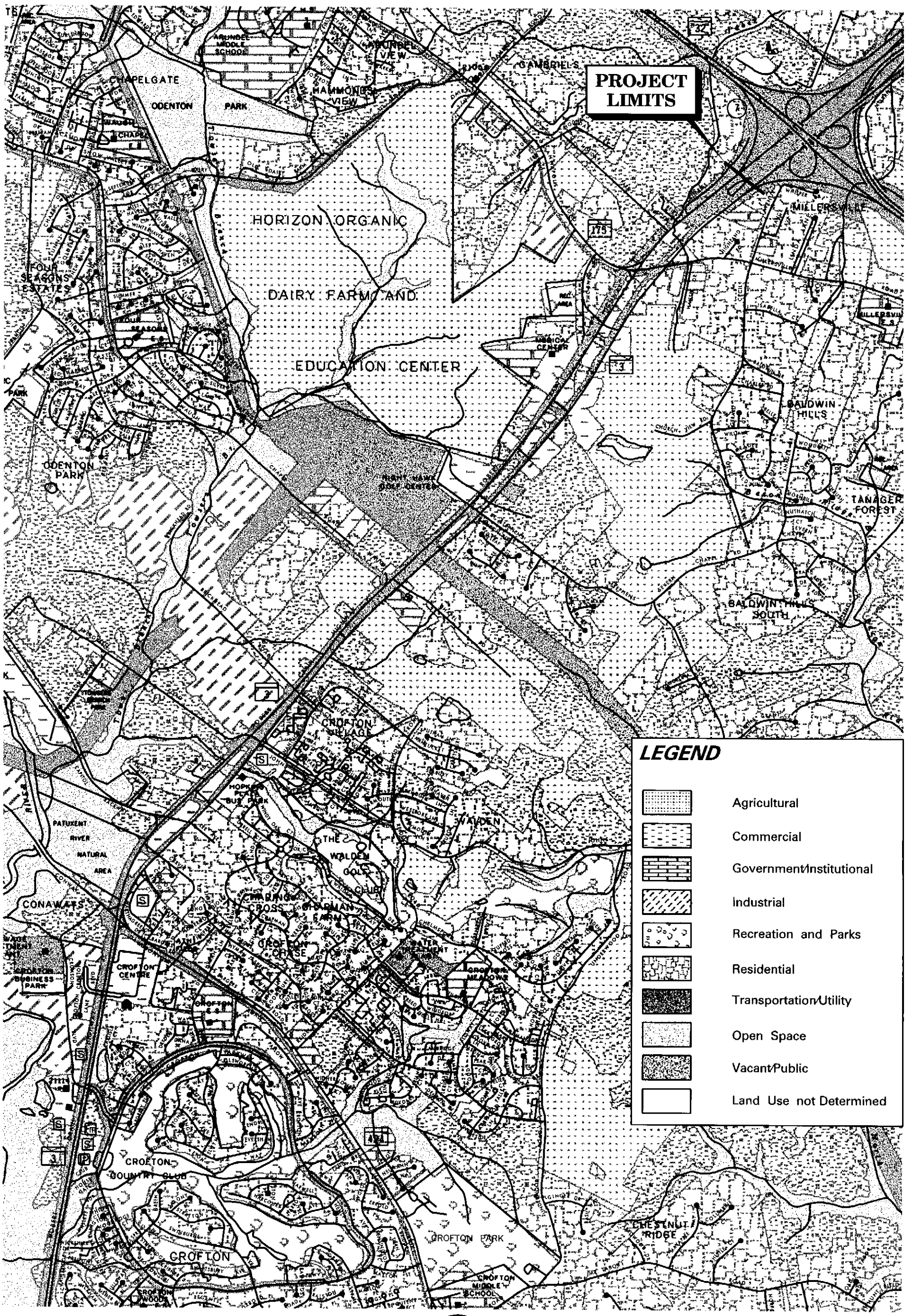
a. Anne Arundel County

Anne Arundel County has an approved and adopted General Development Plan (1997) that calls for concentrated growth in areas that best use existing and planned infrastructure, protect the natural environment, promote economic growth, provide for a diversity of living environments, and strengthen and enhance existing neighborhoods and communities. The plan identifies congestion on MD 3 as a transportation issue and notes ongoing studies of the problem. The plan recommends that Anne Arundel County conduct more detailed, community-oriented long-range planning through the creation of Small Area Comprehensive Plans that consider land use, zoning, transportation, and other services.

Anne Arundel County describes portions of the study area in its small area plans for the Odenton, Crownsville, and Crofton communities. Anne Arundel County has finalized and adopted the Crofton and Crownsville Small Area Plans; the Odenton Small Area Plan is still in draft format. The following paragraphs summarize information from the county planning documents that is pertinent to the study area and proposed highway improvements.

Odenton Small Area Plan

The Odenton Small Area Plan, which is in draft format, includes the Gambrills area. The Plan presents a concept for the portion of the Gambrills area included in the study area that would maintain the area's rural-residential and agricultural character, preserve sensitive environmental



DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

EXISTING LAND USE

SCALE	DATE	FIGURE
As Shown	March 2004	III-4

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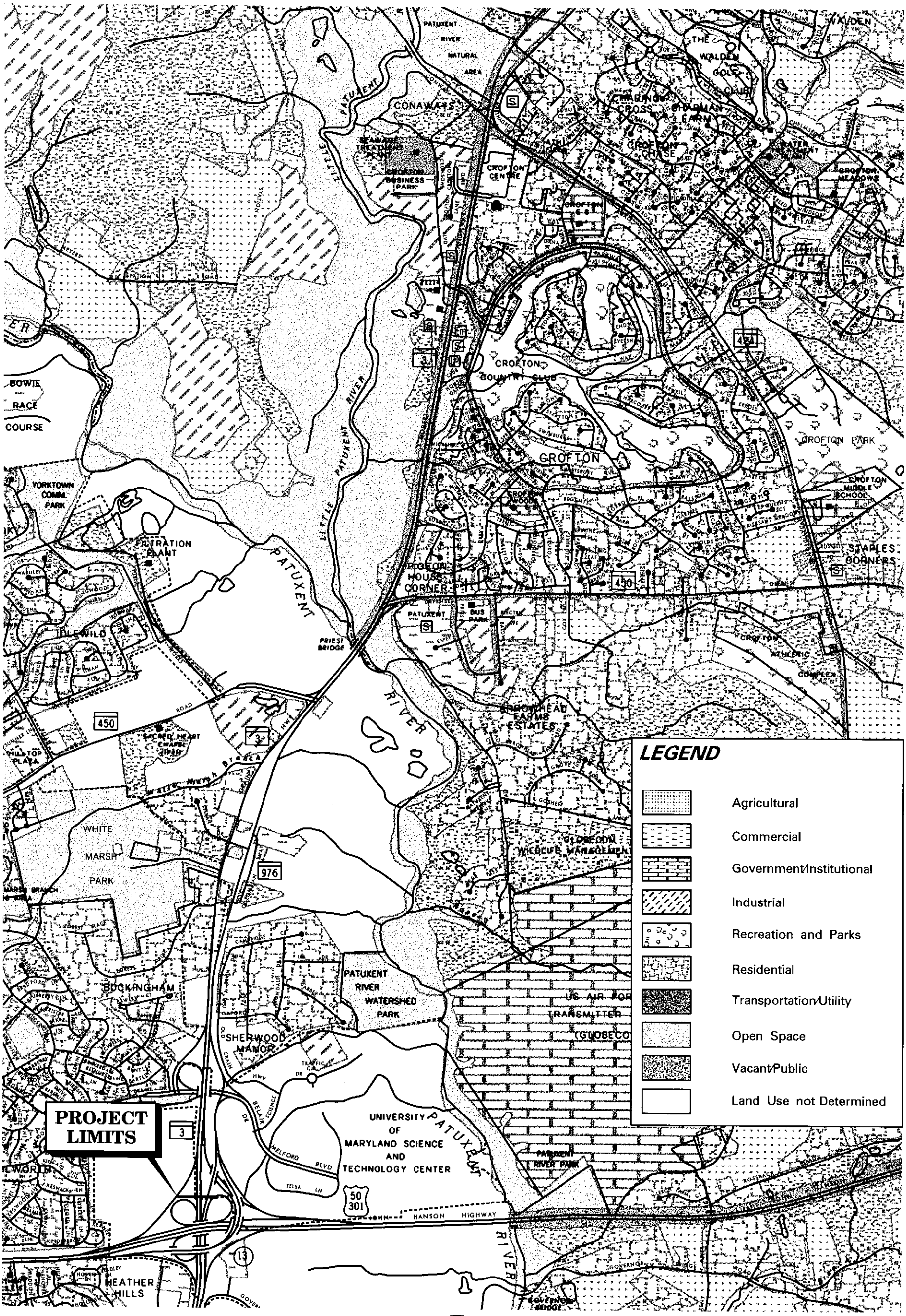


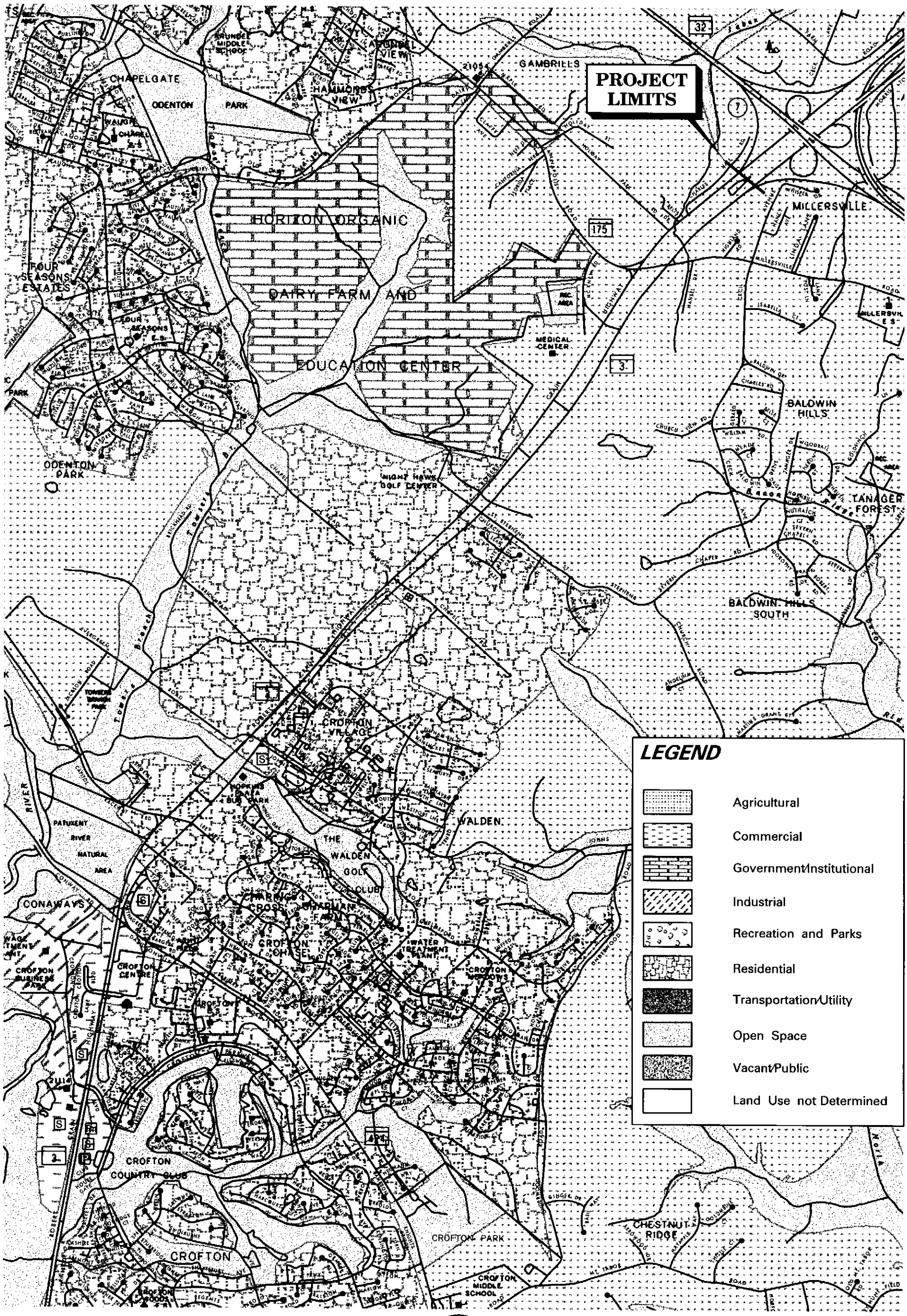
DRAFT: WORK IN PROGRESS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

EXISTING LAND USE

SCALE	DATE	FIGURE
As Shown	March 2004	III-5

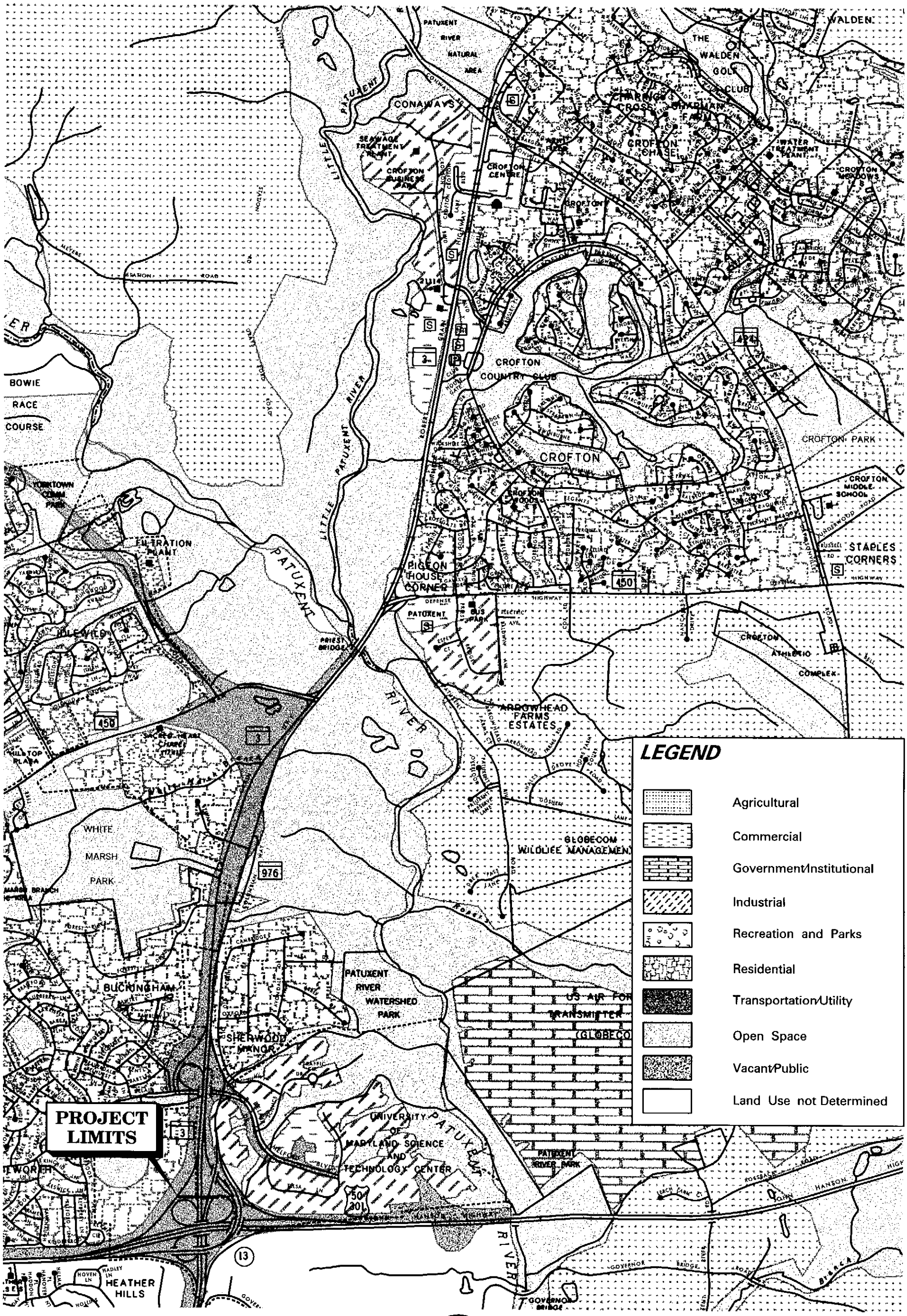


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

FUTURE LAND USE

SCALE	DATE	FIGURE
As Shown	March 2004	III-6



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

FUTURE LAND USE

SCALE	DATE	FIGURE
As Shown	March 2004	III-7

resources, preserve historic resources, and maintain roadways as scenic resources. Although the Small Area Plan supports more community-oriented commercial development, it also supports improvements to the MD 3 commercial district from MD 175 to Waugh Chapel Road.

The plan also includes two specific objectives regarding congestion along MD 3. One is to promote the best option to alleviate MD 3 traffic that is also the least disruptive to farmland and residential neighborhoods, while providing safety, increasing road capacity, and protecting the Patuxent and Jabez watersheds. The other is to manage the character and image of road improvements and developments along the study area from MD 424 to the MD 32 interchange by coordinating with SHA regarding the MD 3 Project Planning Study.

Crownsville Small Area Plan

The Millersville area is discussed in the Crownsville Small Area Plan, which was approved in June, 2000 and adopted by the County Council. Generally, the plan calls for Millersville to retain its rural and semi-rural character by protecting its woodlands, farmland, historic sites, locally owned businesses, and roads. It recommends that both residential and commercial development be limited through future zoning and recommends no expansion of public utilities. Proposed land uses consist of low and low-medium density residential areas, farms, open space, and community-oriented small businesses and facilities.

The Crownsville Small Area Plan supports the development of a healthy transportation network, but it specifies that the network should not spur further development in the area, and it should retain the scenic and historic character of other major roads in the area such as Saint Stephen's Church Road, Severn Chapel Road, and Waterbury Road. The Crownsville Small Area Plan specifically recommends that improvements to the MD 3 transportation corridor limit commercial strip development, because it would be inconsistent with the area's rural character.

Crofton Small Area Plan

The portions of the study area discussed in the Crofton Small Area Plan include North Crofton, the Crofton Triangle, Priest Bridge, and a small portion of West Crofton. The Crofton Small Area Plan, which was approved in January, 2001 and adopted by the City Council, anticipates population growth of approximately 20 percent. The plan notes that the greater Crofton area as the appropriate focus of future development, and it precludes development in the environmentally sensitive Priest Bridge area. The plan includes extensive recommendations regarding the design, function, and land use surrounding MD 3, and it notes that MD 3 links their communities, commercial areas, and community facilities.

The plan identifies that most of the growth is expected in North Crofton, which is served by public utilities. Concepts include constructing multi-modal transportation improvements, encouraging employment centers in existing commercial areas, investing in new facilities and infrastructure, and limiting commercial growth to focus on supporting residential needs.

The plan includes two transportation goals for the North Crofton area:

- Preserving scenic and historic roads, such as Johns Hopkins Road and Underwood Road, through strategies such as allowing only limited widening of shoulders and other safety improvements; and
- Creating a pedestrian and bike trail system along existing roadways, which would safely connect the various neighborhoods with schools, playfields, shopping areas, and employment centers.

The small area plan notes construction within the Crofton Triangle area would include enhancing the community shopping area at the intersection of MD 3 and MD 450, establishing a multi-use community center at the intersection of MD 424 and Reidel Road, and improving retail services north of MD 450. The County's transportation goal for this area is to provide safer access for vehicles and pedestrian linkages.

The small area plan includes limited development in the Priest Bridge area. One specific transportation goal is to reduce the turning radius of the right-turn movement from northbound MD 3 to MD 450 to reduce the speed of turning vehicles and improve safety as vehicles exit onto MD 450 from Patuxent River Road.

b. Prince George's County

The Prince George's County Approved General Plan identifies the Bowie area as a regional center of development activity and growth in the "developing tier" of the County (M-NCPPC, October 2002). The County has also completed the *Bowie-Collington-Mitchellville and Vicinity Approved Master Plan* (Bowie Master Plan; M-NCPPC, 1991), which discusses both the Eastern Bowie and Sherwood Manor areas. The Master Plan encourages expansion of commercial areas along MD 450 to better serve residents.

According to the Bowie Master Plan, the Sherwood Manor area, located to the west of MD 3 in Prince George's County, is an established area with limited growth potential. The Master Plan discourages development of selected median properties to avoid unsafe, uncoordinated and piecemeal development. The county also seeks to eliminate further strip commercial development that would hinder the planned highway improvements to enhance safety and capacity.

c. Smart Growth Initiatives

The 1997 Maryland General Assembly adopted several specific programs that form the Smart Growth Initiatives. Collectively, these initiatives aim to direct State resources to revitalize or redevelop areas, preserve Maryland's valuable resources and open spaces, and discourage the continuation of sprawling development into rural areas. The Smart Growth legislation allows the State to direct its programs and funding to support locally designated growth areas called Priority Funding Areas (PFA's). PFA's consist of existing communities and other locally designated areas as determined by local jurisdictions in accordance with "smart growth" guidelines. They

seek to guide development to existing towns, neighborhoods, and business areas by directing state infrastructure improvements to those places.

In the study area, both Bowie and Crofton are PFA's (See **Figure III-3**). The MD 3 project is a proposed improvement to an existing road, and is therefore consistent with the principles of Smart Growth. A portion of the study area is outside the PFA's, and would be evaluated by Anne Arundel County, Prince George's County, and the Maryland Department of Planning for compliance with Smart Growth regulations.

B. CULTURAL RESOURCES

Identification and evaluation of historic architectural and archeological resources were conducted in accordance with federal and state laws, which protect significant cultural resources. Federal and state mandates for cultural resources protection include: the U.S. Department of Transportation Act of 1966, as amended in 1968; the NEPA (National Environmental Policy Act) of 1969; the National Historic Preservation Act of 1966, as amended; 36 CFR Part 800 Protection of Historic Properties (Final Rule December 12, 2000); Executive Order 11593; the MHT (Maryland Historical Trust) Act of 1990 (Article 83B, Sections 5-619 of the Annotated Code of Maryland); and Article 83B, Sections 5-617 and 5-618 of the Annotated Code of Maryland.

Identification and evaluation of cultural resources were performed in accordance with the standards established in Standards and Guidelines for Architectural and Historical Investigations in Maryland (MHT, 2000); Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole, 1994); Collections and Conservation Standards (MHT, 1999); and Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (NPS, 1983).

Background research and field surveys were conducted to facilitate identification of the cultural resources. A review of previous planning and research studies, existing inventories of historic properties, previous survey information, and historic maps was undertaken. The research was conducted in consideration of the magnitude and nature of the undertaking, degree of federal involvement, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the area of potential effects. Reports were prepared to facilitate evaluation of the cultural resources. These documents include: Maryland Inventory of Historic Properties form; Determination of Eligibility forms; 5"x 7" black and white photography, and appropriate USGS quadrangle mapping identifying each resource.

All cultural resources identified during the architectural and archeological surveys were submitted to the state historic preservation office (SHPO) for National Register eligibility determinations, or comment for further evaluation. Historic properties were evaluated in accordance with criteria of the National Register of Historic Places (NRHP). These criteria state that "the quality of significance in American History, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: that are associated with events that have made a significant contribution to the broad patterns of our history (Criterion

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Identification and evaluation of cultural resources were performed in accordance with the standards established in Standards and Guidelines for Architectural and Historical Investigations in Maryland (MHT, 2000); Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole, 1994); Collections and Conservation Standards (MHT, 1999); and Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (NPS, 1983).

Background research and field surveys were conducted to facilitate identification of the cultural resources. A review of previous planning and research studies, existing inventories of historic properties, previous survey information, and historic maps was undertaken. The research was conducted in consideration of the magnitude and nature of the undertaking, degree of federal involvement, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the area of potential effects. Reports were prepared to facilitate evaluation of the cultural resources. These documents include: Maryland Inventory of Historic Properties form; Determination of Eligibility forms; 5"x 7" black and white photography, and appropriate USGS quadrangle mapping identifying each resource.

All cultural resources identified during the architectural and archeological surveys were submitted to the state historic preservation office (SHPO) for National Register eligibility determinations, or comment for further evaluation. Historic properties were evaluated in accordance with criteria of the National Register of Historic Places (NRHP). These criteria state that "the quality of significance in American History, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: that are associated with events that have made a significant contribution to the broad patterns of our history (Criterion

A); or that are associated with the lives of persons significant in our past (Criterion B); or that embody the distinctive characteristics of a type, period, or method of construction that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or that have yielded, or may be able to yield, information important in prehistory or history" (Criterion D) (36 CFR 60.4, and National Register Bulletin No. 15). Correspondence documenting prior consultation with the SHPO and other interested parties is provided in *Section VI – Comments and Coordination.*

1. Historic Standing Structures

The term "historic standing structures" refers to any above ground building, structure, district, or object that attributes to our cultural past. When these resources meet the criteria for listing in the NRHP, they are historic properties that must be considered under the requirements of the National Historic Preservation Act. One historic property, located with the Area of Potential Effect (APE) for the MD 3 Project Planning Study, has been determined eligible for the NRHP. **Figure III-8** shows the location of the property. A description and its significant characteristics are provided below.

a. Sacred Heart Roman Catholic Church (PG: 71A-19)

SHA previously coordinated the eligibility of this resource, the Sacred Heart Roman Catholic Church (PG: 71-19), in the mid-1980s. The SHPO concurred that this resource is eligible for the NRHP.

The Sacred Heart Roman Catholic Church is the only pre-Revolutionary Roman Catholic Church in Prince George's County. A stone chapel, which survives as the present day sanctuary, was constructed in circa 1741, although the site was possibly used by the Jesuits as early as the 1720s.

The Mission of St. Francis Borgia was established on a tract of land belonging to James Carroll and known as Carrollsburgh. This 2000-acre tract straddled the Patuxent River in both Prince George's and Anne Arundel Counties. With James Carroll's death in 1728, he bequeathed the property to George Thorold of Charles County, or, in the case of Thorold's death, to Peter Atwood and Joseph Greaton. All three men were members of the Jesuit clergy. Since the Roman Catholic Church was not allowed to own land at that time, Carroll's bequeath enabled the Church to legally own and use the land for Catholic worship.

The Sacred Heart Church is a gable-roof stone building with an early semi-octagonal sanctuary at one end and a later frame bell tower at the other end. The building stands high on a hill on wooded grounds with an adjacent graveyard. The nave of the Church is built of undressed stone; it is four bays long, with each bay in the long north and south facades filled with Gothic-arch stained glass windows. The semi-octagonal sanctuary features rounded Gothic windows highlighted with stone quoins and stone sills. The entrance to the Church is through the bell tower. The bell tower, built in 1876, is three stories high and covered in a vinyl siding. The bell tower features a steeply pitched pyramidal roof clad with patterned metal shingles, a bracketed

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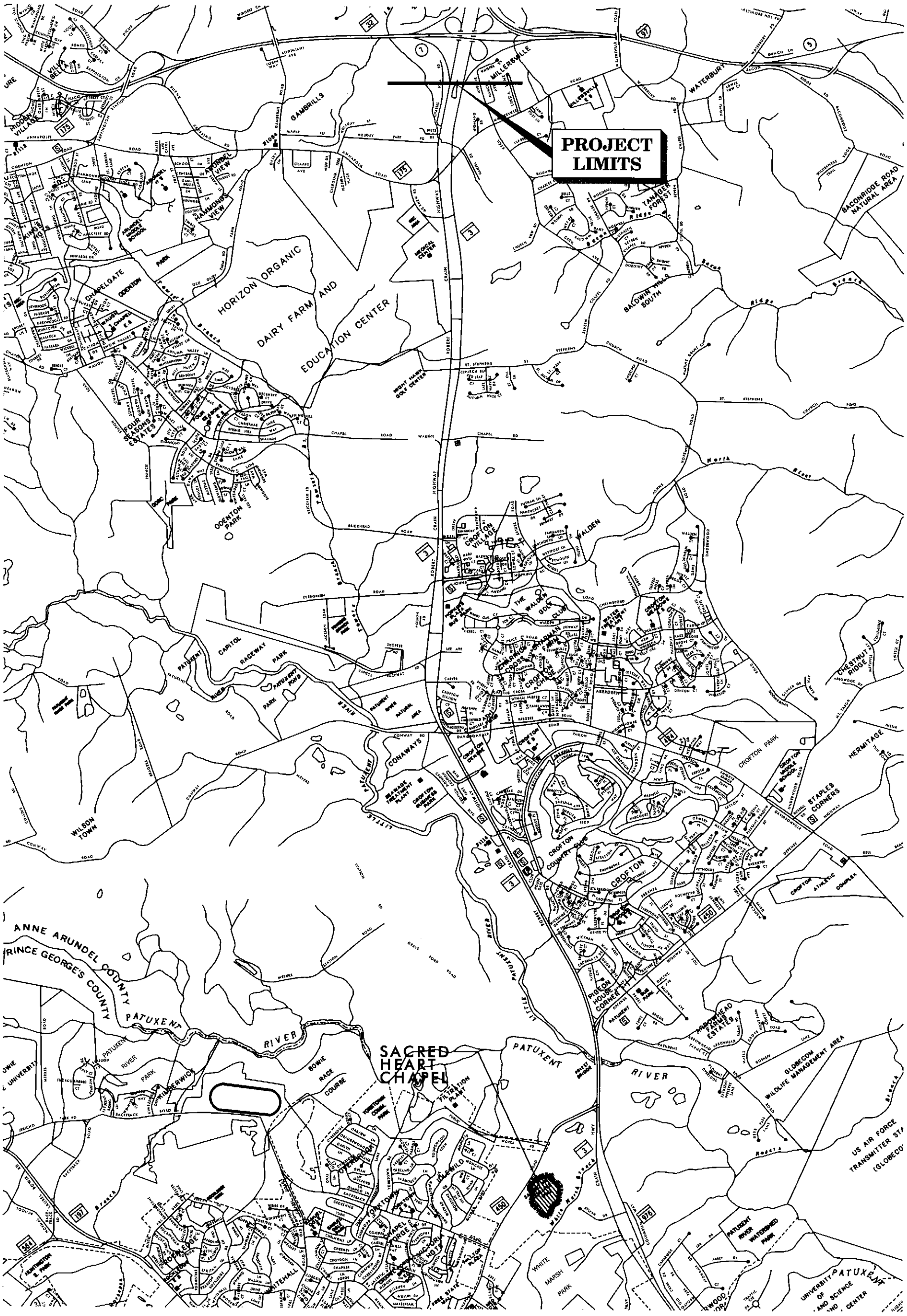

LEGEND

NATIONAL REGISTER OF HISTORIC PLACES ELIGIBLE SITES

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SCALE IN FEET

DRAFT: WORK IN PROGRESS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

SITES ON OR ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

SCALE	DATE	FIGURE
As Shown	March 2004	III-8

cornice, and an open gothic arched belfry, with a balustrade and turned balusters. The 1,000-pound bell was manufactured by McShane Bell Foundry in Baltimore and was installed in the tower in 1889. In May of 1853, a fire damaged the church building, including the furniture, records, and vestments, but the stonewalls survived. An inscription over the old east entrance records the 1855 restoration. Later, in 1874, when the long walls of the nave began to bow, the structure was reinforced and at approximately the same time the Rector's residence was constructed. Other interior renovations occurred in 1916 and 1972. A new church building was constructed on-site in 1969 to accommodate the expanding congregation. The original building presently serves as a chapel.

The Rectory (Priest's House) is a 2½ story structure, three bays wide with an Empire Style mansard roof. The distinctive, slate tiled mansard roof features segmental arched dormer windows. The bracketed cornice has elaborate bed and crown moldings. The remaining windows are 2/2 double hung sash.

2. Archeological Resources

The term "archeological resources" refers to all evidences of past human occupation that can be used to reconstruct the lifeways of past peoples. These include sites, artifacts, environmental and all other relevant information, as well as the contexts in which they occur. In accordance with the laws previously referenced, all archeological prehistoric, historic, and underwater sites must be evaluated for their eligibility for the National Register by the lead Federal agency and the SHPO.

The APE for archeological investigations was defined by the limits of ground disturbance associated with worst case impacts under all alternates retained for detailed study. Archeological identification investigations were conducted within the APE to ascertain the range and number of historic and prehistoric period archeological resources present, and to make recommendations for further evaluations for eligibility to the National Register.

Prior archeological surveys of the study area recorded seventeen archeological resources in or adjacent to the APE. Field visits by SHA archeologists in 2001 documented the destruction of eight of these resources (18AN55, 18AN223, 18AN393, 18AN594, 18PR34, 18PR197, Bowie quad file 18PRX9, and Curry Area #1). These properties are consequently ineligible for listing on the NRHP. In addition, Site 18AN1137 was identified and previously determined ineligible for NRHP listing.

Six resources were previously determined potentially eligible by Epperson: 18AN503-Oak Grove Site, 18AN511-Basil Hall Site, 18AN512-Belt Site, 18AN513-Potomac and Aquia Creek Railroad bed, 18AN514-Annapolis and Elkridge Railroad bed (as part of a potential district), and 18PR33-Warfield Site. The Warfield site was previously subjected to Phase II archeological evaluation and determined eligible for NRHP listing. Field visits in 2001 determined that two additional known archeological resources needed further examination at the Phase I level: 18PR154-Highway Site and the former location of Priest Bridge (PG-71A-18 and Bowie Quad File # 11) over the Patuxent River. In addition, intact previously unsurveyed areas with high archeological potential required Phase I survey.

Based on plans outlining Alternates 3 and 5 Modified and their associated Interchange Options, SHA conducted the required Phase I archeological investigations of previously unsurveyed areas that remained intact and retained high archeological potential within the APE. SHA also completed Phase II evaluation at five sites: the Basil Hall Site (18AN511), the Belt Site (18AN512), and the Oak Grove Site (18AN503), and railroad features associated with the Potomac and Aquia Creek Railroad (18AN513/AA-2318) and the Annapolis and Elkridge Railroad (18AN514/AA-2319). Only the peripheral margins of the Basil Hall and Oak Grove sites are situated within the APE and subject to potential impacts; evaluation of the core areas of these sites was not attempted. Site 18PR154, the Highway Site, was re-examined at the Phase I level, and underwater survey was conducted at the former location of Priest Bridge. Data recovery on the Warfield Site (18PR33) was deferred. The results of these investigations are documented in *Phase I and II Archeological Investigations, Maryland Route 3 from Maryland Route 32 to US 50, Anne Arundel and Prince Georges Counties, Maryland* (Affleck et al. 2003).

Supplementary Phase I investigations identified five new archeological sites (18PR654, 18PR655, 18PR 656, 18PR657, and 18AN1236). Four of these sites (18PR654, 18PR655, 18PR656, and 18PR657) will require future Phase II archeological investigation to determine their NRHP eligibility. The fifth site, site 18AN1236, is not eligible for NRHP listing. Previously recorded site 18PR154, the Highway Site, was found to be not eligible for NRHP listing.

Oak Grove (18AN503) and Basil Hall (18AN511) consist of plantation sites with loosely drawn boundaries and core areas located outside the APE. Phase II investigations focused on the portions of these sites within the APE, namely, the site margins adjacent to existing MD 3. No resources associated with Oak Grove and Basil Hall were located in the APE and neither area warrants further investigation. The NRHP eligibility of the remaining portions of the Oak Grove and Basil Hall sites has not been evaluated. Parts of the mid-19th Century Potomac and Aquia Creek Railroad bed (18AN513) and the Annapolis and Elkridge Railroad bed (18AN514) were located in the APE in the form of intact prisms. SHA has determined that neither railroad bed possesses sufficient integrity to be considered eligible for NRHP listing. Underwater survey was undertaken at the former location of Priest's Bridge, PG-71A-18 (Bowie quad file # 11). While much disturbance was noted and no definitive bridge remnants were found, an unidentified pile of rocks was encountered. The rocks could be the remnant of a bridge foundation, in that rock-filled timber cribs were a common element of historic bridges. Should this feature be impacted, further work will be undertaken to define its nature and determine eligibility for the NRHP.

Phase II investigations at the Belt site (18AN512) confirmed the presence of intact deposits and features, but also indicated numerous fill deposits and disturbance from the railroad embankment. The site lacks buried deposits, ceramics are poorly represented, faunal remains are absent, and artifacts in the sheet midden are very fragmented. The site therefore lacks data that can address important research questions, and was determined ineligible for the NRHP by the SHPO in a letter dated March 8, 2004.

In summary, one National Register eligible archeological site is within the APE: the Warfield Site (18PR33), which will require treatment if avoidance is not possible. Four newly discovered

prehistoric sites are potentially eligible for NRHP listing, and will require Phase II evaluation if impacted: 18PR654, 18PR655, 18PR656 (outside the APE), and 18PR657. One underwater archeological site, Priest's Bridge, PG-71A-18 (Bowie quad file # 11), is potentially eligible for the NRHP and Phase II evaluation will done if the site is impacted by construction.

C. NATURAL RESOURCES

1. Climate

The study area lies in a region about midway between the rigorous climates from the north and the mild climates from the south, and adjacent to the modifying influences of the Chesapeake Bay and Atlantic Ocean to the east and the Appalachian Mountains to the west. The net effect of the mountains to the west and the Chesapeake Bay and Atlantic Ocean to the east is to produce a more moderate climate compared with other continental locations farther inland at the same latitude. Rainfall distribution is fairly uniform throughout the year, although the greatest intensities are confined to the summer and early fall months, the season for hurricanes and severe thunderstorms. Severe droughts are rare, although moisture deficiencies for crops do occur occasionally during the growing season. On average, January is the coldest month and July is the warmest. Snowfall occurs on about eleven days per year on the average, however, an average of only about six days annually produces snowfalls of one inch or greater. Snow is frequently mixed with rain and sleet, and snow seldom remains on the ground more than a few days. The annual prevailing wind direction is from the west. Winter and spring months have the highest average wind speed. Destructive velocities are rare and occur mostly during summer thunderstorms.

For additional details regarding the climate of the study area, please refer to the *Natural Environmental Technical Report*.

2. Topography, Geology, and Soils

a. Topography and Geology

The topography of the study area is characterized by a level floodplain within the Patuxent River drainage and gently rolling terrain in the north and south. Elevations range from about 30 feet near the Patuxent River, then rising to 170 feet near MD 32. The State *Sediment & Erosion Control Program and Law* protects slopes greater than 25 percent. All slopes greater than 25 percent must have a 25-foot buffer. Slopes greater than 25 percent are present throughout the study area, adjacent to MD 3, particularly near the Patuxent River.

The Coastal Plain Province is the easternmost and largest province in Maryland, with an area covering almost fifty percent of the State. As streams cross from the Piedmont into the Coastal Plain, they change from hard-rock bottoms to softer, more easily eroded substrate. At the western boundary of the Coastal Plain, as streams flow across this transition (the "fall line"), they slow and begin cutting more deeply into the landscape. The most well known section of the fall line is Great Falls on the Potomac River. The thick layers above the bedrock of the Coastal

Plain consist of unconsolidated sediments – primarily gravel and sand. Some of these sediments are of oceanic origin, although many are derived from the Piedmont Plateau and were deposited in lakes, swamps, and the river floodplains.

Mineral resources of the Coastal Plain are chiefly sand and gravel, and are used as aggregate materials by the construction industry. Clay for brick and other ceramic uses is also important. Small deposits of iron ore are of historical interest. Plentiful supplies of ground water are available from a number of aquifers throughout much of this region. The Atlantic Continental Shelf contains abundant sand deposits, useful for beach restoration.

b. Soils

According to the *Soil Survey of Anne Arundel County* and the *Soil Survey of Prince George's County*, five soil associations occur within the study area: Bibb-Tidal Marsh; Galestown-Evesboro-Rumford; Monmouth-Collington; Collington-Adelphia-Monmouth; and Evesboro-Rumford-Sassafras.

The Evesboro-Rumford-Sassafras association includes both excessively and well drained soil located in the northern portion of the study area. This association is comprised of sandy and loamy soils found on gently sloping to moderately steep topography, ideal for residential and community development.
The Monmouth-Collington association is the largest within the study area, formed in nearly level to moderately steep topography. These well-drained soils develop in sediments containing glauconite, a green silicate mineral, and are among the most productive in Anne Arundel County-suitable for hay, pasture, orchards and row crops.

The Galestown-Evesboro-Rumford association and the Bibb-Tidal Marsh association occur in narrow bands parallel to the Patuxent River. The Bibb-Tidal Marsh association is found within Prince George's County, mostly along the floodplain of the Patuxent River. This association is made up mainly of alluvial, poorly drained, floodplain soils. The Galestown-Evesboro-Rumford association is primarily sandy soils formed on nearly level topography.

The southernmost end of the study area is made up of the Collington-Adelphia-Monmouth association. These upland soils are deep, nearly level, and moderately well to well drained. Soils in this association are very productive for agriculture and have few limitations for residential development.

The *Natural Environmental Technical Report* includes mapping of the soil types within the study area and a table listing the prevalent soil types with a brief description of soil features for each soil type.

Erosion potential is a very important soil characteristic because it determines the stability and safety for development. Collington, Galestown, Sassafrass, and Woodstown soils are potentially highly erodible soils.

The Patuxent River, Little Patuxent River, and White Marsh Branch are primarily surrounded by soils labeled as Bibb silt loam, Mixed alluvial land, and Swamp. Bibb silt loam is the only soil in the study area listed on the *Hydric Soils of the United States* (1991), and it is also on the Hydric Soils list for Prince George's County.

The study area lies within the Coastal Plain Physiographic province. Coastal Plain soils are made up primarily of alluvial and marine deposits. Marine deposits are typically comprised of reduced sulfur compounds that release highly acidic sulfates when exposed to the environment. Human influences, such as roadway grading and other excavation accelerate the exposure of these soils. When these acidic soils are released into nearby streams the increase in acidic levels can be lethal to aquatic organisms, particularly to the sensitive trout populations in Jabez Branch. Thus, sediment and erosion control is extremely important to limit impacts from acidic soils.

c. Prime Farmland Soils, Soils of Statewide Importance, and Unique and Locally Important Farmland Soils

Prime farmland soils are soils that have the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pasture, forest, or other land uses with the exception of urban built-up land or water). Prime farmland soils have the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods.
Sassafrass fine sandy loam and Woodstown sandy loam are listed as Prime Farmland soils for Anne Arundel County. Ochlockonee sandy loam, Woodstown loam, Shrewsbury fine sandy loam and Swamp soils are all listed as Prime Farmland soils for Prince George's County. Swamp soils are found in the area surrounding the Patuxent River. Ochlockonee sandy loam, Woodstown loam, Shrewsbury fine sandy loam are present in the study area but the soils are not used for growing crops.

Soils of statewide importance include those soils in Land Use Capability Class II and Class III that do not meet Prime Farmland soils criteria. Class II contains soils having some limitations for cultivation and Class III contains soils having severe limitations for cultivation. These soils are nearly prime farmland soils and economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce yields as high as prime farmland soils if conditions are favorable. There are no soils of statewide importance in the study area.

Unique farmland soils are land other than prime farmland soils that are used for the production of specific high value food and fiber crops. This land has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables. There are no unique farmland soils in the study area.

Locally important farmland soils include those soils that are not of prime or statewide importance and are used for the production of high value food, fiber or horticultural crops. There are no locally important farmland soils in the study area.

For additional details regarding soils in the study area, please refer to the *Natural Environmental Technical Report*.

3. Water Quality

a. Groundwater

In Maryland, groundwater exists in both confined and unconfined conditions. Unconfined aquifers (water table) are generally near the surface and are usually the first aquifers encountered when drilling in the coastal plain. These aquifers are local in extent and the directional movement of water is dependent on the surface topography, soils, and underlying geology. The unconfined aquifers recharge streams, reservoirs and other surface waters and are vulnerable to contamination from activities on the land surface.

Confined aquifers (artesian) are deep aquifers protected by a confining layer or formation. Drinking water is obtained from confined aquifers. Aquifers contributing more than 50% of the drinking water to a specific area are designated as sole source aquifers by the Environmental Protection Agency under Section 1424(e) of the Safe Drinking Water Act of 1974. These sole source aquifers would be impossible to replace if contaminated and, therefore, projects having the potential to contaminate these aquifers are subject to federal review and approval. There are no designated sole source aquifers within this study area. However, Anne Arundel County's public water supply is from groundwater within deep aquifers.

The City of Bowie has a wellhead protection boundary located within the floodplain of the Patuxent River that traverses the study area. This boundary is the Magothy Formation Outcrop Aquifer Protection Area which includes the land areas where each aquifer unit outcrops at the land surface directly upgradient of the wellhead protection areas. According to the Maryland Geological Survey there are no groundwater wells or springs in the study area. There are local wells located in the vicinity the study area.

For additional details regarding groundwater in the study area, please refer to the *Natural Environmental Technical Report*.

b. Surface Water

The quality of water in the Patuxent River within the study area has experienced negative changes over the last 50 years. Factors contributing to the degradation include Bowie's Wastewater Treatment Plant, nutrient runoff from fertilized land, and sediment runoff from agricultural land and development, which have stressed the water resources, causing severe streambank and streambed erosion. This erosion has resulted in degraded aquatic, wetland, and submerged aquatic vegetation habitat due to associated turbidity.

The Little Patuxent River is a major tributary of the Patuxent River. Water quality in the Little Patuxent is also experiencing similar stresses. Efforts have been made specifically in the Little Patuxent River watershed to restore habitat and improve water quality within the Towsers Branch sub-watershed.

The methodology used for measuring water quality in the study area followed the Maryland State Highway Administration Stream Monitoring Protocol (SHA Protocol), published in April 2001. This SHA Protocol for water quality sampling, macroinvertebrate sampling, fish sampling, habitat assessment, and physical stream assessment is consistent with, and is supplemented by, the procedures outlined in the Maryland Department of Natural Resource's (DNR) Maryland Biological Stream Survey Sampling Manual (MBSS).

Consistent with the MBSS Sampling Manual, the water quality and macroinvertebrate sampling, and habitat assessments were conducted on March 4, 2002, during the Spring Index Period between March 1-April 30. Fish sampling, in-situ water quality sampling, and physical assessments were conducted during the Summer Index Period of June 1- September 30.

Seven perennial streams were monitored: an unnamed tributary to the Patuxent River (SS #1 & SS #2), White Marsh Branch (SS #3 & SS #4), the Patuxent River (SS #5 & SS #7), the Little Patuxent River (SS #6), an unnamed tributary to the Little Patuxent River (SS #8 & SS#9), an unnamed tributary to Towsers Branch (SS #10 & SS #11), and Jabez Branch (SS #12). See the *Natural Environmental Technical Report* for details on the water quality monitoring program for the study area. The locations of these sampling sites are shown on **Figure III-9**.

In addition to water quality sampling, macroinvertebrate sampling was also conducted for twelve selected sampling sites. Macroinvertebrates include stream dwelling insects, worms, mollusks, and crustaceans. Sampling the macroinvertebrate community provides a qualitative description of the overall health of the stream and it's ability to support that community. Macroinvertebrates, and especially benthic species, are good water quality indicators because of their limited mobility and wide range of tolerances. Sampling results can also indicate possible stresses to the stream such as pollutants and habitat degradation, while providing a measure of site-specific conditions. **Table III-6** provides a water quality rating for each of the twelve sampling sites sampled for macroinvertebrates.

In general, the streams did not receive high water quality ratings. Seven out of twelve sampling sites presented poor ratings based on the number of genus types for each sampling. SS #9 (unnamed tributary to Little Patuxent River) and SS #10 (Unnamed tributary to Towsers Branch) rated the lowest of all sample sites.

Sampling sites SS #6 (Little Patuxent River) and SS # 7 (Patuxent River) scored much higher than the rest of the sample sites. Collection from SS #6 indicated a wide diversity of species and more sensitive species.

To determine the ecological health of fish communities in the study area streams, fish were sampled during the summer. Four streams were selected for sampling, including the downstream location of the unnamed tributary to Patuxent River (SS #2), the downstream location of White

Marsh Branch (SS #4), the downstream location of the unnamed tributary to Little Patuxent River (SS #8) and the downstream location of the unnamed tributary to Towsers Branch (SS #10).

Table III-6
Water Quality Rating Based on Macroinvertebrate Diversity *

SS #	Poor (No. of Genus <11)	Fair (No. of Genus 11-16)	Good (No. of Genus 17-22)	Excellent (No. of Genus >22)
1	3	-	-	-
2	10	-	-	-
3	10	-	-	-
4	-	13	-	-
5	-	12	-	-
6	-	-	-	26
7	-	-	19	-
8	-	11	-	-
9	2	-	-	-
10	2	-	-	-
11	6	-	-	-
12	4	-	-	-

* Numbers in the table refers to the number of different genus types that were collected at each sampling site.

Electrofishing equipment was used to stun the fish within the sampling area, and nets were used to scoop the fish from the stream. Each fish was identified and recorded on an *MBSS Fish Sampling Sheet*. **Table III-7** lists the species that were identified from the sampling.

Table III-7
Fish Species Identified in Each Sampling Location

Species	SS #2	SS #4	SS #8	SS# 10
Blacknose Dace	0	1	0	1
Bluegill	0	0	2	3
Bluespotted Sunfish	0	0	1	0
Brown Bullhead	0	0	1	1
Common Shiner	0	0	0	2
Creek Chub	0	0	1	0
Eastern Mudminnow	0	15	7	0
Green Sunfish	0	0	10	23
Mosquitofish	0	0	0	4
Pumpkinseed	0	0	0	3
Red Fin Pickerel	0	0	1	0

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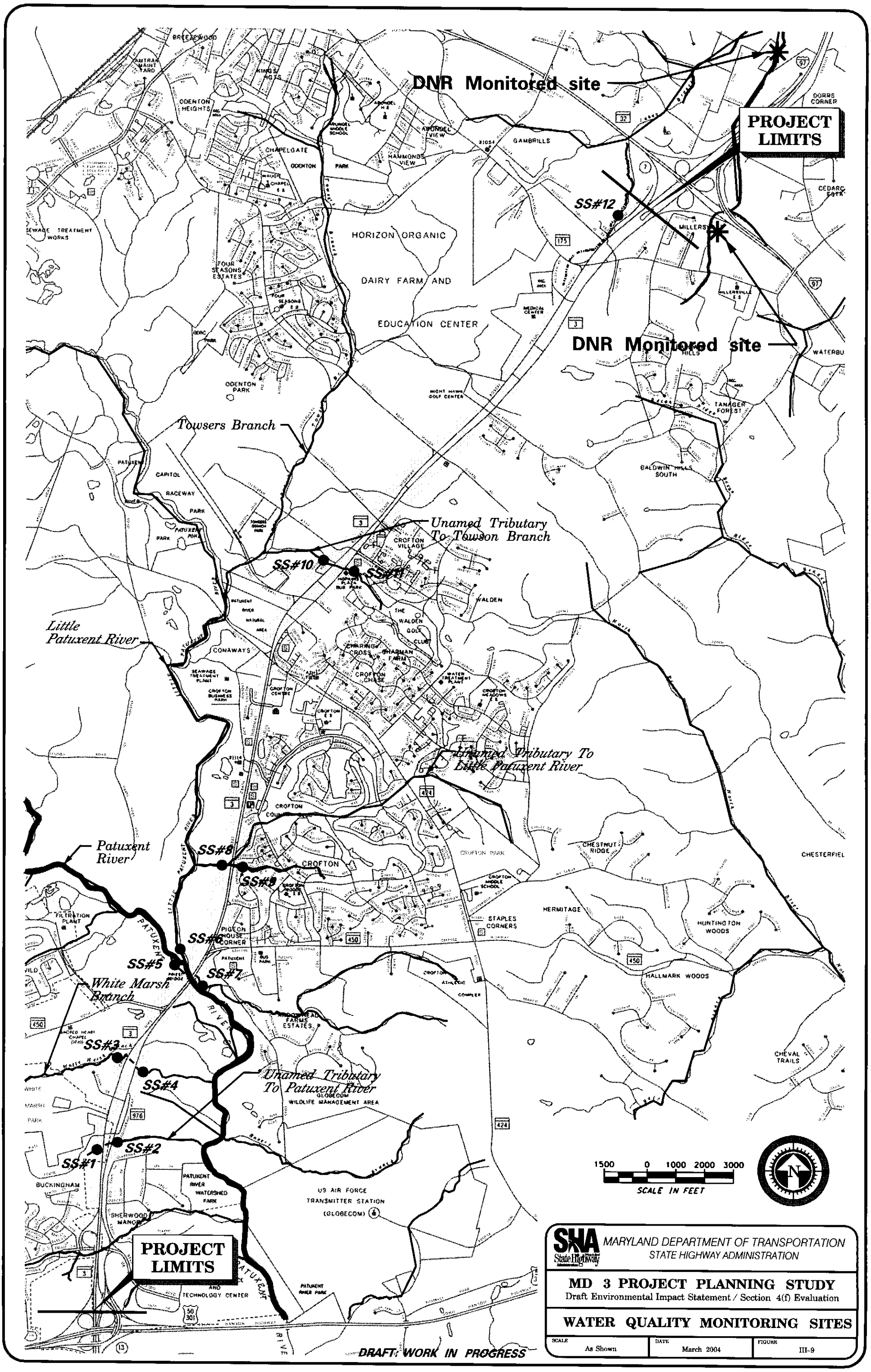


These species correlate with those identified in an MBSS summary for surveyed sampling sites in the Little Patuxent River. Overall, the species and their relative abundance are reflective of the habitat in each stream location. SS #8 and SS #10 had the most diversity of the four streams that were sampled. The Green Sunfish was the most prevalent species within these two streams. SS #2 did not have any fish recovered within the 75-meter segment and SS #4 had only two types of fish species. The lack of fish within these two streams is most likely due to poor habitat. The main problems affecting fisheries in this watershed are related to urbanization and all its associated impacts. Uncontrolled runoff from old developments and excessive runoff from those that need stormwater retrofitting are two problems that generate erosion, destabilize streambanks, and thermally pollute the stream.

For additional information regarding surface water quality in the study area, please refer to the *Natural Environmental Technical Report*.

4. Jurisdictional Wetlands and Waters of the U.S.

Review of the *Odenton, Maryland* and *Bowie, Maryland* USGS topographic quadrangles and NWI mapping revealed six major streams within the study area: the Patuxent River; three tributaries to the Patuxent River, including the Little Patuxent River, White Marsh Branch, and an unnamed tributary south of White Marsh Branch; Towsers Branch; and Jabez Branch. The maps also indicated the presence of large wooded marshes or swamps within the forested land surrounding the Patuxent River, the Little Patuxent River, and portions of White Marsh Branch, east of MD 3.

a. Wetlands

The NWI Mapping revealed the presence of large contiguous forested wetlands along the Patuxent and Little Patuxent Rivers, with smaller areas of scrub-shrub wetlands, emergent wetlands, and open water ponds located within or adjacent to the forested wetlands. Additionally, Prince George's County NWI mapping shows three streams that traverse the study area, two unnamed Patuxent River tributaries and White Marsh Branch. In Anne Arundel County, NWI mapping depicted several ponds, two small emergent wetlands, and one large forested wetland along the Little Patuxent River.

In addition to the mapping review, a wetland delineation and function and value assessment was completed for the study area. The wetland investigation resulted in the identification of nine forested wetlands, thirteen emergent wetlands, three forested/emergent wetlands, one emergent/scrub-shrub wetland, one open water/emergent wetland, one open water pond with an emergent/scrub-shrub fringe, and 36 other Waters of the U.S. The delineation was conducted according to procedures outlined in the 1987 *Corps of Engineers Wetlands Delineation Manual* in August 2002 and March/April 2003.

Wetland functions and values are considered an important part of the Section 404 permit process. Functions are defined as "self-sustaining properties" of a wetland and values are benefits derived from the functions or characteristics of the wetlands. Functions and values assessments followed those detailed in *The Highway Methodology Workbook Supplement – Wetland Functions and*

Values: A Descriptive Approach (US Army Corps of Engineers - New England Division, 1995). This assessment method combines scientific observation with the value judgment offered by the evaluator's consideration of a set of characteristics and relationships.

Jurisdictional wetlands and other Waters of the U.S. are shown on **Figures III-10 through III-17**. The wetland delineation data sheets, function and value forms, and detailed wetland methodology and results are included in the *August 2003 Wetland Delineation Report for MD 3 from north of US 50 to south of MD 32* prepared by the Maryland State Highway Administration. The following table (**Table III-8**) is a summary of the data contained in the wetland delineation report. A detailed explanation of the jurisdictional wetlands and function and values are described in the *Natural Environmental Technical Report*.

Of the twenty-eight wetlands investigated, five riverine wetlands (*Wetlands 1*, *2, 3*, *4*, and *10*) are located within the floodplains of the Patuxent River, Little Patuxent River, and White Marsh Branch. Although the vegetation, soils, and hydrologic characteristics differ slightly, these five wetlands possess similar high wetland functions and values, including groundwater recharge/discharge, floodflow alteration, fish and shellfish habitat, sediment/toxicant reduction, nutrient removal, sediment stabilization, wildlife habitat, uniqueness/heritage, and visual quality/aesthetics. The study concluded that these five wetlands are of exceptional value to the Patuxent River watershed. A majority of the remaining wetlands along the study area are of poor function and value, attributed mostly to the size of the wetland, low vegetative diversity and density, and close proximity to MD 3.

b. Other Waters of the U.S.

In addition to wetlands, many streams, rivers, ponds and other waterways considered to be jurisdictional by the Corps or Maryland Department of the Environment (MDE) are located within the study area. The Patuxent River drains a large portion of the study area. Three major tributaries to the Patuxent River, the Little Patuxent River, White Marsh Branch, and Towsers Branch, are located within the study area. All three of these streams are designated as Use I streams - Water Contact Recreation, Protection of Aquatic Life. In-stream construction within these waters is prohibited from March 1 through June 15, inclusive during any year.

A small portion of the northern study area lies within the Severn River watershed. The Severn River and its tributaries are designated as Use IV- Recreational Trout Waters. Jabez Branch, a tributary of Severn Run, drains the northwestern portion of the study area. Jabez Branch is designated as a Use III stream, having the water quality and habitat to support a naturally reproducing trout population. The boundaries of the South River watershed are also within the study area. However, there are no wetlands or Waters of the U.S. identified along the study area for this watershed.

The distinctive features of the 36 jurisdictional other Waters of the U.S. are provided in **Table III-9**. All of these waters were considered jurisdictional Waters of the U.S. with the exception of Ponds 2, 3, and 4. These waters were considered to be jurisdictional Waters of the State by MDE and not jurisdictional by the Corps.

BUCKINGHAM

Beechtree Lane

BELAIR DR

Waters continues beyond study limits

WATERS 3

WETLAND 8 (PEM)

Waters continues beyond study limits

WATERS 9

PROJECT LIMITS

Old Crain Drive

Sherwood Manor Drive

WETLAND 7 (PEM)

WATERS 2

Waters continues beyond study limits

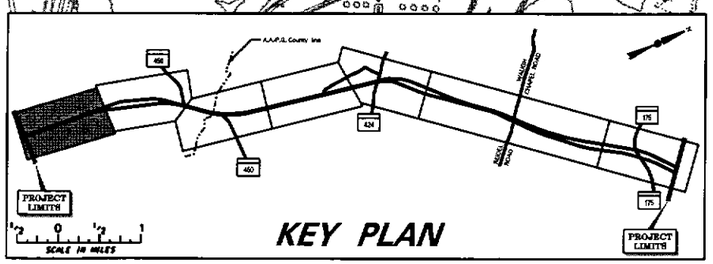
WATERS 1

SHERWOOD MANOR

PARK DRIVE

MATCH LINE - SEE NEXT SHEET

FP



KEY PLAN

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-10

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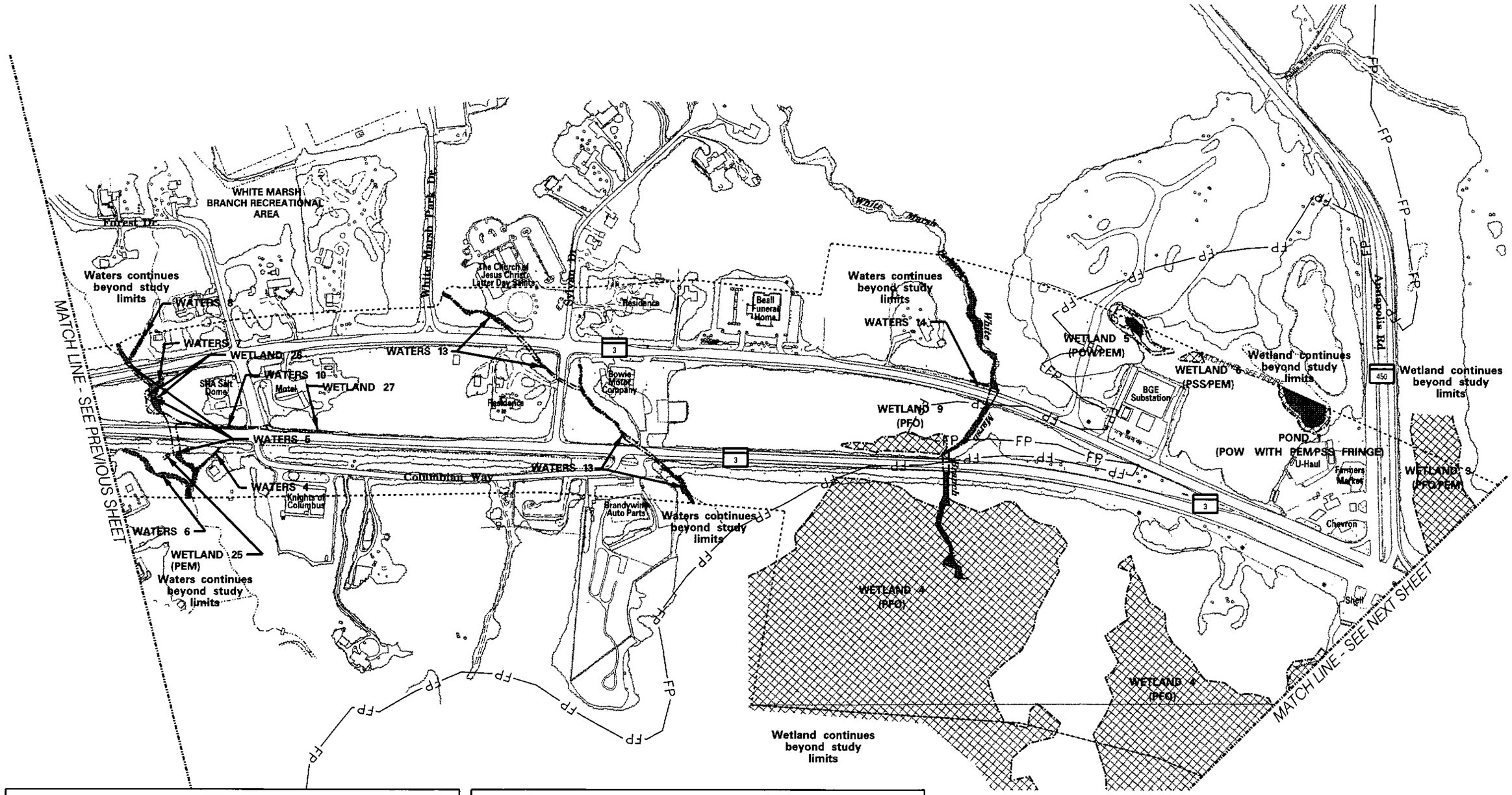

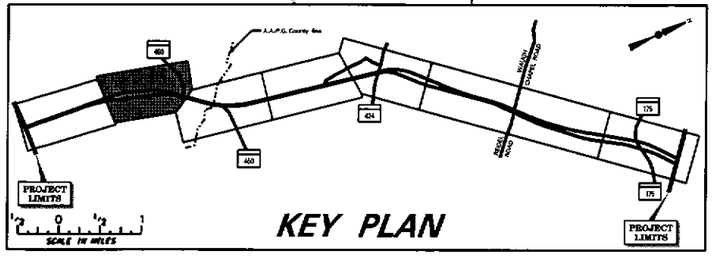

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

MARYLAND DEPARTMENT OF TRANSPORTATION
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JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-11

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GREAT BLUE HERON COLONY AND BUFFER ZONE

MATCH LINE - SEE PREVIOUS SHEET

MATCH LINE - SEE NEXT SHEET

BEL AIR LANDFILL

Shell

Wetland and Waters continues beyond study limits

WETLAND 3 (PFO/PEM)

WETLAND 16 (PFM/POW)

WETLAND 4 (PFO)

WETLAND 4 (PFO)

Wetland and Waters continues beyond study limits

WETLAND 1 (PFO)

WETLAND (PFO)

Wetland and Waters continues beyond study limits

Wetland and Waters continues beyond study limits

WETLAND 2 (PFO/PEM)

Wetland and Waters continues beyond study limits

WETLAND 2 (PFO/PSS)

WATERS 33

WETLAND 2 (PFO)

WETLAND 11 (PFO)

Jaspers

W.F. Chesley Center

PRIEST BRIDGE CENTER

Patuxent River Rd

Defence Hwy.

Patrice Circle

PIDGEON HOUSE CORNER

CROFTON WOODS

Clain Bridge Court

Victorian Way

3

450

FP

KEY PLAN

PROJECT LIMITS

SCALE IN MILES

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

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JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-12

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MATCH LINE - SEE PREVIOUS SHEET

MATCH LINE - SEE NEXT SHEET

Waters continues beyond study limits

WATERS 17

WATERS 16

WATERS 15

Pumping Station

WETLAND 24

Waters continues beyond study limits

Wickshire Drive

Walters Drive

Old House Lane

CROFTON

Crofton Parkway

Crawford Blvd.

WETLAND 12 (PEM)

Lake Louise

SWM Pond

CEDAR GROVE

Carlyle Drive

Uncle Nicky's

ROUTE THREE SHOPPING CENTER

Dunkin Donuts

Exxon

U.S. Post Office

Chesapeake Computer

Blockbuster

Bough Roller

Commercial

Commercial

Cronson Blvd.

CROFTON COMMERCE CENTER

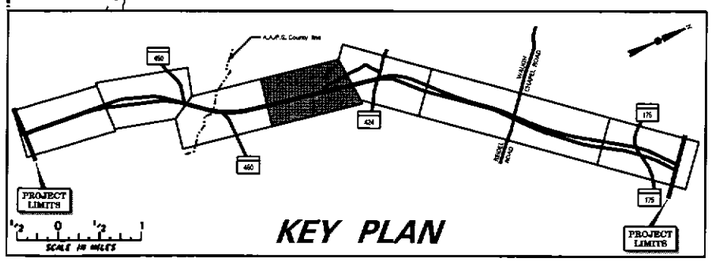
Crofton Mini Storage

Crofton Lane

The Chelsea House

Offices

FP



KEY PLAN

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

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JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-13

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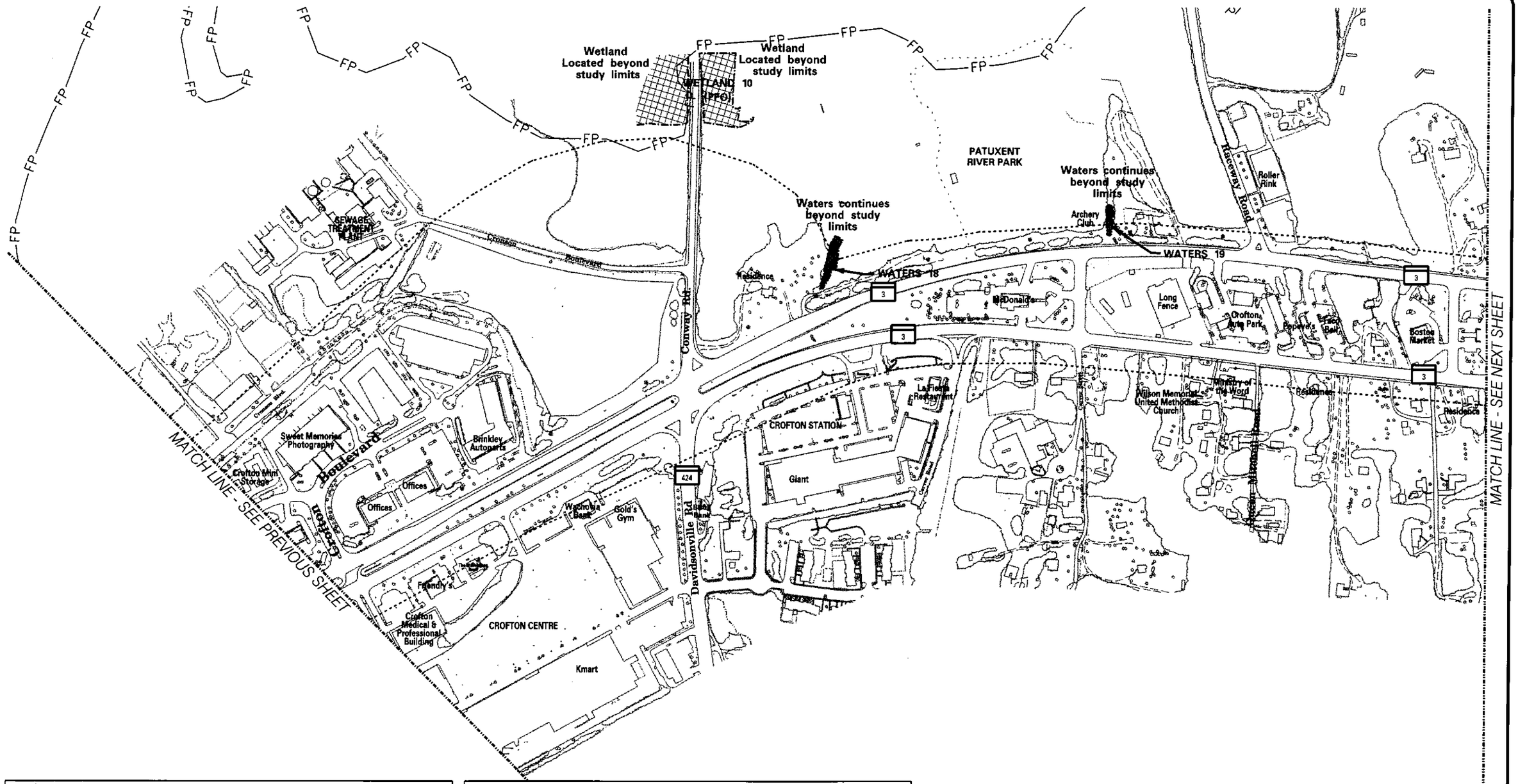

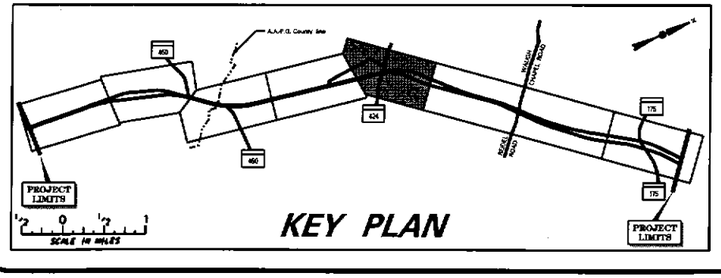

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

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JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-14

MATCH LINE - SEE PREVIOUS SHEET

Go-Kart Raceway

Waters continues beyond study limits

WATERS 20

Reliable Contracting

Brickhead Road

New Senior Housing

Bob Evans

Italian Garden

Damon's

Applebees

AAMC Health Service - Waugh Chapel

BB&T Bank

WETLAND 16 (PEM)

Chevy Chase Bank

WETLAND 14 (PEM)

WETLAND 15 (PEM)

Chick-Fil-A

Burger King

Arby's

Texaco

Waugh Chapel Rd

Wendy's

Pizza Hut

7-Eleven

Shore Line Seafood

Pump House

KFC

1st Mariner Bank

SWM

Waters continues beyond study limits

Mobil

HOPKINS PLAZA

HOPKINS PLAZA BUS. CENTER

Johns Hopkins Rd

Offices

Offices

CROFTON VILLAGE

SWM Pond

Nantucket Drive

Nantucket Drive

Wallace Lane

WATERS 21

SWM

Waters continues beyond study limits

P.O. RES. P.

WETLAND 15 (PFO)

WETLAND 29 (PEM)

WETLAND 17 (PEM)

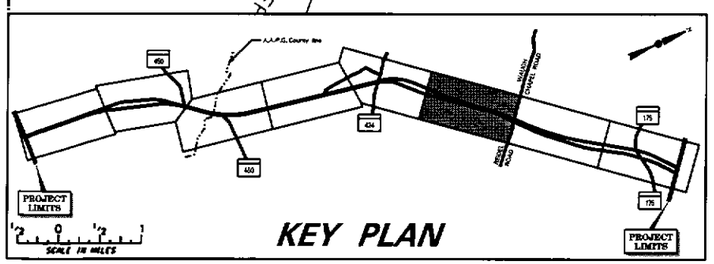
Fire Station

Chapel Ct

Reidel Road

CROFTON FARMS (TOWNHOUSES)

MATCH LINE - SEE NEXT SHEET



KEY PLAN

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

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JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-15

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MATCH LINE - SEE PREVIOUS SHEET

MATCH LINE - SEE NEXT SHEET

Substation

7-Eleven

Exxon

POSSIBLE PFO
(Property Owner Denied Access)

CANTER FARMS

CANTER FARMS

Saint Stephens Church Rd.

Waters continues beyond study limits

WATERS 22

WATERS 23

WETLAND 18
(PFO)

POND 4

POND 3

POND 2

All About Elegance Limousine

Country Furniture

WATERS 22

WETLAND 28

Waters continues beyond study limits

Night Hawk Golf Center

Deck & Fence Company

Waters continues beyond study limits

Self Storage

WATERS 27

Edelens Service Center

WATERS 26

SWM

WETLAND 19
(PFO)

WETLAND 20A
(PFO)

WETLAND 20
(PFO)

Comcast

Wetland continues beyond study limits

Storage USA

Crofton Cantina

Body & Paint Works Inc.

Johnson's Auto Body

Residences

Auto Shop

Tuesday Morning

Gambrills Business Park

SWM Pond SWM Pond

Superior Auto Body

Servpro

Residence

Severn Valley Tennis and Fitness Club

Honda Power Sports of Crofton

Amoco

Ellis Auto Body

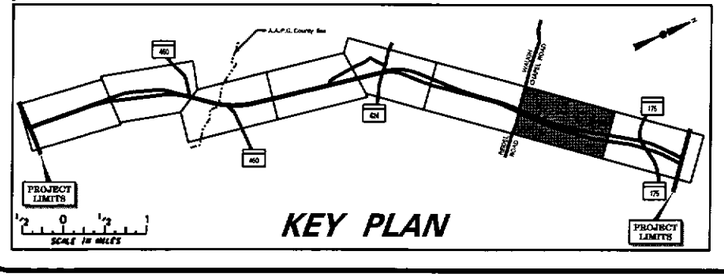
Southern's VW

Residences

Southern States/ Rentals Plus

Lee's Vacation Center and Service Shop

Reliable Contracting, Inc.



KEY PLAN

LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

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MD 3 PROJECT PLANNING STUDY

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JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-16

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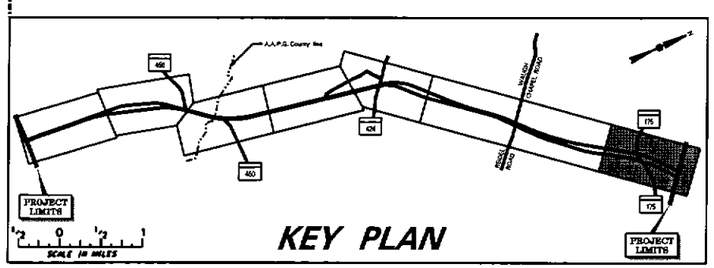
MATCH LINE - SEE PREVIOUS SHEET

Gambrills Athletic Club
Mekanew Road
Annapolis Road
Jabez Branch
Waters continues beyond study limits
WATERS 31
Waters continues beyond study limits
WATERS 31
Jabez Branch
PROJECT LIMITS
Charles Hall Road
WATERS 28
WETLAND 22 (PEM)
WATERS 29
Residence
Residence
Residence
Residence
Residence
Residence
Residence
Residence/ Antique Shop
Coyote Rafe
Electrical Sales Associates
Auto-Tags Tole/ Jackson Hewitt
Day's of Olde Antiques
WATERS 30
WATERS 32
Maryland Mutual
WATERS 29
Waters continues beyond study limits
WETLAND 21 (PFO)
Wetland continues beyond study limits
Waters continues beyond study limits
Millersville Rd
Connel Drive
MILLERSVILLE
Cecil Ave
Wilson Drive



LEGEND

- Study Limit
- Wetland
- Waters of the U.S.
- 100-Year Floodplain

200 0 200 400

1 INCH = 400 FT.

DRAFT: WORK IN PROGRESS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

JURISDICTIONAL WETLANDS AND WATERS OF THE U.S. / FLOODPLAINS

SCALE	DATE	FIGURE
As Shown	March 2004	III-17

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Table III-8
Summary of Jurisdictional Wetlands

Wetland ID No.	Cowardin Classification	Location	Associated Waterway	Primary Functions and Values	Figure No.
1 [B]	PFO1C	East of MD 3	Patuxent River	1,2,3,4,5,6,7,8	12
2 [B]	PFO1B/EM1C	West of MD 3	Little Patuxent River	1,2,3,4,5,6,7,8,9	12
3 [B]	PFO1C/EM1C	West of MD 3	Patuxent River	1,2,3,4,5,6,7,8,9	11,12
4 and 4b [B]	PFO1B/EM1C	East of MD 3	Patuxent River and White Marsh Branch	1,2,3,4,5,6,7,8,9	11,12
5 [M]	POWx/EM1C	Behind BGE Substation S. of MD 450W	Patuxent River	3,4,6	11
6 [M]	PSS1B/EM1B	Just North of Wetland 5	Patuxent River	3	11
Pond 1 [M]	POW/EM1C/SS1C	SW of MD 450W/MD 3 Intersection	Patuxent River	1,3,6	11
7 [B]	PEM1C	W of NB Ramp from MD 3 to Belair Drive	Patuxent	3	10
8 [B]	PEM1C	Inside MD3/Belair Dr. Interchange	Patuxent	1,3,4,9	10
9 [B]	PFO1A	Median of MD 3	White Marsh Branch	3,9	11
10 [B]	PFO1C	N of MD 424 and W of MD3	Little Patuxent River	1,3,4,5,9	14
11 [B]	PFO1C	E of MD 3 N of Crossgate Dr.	Little Patuxent River	3	12
12 [M]	PEM1C	E of MD 3 and WUS 17	Little Patuxent River	N/A	13
14 [B]	PEM1C	Near MD 3	Towsers Branch	1,4	15
15 [B]	PFO1A/PEM1C	Median of MD 3	Towsers Branch	1,3	15
16 [B]	PEM1C	W of MD 3	Towsers Branch	4	15
17 [B]	PEM1C	E of MD 3 and S of Riedel Rd.	Towsers Branch	4	15
18 [B]	PFO1C	Median of MD 3 N of St. Stephens Church Rd.	Towsers Branch	1,3,4	16
19 [B]	PFO1C	Median of MD 3 N of St. Stephens Church Rd.	Towsers Branch	1,3,4,9	16
20 and 20a [B]	PFO1C	E of MD 3	Towsers Branch	1,3,4	16
21 [B]	PFO1C	E of MD 3	Jabez Branch	4	17
22 [B]	PEM1C	Adjacent to SB MD 3	Jabez Branch	4	17
24 [B]	PEM1C	Adjacent to WUS 17	Little Patuxent River	1,3,4	13
25 and 26 [B]	PEM1C	Adjacent to WUS 5	Patuxent River	6,9	11
27 [B]	PEM1C	Adjacent to WUS 10	Patuxent River	1,4	10
28 [B]	PEM1C	E of MD 3	Towsers Branch	1,4,6	16
29 [M]	PEM1B	E of MD 3 and S of Riedel Rd.	Towsers Branch	4	15

[C] Under Corps jurisdiction only, [M] Under MDE jurisdiction only, [B] Under both Corps and MDE jurisdiction
1-Floodflow Alteration, 2-Fish and Shellfish Habitat, 3-Sediment/Toxicant Retention, 4-Nutrient Removal, 5-Sediment Stabilization, 6-Wildlife Habitat, 7-Uniqueness/Heritage, 8-Visual Quality/Aesthetics, 9-Groundwater Recharge/Discharge

Table III-9
Summary of Waters of the U.S.

Waters of the U.S.	Location	Hydrology	Other Descriptors	Figure No.
Patuxent River [B]	Flows under MD 3	NW to SE under MD 3	State Scenic River	12
Little Patuxent River [B]	Confluence with Patuxent River 600 feet upstream from MD 3	Generally NW to SE	40-80 feet wide, abundant fish population	12
White Marsh Branch [B]	Southern portion of the study area	Western limits of Study Area to Patuxent River	four to ten feet wide with perennial flow	11
Waters A [B]	Near Patuxent River Road and MD 450	Flows south along MD 3 and outlets into Wetland 1	Small intermittent tributary, 3-6 feet wide	10
Waters 1 and 2 [B]	East of Old Crain Drive	Both streams flow under MD 3 toward Patuxent River	Five feet wide and 4-10-foot high banks	10
Waters 3 [B]	South of Belair and West of MD 3	Flows east into a concrete channel	Tributary to the Patuxent River, 3-4 feet wide	10
Waters 4 [B]	East of MD 3 and drains from south	Drains directly into Waters 5	Narrow ephemeral swales with steep side slopes, located within a forested area	11
Waters 5 [B]	Traverses the Study Area from west of MD 3 through the median	flows east into the Patuxent River	5-7-foot wide perennial stream	11
Waters 6 [B]	East of MD 3 and drains from north	Drains directly into Waters 5	Narrow ephemeral swales with steep side slopes, located within a forested area	11
Waters 7 [B]	within the median of MD 3	Drains directly into Waters 5	Small, ephemeral swale, located within a forested area	11
Waters 8 [B]	east of MD 3 and drain from south and north	Drains directly into Waters 5	3-4 feet wide and feeds into Waters 5, located within a forested area	11
Waters 9 [B]	West of MD 3, before exit ramp to Belair Dr.	Swale that flows east toward the Patuxent River	Mostly located within a forested area, riprap and sandy channel bed within the Study Area. Flows under MD 3	10
Waters 10 [B]	Within the median and parallel to MD 3 N	Drains directly into Waters 5		11
Pond 1 [B]	Near intersection of MD 450 W and MD 3	Vernal Pool, part of Upper Patuxent River Watershed	Fringed with emergent wetland vegetation	11
Waters 13 [B]	Spans the entire width of the Study Area	Tributary to White Marsh Branch that flows in an easterly direction	Located within a wooded area. Severe erosion has occurred in portions of the stream	11
Waters 14 [B]	West of MD 3 SB	Drains north into White Marsh Branch	Linear 2-foot wide channel with a sand and gravel bed	11
Waters 15 [B]	East of MD 3 and north of Waters 16	Flows south and then under MD 3, connecting with Waters 16	Perennial, 15-foot wide sinuous gravel bed tributary of the Little Patuxent River	13

Waters of the U.S.	Location	Hydrology	Other Descriptors	Figure No.
Waters 16 [B]	Within the Crofton community	Flows east toward the Little Patuxent River	Perennial tributary to the Little Patuxent River. App. 50 feet of the stream is a concrete channel.	13
Waters 17 [B]	Parallels NB MD 3	Flows south into Waters 15	2-5-foot wide vegetated roadside drainage swale	14
Waters 18 [B]	North of MD 424 and west of MD 3	Flows north to the Little Patuxent River	Steep, eroded banks, app. 30 feet high, mostly within Patuxent River Park	14
Waters 19 [B]	West of MD 3 and just north of Patuxent River Park	Ephemeral tributary to the Little Patuxent River	20 feet wide with gradually sloping banks from 10 to 20 feet high	15
Waters 20 [B]	East of MD 3, across the median of MD 3, and then west of MD 3	Tributary to Towsers Branch, flowing west through the Study Area	Flows through a stormwater management pond east of MD 3. Heavily littered and disturbed.	15
Waters 21 [B]	North of Wellfleet Road	Flows from east of MD 3, across the median, and into Wetland 16 west of MD 3	Intermittent swale in Towsers Branch watershed. East of MD 3 the stream is 5-10 feet wide, and 3 feet wide across the median, heavily vegetated	16
Waters 22 [B]	Median of MD 3 just south of Wetland 18	Flows from an agricultural field east of MD 3, through the median, and then west of MD 3	Small swale tributary to Towers Branch, 1-2 feet wide, and banks less than one foot high.	16
Ponds 2, 3, and 4[M]	Located within the median between Wetlands 18 and 19	Ponds are bermed	Within a wooded area of the Towsers Branch sub-watershed. Likely old farm ponds. Pond 2 has 2 small islands, Pond 4 has one large island. All 3 ponds appear to be at least 3 feet deep.	16
Waters 26	Parallel to southbound MD 3 within the median	Flows south, receiving hydrology from a stormwater management area	Ephemeral swale app. 2 feet wide	16
Waters 27 [B]	West of MD 3	Flows west into Towsers Branch, connected to Waters 26 and Wetland 19, within the median	Intermittent 4-foot wide swale	16
Waters 28 [B]	West of MD 3	Intermittent tributary to the 'left fork' Jabez Branch	50-foot wide forested riparian buffer exists adjacent to the stream	17
Waters 29 [B]	North of McKnew Rd.	Flows across the median from east to west, connecting with Waters 28	Intermittent swale with no channel banks in some areas	17
Waters 30 [B]	East of NB MD 3	Flows north into Waters 29	Small ephemeral roadside swale, small amounts of wetland vegetation	17
Waters 31 [B]	Northern extension of Waters 28	Tributary to the 'left fork' of Jabez Branch	Intermittent flow. Upstream portion is lined with concrete and riprap	17

Waters of the U.S.	Location	Hydrology	Other Descriptors	Figure No.
Waters 32 [B]	North of Annapolis Road	Flows from east to west, across the median, and connects with Waters 31	Considerable amount of trash in the channel	17
Waters 33	West of SB MD 3	Flows West through Wetland 2 into Little Patuxent River	Intermittent swale, same wetland vegetation, 10-30 feet wide	12

[C] Under Corps jurisdiction only, [M] Under MDE jurisdiction only, [B] Under both Corps and MDE jurisdiction

5. Floodplains

The FEMA Flood Insurance Rate Maps (panel # 0025, # 0026, # 0031, # 0035 for Anne Arundel County and # 0035 for Prince George's County) for the study area, located in Anne Arundel and Prince George's Counties, indicate that the 100-year floodplains of the Patuxent River, a tributary to the Patuxent River, and the Little Patuxent River and several of its tributaries, including Towsers Branch, exist within the study area. Floodplains for these waters cross MD 3 in four separate locations: at the southern limit of the study area at the intersection of Belair Drive and MD 3; at the intersection of Rt. 450 and MD 3; just north of the Rt. 450/MD 3 intersection; and just south of Johns Hopkins Road. The limits of the 100-year floodplain are shown on **Figures III-10 through III-17**.

The Patuxent and Little Patuxent floodplains crossing at the vicinity of the MD 450 intersections with MD3 are the largest expanse of floodplain within the study area, spanning approximately 2,700 feet along existing MD 3. The Little Patuxent River floodplain parallels the west side of southbound MD 3 from approximately MD 450-west to MD 424, where the limits begin to move farther westward, away from the study area. The remaining three tributaries, an unnamed tributary to the Patuxent River, White Marsh Branch, and Towsers Branch all flow under culverts beneath MD 3. These floodplains are all less than 100 feet wide.

For additional information regarding floodplains within the study area refer to the *Natural Environmental Technical Report*.

6. Terrestrial Habitat and Wildlife

To determine terrestrial ecology resources within the study area, existing land use and land cover were mapped on aerial photographs based on the Anderson Land Use Classification System (Anderson et al. 1976). Field reviews were conducted to confirm the assigned land use and land cover classifications of the mapped areas. Area limits and/or classifications were revised as necessary to reflect the current conditions encountered. Although a formal survey was not conducted, dominant vegetative species were noted within the forested areas.

The vegetative communities can be summarized into six general categories in the study area: cropland and pasture, orchards and nurseries, deciduous forests, coniferous forests, mixed deciduous/coniferous forests, and wetlands. A general discussion of the characteristics of these terrestrial areas is presented below.

a. Agricultural Land Cover

Cropland and Pasture

The northern portion of the study area contains two areas designated as cropland and pasture. One of these designated areas is a large active agricultural area located west of McKnew Road and is an active soybean field. The other area designated as cropland and pasture is an active pasture located just outside the study area, south of MD 175 and west of MD 3.

Orchards and Nurseries

There is only one orchard or nursery land cover area identified in the study area. This land cover area is located north of Saint Stephens Church Road and east of MD 3 and is a large active tree nursery.

b. Forested Land Cover

Deciduous Forests

Mature deciduous forests are the most prevalent upland forests in the study area, most evident near the Patuxent River and Little Patuxent River and in the southern portion of the study area. In the southern portion of the study area, the canopy is typically dominated by tulip poplar (*Liriodendron tulipifera*), sweet gum (*Liquidambar styraciflua*), and mixed oaks including northern red oak (*Quercus rubra*), black oak (*Quercus velutina*), and white oak (*Quercus alba*). Other common species are black locust (*Robinia pseudoacacia*) and red maple (*Acer rubra*). From north of the Patuxent River to south of MD 424, the infrequent upland forests are dominated by American beech (*Fagus grandifolia*), mixed oaks, and paw paw (*Asimina triloba*). The northern portion of the study area has a mix of upland deciduous forests dominated by tulip poplar, sweet gum, and mixed oaks and some dominated by northern red oak, sycamore (*Platanus occidentalis*), and black locust.

Mixed Deciduous/Coniferous Forests

Just west of MD 3 and north of White Marsh Branch there is a forest dominated by white pine (*Pinus strobus*), red maple, and tulip poplar. A small, 10-year growth, mixed deciduous/coniferous forest is located west of MD 3 and is dominated by Virginia pine (*Pinus virginiana*) and tulip poplar.

Coniferous Forests

A small coniferous forest dominated by white pine is located just south of the project limits surrounding a stormwater management area. This is the only land cover designated as a coniferous forest in the study area.

c. Wetland Land Cover

Wetlands are located throughout the study area and particularly along the floodplain of the Patuxent River. These wetlands are described in detail in Section 3.6 of the *Natural Environmental Technical Report*.

d. Specimen Trees

Forests found in the study area were identified for the potential to support specimen trees. The State Forest Conservation Technical Manual defines a specimen tree as having a diameter at breast height (DBH) of 30 inches or greater. Exact locations of these specimen trees are shown

in **Volume II of II – Alternates Mapping**. Although the forests and specimen trees were identified and characterized as part of this study, a formal forest stand delineation was not performed. Refer to the *Natural Environmental Technical Report* for a complete listing of all specimen trees found within the study area and their corresponding DBH.

e. Observed Fauna

Fauna observed in the terrestrial habitats described above are common to areas settled and somewhat disturbed by human activity. Common reptiles and amphibians include the American toad (*Bufo americanus*), western chorus frog (*Psuedacris triseriata*), Fowler's toad (*Bufo woodhousei fowleri*), and eastern garter snake (*Thamnophis sirtalis sirtalis*). Birds that were commonly observed in the study area include American crow (*Corvus brachyrhychos*), great blue heron (*Ardea herodias*), cardinal (*Cardinalis cardinalis*), American robin (*Turdus migratorius*), blue jay (*Cyanocitta cristata*), red-winged blackbird (*Agelaius phoeniceus*), downy woodpecker (*Picoides pubescens*), sandhill crane (*Grus canadensis*), and wild turkey (*Meleagris gallopavo*). Commonly observed mammals in the study area include white-tailed deer (*Odocoileus virginiana*), cottontail rabbit (*Sylvilagus floridanus*), woodchuck (*Marmota monax*), gray squirrel (*Sciurus carolinensis*), raccoon (*Procyon lotor*), and deer mouse (*Peromyscus maniculatus*). Additionally, a great blue heron colony is located near the Patuxent River west and outside the study area along MD 3 as identified by the DNR, Wildlife and Heritage Service.

7. Aquatic Habitat and Wildlife

The DNR and MDE were contacted for existing data on fisheries. Available data from MBSS for streams within the study area were reviewed for years 1997 to 2000. Methodology for fish sampling and results are included in the discussion on Water Quality in this document. Captured fish were identified to species, if possible, counted, and examined for visible external pathologies or other abnormalities. Common fish that were captured included the blacknose dace (*Rhinichthys atratulus*), eastern mudminnow (*Umbra pygaea*), green sunfish (*Lepomis cyanellus*), brown bullhead (*Ameiurus nebulosus*), red fin pickerel (*Esox americanus*) bluespotted sunfish (*Enneacanthus gloriosus*), creek chub (*Semotilus atromaculatus*), common shinner (*Luxilus cornutus*), bluegill (*Lepomis macrochirus*), eastern Mosquitofish (*Gambusia holbrooki*), and pumpkinseed (*Lepomis gibbosus*).

8. Rare, Threatened, and Endangered Species

The US Fish and Wildlife Service (USFWS) and the DNR Wildlife and Heritage Service were contacted regarding the presence of rare, threatened, and endangered (RTE) species within the project area. According to the USFWS database, there are no federally proposed or listed endangered or threatened species known to occur within the study area (***Section VI - Comments and Coordination***). The DNR Wildlife and Heritage Service does, however, have records for species of state status that have been known to occur within or in the vicinity of the study area.

The DNR records include the state rare primrose willow (*Ludwigia decurrens*), located near Priest's Bridge, the state endangered dense-flowered knotweed (*Polygonum densiflorum*) and the state endangered extirpated greenish-flowered pyrola (*Pyrola virens*) near the Patuxent River.

All of these species' habitats consist of wet areas, swamps, and bogs. The state endangered coville's phacelia (*Phacelia coveilli*), typically found in low wooded areas along streams, has been recorded near the US 50/MD 3 intersection. A wooded species, sweet pinesap (*Monotropsis odorata*), is known to occur along the slopes on the south end of Bacon Ridge Branch and the US 50/MD 3 intersection. There are also records of the state rare giant cane (*Arundinaria gigantea*), which is usually located in dense stands in low-lying, shady, moist to wet areas.

The endangered extirpated one-sided pyrola (*Orthilia secunda*), the hyssop-leaved hedge-nettle (*Stachys hyssopifolia*), the threatened featherbells (*Stenanthium gramineum*), and the endangered anglepod (*Matelea carolinensis*) have been recorded near the Patuxent River. The one-sided pyrola and the anglepod habitat include woods and thickets, while the hyssop-leaved hedge-nettle and the featherbells are found in areas of moist soils, and sometimes swamps. Records also indicate the state threatened single-headed pussytoes (*Antennaria solitaria*), which inhabit rich woods and clearings, is located near MD 450.

The narrow-leaved pinweed (*Lechea tenuifolia*) has an endangered extirpated state status and has been located near Jabez Branch in the Gambrills area. This species can usually be found in sandhills, flatwoods, and along the margins of ponds. Both the state endangered hoary frostweed (*Helianthium bicknelli*) and large-marsh St. John's-wort (*Traidenum tubulosum*) are known to occur near the Little Patuxent River. The hoary frostweed and the Smith's clubrush (*Scirpus smithii*) are also known to occur in the area of the MD 424/MD 3 interchange. The large-marsh St. John's-wort and the Smith's clubrush are both likely to be found along the marshes and shores of coastal areas, whereas the hoary frostweed is more likely to inhabit dry, sandy or serpentine soils, in areas of light shade or in open fields. The state endangered velvety sedge (*Carex vestita*), a species found in dry, sandy woods and clearings, and state threatened featherbells were noted to occur near MD 424.

Finally, the only non-plant species identified by the DNR are the endangered glassy darter (*Etheostoma vitreumm*), and the state rare redbelly water snake (*Nerodia erythrogaster*). The glassy darter is recorded near the Little Patuxent River and the redbelly water snake is known to occur near MD 178. This snake usually inhabits aquatic areas, however, sometimes it can be found a great distance from water.

Species surveys were conducted in May 2003 and July 2003 within identified critical habitat areas and based on the appropriate times for identification (i.e. flowering months) for occurrence of these species. Environmental specialists spanned the identified critical habitat areas in transects to locate the species. Botanical taxonomic keys were used in the field to aid in species identification.

Consistent with Spring flowering periods, the May field survey searched for coville's phacelia, sweet pinesap, giant cane, one-sided pyrola, single-headed pussytoes, redbelly water snake, narrow-leaved pinweed, and velvety sedge.

Within wetland and open water habitat, the surveys for rare, threatened, and endangered species were conducted concurrently with the April/May 2003 wetland delineations. However,

additional surveys of wetlands near the Patuxent River were conducted in May 2003, separate from the wetland delineation of that area, which had occurred in August 2002. The wetland habitats were surveyed for coville's phacelia, giant cane, redbelly water snake, and the narrow-leaved pinweed. Also during the May 2003 survey, upland forests and clearings were traversed for the presence of sweet pinesap, single-headed pussytoes, velvety sedge giant cane, and one-sided pyrola. All surveys were conducted on foot.

For the July survey, searches were conducted for primrose willow, giant cane, dense-flowered knotweed, greenish-flowered pyrola, one-sided pyrola, hyssop-leaved hedge-nettle, featherbells, anglepod, redbelly water snake, narrow-leaved pinweed, hoary frostweed, large marsh St. John's-wort, velvety sedge, and Smith's clubrush. Wetlands and open water habitat, uplands, open fields, and clearings were reviewed for these species. All surveys were conducted on foot.

Surveys for the glassy darter were conducted during the Summer Water Quality Sampling, in June 2003. Fish were sampling using electrofishing equipment in all perennial streams. There were no glassy darters identified during the Summer Water Quality Sampling.

Results of these surveys did not indicate the presence of any of the state listed species of concern by the DNR. However, the appropriate habitat for all species exists within the study area.

In addition to these species of concern, the Wildlife and Heritage Service has identified a great blue heron colony located at Grays Ford Road. Also identified within or adjacent to the project is forested area containing Forest Interior Dwelling species (FIDS) habitat. Conservation of FIDS habitat as well as the great blue heron colony is strongly encouraged by the DNR. Several great blue herons were spotted near the Patuxent River throughout the May and July field survey periods.

D. HAZARDOUS MATERIALS/WASTE SITES

1. Methodology

The purpose of this assessment was to identify Recognized Environmental Conditions (RECs) relating to hazardous substances and petroleum products on the subject property and/or adjoining properties as defined by the American Society for Testing and Materials (ASTM). The assessment was performed in general conformance with the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (E 1527 – 00); a title search of current and past property owners was not completed.

The following tasks were performed to complete this assessment:

- Background Studies / Existing Records Review
- Field Visit / Site Reconnaissance
- Site Inspection
- Impacts to Adjacent Properties, and
- Preparation of a Report that presents Results, Findings, Conclusions and Recommendations

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Current and past uses of the land within the study area were established by reviewing available documents, reports, maps, photographs, and other sources of historic information. Interviews with persons knowledgeable about the study area were conducted as an additional source of information. Various State, Local and Federal agencies were contacted and assorted environmental databases and sources of information were reviewed to identify RECs, compliance enforcement actions, or investigations into hazardous materials or wastes associated throughout the study area.

A site reconnaissance was performed in May 2003 to assess certain properties identified by various governmental sources for evidence of current and/or past environmental concerns. Potential adverse impacts from surrounding areas were assessed by observing adjacent properties.

2. Historic Review and Regulatory Review

Inquiries and investigations were performed to assess the past usage of the study area as it relates to the likelihood of environmental impairment or hazardous materials.

Because the study area is so large, limited historical data were obtained and reviewed for this assessment. In accordance with ASTM, readily available historic documents were reviewed. No additional ownership information was available.

Historical aerial photography for the study area was reviewed for the years 1960, 1970, 1980, at the Anne Arundel County Planning Office. These areas covered the portion of the study area in Prince George's County. Aerial photography, taken in 1998, was also reviewed as part of this assessment. SHA utilized the most recent 1998 aerial photographs while conducting the site reconnaissance of the study area on May 22, 2003. Following are observations from this review.

<u>Development that Occurred Between 1970 and 1980</u>

- MD 32 was under construction in 1970. The ramp south of the MD 3/I-97 interchange had not been constructed.
- Some commercial development occurred along MD 3.
- A large BGE facility was started in 1970 and completed by 1980, located on farmland off Waugh Chapel Road.
- The Crofton Mews development was constructed between 1970 and 1980.
- East of MD 424 was largely farming with very light development that only increased slightly by 1980.
- The Crofton "triangle" was developing in 1970, and a large amount of residential development occurred in this area between 1970 and 1980.

Development that Occurred Between 1980 and 1995

- East and west along MD 175, several low-density residential developments occurred after 1980 on small farms.
- The area between MD 32 and MD 175 saw an increase in commercial development and residential development west of Sappington Station Rd.
- Additional commercial development occurred along MD 3.
- Sand and gravel operations at existing facilities expanded between 1980 and 1995.
- Residential development within the Crofton "triangle" was essentially completed by 1995. There was a fairly consistent and constant increase in growth from 1970 to 1980, and through to 1995.
- Expansion of the wastewater treatment plant located north of MD 450 and west of MD 3 had started in 1980 and was mostly completed in 1995. Some commercial development had occurred in this area by 1995.
- Generalizations
  - South of MD 32/MD 3, a number of small farms were converted to single-family residential subdivisions.
  - Commercial development grew within the median of MD 3.
  - In 1970 the largest residential developments within the Study Area were Bowie, Crofton ("triangle"), and Odenton, south of MD 175. By 1980, these were still the dominant clusters of residential housing, but there were slight increases in development in these areas as well as new subdivisions. By 1995, residential development has greatly increased with much less farming and more commercial development.

a. Federal and State Regulatory Agency Database Review

Information reviewed was gathered from several environmental databases through Environmental Data Resources, Inc. (EDR), of Southport, Connecticut, to evaluate whether activities on or near the study area have the potential to create a Recognized Environmental Condition (REC). EDR reviews databases compiled by federal, state, and local governmental agencies in accordance with the minimum search distances recommended by the ASTM standards. The complete list of databases reviewed by EDR are included in the *Initial Site Assessment Report*. It should be noted that this information is reported as provided by various government databases and has not been verified as to the accuracy or completeness of information. However, the use of and reliance on this information is a generally accepted practice in the conduct of environmental due diligence assessments. The databases searched and the information obtained is summarized in the following sections.

The study performed by EDR identified all available local, state, and federal government records within a half-mile of both east and west of MD 3 along the study area. The databases included in the study are listed in the October 2003 Initial Site Assessment Report.

Based on a review of the databases searched by EDR, the sites that have been identified within applicable ASTM search distances are discussed in the following subsections.

Federal ASTM Standard

The Environmental Protection Agency (EPA) maintains a Resource Conservation and Recovery Act (RCRA) database that includes selected information on sites that generate, store, treat, or dispose of hazardous waste, as defined in the RCRA. Within the Federal ASTM Standard search distance, 14 Resource Conservation and Recovery Information Systems (RCRIS) sites were identified. All of these RCRIS sites are small quantity generators and no violations were listed.

A review of the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database has revealed one CERCLIS site, the Belair Bowie Landfill approximately ¼-mile from the study area. CERCLIS sites are either proposed for or on the National Priorities List (NPL) and sites that are in the screening and assessment phase for possible inclusion on the NPL.

State ASTM Standard

The Maryland Department of the Environment (MDE) maintains an Underground Storage Tank (UST) database. Review of sites reported in this database revealed 23 sites where at least one UST is registered within the applicable ASTM search distance. Sixty-four Oil Control Program Cases (OCPCASES) were reported in the study area. OCPCASES are cases monitored by the Oil Control Program of the MDE. These cases may be associated with leaking underground storage tanks and other below ground releases, leaking above ground storage tanks, spill events, and facility inspections pursuant to a report of a suspected leak or spill.

The State Hazardous Waste Site (SHWS) list, also maintained by the MDE, is equivalent to the CERCLIS database maintained by the EPA. The Belair Bowie Landfill is the only SHWS site identified in the study area.

A review of the Solid Waste and Recycling Facilities (SWRCY) database maintained by MDE revealed that there are four SWRCY sites within the study area.

Federal ASTM Supplemental

Sixteen sites included in the Facility Index System (FINDS) were located within the study area. Two reported sites, both in the same location, were reported in the Hazardous Materials Incident Report System (HMIRS). The HMIRS database contains lists of hazardous material spill incidents reported to the MDE or the Department of Transportation.

State or Local ASTM Supplemental

In 1999, the MDE ceased adding new sites to its Recovery Sites Database. Therefore, current Leaking Underground Storage Tanks (LUST) sites are contained in the OCPCASES database. There were eight Historical UST sites and five Historical LUST sites located within the study area.

EDR Proprietary Historical Databases

No coal gas sites were identified in the study area.

Orphan Summary

A total of 37 sites in the RCRIS, FINDS, UST, HIST. UST, and HIST LUST databases were listed as “orphaned” (sites with inadequate address information) by EDR. These orphaned sites occurred in seven zip codes, i.e., Bowie, Crofton, Crownsville, Gambrills, Millersville, Mitchellville, and Odenton. Thirty of the sites identified as “orphaned” had addresses or zip codes outside of the study area, and were not investigated further. Six LUST sites and one RCRIS-SQG site were not identified during the site reconnaissance and thus were not included in this ISA investigation.

3. Site Reconnaissance and Potential Site Hazard Ranking

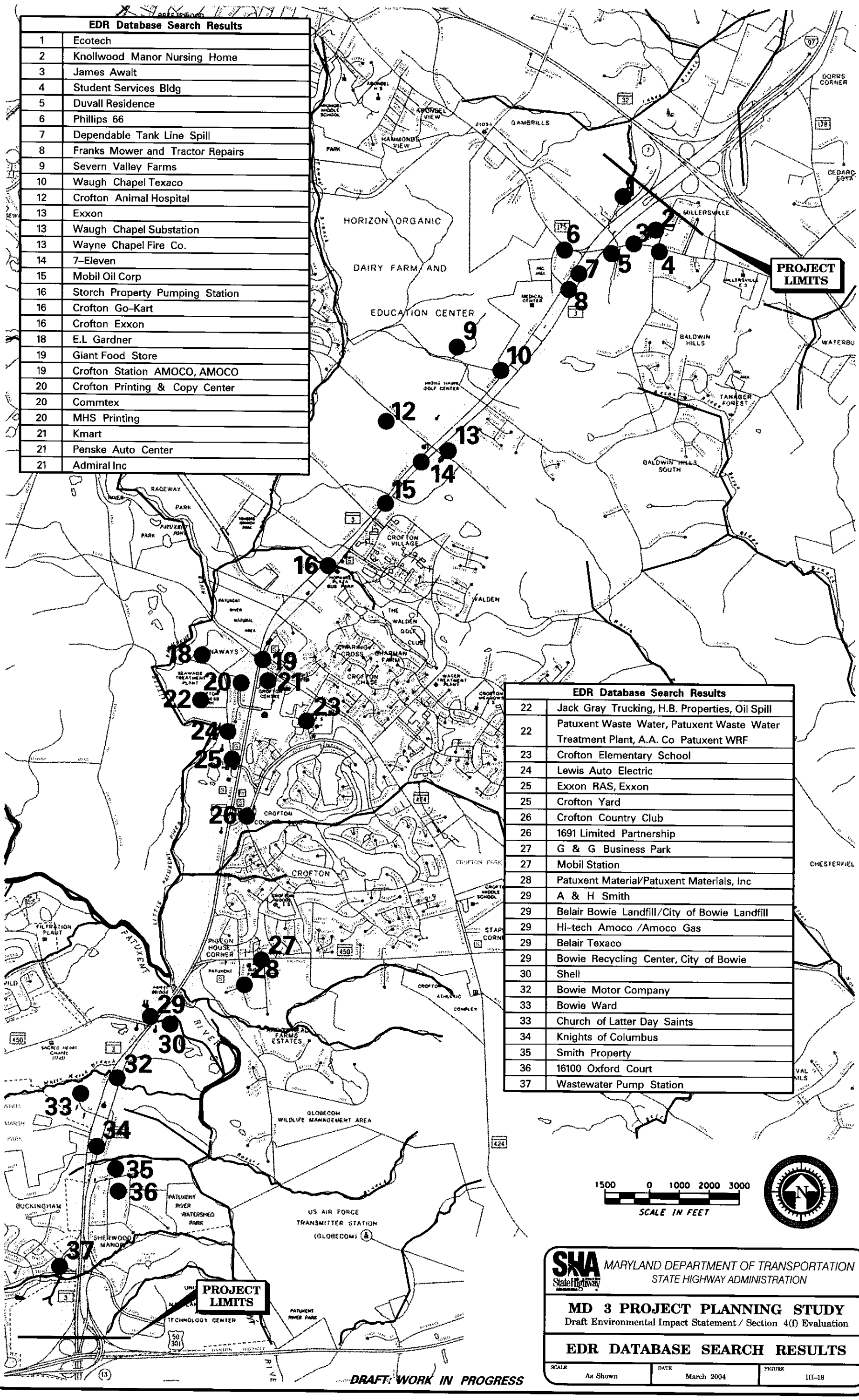
A reconnaissance of the subject properties was conducted in May 2003 to observe and document the present environmental conditions of the study area. In addition, to the extent that it was accessible, a "drive-by" survey was conducted of the site vicinity to observe and document the nature of neighboring properties. The database search identified 52 individual addresses in the study area that were reviewed during the field survey for potential environmental concerns. Several of the sites were named differently but had the same address. Sites with multiple names were combined and sites were listed by address. Two more sites, *G & G Business Park* and *Patuxent Materials*, were located considerably far from the study area and were eliminated from further study. One site, *Suburban Propane*, was added as a result of the field reconnaissance. The general locations of the sites reviewed in the field are shown on **Figure III-18**.

Forty-eight sites were reviewed for potential environmental concerns and ranked into four categories: "high," "medium/high," "medium," and "low" of potential for environmental concern. The criteria for this ranking are presented in **Table III-10.**

Table III-10
Hazardous Site Ranking Criteria

High	• Industrial facilities • Landfills • Gasoline stations with documented subsurface releases or open UST OCPCASES • Remediation system in place • Auto repair facilities • Pits and lagoons • Paint manufacturing facilities • Dry cleaners • Above-ground storage tanks with a large amount of staining • PCB containing transformers with major stains • USTs containing gasoline, jet fuel, kerosene, diesel fuel, waste oil or solvents • Surface dumps with drums or other hazardous materials
Medium /High	• In use USTs containing petroleum or other hazardous substances • Mounds • Surface dumps with empty drums or other materials of concern • Above–ground storage tanks with several medium stains • PCB containing transformers • Out of use UST, but still in place minor stains
Medium	• Small amounts of surface staining • Stressed vegetation • Slightly discolored water • Unmarked transformers • PCB containing transformers, no staining • Large surface dumps containing household wastes • Above-ground storage tanks with a few small stains or no staining, but of questionable integrity • UST OCPCASES that are closed and UST that are out of use
Low	• Small surface dumps containing household wastes • Septic systems • Non-PCB containing transformers with no stains • Above-ground storage tanks (relatively new) with no staining or evidence of poor structural integrity • Sites listed within the applicable ASTM search distance, that are deemed to have a low potential to negatively impact the proposed project because of the distance from the listed site to the proposed project • Sites listed as SQG or LQG with no violations

The proposed project will require acquisition of right-of-way that includes several properties that contain documented potentially hazardous substances. Fifteen sites were ranked in the high and medium-high potential for environmental category, eight sites were ranked in the medium hazard potential category, and 25 sites were ranked in the low hazard potential category. The following table (**Table III-11)** identifies each site that was recorded in the EDR search and field reconnaissance, the database where the site is listed (if known), as well as the potential environmental concern rating for the proposed project. Further discussion of certain sites and potential hazards associated with those sites ranked in the high or medium high categories are discussed in *Section IV.D.1*.



EDR Database Search Results	
1	Ecotech
2	Knollwood Manor Nursing Home
3	James Awalt
4	Student Services Bldg
5	Duvall Residence
6	Phillips 66
7	Dependable Tank Line Spill
8	Franks Mower and Tractor Repairs
9	Severn Valley Farms
10	Waugh Chapel Texaco
12	Crofton Animal Hospital
13	Exxon
13	Waugh Chapel Substation
13	Wayne Chapel Fire Co.
14	7–Eleven
15	Mobil Oil Corp
16	Storch Property Pumping Station
16	Crofton Go–Kart
16	Crofton Exxon
18	E.L Gardner
19	Giant Food Store
19	Crofton Station AMOCO, AMOCO
20	Crofton Printing & Copy Center
20	Commtex
20	MHS Printing
21	Kmart
21	Penske Auto Center
21	Admiral Inc

EDR Database Search Results	
22	Jack Gray Trucking, H.B. Properties, Oil Spill
22	Patuxent Waste Water, Patuxent Waste Water Treatment Plant, A.A. Co Patuxent WRF
23	Crofton Elementary School
24	Lewis Auto Electric
25	Exxon RAS, Exxon
25	Crofton Yard
26	Crofton Country Club
26	1691 Limited Partnership
27	G & G Business Park
27	Mobil Station
28	Patuxent Material/Patuxent Materials, Inc
29	A & H Smith
29	Belair Bowie Landfill/City of Bowie Landfill
29	Hi–tech Amoco /Amoco Gas
29	Belair Texaco
29	Bowie Recycling Center, City of Bowie
30	Shell
32	Bowie Motor Company
33	Bowie Ward
33	Church of Latter Day Saints
34	Knights of Columbus
35	Smith Property
36	16100 Oxford Court
37	Wastewater Pump Station

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

EDR DATABASE SEARCH RESULTS

SCALE	DATE	FIGURE
As Shown	March 2004	III–18

Table III-11
Site Hazard Ranking

Map ID (Figure III-19)	Site Name	Database Listing	Potential for Environmental Concern			
			High	Medium/ High	Medium	Low
1	Ecotech	SWRCY				X
1A	Suburban Propane	Not in Database Listing				X
2	Knollwood Manor Nursing Home	OCPCASES -Closed				X
3	James Awalt	OCPCASES – Closed, UST - Out of use				X
4	Student Services Bldg	OCPCASES - Closed				X
5	Duvall Residence	OCPCASES - Open				X
6	Former Phillips 66	Multiple UST - Out of use		X		
7	Dependable Tank Line Spill	OCPCASES - Closed				X
8	Franks Mower and Tractor Repairs	OCPCASES - Closed			X	
9	Severn Valley Farms	OCPCASES - Closed				X
10	Waugh Chapel Texaco	Multiple UST – In use UST – Out of use, Historical LUST – Closed 24-hour remediation system	X			
12	Crofton Animal Hospital	OCPCASES - Closed			X	
13A	Exxon	Multiple UST – Out of use Multiple UST – In use		X		
13B	Waugh Chapel Substation	UST – Out of use			X	
13C	Waugh Chapel Fire Co.	Multiple UST – Out of Use			X	
14	7-Eleven	Multiple UST – In use, OCPCASES - Closed			X	
15	Mobil Oil Corp	RCRIS-SQG No violations, FINDS, Multiple UST		X		
16A	Storch Property Pumping Station	UST – Out of use			X	
16B	Crofton Go-Kart	UST –In use		X		
18	E.L Gardner	OCPCASES – Closed			X	
19A	Giant Food Store	UST – Out of use				X
19B	Crofton Station AMOCO, / AMOCO	OCPCASES Closed, Multiple UST In use, RCRIS-SQG - No violations FINDS	X			
20A	Crofton Printing & Copy Center	RCRIS-SQG - No violations FINDS				X
20B	Commtex	RCRIS-SQG - No violations FINDS				X
20C	MHS Printing	RCRIS-SQG - No violations FINDS				X
21A	Kmart	UST In use, UST – Out of use, Historical UST In use				X
21B	Penske Auto Center	RCRIS-SQG - No violations, FINDS				X

Map ID (Figure III-19)	Site Name	Database Listing	Potential for Environmental Concern			
			High	Medium/ High	Medium	Low
21C	Admiral Inc	RCRIS-SQG - No violations, FINDS				X
22A	Jack Gray Trucking, H.B. Properties, Oil Spill	RCRIS-SQG - No violations, FINDS, OCPCASES – Closed, OCPCASES – Closed, Historical UST – In use, OCPCASES – Closed, OCPCASES – Closed		X		
22B	Patuxent Waste Water Treatment Plant, A.A. Co Patuxent WRF	UST Out of use, Multiple UST In use, OCPCASES – Closed, RCRIS-SQG - No violations, FINDS, Historical UST				X
24	Lewis Auto Electric	RCRIS-SQG - No violations, FINDS				X
25A	EXXON RAS, EXXON	RCRIS-SQG - No violations, FINDS, Multiple UST – In use	X			
25B	Crofton Yard	UST – In use, Multiple UST – Out of use		X		
26A	Crofton Country Club	OCPCASES Closed, Historical UST Removed				X
26B	1691 Limited Partnership	UST – Out of use		X		
27	Mobil Station	OCPCASES – Closed				X
29A	A & H Smith	OCPCASES – Closed				X
29B	Belair Bowie Landfill / City of Bowie Landfill	Historical LUST – Open, CERCLIS, FINDS, SHWS	X			
29C	Hi-tech Amoco / Amoco Gas	Multiple UST In use, Multiple UST Out of use, RCRIS-SQG No violations, FINDS		X		
29D	Belair Texaco, (currently Belair SHELL)	Multiple Historical UST, FINDS, OCPCASES Closed Multiple UST In use, Multiple UST Out of use		X		
30A	Bowie Recycling Center, City of Bowie, City of Bowie	OCPCASES –Closed, OCPCASES – Open			X	
32	Bowie Motor Company	RCRIS-SQG - No violations, FINDS	X			
33A	Bowie Ward	Historical UST – In use				X
33B	Church of Latter Day Saints	UST – Out of use				X
34	Knights of Columbus	UST – In use, Historical UST – In use				X
35	Smith Property	OCPCASES –Closed				X
36	16100 Oxford Court	HMIRS				X
37	Wastewater Pump Station	UST – In use, Historical UST – In use		X		

E. AIR QUALITY

The federal Clean Air Act (CAA) of 1970 established the National Ambient Air Quality Standards (NAAQS) to protect public health, welfare, and the environment. The pollutants that have NAAQS are carbon monoxide (CO), lead (Pb), nitrogen oxides (NO_x), ozone (O_3), particulate matter (PM), and sulfur oxides (SO_x). The Clean Air Act Amendments of 1990 (CAAA) and the Final Conformity Rule (40 CFR Parts 51 and 93) direct the EPA to implement environmental policies and regulations that will ensure acceptable levels of air quality for these and other pollutants of concern. The General and Transportation Conformity Rules of the CAA require that surface transportation and transit plans, programs, and projects conform to the State Implementation Plan (SIP), a comprehensive plan for attaining and maintaining the NAAQS. It is stated in the amendments "No federal agency may approve, accept or fund any transportation plan, program or project unless such plan, program or project has been found to conform to any applicable SIP in effect under this act." Conformity to the SIP requires that the proposed project will not:

- Cause or contribute to any new violation of any standard in any area;
- Increase the frequency or severity of any existing violation of any standard in any area; or
- Delay timely attainment of any standard or required interim emission reductions or other milestones in any area.

Therefore, this air quality analysis is designed and conducted to evaluate the impacts of the MD 3 Project Planning Study on the NAAQS and the SIP.

Pollutants primarily caused by motor vehicles which are relevant to this analysis based on their attainment status include carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), and ozone (O_3). While HC and NO_x emissions play an important role in the formation of ozone, they are considered "mesoscale" or regional pollutants, and were not analyzed in this analysis. The air quality impact analysis consisted of the dispersion modeling of CO emissions at local "hot-spots" along the project. A "hot-spot" is considered an area where the most congested traffic volumes and roads may produce high concentrations of CO, based on meteorological conditions and the configuration of the roadway. Three signalized intersections were identified with the highest Level of Service (LOS) and analyzed for "hot spot" analysis. The intersections included in this analysis are MD 450 Option A for Alternate 5 Modified, MD 175 Option A for Alternate 3, and MD 424 Option A for Alternate 3. The methodology and models used to perform this air quality analysis conform to SHA and EPA guidance. The results of this analysis are included in the Environmental Consequences section of this document.

F. NOISE

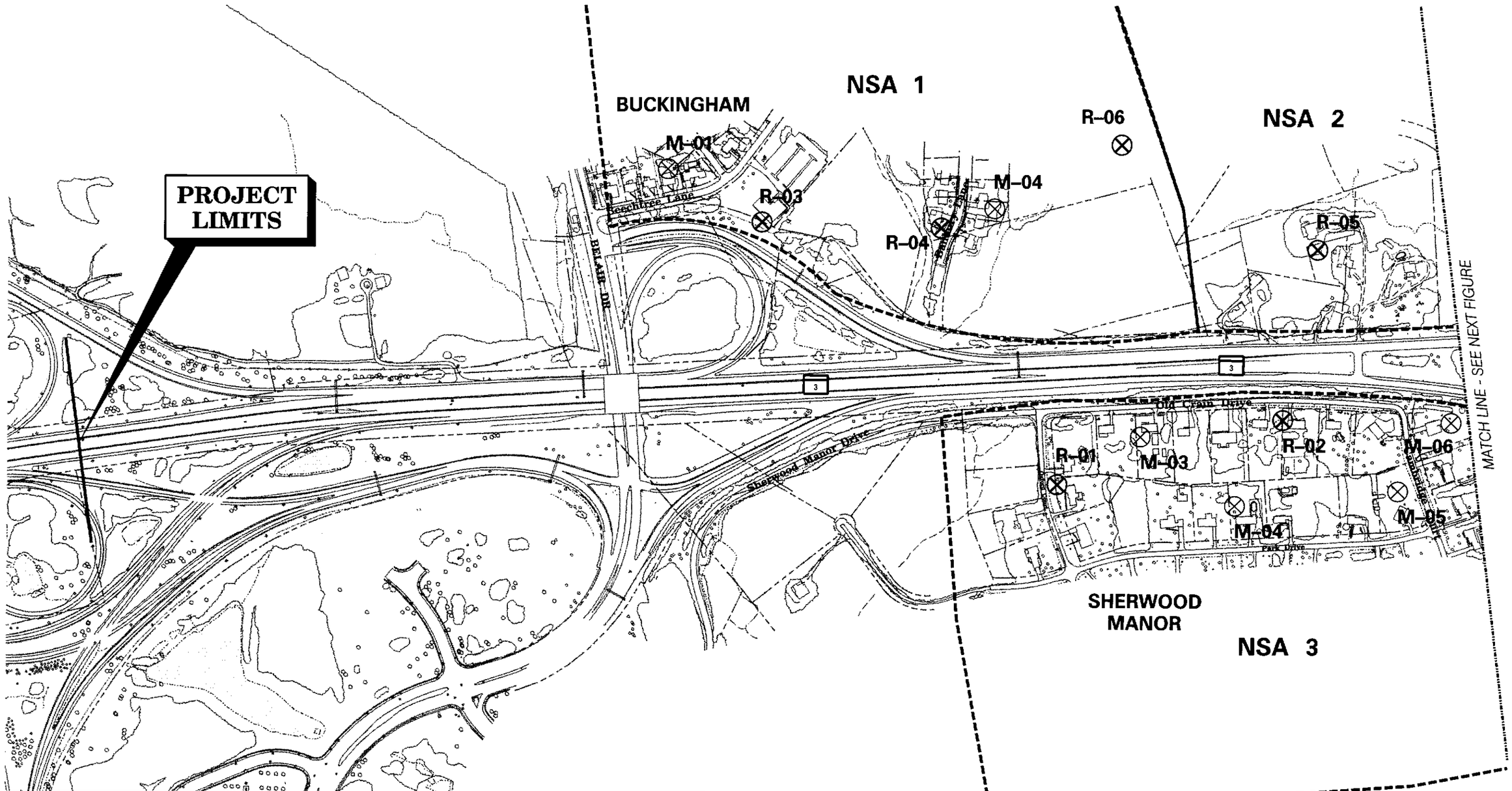
FHWA has established procedures and criteria to determine and evaluate impacts associated with vehicular use of roadways. Traffic noise is the sound generated by automobiles, trucks and other motorized vehicles and is composed of tire, engine, and exhaust noise. The primary problems associated with highway noise are activity interference and general annoyances. Therefore, it is the goal of abatement programs to minimize these impacts to exterior land uses.

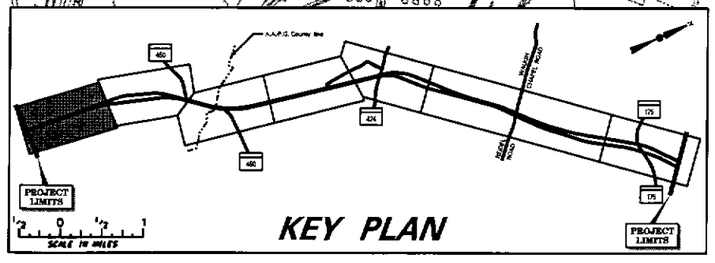
The decibel is the basic unit of sound measurement. Decibels are units that represent relative acoustic energy intensities. Because the range of energy found throughout the spectrum of normal hearing is so wide, the numbers necessary to define these levels must represent huge numerical variations. To compensate for this wide range of numbers, a base 10 logarithmic scale is used to compress the number range to a more manageable size.

Sounds heard in the environment usually consist of a range of frequencies, each at a different level. The method of correlating human response to equivalent sound pressure levels at different frequencies is called "weighting." The A-weighted equivalent sound level (Leq) is the descriptor used most frequently in highway noise analyses, because this scale closely approximates the frequency response of the human ear. The Leq is the equivalent steady state sound level which represents the mean energy or sound intensity level for a given time period. This is the descriptor, generally abbreviated as dBA, that was used in this highway noise analysis.

A total of 20 noise sensitive areas (NSA) have been identified by SHA and verified through field visits. The NSAs include single family residences, multi-family residences, and mixed-use residential and commercial areas. The NSAs for the study area, including the location of monitored and modeled receiver locations are displayed in **Figures III-19 through III-26.** See the *Highway Noise Analysis Technical Report* for additonal information and detailed description of the NSAs.

Using the FHWA's Traffic Noise Prediction Model (TNM), the receiver sites within the Study Area were analyzed for each alternate. A summary of the existing noise levels by receiver is shown in **Table III-12**.





LEGEND

- NSA BOUNDARY
- RECEIVER LOCATIONS
- R-01 MONITORED
- M-01 MODELED

200 0 100 200 400
SCALE IN FEET

DRAFT: WORK IN PROGRESS

SHA State Highway Administration
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
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NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-19

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NSA 2

M-07

WHITE MARSH BRANCH RECREATIONAL AREA

Forest Dr.

M-08

MATCH LINE - SEE PREVIOUS FIGURE

White Marsh Park Dr.

R-09

Bowie Ward

NSA 5

The Church of Jesus Christ Latter Day Saints

R-08

M-10

Residence

M-11

Beall Funeral Home

M-12

M-09

Residence

Bowie Motor Company

SHA Salt Dome

Motel

R-07

R-104/51

Columbian Way

Knights of Columbus

Brandywine Auto Parts

NSA 4

NSA 3

BGE Substation

Annapolis Rd.

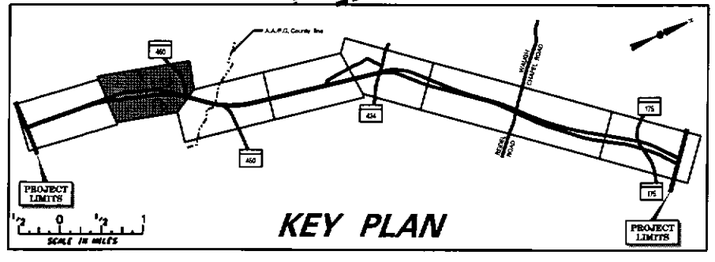
U-Haul

Farmers Market

Chevron

Shell

MATCH LINE - SEE NEXT FIGURE



KEY PLAN

LEGEND

NSA BOUNDARY

RECEIVER LOCATIONS

R-01 MONITORED

M-01 MODELED

200 0 100 200 400

SCALE IN FEET

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NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-20

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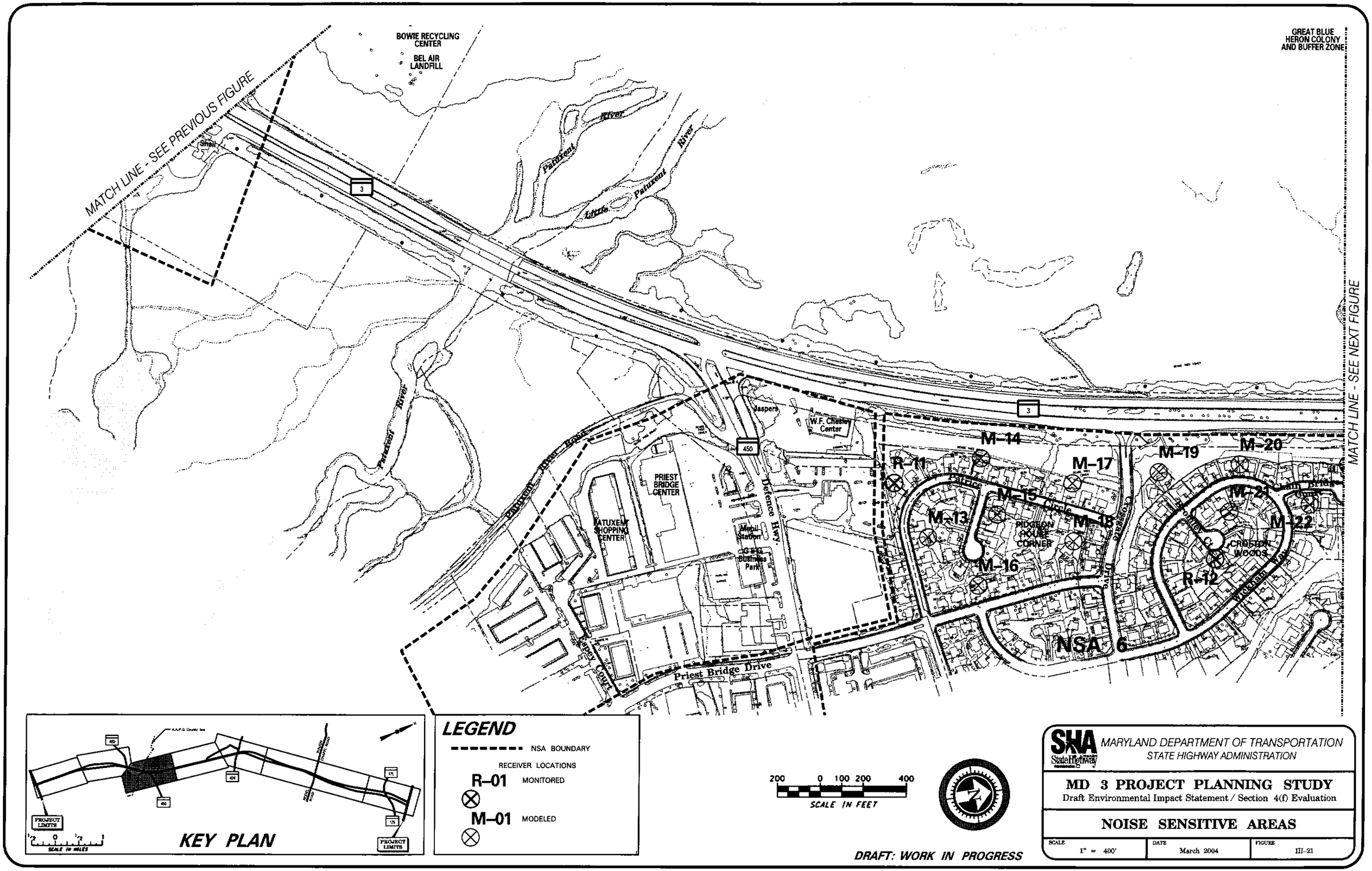

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MATCH LINE - SEE PREVIOUS FIGURE

MATCH LINE - SEE NEXT FIGURE

R-52

R-42

M-23

R-13

M-24

M-25

M-26

M-27

NSA 6

NSA 7

NSA 8

M-28

R-14/48

M-29

M-30

R-15

M-31

R-16

M-32

R-17/41/49

M-33

R-18/18

Pumping Station

Wickshire Drive

Walore Drive

Crofton Parkway

Crawford Blvd.

Crofton Lane

Cronson Blvd.

Lake Louise

CROFTON

Little Nicky's

ROUTE THREE SHOPPING CENTER

Dunkin Donuts

Exxon

Chesapeake Computer

Blockbuster

Dough Roller

U.S. Post Office

Crofton Yard

Commercial

Commercial

The Chelsea House

Offices

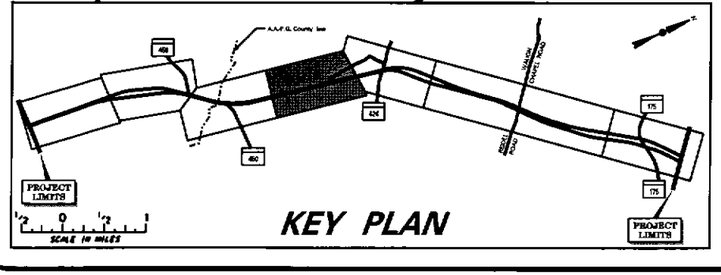
Crofton Mini Storage

Lewis Auto Electric

Jack Gray Trucking

CROFTON COMMERCE CENTER

CEDAR GROVE



LEGEND

NSA BOUNDARY

RECEIVER LOCATIONS

R-01 MONITORED

M-01 MODELED

200 0 100 200 400

SCALE IN FEET

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NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-22

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NSA 10

PATUXENT RIVER PARK

NSA 11

R-22

R-24

R-20

R-21

R-19

M-34

M-35

M-36

NSA 9

SEWAGE TREATMENT PLANT

Crofton Boulevard

Conway Rd.

Residence

McDonald's

Archery Club

Roller Rink

Long Fence

Crofton Auto Park

Bowers Lacrosse Ball

Boston Market

Amoco

La Fiesta Restaurant

CROFTON STATION

Wilson Memorial United Methodist Church

Ministry of the Word

Residence

Residence

Sweet Memories Photography

Crofton Film Storage

Brinkley Autoparts

Offices

Offices

Crofton Boulevard

First Union Bank

Gold's Gym

Giant

Davidsonville Rd.

Friendly's

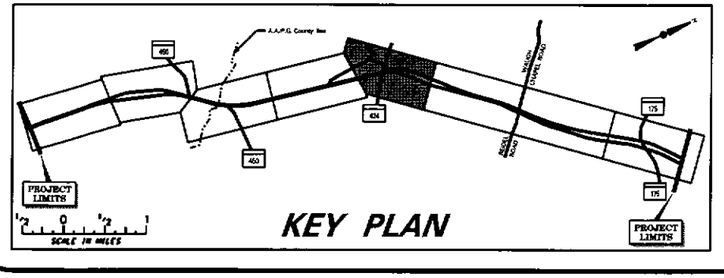
Crofton Medical & Professional Building

CROFTON CENTRE

Kmart

MATCH LINE - SEE PREVIOUS FIGURE

MATCH LINE - SEE NEXT FIGURE



KEY PLAN

LEGEND

NSA BOUNDARY

RECEIVER LOCATIONS

R-01 MONITORED

M-01 MODELED

200 0 100 200 400

SCALE IN FEET

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NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-23

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NSA 11

NSA 12

NSA 13

NSA 14

Go-Kart Raceway

Reliable Contracting

Reliable Contracting

New Senior Housing

R-26

Bob Evans

Italian Garden

Damon's

Applebees

AAMC Health Service / Waugh Chapel

BB&T Bank

Chevy Chase Bank

THE VILLAGE AT WAUGH CHAPEL

Chick-Fil-A

Burger King

Arby's

Texaco

Bulfirst Bank

Waugh Chapel Rd

R-25

Wendy's

Pizza Hut

7-Eleven

Shore Line Seafood

Pump House

1st Mariner Bank

Mobil

R-23

HOPKINS PLAZA

HOPKINS PLAZA BUS. CENTER

Office

Offices

M-38

R-27

CROFTON VILLAGE

M-39

SWM Pond

Nantucket Drive

M-37

M-40

M-41

M-42

R-28/45

P.O. RES. P.1

R-29

M-43

R-30/46

CROFTON FARMS TOWNHOUSES

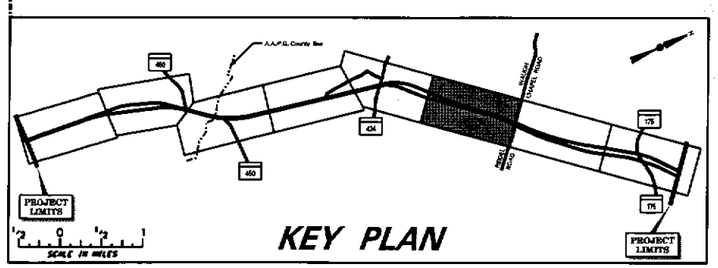
Fire Station

Chapel Ct

Reidel Road

MATCH LINE - SEE PREVIOUS FIGURE

MATCH LINE - SEE NEXT FIGURE



KEY PLAN

LEGEND

NSA BOUNDARY

RECEIVER LOCATIONS

R-01 MONITORED

M-01 MODELED

200 0 100 200 400

SCALE IN FEET

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NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-24

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MATCH LINE - SEE PREVIOUS FIGURE

MATCH LINE - SEE NEXT FIGURE

NSA 18

NSA 16

NSA 15

NSA 17

R-34/47

R-43/53

R-32

R-31

R-35

M-44

M-45

M-46

M-47

M-48

M-49

CANTER FARMS

Substation

7-Eleven

Exxon

Night Hawk Golf Center

Deck & Fence Company

Self Storage

Tuesday Morning

Gambrills Business Park

Severn Valley Tennis and Fitness Club

MEDICAL CENTER

All About Elegance Limousine

Country Furniture

Edless Service Center

Carlton Quickcube/ Battery Warehouse

SWM Pond

Superior Auto Body

Honda Power Sports of Carlton

Amoco

Elite Auto Body

Dependable Tank Line Co.

Southern's Auto Mart

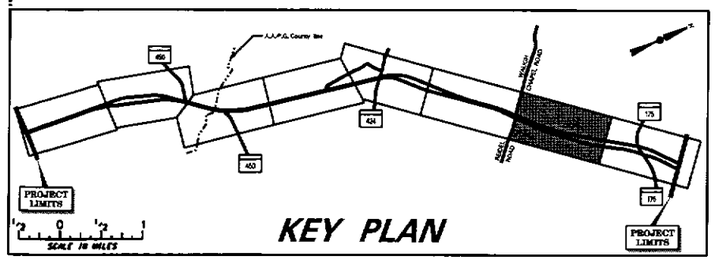
Comcast

Storage USA

Laser Extreme

Lee's Vacation Center and Service Shop

Reliable Contracting, Inc.



LEGEND

NSA BOUNDARY

RECEIVER LOCATIONS

R-01 MONITORED

M-01 MODELED

200 0 100 200 400

SCALE IN FEET

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NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-25

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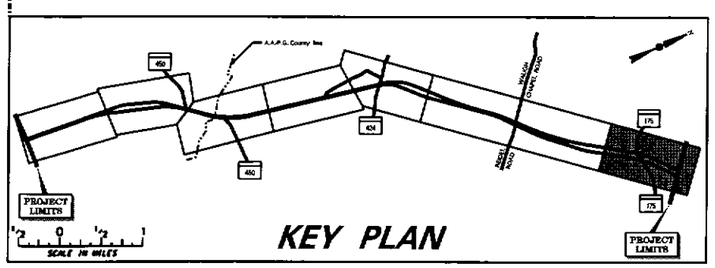
MATCH LINE - SEE PREVIOUS FIGURE

NSA 18
Gambrills Athletic Club
R-38
R-40
Jabez Branch
Residence
175
3
NSA 19
M-57
Jabez Branch
PROJECT LIMITS
M-58
M-59
R-39
Charles Hall Road
Annapolis Road
M-51
M-52
Residence
Residence
Antique Shop
R-33
Residence
Residence
Electrical Sales Studio
Covide Rate
NSA 16
Days of Olde Antiques
Auto Tag & Title Jackson Heights
Residence
R-36
50
NSA 17
M-53
M-54
Maryland Muffler
Millersville Road
M-55
M-56
R-37
MILLERSVILLE
NSA 20
Fort Ave



KEY PLAN

LEGEND

NSA BOUNDARY

RECEIVER LOCATIONS

R-01 MONITORED

M-01 MODELED

200 0 100 200 400
SCALE IN FEET

DRAFT: WORK IN PROGRESS

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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

NOISE SENSITIVE AREAS

SCALE	DATE	FIGURE
1" = 400'	March 2004	III-26

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Table III-12
Existing Noise Levels

Receivers	Existing (dBA)
NSA 1	
R-03	63
R-04	56
R-06	50
M-01	57
M-02	54
NSA 2	
R-05	56
M-07	55
M-08	65
NSA 3	
R-01	59
R-02	64
M-03	59
M-04	56
M-05	60
M-06	70
NSA 4	
R-07	68
R-10/44/51	68
M-09	66
NSA 5	
R-08	67
R-09	59
M-10	62
M-11	67
M-12	67
NSA 6	
R-11	60
R-12	48
R-42/52	60
M-13	53
M-14	67
M-15	48
M-16	48
M-17	66
M-18	50
M-19	70
M-20	71
M-21	52
M-22	54

Receivers	Existing (dBA)
NSA 7	
R-13	64
R-14/48	67
M-23	59
M-24	56
M-25	60
M-26	53
M-27	61
M-28	68
M-29	58
NSA 8	
R-15	63
R-16	66
R-17/41/49	66
M-30	61
M-31	64
M-32	72
M-33	58
NSA 9	
R-19	58
R-20	58
R-21	60
M-34	58
M-35	69
M-36	60
NSA 10	
R-22	67
NSA 11	
R-24	64
R-25	67
NSA 12	
R-27	66
R-28/45	55
M-37	58
M-38	59
M-39	59
M-40	56
M-41	55
M-42	56
NSA 13	
R-29	61
R-30/46	55
M-43	60

Receivers	Existing (dBA)
NSA 14	
R-26	59
NSA 15	
R-31	56
R-32	64
R-43/53	63
M-44	57
M-45	56
M-46	57
M-47	57
M-48	60
M-49	61
NSA 16	
R-33	68
M-51	64
M-52	67
NSA 17	
R-35	68
R-36	69
M-50	72
M-53	67
M-54	62
NSA 18	
R-38	53
NSA 19	
R-39	59
R-40	68
M-57	55
M-58	41
M-59	58
NSA 20	
R-37	56
M-55	58
M-56	57

G. VISUAL AND AESTHETIC QUALITY

1. Existing Visual Character

The existing visual character of the study area in Prince George's County and Anne Arundel County is based on field assessments that were completed in October 2003. The visual assessment addresses the visual quality of landforms and land cover, the visual character, and provides a description of visual resources.

MD 3 has different characteristics in cross section along its route as it passes through Prince George's and Anne Arundel Counties. The roadway is predominantly an open section roadway (no curbs) with two to three lanes in each direction. Some segments have additional auxiliary lanes to accommodate turning movements at the numerous intersections and access locations along the study area. The median varies in width from thirty feet to 450 feet and is comprised of a variety of grass, forest, residential, and business land uses. MD 3 passes through rural and densely wooded areas at its southern project limits in Prince George's County (see **Photo III-1**) before transitioning to a suburban mixed commercial and residential development with a more open character (see **Photo III-2**). The study area then transitions to a mature, wooded area with a rural character as it approaches the northern project limits (see **Photo III-3**). Paved shoulders and auxiliary lanes exist throughout the study area.

Photo III-1: Densely Wooded Rural Character, Southern Project Limits in Prince George's County

Photo III-2: Suburban Mixed Commercial and Residential area with Open Character, Anne Arundel County

The existing roadway alignment passes several distinctive neighborhoods and diverse land uses within the study area. MD 3 passes elements including interconnecting highways/interchanges, major and minor roadways, low, medium, and high-density residential areas, office and industrial parks, commercial areas, wetlands, rivers, forests and open space. The study area has experienced significant levels of residential and commercial growth over the past ten years, and there are several areas planned for further development.

A number of suburban neighborhoods and communities, serviced by commercial centers and employment locations exist within the study area. MD 450 and MD 175 are important regional commuter routes connecting Annapolis, Baltimore and Washington DC. MD 3 connects directly to I-97 and US 50. The study area is predominantly an automobile-dominated suburban region.

The visual character of the study area is described in the six sections below, each with its own unique characteristics or visual elements. The assessment is based on six identifiable landscape units determined according to the landform, land uses, scale, vegetation and character of the area.

a. North of US 50 to MD 450 in Prince George's County

The first landscape unit identified on MD 3 is between the southern project limits just north of US 50 to MD 450 in Prince George's County. This section of roadway is primarily a two-lane in each direction open section with occasional guardrail and acceleration and deceleration lanes to accommodate right and left turning vehicles. Two roads intersect MD 3 in this area at Forest Drive and Sylvan Drive. These intersections are not signalized. The landscape has a rural character and is predominantly dense, deciduous/evergreen woods that screen views to and from the roadway (see **Photo III-3**). Some commercial businesses are located at the intersecting roadways and in the median, including gas stations, a funeral home, churches, meeting halls, and a motel (see **Photo III-4**).

Photo III-3: Intersection of Forest Drive and MD 3 Southbound

Photo III-4: Meeting Hall in Prince George's County Adjacent to MD 3

The Sherwood Manor residential community located on the east side of MD 3 has dense tree cover screening it from the highway. Sherwood Manor generally is not visible from the highway; likewise, the highway is not visible from the residential area. Access to Sherwood Manor is located off Belair Drive.

The White Marsh Branch Recreational Area is located and accessed from southbound MD 3. The park is not visible from the highway due to its location and the dense tree cover along the highway. A long entry drive serves this facility. The SHA maintains a salt dome near the entrance of MD 3 and Forest Drive. The dense tree cover screens views of the salt dome from MD 3. Beginning at MD 450 there are high-tension electrical towers on the west side of MD 3, which continue north throughout the project study area. Baltimore Gas and Electric Company (BGE) maintains a substation on the west side of MD 3 (see **Photo III-5**). The substation is visible from MD 3 from both northbound and southbound traffic lanes.

Photo III-5: BGE substation on MD 3 at MD 450, Looking Southbound

b. MD 450 Intersections and Patuxent River Crossing

Between the signalized intersections at MD 450 West and MD 450 East, the roadway consists of a three-lane open section divided highway with grass medians. High-tension electrical towers are present on the east side, and a bridge crossing of the Patuxent River is located just east of the confluence with the Little Patuxent River (see **Photo III-6**). The visual quality of this area is characterized by wetlands of the Patuxent River and Little Patuxent River. Motorists cannot see the river directly from the roadway due to the dense forest cover and steep slopes (see **Photo III-7**).

Photo III-6: View of Patuxent River Crossing, Looking at Northbound MD 3

Photo III-7: MD 3 at MD 450 East

c. MD 450 to MD 424 in Anne Arundel County

Between MD 450 and Cronson/Crawford Boulevard, MD 3 is a bifurcated open section roadway with a varying median width. From Cronson/Crawford Boulevard to MD 424, MD 3 is a closed section with curb and gutter for both the northbound and southbound lanes. Commercial and industrial businesses are present on both sides. The median is a mowed grass area with staggered trees and other ornamental plantings. The west side of MD 3 has some commercial businesses, but is mainly undeveloped south of Cronson/Crawford Boulevard. To the east of MD 3, the area is developed as residential and commercial (see **Photos III-8 and III-9**).

Photo III-8: Intersection of Crofton Boulevard at MD 3

Photo III-9: Intersection of Cronson / Crawford Boulevard and MD 3

The residential community of Pidgeon House Corner and Crofton Woods is located just north of MD 450 and accesses MD 3 from Crossgate Drive. A natural tree buffer from the highway screens this residential community. In addition, the community is located on top of a slope looking down onto MD 3.

Crofton, and Cedar Grove residential communities are also located on the east side of northbound MD 3 and are screened from the roadway by dense tree cover and large setbacks. Some views in either direction may be seen during months when the deciduous trees lose their leaves.

Crofton's Lake Louise is an important feature of the Crofton Community and is clearly visible from MD 3 (see **Photo III-10**). This stormwater management area is landscaped and serves as a gateway feature adjacent to the "Gates of Crofton", the main entrance into the Crofton community at Crawford Boulevard (see **Photo III-11**). Commercial businesses and their associated parking lots dominate the west side of MD 3. Several community services are also located on the west side of MD 3, in particular the Crofton Post Office. MD 3 physically divides the nearby residential community from these services.

Photo III-10: View of Lake Louise from MD 3

Photo III-11: Gates of Crofton, looking at Community from MD 3

d. MD 424 /Conway Road to Johns Hopkins Road

From MD 424/Conway Road to Johns Hopkins Road the roadway has a developed median with varying widths of up to approximately 450 feet. The roadway has three through lanes, an inside auxiliary lane and outside shoulder area. Both the shoulder and auxiliary lanes serve vehicular access to and from commercial areas and residential properties. Several driveways access MD 3 within this section.

The west side of MD 3 is largely undeveloped with small pockets of commercial businesses. Within the median are numerous businesses, including fast-food restaurants, convenience stores and auto stores. Each business has its own ingress/egress to MD 3. There are four roadways, which intersect MD 3 in this area; Carver Street, Queen Mitchell Road, Raceway Road, and Evergreen Road (see **Photo III-12**). The Patuxent River Park is located on the west side of MD 3 near the intersection with Conway Road and is a significant visual resource in this area, dominated by forest.

Photo III-12: View from MD 3 Looking west from MD 424

e. Johns Hopkins Road to Saint Stephens Church Road

From Johns Hopkins Road to Saint Stephens Church Road, MD 3 is a three-lane open section highway in each direction with some portions curbed where commercial businesses are located. The median width varies in this location, widening gradually towards Saint Stephens Church Road. Streets that intersect MD 3 in this area include Wellfleet Lane and Brickhead Road as well as a major intersection at Waugh Chapel/Reidel Road.

The Village at Waugh Chapel, an expanding commercial development, dominates the west side of MD 3. This is a highly developed, relatively new multi-use center with a community center, retail stores, restaurants, and other land uses including adjacent residential development. The remaining portion of land on the west side of MD 3 is largely undeveloped and dominated by dense woods. BGE maintains a substation just north of Waugh Chapel Road (see **Photo III-13**).

Photo III-13: BGE Substation just north of Waugh Chapel Road

Photo III-14: View from the Village at Waugh Chapel at MD 3

To the east of MD 3 from the Village at Waugh Chapel is the townhouse community of Crofton Farms (see **Photo III-14**). This townhouse community is set back from MD 3 and has screening and plantings located around its perimeter, but it is very visible from the roadway.

The Crofton Farms and Canter Farms, a single-family development as well as the St. Stephens Estates of Gambrills are located near MD 3, but are not visible from the highway due to their large setbacks and natural dense tree buffer.

f. Saint Stephens Church Road to MD 32

From just south of Saint Stephens Church Road, MD 3 has a two to three lane typical section in each direction with a larger developed median, which includes commercial businesses. Portions of the roadway are curbed where commercial businesses are located. The developed median is dominated by small businesses including auto dealerships, sports equipment stores, service stations, and retail stores. Each business has its own entrance driveway intersecting with MD 3 or the median connectors. MD 175 is the only major intersection with MD 3 in this area (see **Photos III-15 and III-16**).

Photo III-15: View of Northbound MD 3 at MD 175

Photo III-16: View from MD 175 looking east at Southbound MD 3

The left fork of Jabez Branch, a tributary of Severn Run, is located within this portion of the study area. Forest cover screens views of Jabez Branch from MD 3 and MD 175.

This area of MD 3 has a rural character with forest along the roadway on the sides (see **Photo III-17**). The east side of MD 3 has a rural agricultural character with agriculture fields behind the few scattered commercial businesses (see **Photo III-18**).

Photo III-17: East side of Northbound MD 3 showing the rural character with mature trees along the roadway

Photo III-18: East side of MD 3 showing agricultural character of roadway

SECTION IV
ENVIRONMENTAL CONSEQUENCES

SECTION IV
ENVIRONMENTAL CONSEQUENCES

A. SOCIOECONOMIC EFFECTS

This assessment of project effects shows that communities in the study area would experience both benefits and impacts resulting from the construction of the proposed Build Alternates and Options. These effects vary according to alternate and location in the study area. The No-Build Alternate would cause adverse impacts associated with continued and increased congestion to the human environment, and would not address the needed improvements. Effects common to each of the Build Alternates include:

- Temporary access and traffic detours during the construction phase for some communities and businesses;
- Displacements to single-family homes and businesses along the corridor;
- Changes in access point locations;
- Improvements to bicycle and pedestrian access and safety; and
- Improvements to the safety and operation of MD 3.

No anticipated permanent adverse impacts to population, community cohesion, land use, economic conditions, or provision of public services would occur under any of the Build Alternates. The residential communities in the study area have developed around the existing roadway. Because the nature of the project is to modify this roadway, the project would not cause a fundamental change in the character of the area. Some aspects of the Build Alternates are consistent with specific elements of each county's comprehensive plans; however, no single alternate satisfies all the elements of both counties' comprehensive plans. Displacements and property acquisitions vary from alternate to alternate, and are addressed in this section.

1. Social Effects

This section presents information on how project alternates would affect people, their residences, businesses, neighborhoods, communities, walking and biking opportunities, local aesthetics, and community facilities and services.

a. Displacement and Property Effects

Table IV-1 presents the specific displacements currently associated with each Build Alternate based on the current level of engineering design. MD 175 Option B for Alternate 5 Modified is the only alternate that would impact agricultural land. It would impact approximately 1 acre of an agricultural field. The Build Alternates under consideration would affect both residences and businesses. The number of residential displacements identified range from three to twelve. The number of business displacements identified range from seven to twenty-two. Several of the businesses also serve as residences.

Table IV-1
Residential/Business Displacements

		a-a	b-b	c-c	d-d	e-e	f-f	g-g
		US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
No-Build	Residential	0	0	0	0	0	0	0
	Business	0	0	0	0	0	0	0
Alternate 3 with Interchange Options 'A' (Boulevard)	Residential	0	0	0	1	2	0	8
	Business	1	3	0	3	0	0	5
Alternate 3 with Interchange Options 'B'	Residential	0	0	0	2	2	0	8
	Business	1	3	0	6	0	3	5
Alternate 3 with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)	Residential	0	0	0	1	2	0	N/A
	Business	1	3	2	4	0	3	
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	Residential	0	0	0	1	0	0	2
	Business	0	3	0	2	1	1	2
Alternate 5 with Interchange Options 'B'	Residential	0	0	0	2	0	0	3
	Business	0	3	0	6	1	4	2
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)	Residential	0	0	0	1	0	0	N/A
	Business	0	3	2	4	1	4	

In addition to the need to acquire entire parcels, it would be necessary to also acquire minor amounts of land immediately adjacent to the existing roadway to accommodate any of the Build Alternates. The Alternates Mapping included in **Volume II of II – Alternates Mapping** identifies the location of property acquisition requirements for both displacements and right-of-way.

b. Relocation Process

Relocation of any individuals, families, or businesses displaced would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended by Title IV of the Surface Transportation Policies Act of 1987, and would be executed in a timely and humane fashion (refer to *Appendix D - Summary of the Relocation Assistance Program of the State Highway Administration of Maryland*). In the event comparable replacement housing is not available for displaced persons, or available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish relocations.

Title VI Statement

"It is the policy of the Maryland State Highway Administration to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, or mental disability or sexual orientation in all State Highway Administration projects funded in whole or in part by the Federal Highway Administration. Title VI Statement requires federal agencies to ensure that their programs, policies, and activities do not have the effect of excluding populations from the benefit of, or subject persons and populations to discrimination based on race, color, or origin. The State Highway Administration will not discriminate in highway planning, design, or construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process to ensure that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the SHA for investigation."

c. Environmental Justice

As described in Section III, Affected Environment, no minority or low-income populations are present in the study area; therefore there is no potential for disproportionate high and adverse effects. Although there are no minority or low-income populations in the study area, SHA will continue its commitment to providing full and fair access to all communities prior to the public hearing by:

- Mailing hearing notification letters to members of all the communities in the study area;
- Ensuring that the membership of its focus group was representative of each community potentially affected by the project;

- Providing project information via numerous radio stations, publications, and mailings, as detailed in Section IV.A.4 of this document;
- Posting fliers at several local parks and grocery stores (Towsers Branch Park, Safeway at Waugh Chapel, Giant in Crofton, and Shoppers Food Warehouse in Crofton) to notify the community of upcoming public workshops; and
- Providing additional letters to all areas where displacements could occur to encourage residents to contact SHA with their concerns about the project.

d. Effects on Neighborhoods and Communities

MD 3 is a well-established transportation route that greatly influenced the development and growth of the neighborhoods and communities in the study area.

Community Cohesion, Access, and Mobility

None of the Build Alternates would affect community cohesion because the proposed road configurations would not separate or divide communities. MD 3 has existed in the same location for many years and its presence influenced the layout and design of nearly all of the residential areas. The mainline elements of the Build Alternates remain in the existing corridor. Although all of the Build Alternates would result in minor changes in access, they would not isolate or separate residential areas. Similarly, the interchange options would change access routes, but none would separate or isolate communities.

In the median areas in Gambrills/Millersville and Bowie, where communities were divided by past MD 3 construction projects, the Build Alternates would reduce the barrier that high volumes of MD 3 traffic imposes.

During construction most work would be limited to the existing MD 3, therefore the effect on community cohesion would be minimal. Community cohesion effects would be considered in developing maintenance of traffic plans and any necessary detour routes.

Although the No-Build Alternate would not change any access routes in the study area, future traffic and congestion increases would hamper mobility in the study area. Each of the Build Alternates would improve access, mobility, and safety for drivers in the MD 3 study area to travel to work, shopping, school, and recreational destinations. Access to all properties in the project area would be maintained, although routes may be different.

Changes would occur when existing driveway and street access points are relocated to a service road, e.g., a road that is roughly parallel, but separate, to the main road. Drivers would access MD 3 at selected points. This would result in minor changes to traffic circulation and could cause minor increases in the length of the route.

In addition, some of the Build Alternates would limit east-west access across MD 3 to specific points. Drivers traveling in one direction on MD 3 would be able to access the opposite direction only through a series of turns. In most cases, these turns result in a slightly longer, but safer, route for drivers to reach their destination.

Under Alternate 3, the following access changes would occur:

- From Belair Drive to MD 450, residents and businesses on the west side of existing northbound MD 3, including properties in the median, would be required to access their properties from a two-lane, two-direction service road that would be located where southbound MD 3 exists today. No direct access to MD 3 for individual properties would be accommodated. This could result in routes to/from these locations that are up to one mile longer than under the No-Build Alternate.
- From MD 175 to Saint Stephens Church Road, driveway access to southbound MD 3 for properties in the median would be eliminated. Direct access to MD 3 from the southbound lanes would be limited to McKnew and Church View Roads and MD 175. This could result in routes to/from these locations that are up to 3,900 feet longer than under the No-Build Alternate.

Intersection modifications associated with Alternate 3 would also result in changes in traffic patterns, but movements in all directions would be maintained as would access to all properties. The intersection modifications would not result in any changes to access to individual properties, except under Alternate 3 with MD 175 Option B. Under this option, Charles Hall Road would be extended north to MD 175. The existing non-signalized intersection with Charles Hall Road intersection would be eliminated. Residents of the Charles Hall Road neighborhood would have an 800-foot longer route to MD 3 than under the No-Build Alternate.

Under Alternate 5 Modified, the following changes in access would occur:

- From MD 424 to MD 32, residents and businesses on the east side of existing southbound MD 3, including properties in the median, would be required to access their properties from a two-lane, two-direction service road that would be located where northbound MD 3 exists today. No direct access to MD 3 for individual properties would be accommodated. This would result in different traffic patterns, but the length of travel routes to/from these locations would be similar to those under the No-Build Alternate.
- From MD 424 to Belair Drive, access points to MD 3 would be consolidated. However, no new route would be created and access would be similar to the No-Build Alternate.

Intersection modifications associated with Alternate 5 Modified would also result in changes in traffic patterns, but movements in all directions would be maintained, as would access to all properties. The intersection modifications would not result in any changes to access to individual properties, except under Alternate 5 Modified with MD 175 Option B, where changes would be similar to Alternate 3 with MD 175 Option B.

During project development, the MD 3 communities requested increased opportunities for walking and bicycling. Each of the Build Alternates includes formalized sidewalks and bicycle facilities. The Build Alternates would provide safe pedestrian crossings at each major intersection, which would enhance community mobility, particularly in areas like Crofton where community facilities, such as the post office, are located on the west side of MD 3, opposite the

community they serve on the east side. The general concept for these facilities would be developed in detail during later stages of project design. Sidewalks and bicycle paths would improve communities' connectivity among the various areas of the study area. This connectivity would allow residents to safely walk or bicycle to shopping, parks, and other communities.

e. Effects on Visual and Aesthetic Resources

As described in Section III - Affected Environment, the MD 3 roadway dominates the overall visual character of the right-of-way. Street trees, planted medians, sidewalks, bicycle paths, streetscaping, landscaping, and other urban design elements would improve the overall appearance of MD 3 under all of the Build Alternates. SHA has been working with the MD 3 focus group to obtain input for the design themes for these improvements to ensure that the ultimate appearance of the road reflects the values and character of the community. In addition, SHA has solicited input concerning roadway aesthetics at the Alternates Public Workshop and will be soliciting further input at the Location/Design Public Hearing. The design enhancements will result in improved visual quality in the study area.

Alternate 3 would particularly improve the view of Bowie residents on the west side of MD 3 because a new local street with decreased traffic volumes would serve the residents adjacent to MD 3, including median residents. The remainder of the corridor would also include design themes.

Alternate 5 Modified would particularly improve the view of residents north of MD 424 to MD 175. The current northbound roadway would be converted to a two-way local street with decreased volumes of traffic. The view of residents in the median area in Crofton would also greatly improve under this alternate because the current view of four lanes carrying a high volume of traffic would be replaced with a view of a local street with decreased volumes of traffic on the east and a reconstructed roadway on the west with design themes included.

In close proximity to the grade-separated interchanges proposed at the major intersections, residents and business owners/patron's view of the road would be dominated by highway structures that could be as high as 24 feet over the centerline of the existing roadway. The negative effect of this change in view would be minimized by the context-sensitive design strategies SHA would identify during later design stages for any of the Build Alternates.

A corridor wide analysis of impacts to visual and aesthetic resources is presented in a later portion of this section, titled '*Visual and Aesthetic Quality*'.

f. Effects to Community Facilities and Services

Under the No-Build Alternate increasing traffic congestion would decrease mobility and safety throughout the study area, which would adversely influence access to community facilities and provision of services.

Overall, residents and patrons of the community facilities and services in the study area would benefit from the increased mobility and safety that would result from selection of either of the

Build Alternates. As previously described, residents of certain areas would experience minor changes in routes into and out of their neighborhoods. Users of community facilities located in these areas would also be subject to these changes, as described in the following sections.

Table IV-2 below lists the community facilities located within the study area, which will be impacted by the Build Alternates.

Table IV-2
Affected Community Facilities and Services

Community Facilities and Services	Area
Educational Facilities	
Crofton Middle School	North Crofton
Crofton Elementary School	Crofton Triangle
Religious Institutions or Facilities	
Ministry of the Word	North Crofton
Wilson Memorial United Methodist Church	North Crofton
Latter Day Saints Church	Eastern Bowie
Park and Recreational Facilities	
Patuxent River Park	West Crofton/Eastern Bowie
White Marsh Park	Eastern Bowie
Recreational Facilities	
Washington Baltimore and Annapolis Trail	Gambrills
Capitol Raceway	West Crofton
Crofton Bowie Roller Rink	West Crofton
Emergency Services	
Waugh Chapel Fire Station	North Crofton

Educational Facilities

None of the Build Alternates would require property acquisition from any educational facilities. Under any of the Build Alternates, the project would be designed to standards that safely accommodate school buses. Changes in traffic circulation, particularly near the intersections, could also require minor adjustment of school bus routes. During construction, these routes may also be temporarily affected. During development of detour routes, SHA would coordinate with the school systems to ensure that safe and efficient bus routes for these schools would be maintained throughout construction. There would be no effect on the Crofton Annex, which the Anne Arundel County Department of Schools uses as a training facility.

Religious Institutions or Facilities

All of the Build Alternates would require the acquisition of minor amounts of land from the Ministry of the Word (approx. 0.76 acres), the Wilson Memorial United Methodist Church (approx. 0.07 acres) and the Jesus Christ Church of the Latter Day Saints (approx. 0.06 acres) to accommodate a reconfigured MD 3. The worst-case impacts for these religious institutions are as follows:

- Ministry of the Word - Approximately 0.76 acres required for Alternate 3
- Wilson Memorial United Methodist Church - Approximately 0.07 acres required for Alternate 3
- Jesus Christ Church of the Latter Day Saints - Approximately 0.06 acres for Alternate 5

These acquisitions, shown in **Volume II of II – Alternates Mapping**, are at the edges of the properties and should not affect the use of the church facilities.

As previously described, access in certain areas would change. In North Crofton, the Ministry of the Word and Wilson Memorial United Methodist Churches currently have direct access to MD 3. For Alternate 3, members of these institutions would be required to use an auxiliary lane. Members would benefit from the increased safety this configuration affords. Under Alternate 5 Modified, members of these institutions would access these facilities from the proposed auxiliary road, which would provide a safer route than the current configuration.

In Bowie, Alternate 3 would reconfigure access to Sylvan Drive near the Church of Jesus Christ of Latter Day Saints. Members of this institution would access the facility via the proposed auxiliary road, which would provide a safer route than the current configuration.

Under any Build Alternate, SHA would coordinate with these institutions to ensure that members have safe access to their facility during the construction phase.

Park and Recreational Facilities

The Build Alternates affect the Patuxent River Park, the White Marsh Park, the Capitol Raceway and Crofton Bowie Roller Rink. Effects to the Patuxent River Park include minor reconfiguration of access to the park's parking area and acquisition of park property. Currently, park visitors access the park directly from MD 3. The reconfigured access under all Build Alternatives would direct park visitors to Conway Road where a new driveway/access road into the park would be provided. To provide this reconfigured access, SHA would need to acquire small amounts of Patuxent River Park property.

Alternate 3 with Option A, would impact the park as a result of the improvements to MD 3 associated with the widening of southbound MD 3 and the alignment relocation for the proposed interchange Option A with MD 424/Conway Road. Approximately 2.13 acres of the park property are impacted. The majority of the impact for Alternate 3 with Option A is due to the separation required for the access/service road that would be constructed between northbound and southbound MD 3.

Alternate 3 with Option B and Alternate 5 Modified with Option B would also impact the park for the extension of Cronson Boulevard under MD 3 to Carver Road. This roadway would extend through park property and private property tying into a new intersection with Conway Road west of the proposed MD 424/Conway Road interchange. The park impact for this intersection improvement would be 1.75 acres for Alternate 3, and 1.74 acres for Alternate 5 Modified. This impact is in addition to the 0.23-acre impact for the mainline improvements. For Option B, a safer access driveway and improved parking area would be provided off the extension of Cronson Boulevard.

For Alternates 3 and 5 Modified with Option C, the impact on the park consists of relocating the park access driveway off southbound MD 3 to Conway Road and modifying the gravel parking area. However, this narrow right-of-way acquisition along MD 3 would not impact other functions of the park. The impacts are 0.51 and 0.57 acre, respectively. Efforts have been made to minimize the amount of park property that would be used for construction of the new access driveway.

Effects on the White Marsh Branch Recreational Area would consist solely of minor changes in access. Currently, visitors must travel on southbound MD 3 to access the park entrance. For Alternate 3, visitors would be required to use either Forest Drive, or travel through the MD 450/MD 3 interchange to reach the service road leading to the park entrance. This would require approximately 1.8 miles of additional travel. For Alternate 5 Modified, White Marsh Park visitors would be required to access the park via southbound MD 3. At this location, an auxiliary lane would increase the safety of this turning movement for park patrons. No right-of-way will be required under any of the Build Alternates.

For Alternate 5 Modified, southbound MD 3 requires a series of turns to cross the median to access northbound MD 3. This changes how patrons of the Capitol Raceway and Crofton Bowie Roller Rink access those facilities, and requires less than 0.5 miles of additional travel. This change in access would not be a Section 4 (f) impact. There is no effect on Towsers Branch Park or the Gambrills Athletic Club, both of which rely on access from MD 3. There is no negative effect on the proposed WB&A Trail as a result of the Build Alternates.

Emergency Services

There are no hospitals with emergency rooms located within the study area that would be directly affected by changes in roadway configuration or access routes. Company 5: Waugh Chapel Fire Station at Waugh Chapel Road would experience changes in access routes under any of the Build Alternates. Emergency service providers in the study area were contacted and information was requested on the potential effect of the alternates on response time for fire and rescue services. Copies of these letters are included in *Section VI - Comments and Coordination*. The results of this coordination indicate that emergency response providers are generally in favor of any proposed actions to alleviate congestion through the study area. Specific comments include:

- Response times would not be negatively impacted by Alternate 5 Modified

- The widening of Southbound MD 3 from MD 450 to Belair Drive (contained in Alternate 5 Modified) would greatly benefit the delivery of emergency services for the Prince George's County Police Department and Fire/EMA Department.
- Alternate 5 Modified for the MD 450 interchange options with MD 3 would be optimal for Fire/EMS Department operations.
- Construction of either Build Alternate could possibly delay response time to the area during construction.

All of the Build Alternates would provide more efficient traffic operation along MD 3, which would improve response times in general.

Prior to the beginning of the construction phase, SHA will continue coordination with emergency service providers to advise of potential traffic delays during construction and provide maps of the detour routes that would minimize response times.

Transportation Facilities

Washington Metropolitan Area Transit Authority (WMATA) uses portions of MD 3 for its Bus 29 Route, which serves Crofton and Bowie, and Bus 31 Route, which serves only Bowie. Both Bus 29 and 31 make stops at 1501 Crofton Parkway, Crofton Country Club and Park and Ride, Gateway Center, and the Bowie Park and Ride. These routes provide express service from these areas to the New Carrollton METRO station. Under any of the build alternates, riders would benefit from improved mobility and safety along MD 3. As the routes do not include stops on MD 3, the Build Alternates would not necessitate changes in stop locations. WMATA's Central Avenue route, Bus 31, terminates at the Bowie Marketplace shopping center. However, the closest this route comes to MD 3 is Stoneybrook Lane, nearly a mile west of MD 3. SHA would coordinate with WMATA to ensure continuation of transit service in the corridor during construction.

2. Economic Effects

a. Countywide Effects

As presented in Section III-Affected Environment, the majority of the study area residents are employed in areas outside the study area. The No-Build Alternate would negatively affect the study area's employment travel patterns because future increases in operational delays would increase commuting time to places of employment requiring the use of MD 3. The resulting decreased mobility would not support regional economic growth and could encourage economic development to occur elsewhere. Conversely, any of the Build Alternates would improved operations and minimize delay along MD 3, thereby supporting the existing and already planned economic growth in the study area.

b. Local Effects

Business Effects

Transportation benefits associated with either of the Build Alternates would reduce travel time for motorists thereby increasing mobility within the region. Increased mobility could attract more employees and employers to the area.

As shown in **Table IV-1**, each Build Alternate would displace between seven and twenty-two businesses. The types of businesses displaced include gasoline stations, restaurants, convenience stores, and small specialty shops, including antique shops and a farmer's market. Each displaced business currently provides services to the community and pays local taxes. Many of the businesses that would be displaced are associated with large national chains and have a customer base associated with the company's national reputation, while others are unique to the study area. SHA has programs to assist in relocating businesses and SHA Office of Real Estate staff would work with businesses to identify suitable relocation sites according to the needs of each business should they choose to relocate. SHA would compensate the owners as appropriate under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Information concerning the Maryland Relocation Assistance Program is included in **Appendix D**.

Each Build Alternate would affect business operations to some degree. Roadway dualization, grade-separated intersections, and landscaped roadways would reduce the visibility of businesses to the motoring public. Some businesses, particularly those in the median, would experience changes in access and a loss of roadway visibility, which could result in a reduced inclination for traveling customers to stop, resulting in negative economic effects to existing businesses. SHA would work with individual business owners to ensure the road is as complementary as possible to local businesses. The positive effects of construction of any of the Build Alternates are that the proposed auxiliary lane would provide safer movements in and out of properties with direct access to MD 3. Businesses that depend on convenient and safe access for their customers, such as retail, restaurants, and services would benefit from the safer customer access and convenience.

During construction, businesses would experience changes in access, exposure to dust and noise, and a decrease in visibility. SHA would work with each property owner to develop a construction plan that maintains access to the property throughout the construction period.

Tax Base

Each Build Alternate would require property acquisition, resulting in permanent loss of land from the tax base. Both Anne Arundel County and Prince George's County assess property taxes based on market value. In the short-term, acquisition of these acres would result in a decrease in property tax revenues. This reduction in tax revenues is small relative to the total tax base of the counties.

SHA would assist these businesses in relocation and reestablishment if the owners choose to relocate. Should the business owners choose to relocate elsewhere or not relocate at all, there would be a minor loss of tax revenue for the State of Maryland.

Over the long term, this short-term loss of tax revenue should be more than offset by the increases in the value of property along MD 3 that would be the result from improvements in safety, access, and aesthetics.

3. Land Use Impacts

a. Existing and Future Land Use

The Build Alternates would impact approximately 1 acre of federally-owned active agricultural land for MD 175 Option B for Alternate 5 Modified. No other Options for the MD 175 improvements would impact agricultural land. All of the Build Alternates would cause changes of land use from business and residential land to permanent transportation uses. Each Build Alternate is located primarily within the existing MD 3 right-of-way; therefore these changes in land use type would have an insignificant effect on the overall pattern of development in the study area. None of the Build Alternates would provide new access to previously inaccessible properties that would encourage development of open space areas.

The No-Build Alternate is inconsistent with each comprehensive plan for the study area, all of which include assumptions that MD 3 would be improved. Elements of each of the Build Alternates are consistent with various aspects of the master plans.

All master plans call for limiting access points to MD 3, improving the road through streetscape and urban design, and for providing new pedestrian and bicycle facilities. Each of the Build Alternates is consistent with these concepts.

The small area plans for Anne Arundel County include the Odenton Small Area Plan, which includes the Gambrills area, and the Crofton Small Area Plan, which includes the North Crofton area, Crofton Triangle, and Priest Bridge areas of the study area. These plans identify the base widening concept (boulevard concept) approved by the earlier MD 3 Task force as the accepted concept for the road. The boulevard concept is similar to the proposed Alternate 3 with Option A. The Crownsville Plan, which includes the Millersville area, makes no remark on the character of MD 3, other than to note future limits to strip development that are important to preserving the area's rural character.

The Crofton Small Area Plan calls for expansion of commercial development in the area of Cronson Boulevard. None of the Build Alternates would preclude expansion of commercial areas.

The Bowie Master Plan includes the Eastern Bowie, Sherwood Manor, and Bowie portions of the study area. The Bowie Master Plan identifies upgrading MD 3 to freeway standards with a series of interchanges. The Plan also notes that an alternative to this concept would be to separate local traffic from through traffic, including provision of a local access road. Both Alternates 3 and 5 Modified generally reflect this concept. Interchange options would also eliminate traffic signals and ease delays because of the grade separations.

The Bowie Master Plan calls for acquiring properties in the median for safety reasons and to protect perennial streams. Each of the mainline concepts would require acquisition of property in the median of MD 3; however, none would totally remove all median development to accommodate roadway modifications. None of the Build Alternates would preclude local government from undertaking such acquisitions in the future.

The Bowie Master Plan also includes concepts for rezoning a 75-acre parcel, known as the Jesuit Property, to residential uses. None of the Build Alternates would preclude development of this parcel as access to MD 3 could be accommodated.

b. Compliance with Smart Growth Initiatives

Conclusions regarding compliance with Maryland's Smart Growth Initiatives, set forth by the 1997 General Assembly, have not been completed. Coordination with the Maryland Department of Planning is on-going regarding this issue. The intent of the Smart Growth Policy is to direct State funding for growth-related projects to areas designated by local jurisdictions as Priority Funding Area (PFA's). In the study area, Bowie and Crofton are PFA's. Smart Growth seeks to guide development to existing towns, neighborhoods, and business areas by directing State infrastructure improvements into these places. The MD 3 Project Planning Study is a proposed improvement of an existing road, and would support the principles of Smart Growth. Although some portions of MD 3 under consideration for improvement are not in the PFA area, not improving these segments would result in a lack of continuity in road design with associated safety decreases and congestion increases. In addition, the Build Alternates' road improvements would serve to connect these PFA's.

4. Public Involvement

As identified in *Section III*, SHA has conducted various outreach activities to obtain feedback from residents of the study area. Activities included the formation of a focus group, community group and business association meetings, property owner and resident survey, project updates on SHA's website (**www.marylandroads.com**), circulation of newsletters, and the presentation of conceptual alternates at the MD 3 Alternates Public Workshop.

Working with the MD 3 Focus Group, several members identified issues related to the MD 3 project. The following is a summary of several issues raised and strategies incorporated to address them as part of the Build Alternates:

- Property owner rights – The focus group members voiced concern about the property valuation process for landowners potentially displaced by the Build Alternates. SHA provided information on how it will comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, and other applicable regulations. SHA will continue to inform and assist landowners for the duration of the project.
- Fair compensation to businesses for loss of access – SHA addressed the general concern regarding loss of access in its design for the Build Alternates. As a result, no business will lose access to MD 3, although some businesses may have existing

multiple access points consolidated. SHA is committed to working with business owners during project design and construction.

- Safety at the intersection of MD 3 and Patuxent River Road – Currently, poor sight distance exists at the intersection. As a result of focus group members identifying this concern, SHA's District 5 Engineers have developed and implemented a short-term solution to slow traffic down through the area. Improvements to this intersection are considered in each of the build alternates.
- Traffic speed and speed enforcement – Focus group members requested consideration of strategies to slow traffic in the project area. SHA committed to investigating strategies that would enhance driver awareness of appropriate speeds, such as pavement color, aesthetic treatments, and appropriate signage, during the design phase.
- Noise impacts to communities – A noise impact analysis was performed using standard FHWA and SHA methodologies. It was found that under certain alternates, noise level would increase beyond No-Build conditions. As described in Section IV.F Noise Analysis, mitigation was evaluated as part of this study and all reasonable and feasible mitigation will be done in impacted areas.
- Pedestrian crossings on MD 3 – Concerns regarding safety raised by focus group members were addressed by including pedestrian crossings on MD 3 at each main intersection in each of the Build Alternates.
- Weigh stations on MD 3 for truck traffic – A weigh station was suggested as a strategy to discourage truck traffic on MD 3 through the study area. SHA analyzed whether this would be effective and it was found that 78% of truck traffic through the project study area is local traffic; therefore a weigh station would not appreciably reduce truck traffic in the study area.

The focus group effort will continue throughout the duration of the project planning study. Meeting minutes for the focus group meetings are included in *Section VI*, *Comments and Coordination: Public Involvement Section.*

In early 2002, SHA conducted a study area survey and distributed 5,200 questionnaires as part of the initial MD 3 newsletter. SHA received 426 responses (8%), which is comparable to responses SHA has received on similar surveys. Responses to the survey were broken down by location in the study area, and consolidated into the four larger areas of Crofton, Gambrills, Millersville, and Bowie. Each of the items identified through the public comments received from the survey have been incorporated into the Build Alternates for the project. Ongoing community and public involvement efforts will be used to ensure that to the greatest extent possible the needs identified by the community are met.

In addition, an Alternates Public Workshop was held on November 7, 2002 at the Waugh Chapel Village Community Center, in Gambrills, MD. The purpose of the workshop was to familiarize the public with the MD 3 Project Planning Study. The workshop presented a summary of conceptual engineering and environmental studies to date, and provided an opportunity for public input to the Project Planning Process. The Alternates Recommended for Detailed Study have been carried forward based upon the comments received at the workshop.

B. CULTURAL RESOURCES

The requirements of the National Historic Preservation Act of 1966, as amended, are implemented in 36 CFR 800. The National Historic Preservation Act regulates the Advisory Council on Historic Preservation (ACHP) and establishes the procedures for compliance with Section 106 of the National Historic Preservation Act. If historic properties listed in, or determined eligible for, the National Register are identified (36 CFR 800.4), the sponsoring agency must assess how its project will affect them. Throughout this assessment, the agency should work with the SHPO and consider the views of others, such as representatives of local governments, property owners, members of the public, and the ACHP. The agency's assessment should use the criteria found in the ACHP's regulations and guidance (36 CFR 800.5).

According to the current guidance, "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative."

In addition, according to the current guidance, examples of adverse effects on historic properties include, but are not limited to:

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

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

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

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

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

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

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

In considering the potential effects of the project on the identified resources, the agency may make one of the following three determinations:

- No historic properties affected,
- No historic properties adversely affected, or
- Historic properties adversely affected.

In consultation with the SHPO, the FHWA has identified seven cultural resources, including one historic property and six archeological sites that are eligible or potentially eligible for the NRHP and lie within the MD 3 APE. FHWA consulted with the SHPO and others – Anne Arundel Department of Planning and Code Enforcement and Prince George's County Historic Preservation Commission - to determine the potential effects of the project on the historic properties. The SHPO's determination of effects on cultural resources is documented in their letter dated March 8, 2004.

1. Historic Standing Structures

a. Sacred Heart Roman Catholic Church

Under each Build Alternate at the MD 3 and MD 450 west intersection, some type of service road or access ramp to MD 3 would be constructed across the current legal boundary of the Sacred Heart Roman Catholic Church property. However, the construction of a new, two lane road through the legal boundary would not traverse the eligible National Register boundary, and ample visual and audible buffers (500 feet of dense forest) exist between the proposed construction and the Chapel. Through coordination with the SHPO, it was determined that each of the Build Alternates would have no adverse impacts on the Sacred Heart Roman Catholic Church.

2. Archeological Sites

a. Warfield Site (18PR33)

The Warfield Site (18PR33) straddles the MD 3 median and extends west of the current roadway. All of the Build Alternates will impact this site to varying degrees, although Alternates 3B and 3C would have lesser impacts, and it may be possible to redesign construction in order to avoid or minimize construction impacts. Impacts to the site can be mitigated by data recovery. Section 4(f) does not apply since the site does not warrant preservation in place.

b. Sites 18PR654, 18PR655, 18PR656, and 18PR657

Four prehistoric sites are potentially eligible for NRHP listing, and will require Phase II evaluation if impacted. Three of these sites are within the APE: 18PR654, 18PR655, and 18PR657. Site 18PR656 is located outside the APE, and no further archeological work is warranted unless project design changes result in potential impacts to this resource.

c. Priest's Bridge, PG-71A-18 (Bowie quad file # 11).

Underwater survey at the former location of Priest's Bridge, PG-71A-18 (Bowie quad file # 11) noted much disturbance but recorded an unidentified pile of rocks. The rocks could be the remnant of a bridge foundation, since rock-filled timber cribs were a common element of historic bridges. Should this feature be impacted, further work will be undertaken to define its nature and evaluate its eligibility for the NRHP.

3. Conclusion

Seven properties within the APE are listed, or eligible for listing, on the NRHP, or are presumed eligible for Section 106 purposes pending further evaluation under National Register Criterion D. Based upon the SHPO's March 8, 2004 comments, the Build Alternates would have adverse effects on historic properties, namely archeological sites. The National Register status and impacts to each site by alternate/option are shown in **Table IV-3**.

Pursuant to 36 CFR 800.6, further consultation with the SHPO to develop modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties was necessary. The ACHP will be notified of the adverse effect finding by FHWA through the provision of documentation specified in 36 CFR 800.11(e).

Due to the adverse effects to historic properties, a Section 106 Memorandum of Agreement (MOA) between the SHPO, FHWA, and SHA will be drafted to address the effects of the project, once a Selected Alternate is chosen. FHWA will submit a copy of the final MOA, to be processed pursuant to 36 CFR 800.6(b)(iv) with the ACHP prior to approving the undertaking in order to meet the requirements of Section 106. The executed MOA shall govern the undertaking and all its parts, and FHWA shall ensure that the undertaking is carried out in accordance with the MOA.

Table IV-3
Summarizing Results and Recommendations of Archeological Studies

		Impacts - Alternate 3			Impacts - Alternate 5 Modified			
Site	**Eligibility Status**	**Option A**	**Option B**	**Option C**	**Option A**	**Option B**	**Option C**	**Comments**
18PR33 Warfield site	NRE	Adverse	Adverse*	Adverse*	Adverse	Adverse	Adverse	Requires treatment if avoidance is not feasible
Priest's Bridge PG-71A-18 (Bowie quad file #11)	p NRE	Assumed Adverse	Assumed Adverse	Assumed Adverse	N/A	Assumed Adverse	N/A	Possible bridge remnants; requires Phase II evaluation
18PR654	p NRE	Assumed Adverse	N/A	N/A	N/A	Assumed Adverse*	N/A	Requires Phase II evaluation
18PR655	p NRE	Assumed Adverse*	Assumed Adverse*	Assumed Adverse*	None	None	None	Requires Phase II evaluation; marginal area of site impacted only
18PR656	p NRE	None	None	None	None	None	None	Requires Phase II evaluation if project design changes to impact site
18PR657	p NRE	None	Assumed Adverse	Assumed Adverse*	None	Assumed Adverse	Assumed Adverse*	Requires Phase II evaluation
18AN503	ND	None	None	None	None	None	None	Outside APE
18AN511	ND	None	None	None	None	None	None	Outside APE
18AN512 Belt site	X	None	None	N/A	None	None	N/A	Ineligible
18AN513	X	None	None	None	None	None	None	Ineligible
18AN514	X	None	None	None	None	None	None	Ineligible
18AN1236	X	None	None	None	None	None	None	Ineligible
18PR154	X	None	None	None	None	None	None	Ineligible
18AN55	X	None	None	None	None	None	None	Destroyed
18AN393	X	None	None	None	None	None	None	Destroyed
18AN594	X	None	None	None	None	None	None	Destroyed
Curry Area #1	X	None	None	None	None	None	None	Destroyed
18PRX9	X	None	None	None	None	None	None	Destroyed
18PR34	X	None	None	None	None	None	None	Destroyed
18PR197	X	None	None	None	None	None	None	Destroyed

Codes:
Eligibility Status: ND (not determined), X (Not Eligible), NRE (Eligible), p NRE (Potentially Eligible), NRL (Listed), NHL (Landmark)
Impacts: None (no impacts to National Register sites); Assumed Adverse (further work needed to conclusively determine eligibility; FHWA assumes an adverse effect for planning purposes pending the results of that work); Adverse (NR site will be impacted)
*Impacts marginal site areas only; avoidance and preservation may be feasible

C. NATURAL RESOURCES

The following describes the impacts to natural resources as a result of the Build Alternates. The No-Build Alternate would have no impacts on climate, soils, agricultural areas, groundwater, surface water quality, waters of the U.S., floodplains, terrestrial habitat and wildlife, aquatic habitat and wildlife, rare, threatened, and endangered species, or impervious surfaces in the Jabez Branch Watershed.

1. Climate

There will be no impacts to the climate as a result of the No-Build or Build Alternates.

2. Topography, Geology, and Soils

a. Impacts

Topography and Geology

Both Build Alternates would involve cutting or filling to achieve the appropriate elevations for the roadway widening and interchange options. The study area topography does present minor limitations to the project, common to both Build Alternates, due to the abundance of steep slopes throughout the study area. Slope limitations will be overcome through proper engineering and design.

Soils

The soils within the study area have low to high erosion potential. Both of the proposed Build Alternates may cause moderate to severe erosion impacts due to the presence of steep slopes throughout the study area. Soil disturbances would predominantly occur where land grading is necessary to construct new interchange or intersections. The MD 450 interchange construction would impact an estimated range of 3.8 acres (Alternate 5 with Option B) to 6.5 acres (Alternate 3 with Option A) of Bibb hydric soils located in the floodplains of the Patuxent River.

The Bibb hydric soils are highly erodible along streambanks, are typically poorly drained, and thus have a high potential of being wetland areas. Sediment and erosion control measures would be employed to mitigate any possible impacts due to construction, and all disturbed areas would be permanently stabilized. Specific techniques for erosion/sedimentation control include:

- Limiting tree and shrub clearing and grubbing
- Maintaining streams in natural state
- Temporary sediment traps and/or basins
- Berming of fills and installation of temporary slope drains
- Permanent seeding and mulching as soon as possible after grading, temporary seeding where grading will be exposed for an extended period
- Monitoring of acidity during construction

Sediment and erosion control is extremely important to limit the disturbance effect of acidic soils on other resources, particularly aquatic resources. If necessary, the acidity of nearby streams could be monitored to determine if levels exceed optimal conditions.

Prime Farmland Soils

Prime farmland soils, including Sassafrass fine sandy loam and Woodstown sandy loam soils, are present in the soybean field adjacent to McKnew Road. The Build Alternates would impact approximately 1 acre of this federally-owned active agricultural land for MD 175 Option B for Alternate 5 Modified. No other Options for the MD 175 improvements would impact agricultural land. Any federal action, which would result in the conversion of farmland to a non-agricultural use, requires coordination with the Natural Resources Conservation Service. Efforts will continue to be made in the design of MD 175 Option B with Alternate 5 Modified to minimize impacts to this agricultural land. Additional grading and filling within prime farmland soils not associated with active agricultural land may occur throughout the study area as a result of all Build Alternates.

3. Water Quality Impacts

a. Groundwater Impacts

Potential groundwater contaminants include point sources such as landfills, underground storage tanks, surface impoundments and injection wells, spills, improper storage of salt or other materials on bare ground. A discussion of impacts to these point source pollutants is included the following *Section IV.D* titled "Hazardous Materials/Waste Impacts".

Potential non-point sources of contamination included animal waste, onsite sewage disposal, application of nutrients and pesticides, urban runoff, and land application of wastewater. Groundwater contributes a significant percentage of water to surface water flow and is a source of water supply, and therefore the leaching of nutrients into groundwater is an important issue. The study area is serviced mainly by public water supply from deep wells and construction within the area does have the potential to impact the unconfined aquifer system. The Build Alternates would involve the conversion of pervious surfaces to impervious surfaces required for roadway widening. This conversion may have a minor impact on groundwater recharge in the immediate vicinity of the project, which may also change drainage patterns, which would also impact the recharge of the unconfined aquifer and reduce the base flow to streams within the study area.

b. Surface Water Impacts

The proposed project may require the alteration of existing roadway stream crossings that use culverts or bridges. The Build Alternates, independent of which Interchange Options are chosen, would have a minimum of six perennial stream crossings. MD 175 Option B for both the Build Alternates would require an additional stream crossing of the Left Fork of Jabez Branch for the extension to Charles Hall Road. All waters within the project area are considered Use I streams (Water Contact Recreation, Protection of Aquatic Life), except for Jabez Branch which is

classified as a Use III stream (Natural Trout Waters). The time-of-year in-stream construction restriction for Use I waters extends from March 1 through June 15, inclusive, and Use III restrictions extend from October 1 through April 30, inclusive, during any year. For any in-stream construction proposed, a Section 404 permit from the Corps and a Maryland Department of the Environment (MDE) Waterway Construction Permit will be required**.**

c. Avoidance and Minimization

The MDE requires stormwater management for highway development projects. Erosion and sediment control measures will be implemented to minimize adverse impacts to groundwater quality. Through the use of stormwater management ponds, the risk of groundwater contamination by hazardous spills and roadway run-off will be reduced. Infiltration trenches, preferred by MDE for stormwater management, may be feasible if it can be demonstrated that infiltration rates of the soils in the area are sufficient and if groundwater levels are sufficiently deep. Soil borings will be performed during design to determine the feasibility of constructing infiltration trenches.

The potential exists for contaminating groundwater as a result of hazardous material spills for any of the Build Alternates. Therefore, the proposed stormwater management detention facilities may assist in the clean up of spilled product by temporarily detaining it, depending on the proximity of the facility to the spilled material. All draining and runoff from Charles Hall Road would be captured and treated in the stormwater management area, located within the MD 3 median, before entering Jabez Branch. Jabez Branch is currently the only natural trout stream within the Maryland coastal plain. Limiting stormwater flow into Jabez Branch as much as possible would prevent temperature fluctuations that could damage the sensitive trout population.

In accordance with MDE and Environmental Protection Agency (EPA) regulations, a National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activities will be required for the proposed highway and bridge construction. Surface water quality degradation would be minimized through a combination of several construction techniques and implementation of best management practices (BMPs).

All of the Build Alternates have the potential for contaminating surface water during construction. In addition, several Build Alternates have the potential to introduce new sources of pollutant loadings with the construction of new highway segments. SHA will minimize impacts to water quality during construction of any of the Build Alternates by installing sediment control measures and stabilize disturbed areas with vegetation. Erosion will be controlled by protecting the side slopes, ditches and other areas draining directly into the waterway with sod, seed, riprap, hydromulch, jute netting or erosion control fabric. All disturbed areas will be stabilized and revegetated as soon as possible. All natural vegetative growth outside of the project's limit of disturbance will be protected. Specific design plans will be completed for the selected alternative that incorporates these protective measures.

Direct discharge of highway runoff to drainage ditches and streams would be avoided where possible. This avoidance would be accomplished by utilizing stormwater management BMPs.

These systems reduce pollutant and sediment loads to streams through infiltration, alteration, retention, and detention.

4. Jurisdictional Wetlands and Waters of the U.S.

a. Impacts

From US 50 to the Patuxent River, Alternate 3 with the MD 450 Option A has the most impacts to wetlands (segments *a-a* to *b-b*). From north of the Patuxent River to Carver Road, Alternate 5 Modified with MD 450 Option C would impact the most wetlands mainly due to the additional interchange loop at MD 450 East (segments *c-c* to *d-d*). From Carver Road to Brickhead/ Wellfleet Road none of the Alternates would impact wetlands (segment *e-e*). From Brickhead/ Wellfleet Road to St. Stephens Church Road (segment *f-f*) Alternate 5 Modified with MD 175 Option C would impact the most wetlands due to the Waugh Chapel/Reidel Road Interchange. From St. Stephens Church Road to the northern limits of the study area, Alternate 5 Modified with MD 175 Option A would have only slightly higher impacts to wetlands (segment *g-g*), attributed to widening of MD 3. Overall, the impacts for the Build Alternates with any combination of Interchange Options ranges from 9.0 acres to 18.1 acres. The majority of the wetland impacts are to palustrine forested wetlands, with minimal impacts to emergent and scrub-shrub wetlands.

Wetland impacts have been calculated for all of the Build Alternates (**Table IV-4**). It is assumed in the calculations that all of the wetland area within the proposed rights-of-way would be drained or filled for the construction of the Build Alternates. The actual impacts may be less when final design plans are prepared and wetland impacts are calculated at a greater level of detail. There is only one area (in segment c-c) where the Build Alternates impact a forested/scrub-shrub wetland. The impacts to this forested/shrub-shrub wetland were incorporated into the total forest impacts for each segment. The various Interchange Options developed for the major study area intersections can be used interchangeably in combination with the Build Alternates for mainline widening. The Alternate/Interchange combination having the highest and lowest wetland impacts are identified for each segment.

Impacts to Waters of the U.S. have been calculated for all of the Build Alternates (**Table IV-5**). The Build Alternates impacts to Waters of the U.S. range from 2.2 acres to 3.2 acres (or approximately 8,000 linear feet to 10,000 linear feet). The Build Alternates with any combination of the Interchange Options would have a minimum of six perennial stream crossings, including a tributary to the Patuxent River, White Marsh Branch, a tributary to the Little Patuxent River, a tributary to Towsers Branch, and the Left Fork of Jabez Branch at McKnew Road. MD 175 Option B for both the Build Alternates would require an additional stream crossing of the Left Fork of Jabez Branch for the extension of Charles Hall Road (segment *g-g*). For the additional stream crossing of Jabez Branch, 145 linear feet and 0.02 acres of the stream would be impacted. Impacts associated with wetlands and other Waters of the U.S. for each of the Build Alternates are shown in **Volume II of II – Alternates Mapping.** A complete impact matrix of wetland and other Waters of the U.S. are described in detail in the *Natural Environmental Technical Report*.

Alternate Avoidance and Minimization Efforts

Several steps have been taken as part of the detailed engineering phase of the MD 3 Project Planning Study based on the available mapping and field data collection, in an effort to avoid and minimize impacts to wetlands identified within the study area. Where reasonable, the Build Alternate's horizontal and vertical alignment for MD 3 were designed to match the existing roadway in an effort to utilize the existing slopes, thereby minimizing the need for additional areas of cut or fill.

Traditionally, a 6 to 1 (horizontal to vertical) slope is used during the Project Planning phase of study to tie-in with the existing terrain. In an effort to minimize or avoid wetland impacts, a 4 to 1 slope was used for grading to tie-in with the exiting terrain throughout the corridor with the exception of segments b-b and c-c. For those Build Alternates developed near MD 450, proposed grading would occur at a 2 to 1 slope to further minimize impacts, given the sensitivity of the Patuxent River and Little Patuxent River wetlands and floodplains. In addition, interchange alternates were developed for the MD 450, east of existing MD 3, to minimize changes to the existing hydrology on the east side of MD 3 and to avoid potential impacts to the confluence of the Patuxent River and Little Patuxent River. These design considerations were requested by the regulatory and resource management agencies during the initial field/office visit for the project.

For Alternate 5 Modified from MD 424 to just south of MD 32, a 16-foot median was used to minimize the impacts resulting from the dualization of southbound MD 3. In addition, where reasonable, the horizontal alignment was shifted away from known resource areas to avoid or minimize impacts. Additional consideration will be given in the Jabez watershed area to further minimize impacts based on detailed survey information available for the selected alternate during the development of construction plans for this project.

Table IV-4
Wetland Impacts by Segment (in acres)

		a-a	b-b	c-c	d-d	e-e	f-f	g-g
		US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
No-Build	**PFO**	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PEM	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternate 3 with Interchange Options 'A' (Boulevard)	**PFO**	0.00	8.07	3.18	0.00	0.00	0.21	0.46
	PEM	0.12	0.21	0.00	0.34	0.00	0.13	0.06
	Total	0.12 [H]	8.28 [H]	3.18 [L]	0.34 [L]	0.00	0.34	0.52
Alternate 3 with Interchange Options 'B'	**PFO**	0.00	5.02	5.33	0.30	0.00	0.15	0.37
	PEM	0.12	0.19	0.00	0.35	0.00	0.10	0.07
	Total	0.12 [H]	5.22	5.33	0.66	0.00	0.26	0.44 [L]
Alternate 3 with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)	**PFO**	0.00	7.68	8.04	0.23	0.00	0.13	N/A
	PEM	0.12	0.04	0.00	0.34	0.00	0.13	
	Total	0.12 [H]	7.72	8.04	0.58	0.00	0.25 [L]	
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	**PFO**	0.00	7.52	3.48	0.30	0.00	0.21	0.60
	PEM	0.06	0.15	0.00	0.35	0.00	0.13	0.01
	Total	0.08 [L]	7.68	3.48	0.65	0.00	0.34	0.61 [H]
Alternate 5 with Interchange Options 'B'	**PFO**	0.00	4.58	5.29	0.31	0.00	0.21	0.52
	PEM	0.06	0.15	0.00	0.34	0.00	0.13	0.04
	Total	0.08 [L]	4.73 [L]	5.29	0.65	0.00	0.34	0.56
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevardw/Frontage Rd.)	**PFO**	0.00	6.39	8.07	0.34	0.00	0.24	N/A
	PEM	0.06	0.86	0.00	0.34	0.00	0.18	
	Total	0.08 [L]	7.25	8.07 [H]	0.68 [H]	0.00	0.42 [H]	

[H] Build Alternate with highest impact for that segment
[L] Build Alternate with lowest impact for that segment
(Refer to **Appendix A** for segment locations)

Table IV-5
Waters of the U.S. Impacts by Segment (in linear feet and acres)

		a-a	b-b	c-c	d-d	e-e	f-f	g-g
		US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
No-Build	**L.F.**	0	0	0	0	0	0	0
	Acres	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternate 3 with Interchange Options 'A' (Boulevard)	**L.F.**	1440 [H]	777	1664	2433	531	327 [H]	2303
	Acres	0.43 [H]	0.27	0.54	0.74 [H]	0.21	0.07 [H]	0.51
Alternate 3 with Interchange Options 'B'	**L.F.**	1250	779	1709 [H]	2400	554 [H]	327	1819 [L]
	Acres	0.36 [L]	0.26	0.53	0.69	0.22 [H]	0.07 [H]	0.44 [L]
Alternate 3 with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)	**L.F.**	1204 [L]	906 [H]	1672	2363	541	327	N/A
	Acres	0.36 [L]	0.32 [H]	0.50	0.68	0.21	0.07 [H]	
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	**L.F.**	1337	570 [L]	1441 [L]	2512	442 [L]	315	2575 [H]
	Acres	0.40	0.23 [L]	0.44	0.72	0.18 [L]	0.07	0.53 [H]
Alternate 5 with Interchange Options 'B'	**L.F.**	1276	622	1827	2229 [L]	442 [L]	279 [L]	1863
	Acres	0.40	0.23 [L]	0.57 [H]	0.49 [L]	0.18 [L]	0.06 [L]	0.46
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevardw/Frontage Rd.)	**L.F.**	1317	837	1537	2476 [H]	447	310	N/A
	Acres	0.40	0.31	0.44 [L]	0.69	0.18 [L]	0.07	

[H] Build Alternate with highest impact for that segment
[L] Build Alternate with lowest impact for that segment
(Refer to **Appendix A** for segment locations)

b. Wetland Mitigation/Permits

The Section 404 of the Federal Clean Water Act requires wetland mitigation for unavoidable impacts, as does MDE's nontidal wetlands regulations (Title 26, Subtitle 23). A permit will be required by both the Corps and MDE for impacts to wetlands and other Waters of the U.S. to construct any of the Build Alternates. The Build Alternates were designed to avoid identified wetlands; however, where impacts cannot be avoided, numerous adjustments were made to minimize wetland impacts.

Mitigation

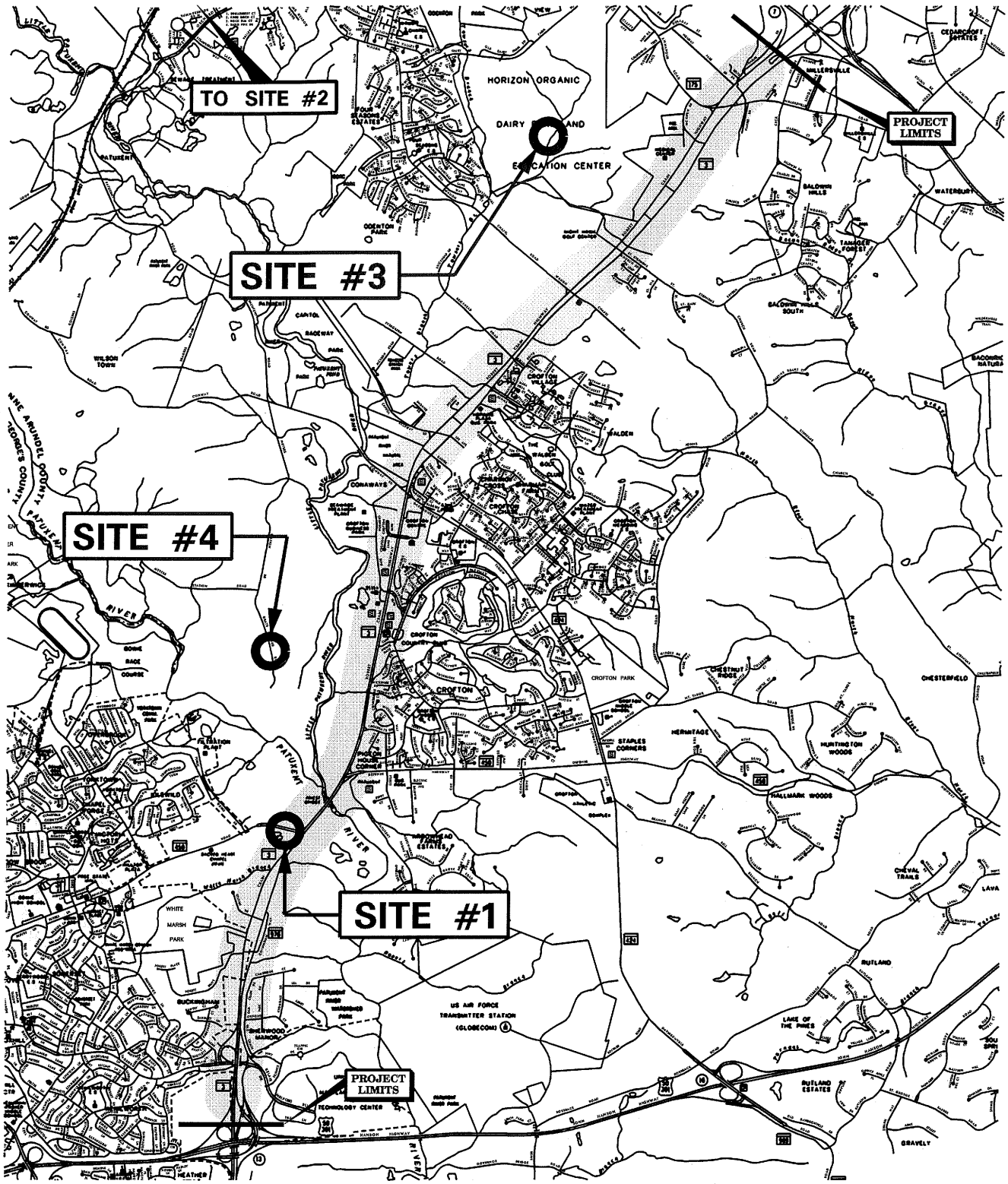
A search has been conducted for potential wetland mitigation sites within the Patuxent River watershed affected by the Build Alternates. All potential wetland mitigation sites are located within the Patuxent River Watershed since the wetland impacts in the Severn River Watershed are minimal. Wetland restoration of prior converted cropland was given priority in the site selection process. Creation of new wetlands by deep excavation was considered less desirable due to the uncertainty of existing groundwater and the potential excavation and hauling cost.

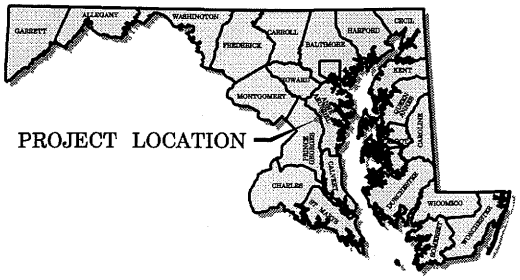
The following sites are those identified to date as potentially being suitable for wetland mitigation. These sites provide the maximum amount of acreage that would be required for any of the Build Alternates. Some of the sites identified to date may ultimately not be offered by the property owners or successfully negotiated and therefore may not be available. Selection of the final wetland mitigation sites will be based on input from regulatory and resource management agencies.

As much as 35.5 acres of wetland mitigation may be required to compensate for the most extensive wetland impacts (**see Table IV-6**), based on the worst case impact scenario for the Build Alternates. This amount of mitigation required is based on wetland replacement ratios stipulated in the MDE nontidal wetland regulations. However, the Corps of Engineers has indicated that they may, on a case-by-case basis, require more mitigation to fully offset lost wetland functions and values, and that additional mitigation will likely be required for the MD 3 project. Of the 35.5 acres of wetland mitigation, 0.01 acres of impacted wetlands occur in the Severn River Watershed. Based on preliminary investigations a combination of one on-site and three off-site locations may be suitable to replace the function and values of the wetlands impacted by the project (**see Figures IV-1 and IV-2**).

Table IV-6
'Worst Case' Wetland Mitigation Requirements

		Total Impacts for all segments (acres)	Wetland Impact Ratios	Total Wetland Mitigation Required (acres)
Segment a-a (Alt3)	**PFO**	0.00	2:1	0.00
	PEM	0.12	1:1	0.12
	Total	**0.12**		**0.12**
Segment b-b (Alt 3-Opt A)	**PFO**	8.07	2:1	16.14
	PEM	0.21	1:1	0.21
	Total	**8.28**		**16.35**
Segment cc (Alt 5 Mod. -Opt C)	**PFO**	8.07	2:1	16.14
	PEM	0.00	1:1	0.00
	Total	**8.07**		**16.14**
Segment d-d (Alt 5 Mod. -Opt C)	**PFO**	0.34	2:1	0.68
	PEM	0.34	1:1	0.34
	Total	**0.68**		**1.02**
Segment e-e (All Alts-Opts)	**PFO**	0.00	2:1	0
	PEM	0.00	1:1	0
	Total	0.00		**0.00**
Segment f-f (Alt 5 Mod. -Opt C)	**PFO**	0.24	2:1	0.48
	PEM	0.18	1:1	0.18
	Total	**0.42**		**0.66**
Segment g-g (Alt 5 Mod. -Opt A)	**PFO**	0.60	2:1	1.20
	PEM	0.01	1:1	0.01
	Total	**0.57**		**1.21**
Total of Segments with greatest wetland impacts, i.e. "worst case"		**Total Impacts 18.14**	**Average Ratio 1.5:1**	**Total worst case mitigation required 35.50**





SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

POTENTIAL WETLAND MITIGATION LOCATION MAP

SCALE	DATE	FIGURE
1" = 1 MILE	March 2004	IV-1

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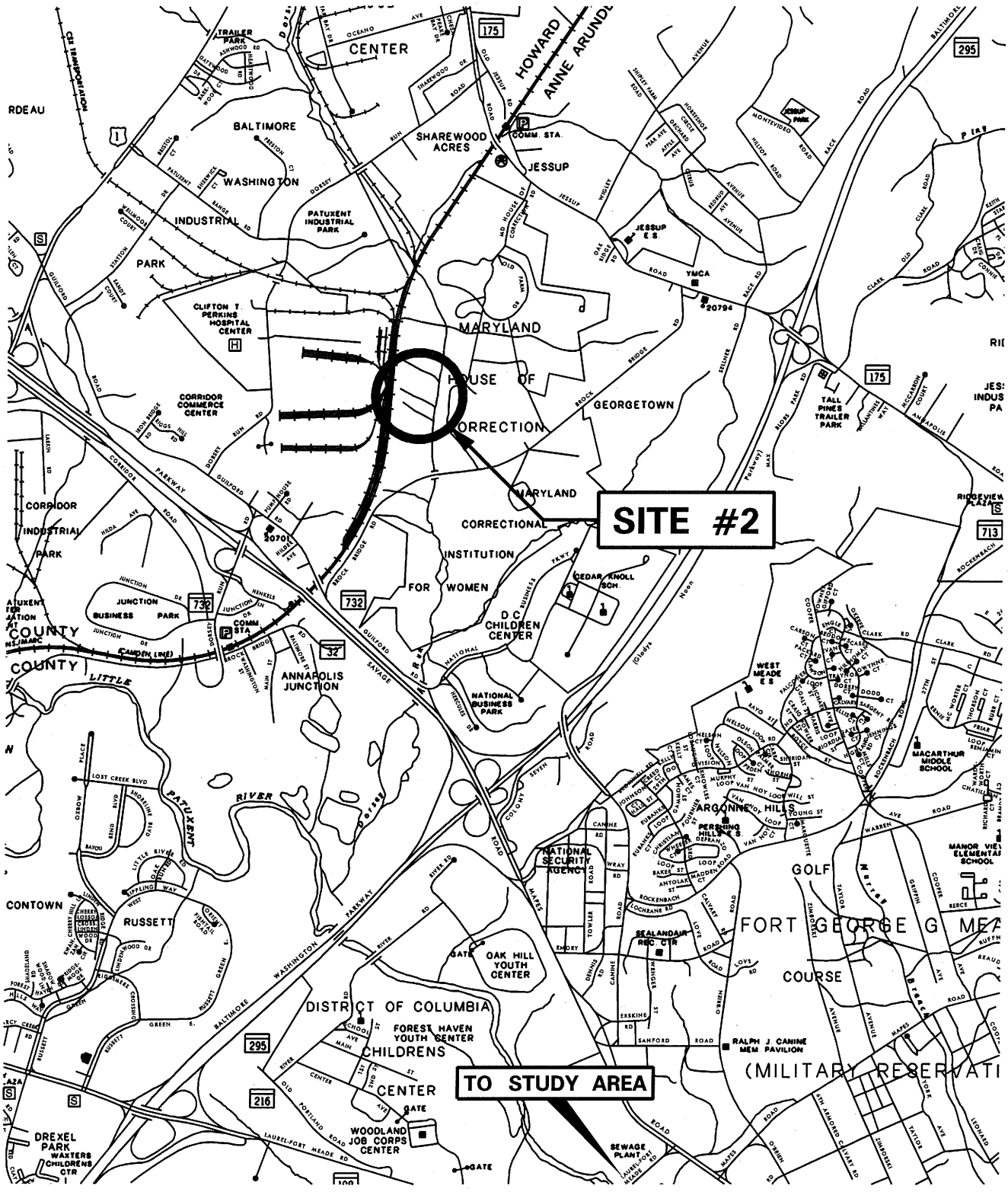

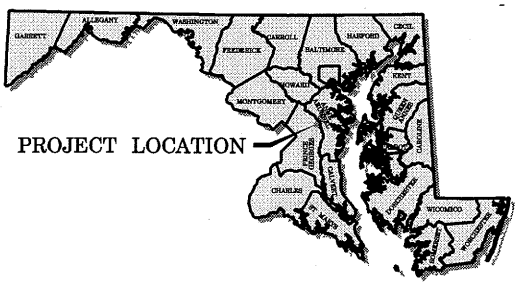

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

POTENTIAL WETLAND MITIGATION LOCATION MAP

SCALE	DATE	FIGURE
1" = 3000'	March 2004	IV-2

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Preliminary Wetland Mitigation Sites

MD 450 Realignment Site #1 (on-site mitigation)

The proposed mitigation acreage at this site comprises approximately 10-15 acres adjacent to Wetland 3 within the Patuxent River floodplain (see **Figure IV-1**). This site is owned by the City of Bowie. It is zoned as open space and its land use is defined as agricultural. MD 450 would be realigned south of the existing MD 450 alignment for the MD 450, Options A and B for both Alternate 3 and 5 Modified. The existing MD 450 alignment would be removed for approximately 1,000 feet, which will allow the expansion of Wetland 3 and the Patuxent River floodplain. The proposed mitigation might include a combination of forested and emergent wetlands. Excavation of the existing road, contouring of the existing ground, and adjusting the flow pattern of drainage ditches from the adjacent proposed MD 450 realignment may be necessary to provide the required hydrology.

Jessup Department of Corrections Wetland Site #2 (off-site mitigation)

This mitigation site comprises approximately 20-30 acres adjacent to existing scrub/shrub and emergent wetlands along Dorsey Run in Jessup (**see Photo IV-1 and Figure IV-2**). The parcel is within the Patuxent River watershed and is owned by the State of Maryland (Department of Corrections). This site has 'R1' residential zoning. Land use on this site is defined as government/ institutional. According to the Anne Arundel County soil survey, the existing dominant soil of the proposed mitigation site is the hydric Bibb Silt Loam (Bm). The proposed mitigation might include a combination of forested and emergent wetlands adjacent to Dorsey Run. A minor amount of excavation, contouring of the existing ground, and adjusting the flow pattern of drainage ditches from the adjacent parking lot should provide the required hydrology.

Photo IV-1: Proposed wetland mitigation site adjacent to Dorsey Run located in Jessup

Horizon Organic Dairy Farm Site #3 (off-site mitigation)

This mitigation site comprises approximately 10-20 acres adjacent to the headwaters of Towsers Branch (**see Photo IV-2 and Figure IV-1**). The parcel is within the Patuxent River watershed and is privately operated by the Horizon Organic Dairy Farm. Existing land use is currently tiled farmland producing row crops and some fallow fields along Towsers Branch. The site has 'RA' Residential/Agricultural zoning. According to the Anne Arundel County soil survey, the existing dominant soil of the proposed mitigation site is the moderately well drained Butlertown silt loam (Bu). The proposed mitigation might include a combination of forested and emergent wetlands adjacent to Towsers Branch. A minor amount of excavation, contouring of the existing ground, and adjusting the flow pattern of drainage ditches from the adjacent farm fields may be necessary to provide the required hydrology. In addition, it may be feasible to grade the banks of Towsers Branch in such a way to divert floodflows in excess of the bankfull discharge into the mitigation site.

Photo IV-2: Proposed wetland mitigation site adjacent to Towsers Branch

Graysford Road – Gravel Quarry Site #4 (off-site mitigation)

This proposed mitigation site comprises approximately 10-15 acres adjacent to the floodplain of the Little Patuxent River (**see Photo IV-3 and Figure IV-1**). The parcel is within the Patuxent River watershed and is privately owned. The parcel is zoned as 'RA' residential agricultural, and its land use is agricultural/public open space. Currently an active sand and gravel quarry is operating within the proximity of the proposed wetland mitigation site. According to the Anne Arundel County soil survey, the existing dominant soil of the proposed mitigation site is the Sassafras fine sand loam (Sa) and Rumford loamy sand (Ru). The proposed mitigation might include a combination of forested and emergent wetlands adjacent to the Little Patuxent River floodplain. A minor amount of excavation, contouring of the existing ground, and adjusting the flow pattern of drainage ditches from the adjacent gravel yards may be necessary to provide the required hydrology.

Photo IV-3: Proposed wetland mitigation site adjacent to the Little Patuxent River

5. Floodplains

a. Impacts

Floodplain impacts have been calculated for all of the Build Alternates (**Table IV-7**). It is assumed in the calculations that all of the 100-year floodplains within the proposed rights-of-way would be impacted for the construction of the Build Alternates. The actual impacts may be less when final design plans are prepared and floodplain impacts are calculated at a greater level of detail.

Segments a-a to e-e, from US 50 to Brickhead/Wellfleet Road, are the only segments that have associated floodplain impacts for the Build Alternates. Within segment a-a, the Build Alternates all have similar impacts (about 0.5 acre) to the floodplain of a small tributary to the Patuxent River near Belair Drive. Alternate 3 with MD 450 Option A from Sylvan Drive north to the Patuxent River would have the most floodplain impacts in segment b-b. From the Patuxent River north to Carver Road (segments c-c and d-d), Alternate 3 with Option C would have the most impacts to floodplains. Alternate 3 with Option A from Carver Road to Brickhead/Wellfleet Road impacts the most floodplains. Overall, the floodplain impacts for the Build Alternates ranges from 37.9 acres to 52.8 acres depending on which Interchange Options are used.

Table IV-7
Floodplain Impact (in acres)

	a-a	b-b	c-c	d-d	e-e	f-f	g-g
	US 50 to Sylvan Drive	**Sylvan Drive to Patuxent River**	**Patuxent River to South of Clubhouse Gate**	**South of Clubhouse Gate to Carver Road**	**Carver Road to Brickhead/ Wellfleet Road**	**Brickhead/ Wellfleet Road to St.Stephens Church Road**	**St. Stephens Church Road to MD 32**
No-Build	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternate 3 with Interchange Options 'A' (Boulevard)	0.51_L	40.32^H	6.31	0.84_L	1.40^H	0.00	0.00
Alternate 3 with Interchange Options 'B'		35.60	8.62	1.02		0.00	0.00
Alternate 3 with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)		29.17_L	9.43^H	1.07^H		0.00	N/A
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	0.54^H	39.20	6.25_L	1.02	1.11_L	0.00	0.00
Alternate 5 with Interchange Options 'B'		34.30	8.61	0.99		0.00	0.00
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevardw/Frontage Rd.)		34.00	9.43^H	0.94		0.00	N/A

^{H}Build Alternate with highest impact for that segment
$_L$ Build Alternate with lowest impact for that segment
(Refer to **Appendix A** for segment locations)

The majority of the floodplain impacts are to the Patuxent River floodplain. The remaining floodplain impacts are to the floodplain of an unnamed tributary to the Little Patuxent River and to an unnamed tributary of Towsers Branch. A series of culverts under MD 3 currently exist, which have altered the natural floodplain elevations. Accordingly, the FEMA map would need to be updated in the study area to accurately depict the 100-year floodplain and the associated floodplain impacts. Accurately mapping the 100-year floodplain would most likely eliminate floodplain impacts along segments 'd-d' and 'e-e' for the two unnamed tributaries since the culverts have greatly reduced the actual area flooded by the 100-year event. Floodplain impacts along the Patuxent River would still exist, although the amount of impacts would be greatly reduced.

b. Mitigation/Permits

A floodplain permit is required by MDE for any land-disturbing activity totaling 5,000 square feet or more within the floodplain district (including associated 25-foot Building Restriction Line) and for temporary or permanent construction involving the placement of a structure, regardless of the size of the disturbed area. In Maryland, the process of obtaining a permit is initiated by filing a *Joint Federal/State Application* for the alteration of any floodplain, waterway, tidal or nontidal wetland in Maryland. Should the roadway project increase floodplain elevations on any adjoining properties, MDE may require that either the adjoining properties be acquired or that an easement be placed on the property limiting its use. Impacts to increases in floodplain elevations can also be mitigated by providing compensatory flood storage, i.e., by excavating adjacent non-floodplain area to provide an equal or greater volume for flood storage.

6. Terrestrial Habitat and Wildlife

a. Impacts

Agricultural Impacts

The Build Alternates would impact approximately 1 acre of this active agricultural land for MD 175 Option B for Alternate 5 Modified. No other Options for the MD 175 improvements would impact agricultural land. Further details regarding mitigation for impacts to agricultural land are included the previous discussion on *Prime Farmland Soils*.

Forest Impacts

The data in **Table IV-8** show that forest habitat impacts for the Build Alternates vary between 64 acres to 102 acres, depending on which Build Alternate is chosen. These impacts were calculated as those within the right-of-way for each Build Option. The majority of the impacts for all the Build Alternates are near the Patuxent River, the largest terrestrial habitat in the study area.

In addition, species of trees and shrubs that provide wildlife food and/or cover would be destroyed in some areas outside of the right-of-way of these alternates during construction. The

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.

The identified Great Blue Heron colony is located in upland forest approximately a quarter of a mile west of MD 3, and, therefore, no disturbance to the birds is anticipated. The Department of Natural Resources (DNR) advises that Forest Interior Dwelling Species (FIDS) exist within the large expanse of forest present within the study area. These species may be disturbed by the MD 3 project. Areas impacted for roadway construction will be minimized according to the guidelines provided by the DNR. These guidelines are included in *Section VI – Comments and Coordination*.

The greatest impacts to speciman trees would be between US 50 and the Patuxent River (segment *b-b*) for Alternate 3 with MD 450, Options A and B (23 and 24 trees, respectively) and St. Stephens Church Road to MD 32 (segment *g-g*) for both Alternates 3 and 5 with Options B and C (19-20 trees), as shown on **Table IV-9**. The impacts to speciman trees for Alternate 3 with Options A and B, for segment *b-b*, would be attributed to the separation of MD 3 and MD 450. For Alternates 3 and 5 with Options B and C in segment g-g, the impacts would be attributed to the MD 175 Interchange Option connecting to Charles Hall Road. Overall, the specimen tree impacts for the Build Alternates ranges from approximately 18 trees to 70 trees depending on which Interchange Options are used. Impacts associated with specimen trees for each of the Build Alternates and Options are listed in the *Natural Environmental Technical Report* and are detailed in **Volume II of II – Alternates Mapping** of this document.

b. Mitigation

Avoidance and minimization measures have been incorporated into each Build Alternate, see *Section IV- Alternate Avoidance and Minimization Efforts*.

Impacts to forests are protected under the 1989 Maryland Reforestation Law (per Natural Resources Article 5-103) and the Roadside Tree Law for projects using State funds. The law requires that transportation projects remove only the minimum number of trees and other woody species as necessary and that is consistent with sensible design practices. Replacement of trees is required at a 1:1 ratio if forest impacts total more than one acre. Based on estimated impacts for the Build Alternates approximately 50 acres to 101 acres forest would need to be replaced. Preference for mitigation would be either on-site or within the same County or watershed.

The Roadside Tree Law protects any tree that grows all or in part within a public right-of-way by requiring that before a roadside tree is removed, trimmed or cared for, a Tree Care Permit must be obtained from the Maryland DNR Forest Service. A permit also is required when "underground construction such as tunneling, trenching, or boring impact the root zone of a roadside tree. A permit is also needed to plant a tree within the public road right-of-way."

Table IV-8
Forest Impacts - Not Including Wetlands (in acres)

	a-a	b-b	c-c	d-d	e-e	f-f	g-g
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
No-Build	0.0	0	0	0.0	0	0	0
Alternate 3 with Interchange Options 'A' (Boulevard)	8.51	26.63[H]	9.63[L]	6.69[L]	6.67	5.39	19.70[L]
Alternate 3 with Interchange Options 'B'	8.88[H]	20.80	12.04	7.02	6.76[H]	4.71	21.88
Alternate 3 with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)	8.58	15.82	12.94	8.29[H]	6.31	7.13[H]	N/A
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	4.00[L]	20.71	9.75	7.51	4.72[L]	3.69	21.07
Alternate 5 with Interchange Options 'B'	4.77	18.24	10.89	8.50	5.67	3.59[L]	28.72[H]
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevardw/Frontage Rd.)	4.28	15.67[L]	15.52[H]	7.97	5.46	5.98	N/A

[H]Build Alternate with highest impact for that segment
[L] Build Alternate with lowest impact for that segment
(Refer to **Volume II of II – Alternates Mapping** for segment locations)

Table IV-9
Impacts to Specimen Trees

	a-a	b-b	c-c	d-d	e-e	f-f	g-g
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32
No-Build	0	0	0	0	0	0	0
Alternate 3 with Interchange Options 'A' (Boulevard)	13 [H]	23	0 [L]	5	6 [H]	0	11
Alternate 3 with Interchange Options 'B'		24 [H]	0 [L]	3 [L]		0	20 [H]
Alternate 3 with Interchange Options 'C' (Modified Boulevard w/Frontage Rd.)		19	1 [H]	6 [H]		0	N/A
Alternate 5 Modified with Interchange Options 'A' (Boulevard)	4 [L]	4 [L]	0 [L]	3 [L]	1 [L]	0	6 [L]
Alternate 5 with Interchange Options 'B'		4 [L]	0 [L]	3 [L]		0	19
Alternate 5 Modified with Interchange Options 'C' (Modified Boulevardw/Frontage Rd.)		5	1	4		0	N/A

[H] Build Alternate with highest impact for that segment
[L] Build Alternate with lowest impact for that segment
(Refer to **Volume II of II – Alternates Mapping** for segment locations)

7. Aquatic Habitat and Wildlife

a. Impacts

Aquatic resources within the Patuxent River will be affected by short-term impacts during construction of the Build Alternates and by long-term impacts during the life of the facility. Sedimentation during roadway and bridge construction has the potential to degrade water quality, thus impacting aquatic habitat. Siltation on streambeds has an adverse effect on the habitat for fish spawning and macroinvertebrate production. Turbidity within the water column also has a negative effect on the production of rooted aquatic plants, which are an important food source, and important for the production of epiphytic organisms. Degradation of surface water quality can also affect the species composition of the stream or river, as species tolerant of poorer water quality replace those that require good water quality. Long-term impacts to aquatic resources result from water quality and quantity effects of increased storm water runoff, including increased loading of deicing chemicals, sediment, and hydrocarbons.

Aquatic habitat degradation resulting from the Build Alternates would be a function of the percent increase of impervious surface. The interchange options, MD 450 Option B and C would have the greatest potential for impacting aquatic resources, particularly considering the widening of MD 3. Alternate 5 Modified with MD 175 Option B would have the largest impacts to the Left Fork of Jabez Branch, with an additional crossing near Charles Hall Road.

As a result of the July 2003 agency field review and environmental regulatory agencies concerns, it was requested that the increase of impervious surfaces within the Jabez Branch watershed be identified. **Table IV-10** shows the acreage of additional impervious surface that would result from each of the Build Alternates for MD 3 including MD 175 and Charles Hall Road. The increase in impervious surfaces in Jabez Branch watershed is shown in the table under Segment g-g, Severn River.

The majority of the proposed improvements exist within the Patuxent River Watershed, segments a-a through a portion of segment g-g. The remaining proposed improvements exist within the Severn River Watershed, segment g-g. The greatest increase to impervious area in segments a-a is associated with Alternate 3 due to the construction of new pavement associated with the dualization of northbound MD 3. For Alternate 5 Modified, the proposed increase is a result of the addition of a third through lane for both directions of MD 3. For segments b-b and c-c the increase in impervious area is a result of the proposed interchange options for MD 450. In segment d-d, Option B has the greatest increase in impervious surface area due to the compressed diamond interchanges at both Cronson / Crawford Boulevard and MD 424. For segment e-e, Alternate 5 Modified requires more impervious surface coverage due to the dualization of southbound MD 3. The difference in impervious surface impacts between options for each alternate is minimal for segment e-e. For segment f-f, the proposed increase to impervious area is due to the interchange options proposed for the Waugh Chapel/Reidel Road interchange. In addition, Alternate 5 Modified requires more impervious surface area due to the dualization of southbound MD 3. A small portion of segment g-g is in the Patuxent River Watershed. For this portion of segment g-g, Alternate 5 would have more impervious surface impacts due to the dualization of northbound MD 3.

Table IV-10
Impervious Surface Impacts

Segment	a-a	b-b	c-c	d-d	e-e	f-f	g-g	
Location	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/ Wellfleet Road	Brickhead/ Wellfleet Road to St.Stephens Church Road	St. Stephens Church Road to MD 32	
Watershed	Patuxent River	Patuxent River	Patuxent River	Patuxent River	Patuxent River	Patuxent River	Patuxent River	Severn River
No-Build	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Alternate 3 with Interchange Option 'A' (Boulevard)	4.06	15.25 [H]	3.91	12.75 [L]	1.92 [L]	2.66 [L]	1.57 [L]	3.58 [L]
Alternate 3 with Interchange Option 'B'	6.77 [H]	13.57	4.75	17.35	2.60	5.39	2.77	5.11
Alternate 3 with Interchange Option 'C' (Modified Boulevard w/Frontage Rd.)	4.07	7.24 [L]	5.76 [H]	14.69	2.60	5.09	N/A	
Alternate 5 Modified with Interchange Option 'A' (Boulevard)	0.80 [L]	10.24	3.90 [L]	14.54	6.24 [H]	6.39	5.71 [H]	7.17
Alternate 5 Modified with Interchange Option 'B'	0.82	10.15	5.57	18.25 [H]	5.94	7.21	5.40	11.81 [H]
Alternate 5 Modified with Interchange Option 'C' (Modified Boulevard w/Frontage Rd.)	1.15	7.24 [L]	5.74	14.75	6.02	8.95 [H]	N/A	

[H] Build Alternate with highest impact for that segment
[L] Build Alternate with lowest impact for that segment
(Refer to **Alternates Mapping-Volume II of II** for segment locations)

In the Severn River Watershed (segment g-g only), Alternate 5 Modified with MD 175 Option B would require the most additional impervious surfaces of 11.8 acres, due to the Charles Hall Road connection to MD 175 and the dualization of MD 3. The least amount of additional impervious surfaces, 3.6 acres, would be necessary for Alternate 3 with MD175 Option A.

b. Mitigation

All waters within the project area are considered Use I streams (Water Contact Recreation, Protection of Aquatic Life), except for Jabez Branch which is classified as a Use III stream (Natural Trout Waters). For any in-stream construction proposed, a Section 404 permit from the Corps and/or a MDE Waterway Construction Permit will be required**.** Stormwater management and sediment and erosion control plans to minimize impacts to aquatic resources will also be prepared and implemented in accordance with MDE regulations.

Stormwater flow into Jabez Branch will be limited as much as possible to prevent temperature fluctuations. Maintaining as much of the tree canopy as possible will be critical in order to minimize a rise in the water temperature of Jabez Branch. Sediment and erosion control will be implemented to also limit impacts from acidic soils. During construction, monitoring the acidity of Jabez Branch may be necessary for the construction of MD 175 Option B. A closed section may be used for the Build Alternates to capture the runoff from entering directly into the Jabez Branch for both MD 3 and relocated Charles Hall Road. As a result of the agency field review, MD 175 Option B was modified in an effort to cross Jabez Branch utilizing the existing driveway crossing and plate pipe culvert of the existing driveway (Belts Lane) just north of the current entrance of Charles Hall Road onto MD 3. This connection requires a shift of mainline MD 3 toward the median area to accommodate the extension of Charles Hall Road, a crossing of Jabez Branch and impacts to the high-tension utility poles. This location was identified by the agencies working with the study team to utilize the existing culvert (if possible) and to cross in an already substandard stream channel for Jabez Branch.

8. Alternate Avoidance and Minimization Efforts

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. Avoidance and minimization efforts include, but are not limited to changes to the horizontal and vertical alignments, typical section modifications, bridge length and retaining walls.

The purpose and need for the MD 3 Project Planning Study is to help improve the operations and safety along the MD 3 corridor. Therefore, where possible, the existing alignment and pavement area for MD 3 has been utilized to minimize additional impacts throughout the corridor for Alternates 3 and 5 Modified in which the existing roadway is upgraded. For sections in which mainline MD 3 is dualized, the median width varies to match the existing roadway where possible, and the median has been minimized where possible to avoid natural environmental features.

Where feasible and reasonable, the horizontal alignment and vertical alignment for mainline MD 3 and the interchange options have been shifted to avoid impacts to the natural environmental features, particularly the wetland areas along the study area in the MD 450 area.

The through lanes for the Build Alternates have been reduced to 11-foot lanes from 12-foot lanes in an effort to better control the vehicle speeds throughout the corridor. This lane reduction also contributes to a smaller typical section footprint for mainline MD 3. In addition, a 2 to1 outside slope has been used where natural environmental features have been identified in the study area. For the remainder of the corridor a 4 to1 outside slope has been used to tie-in with the existing ground.

To avoid impacts to the confluence of the Patuxent and Little Patuxent Rivers, all new roadways have been proposed to the east of the MD 3. Minor widening has been shown under the Build Alternates to the west of the existing roadway. The bridge lengths identified for the crossing of the Patuxent River will be as long or longer than the existing MD 3 structures. This is an effort to ensure that the upstream hydrology is not affected by the Build Alternates.

In addition, where feasible, retaining walls have been introduced to all of the interchange options to minimize the area of impact to the natural features throughout the study area. This is an effort to minimize the impact area needed for each option.

D. HAZARDOUS MATERIALS/WASTE IMPACTS

1. Potential Hazardous Site Impacts

Several inventoried hazardous materials sites have the potential to be impacted by the project alternates (**Table IV-11**) as discussed below. Depending on the design and depth of required grading, subsurface water conveyance structures and foundations, contaminated media (soil, groundwater), and in-place Underground Storage Tanks (USTs) have the potential to be impacted. These UST's typically hold fuels or petroleum products. Further investigation into the specific location of reported permanently out-of-use USTs in relation to proposed MD 3 construction activities is recommended before property is purchased and construction is initiated.

a. Discussion of Potentially Impacted Sites

Those sites that may be potentially impacted by a Build Alternate are discussed below.

<u>Suburban Propane, Low Risk, Site #1A</u>

Suburban Propane was not listed in the EDR database but was added as a result of the field reconnaissance. This facility located in the MD 3 median just north of MD 175, contains several large above ground propane storage tanks.

Alternate 5 Modified would require a displacement of the facility and Alternate 3 would only have minimal property impacts, less than 0.65 acre.

Table IV-11
Impacts to Hazardous Wastes Sites

Site #	Name	Risk Ranking	Impact Type	Alternates (Approx. acres of impact)
1A	Suburban Propane	Low	Displacement	Alternate 5 Modified
			Minimal Property Impacts*	All other Build Alternates
6	Phillips 66	Medium High	Displacement	Alternate 5 Modified, Opts. B and C
			Minimal Property Impacts*	All other Build Alternates
10	Waugh Chapel Texaco	High	Displacement	Alternate 3, Opts. B and C Alternate 5 Modified, Opts. B and C
			Minimal Property Impacts*	Alternate 5 Modified, Opt. A
12	Crofton Animal Hospital	Medium	Minimal Property Impacts*	Alternate 3 and 5 Modified
13A	Exxon	Medium/High	Displacement	Alternate 3, Opts. B and C Alternate 5 Modified, Opts. B and C
			Property Impacts*	All other Build Alternates
13C	Waugh Chapel Fire Co.	Medium	Minimal Property Impacts*	All Build Alternates
14	7-Eleven	Medium	Minimal Property Impacts*	All Build Alternates
15	Mobil Oil Corp	Medium/High	Minimal Property Impacts*	Alternate 3
16A	Storch Property Pumping Station	Medium	Displacement	Alternate 3
19B	Crofton Station Amoco	Medium/High	Displacement	Alternate 3, Opt. B; Alternate 5 Modified, Opt. B
29C	Hi Tech Amoco	Medium/High	Displacement	Alternate 3, Opts. A and C; and Alternate 5 Modified, Opt. A
29D	Belair Texaco (currently Belair Shell)	Medium / High	Displacement	All Build Alternates
32	Bowie Motor Company	High	Minimal Property Impacts*	All Build Alternates

*See discussion below for more detail regarding impacts.

Former Phillips 66, Medium/High Potential Risk, Site # 6

The Phillips 66 Number 17003 site is located south of MD 175. This site has four permanently out of use USTs that are assumed to still be at the site. Based on observation made during the site reconnaissance, the property is currently utilized for residential use. An old kerosene pump was observed on the east side of the existing building.

Because improvements are planned near the MD 3 /MD 175 intersection, including the widening of MD 175, it is probable that this property will be displaced by Alternate 5 Modified. All other Build Alternates would impact a small portion, less than 0.24 acre, of the parking lot to the property. It is not anticipated that these alternates would impact the USTs.

Waugh Chapel Texaco, High Potential Risk, Site # 10

The Waugh Chapel Texaco site is located at 908 MD 3 South. There are four USTs in use and one permanently out-of-use UST at the Texaco site. There is also a 24-hour remediation system on-site, which suggests that soil and or groundwater contamination has been detected at this property and that steps are being taken to clean up the site.

Because major improvements are planned for the intersection at Waugh Chapel Road and MD 3, this property will be displaced for Alternate 3, Options B and C and Alternate 5, Options B and C. Option A for Alternate 3 and Alternate 5 Modified would impact a small portion, less than 212 square feet of the northeast portion of the property. It is not anticipated that these alternates would impact the USTs.

Crofton Animal Hospital, Medium/High Potential Risk, Site # 12

The Crofton Animal Hospital was located at 1044 MD 3 North. EDR reports that the site is listed in Oil Control Program Cases (OCPCASES) with a closed facility status. Even though this site is "closed", residual and previously unidentified contamination could exist at the property. Therefore, this site is listed as Medium/High Potential Risk. Alternate 3 would require acquisition of a small grassed area (0.17 acre) on the eastern portion of the property. Alternate 5 Modified would require acquisition of only a minute portion of this grassed area (0.04 acre) on the eastern portion of the property. Further investigation into the specific location of the OCPCASES in relation to proposed MD 3 construction activities is recommended at this site before the construction is initiated.

Exxon, Medium/High Potential Risk, Site # 13A

EXXON Number 27152 site is located at 893 northbound MD 3. The EDR report shows that four USTs are currently in use and two USTs are permanently out of use at the EXXON site.

The property would be displaced for Alternates 3 and 5 Modified, Options B and C. All other Build Alternates may have impacts to the western and southwestern portion of the property, comprising less than 0.61 acre of the parking and grassed areas.

Waugh Chapel Fire Department, Medium Potential Risk, Site #13C

The Waugh Chapel Fire Department is located at 1300 Waugh Chapel Road. The EDR report lists the site as having two OCPCASES, both with a closed facility status, and three permanently out of use USTs (for diesel, gasoline, and heating oil).

All of the Build Alternates would impact a small portion of the property. Alternate 3, Option A would have the least amount of impacts to the property, less than 0.2 acre, and Option C for both Alternates would impact close to one acre of the property. Impacts to the USTs are not expected for any of the alternates.

7-Eleven, Medium Potential Risk, Site # 14

The 7-Eleven site is located at 1044 MD 3, within the median of MD 3. The EDR report states that there are three USTs in use at the 7-eleven site. No UST violations have been reported.

Alternate 3 would impact 0.19 acre of the property and Alternate 5 Modified would impact about 0.24 acre of the property. It is not anticipated that the USTs would be impacted by this alternate.

Mobil Oil Corp, Medium/High Potential Risk, Site # 15

The Mobil Oil Corporation SS Number KE5 site is located at 1025 MD 3 North. The EDR report lists five USTs in use at this property. No UST or RCRIS violations have been reported.

Alternate 3 would require acquisition of a small western portion of the property, less than 0.11 acre (mainly grass ground cover). All other Build Alternates would have no impacts to the property.

Storch Property Pumping Station, Medium Potential Risk, Site # 16A

The Storch Property Pumping Station is located at 895 MD 3 North. The EDR report states that no UST violations have been reported.

Alternate 3 would require displacement of this property. All other Build Alternates would have no impacts to the property.

Crofton Station AMOCO, Medium/High Potential Risk, Site # 19B

The Crofton Station AMOCO site is located at 1156 northbound MD 3. The EDR report lists four USTs in use at this property. No UST or RCRIS violations have been reported. Recently, however, a significant amount of free petroleum product has been detected in the subsurface (a depth of approximately 10-20 feet) and active remedial activities (removal of free petroleum product) are occurring on an intermittent basis.

All of the Build Alternates would require property acquisition, less than one acre, to the gas station.

Hi-Tech Amoco/Amoco Gas, Medium/High Potential Risk, Site # 29C

High Tech Amoco (7110 Crain Highway) is located on the west side of MD 3 at the MD 3/MD 450 intersection. According to available information reported by EDR, Hi-Tech Amoco/Amoco Gas is listed as having ten "out of use" and five "in use" USTs. It appears that the USTs listed as "out of use" are still located at the site and have not been removed. Hi-Tech Amoco/Amoco Gas is also listed in the RCRIS database as a small quantity generator (SOQ) of hazardous waste. This property will be displaced by all of the Build Alternates.

Belair Texaco, (currently Belair Shell Gas Station) Medium/High Potential Risk, Site # 29D

The Belair Texaco (currently Belair Shell) is located at 7111 Crain Highway east of MD 3 at the MD 3 / MD 450 intersection. The Belair Texaco is reported to have eight USTs "in-use", four "out-of-use" USTs, which are assumed to be still located at the site and have not been removed, and five USTs that have been removed from the site.

This property will be displaced by all of the Build Alternates.

Bowie Motor Company, High Potential Risk, Site # 32

The Bowie Motor Company site is located at 6501 N Crain Highway. During the site reconnaissance two above ground waste oil tanks were observed with a significant amount of oil staining on the ground near the tanks east of the Bowie Motor Company buildings. Automobile, truck and heavy equipment storage was also observed in the area behind the main buildings as well. It appears that Bowie Motor Company leases space to several entities that park automobiles, trucks and other heavy equipment on the property. Based on observations and the amount of soil staining observed, it appears that theses entities also perform maintenance on automobiles, trucks and other heavy equipment that are parked in this area.

All of the Build Alternates would have property impacts to the Bowie Motor Company. Alternate 3 would impact about 0.61 acre of the western portion of the property. Alternate 5 Modified would impact less property, about 0.36 acre.

There are other sites within the study area that have a high or medium high potential for environmental concern but are not directly impacted by the proposed project. However, efforts should be made to identify sites of potential environmental concern at these nearby properties should alternate designs change during the project study. A detailed description of these properties are included in the *Initial Site Assessment Report.*

2. Recommendations

An Initial Site Assessment in general conformance with the applicable scope and limitations of ASTM Practice E 1527-00 was conducted for the study area. The following is a summary of findings and conclusions:

The proposed project will require acquisition of right-of-way that includes several properties that contain documented potentially hazardous substances. From the 48 sites that were identified by the EDR report and the field visit, then reviewed and ranked within the study area, at least 13 sites may have the potential to be impacted by the proposed project. Since the designated limits of work are preliminary, there exists the potential of other properties to be impacted by the project that will be identified during final design of the project.

Of the 13 potentially impacted sites, eight are ranked as having a high or medium/high potential for environmental concern based on the hazardous ranking criterion. Further investigations of the sites listed above as to the exact locations of USTs and the potential for soil or groundwater contamination would be required prior to acquisition of these properties for right-of-way. The

exact limits of work have not been defined and not all of the sites listed above may be displaced by the proposed alignments. Final design of the MD 3 Build Alternate would take into consideration the properties listed above in order to minimize risk of encountering contaminated soil and groundwater during construction.

E. AIR QUALITY

1. Methodology

To determine if the MD 3 Project Planning Study Build Alternates meet the requirements of the federal Clean Air Act (CAA), an air quality impact assessment was conducted. The complete analysis is documented in the *Air Quality Analysis Report*, published separately and was submitted to the Air and Radiation Management Administration of the MDE and the EPA.

Prepared in accordance with federal and state guidelines, the air quality analysis consisted of carbon monoxide (CO) "hot-spot" dispersion modeling. This was conducted in the vicinities of the several interchanges and intersections along the project corridor, including MD 3/MD 450 (East & West), MD 3/MD 424 and MD 3/MD 175. Regional impacts to air quality were assessed in accordance with the CAA Transportation Conformity Rule.

For the hot-spot analysis, motor vehicle emission factors for CO were computed from the latest version of the U.S. EPA MOBILE emissions model (MOBILE6). Appropriate input parameters (i.e. fleet mix, age distribution, emission control programs, etc.) were obtained from the Maryland Department of the Environment (MDE). The U.S. EPA-approved CAL3QHC atmospheric dispersion model for roadways was used to predict CO concentrations. As a conservative approach, "worst-case" meteorological and traffic conditions were analyzed and appropriate background CO levels were added to the results for the years 2000 and 2025.

2. Predicted Results

As shown in **Table IV-12**, CO levels in the vicinity of the proposed improvements to MD 3 are predicted to remain well below the National Ambient Air Quality Standards (NAAQS) for this pollutant. The NAAQS for carbon monoxide is measured during an 8-hour interval and may not exceed 9 parts per million (ppm) more than once per year. If the CO value is 9.5 ppm or greater then it is exceeding the standard level.

A total of 42 receptor locations were analyzed for the MD 3/MD 450 intersection with 21 receptors at each MD 3/MD 450 West and MD 3/MD 450 East intersections. A total of 28 receptors were analyzed for the MD 3/MD 424 intersection and 54 receptors were analyzed for the MD 3/MD 175 intersection. Receptor modeling locations were placed approximately 20 feet from modeled roadway links. Since the location of the modeled receptors along the roadways are closer than any sensitive receptor (i.e., residence, building entrance, schools, etc.) location would be, it was determined that additional receptor modeling sites were not necessary, as the highest concentrations are usually located closer to the roadways.

Table IV-12
Maximum Modeled CO Concentrations*for the 2025 Build Scenario

Location	1-Hour	8-Hour
MD 3/MD 450 West (Option A – Alternate 5)	7.6	5.1
MD 3/MD 450 East (Option A – Alternate 5)	8.7	5.9
MD 3/MD 424 (Option A – Alternate 3)	9.3	6.3
MD 3/MD 175 (Option A – Alternate 3)	9.1	6.2
NAAQS (ppm)	**35.0**	**9.0**

*** Maximum concentrations of all receptors under worst-case conditions and include background CO levels.**

The MD 3 project is part of the *FY 2002-2006 Transportation Improvement Program (TIP)* and the 2001 Baltimore Regional Transportation Plan (BRTP), which are consistent with the current *State Implementation Plan* (SIP). Therefore, the MD 3 project meets the Transportation Conformity requirements of the CAA.

3. Construction Impacts

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Specifics for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

The Maryland Air and Radiation Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland". The Maryland Air and Radiation Management Administration found the specifications consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.06.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area.

Specifically, applying water or appropriate liquids during demolition, land clearing, grading, and construction operations can minimize fugitive dust. Water may be applied on dirt roads, material stockpiles and other surfaces capable of producing airborne dust. At all times when in motion, open-body trucks for transporting materials would be covered, and all excavated material would be removed promptly.

Mobile source emissions can be minimized during construction by not permitting idling delivery trucks or other equipment during periods of unloading or other non-active use. The existing number of traffic lanes would be maintained, to the maximum extent possible, and construction

schedules would be planned in a manner that will not create traffic disruption and increase air pollutants. Application of these measures will ensure that construction impact of the project on air quality is not significant.

F. NOISE

1. Impact Analysis

An impact analysis was performed in compliance with recommended FHWA and SHA methodologies. Noise abatement criteria for various land uses have been established by the FHWA in 23 CFR, Part 772. The noise abatement criteria for land uses occurring in the study area, (Category B: picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals) is 67 dBA Leq. Future year 2025 noise levels for the project area were predicted using the FHWA Traffic Noise Prediction Model (TNM).

According to the procedures described in 23 CFR, Part 772, Table I, noise impacts occur when predicted traffic noise levels for the design year approach or exceed the noise abatement criterion prescribed for a particular land use category, or when the predicted noise levels are substantially higher than the existing ambient noise levels. The SHA and FHWA defines approach as 66 decibels (dBA) for Category B, and uses a 10 dBA increase to define a substantial increase. This analysis was completed in accordance with Federal procedures and evaluated in accordance with SHA's Sound Barrier Policy.

The SHA Sound Barrier Policy provides for the evaluation of sound barriers for communities adversely impacted by noise from state highways. Sound barriers are evaluated in two separate categories. The first category is for the construction of new highways or capacity additions to existing highways (Type I). The second category is for existing highways not being expanded (Type II). The proposed improvements for MD 3 would be considered a Type I project.

Impact analysis was performed for each of the Build Alternates for those locations in which capacity may increase as result of the proposed alternates. Therefore, noise impact analyses were completed for the section of MD 3 from US 50 to MD 450 and from St. Stephens Church Road to MD 175 because of the increase from two lanes in each direction to three lanes. In addition, the NSAs potentially impacted by the introduction of interchanges in place of intersections at MD 450, Cronson/Crawford Boulevard, MD 424, Waugh Chapel/Reidel Road and MD 175 were analyzed.

Future design year 2025 ambient noise levels were modeled at the monitored and modeled receptor sites using FHWA's Traffic Noise Model Version 2.1. A total of 15 Residential NSAs (NSAs 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16, 17, 19, and 20) experienced noise levels equal to or exceeding the 66 dBA criteria. A substantial increase of 10 dBA or more was not identified for any of the NSAs throughout the corridor.

2. Feasibility of Noise Control

The need for consideration of mitigation measures was identified based upon the FHWA Noise Abatement Criteria (NAC) and the current SHA Sound Barrier Policy. Noise control for minimizing noise impacts may be warranted in those areas where noise levels from the roadway exceed the NAC, or where noise levels would substantially increase over existing ambient noise levels.

Where warranted as a result of the impact analysis, a detailed analysis of mitigation measures was conducted. Existing natural terrain and designed mitigation features, such as cut sections and/or retaining walls, were incorporated into the analysis.

Decisions on the implementation of noise abatement measures were considered only after careful and thorough consideration of the feasibility and reasonableness, as defined under the current SHA Sound Barrier Policy, of proposed noise abatement measures. Several factors are evaluated to determine whether noise abatement is feasible:

- Can a noise reduction of at least 3 dBA be achieved at the location(s) warranting abatement?
- Will placement of a noise wall/barrier restrict access to vehicular or pedestrian travel?
- Will construction of a noise wall result in any utility impacts?
- Will construction of a noise wall have an impact upon existing drainage?
- Will impacts occur to Section 4(f) properties?
- Are there other non-highway sources in the area that would reduce the effectiveness of a noise barrier?

Reasonableness is based on a number of factors, including:

- Acceptability of proposed abatement to the impacted and benefited residences.
- A 3 dBA or greater change in design year build noise levels over design year no-build noise levels will result from the proposed highway improvements.
- Cost does not exceed $50,000 per benefited residence.
- The relative size and appearance (aesthetics) of the proposed noise barrier to the receptors protected.
- The control of new noise sensitive development adjacent to state highways in high noise zones at the local level.
- Special circumstances, such as historical significance and/or cultural value.

An effective barrier should, in general, extend in both directions to four times the distance between the receptor and the roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level as a preliminary design goal for "first row" residences. However, any impacted noise receptor, which will receive a 3 dBA or greater reduction, is considered when determining the cost reasonableness of a barrier. SHA will also include all receptors that are not impacted but will receive a 5 dBA or greater reduction from a noise barrier. Cost reasonableness is determined by dividing the total number of impacted receptors in a specified noise sensitive area that will receive a 3 dBA or greater reduction of noise levels and

the non-impacted receptors receiving a 5 dBA or greater reduction, into the total cost of the noise mitigation. A total cost of $18.62 per square foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by the SHA and includes the costs of panels, footings, drainage, landscaping, and overhead. The SHA has established $50,000 per residence as being the maximum cost for a barrier to be considered reasonable.

For nine of the is Residential NSAs impacted, NSAs 3, 5, 7, 8, 9, 12, 17, 19, and 20, the change in noise levels resulting from the proposed improvements are less than 3 dBA. Therefore, mitigation is considered not reasonable.

NSA 16 includes the residential properties located within the median with driveway access along northbound MD 3 and MD 175. Due to the multiple access locations along this section of MD 3, no mitigation measures could be applied to receive a minimum 5 dBA or greater reduction at NSA 16.

The following is a description of the remaining five impacted areas and the feasibility of noise control for each of these impacted NSA. In addition, **Table IV-13** summarizes the noise abatement considered and cost per benefited residence.

NSA 4

NSA 4 represents a combination of residential and commercial properties in the median of MD 3 and along Columbia Way on the east side of northbound MD 3. Within NSA 4, the only impacted receiver that receives a 3 dBA or greater increase as a result of the Build Alternates is M-09. M-09 represents a single-family residence located in the median of MD 3 just south of Sylvan Drive. Due to the driveway access for the property and the location of Sylvan Drive, no mitigation measures could be applied to receive a minimum 5 dBA or greater reduction as identified in SHA's Sound Barrier Policy. Therefore, mitigation for this NSA is not recommended for further study.

NSA 6

NSA 6 represents the residential properties east of MD 3 just north of MD 450 to north of Crossgate Drive. The residential properties include portions of Pidgeon House Corner and Crofton Woods communities located off Crossgrate Drive. Within NSA 6, two barrier locations were identified for noise mitigation. Separated by Crossgate Drive, these barriers are 1,000 feet and 800 feet long, and 12 feet high. The proposed barriers are located at the top of slope just behind the residential properties within SHA right-of-way. The noise abatement cost per benefited residence is $16,735, well below the SHA criteria of $50,000 per benefited residence. Therefore, noise abatement is recommended for NSA 6.

NSA 10

NSA 10 represents the Patuxent River Park property and the Archery Club within the park property on the west side of MD 3 just north of Conway Road. Outdoor activities are limited in this area and it is unclear as to the degree of mitigation that may be required. Therefore, additional coordination and evaluation will be required during the design stage for this NSA.

NSA 11

NSA 11 represents the commercial properties located in the median of MD 3 from MD 424 to Johns Hopkins Road. This NSA also includes the three residential properties located west of MD 3 along southbound MD 3 just north of Racetrack Road. While the commercial properties are not impacted as a result of this study, the residential properties receive an impact greater than 3 dBA. A noise abatement wall 560 feet long, varying in height from 12 to 18 feet, would cost $161,435 per benefited residence. In addition, the noise wall for NSA 11 would not be continuous due the need for driveway access to MD 3 and as a result receives and inadequate abatement level for the impacted receiver. Therefore, noise abatement is not recommended for NSA 11.

NSA 15

NSA 15 represents the single-family residential properties of Canter Farms located on the east side of MD 3 between Reidel Road and St. Stephens Church Road. A noise abatement wall located parallel to northbound MD 3, 1160 feet long and 14 feet high would cost $27,490 per benefited residence. Therefore, noise abatement is recommended for NSA 15.

Table IV-13
Proposed Noise Abatement and Cost per Benefited Residence

B. NSA	Length (ft)	Height (ft)	Area (ft^2)	Cost	Benefited Residences	Cost per Benefited Residence
6	1,000	12	12,000	$223,440	24	$16,753
	800	12	9,600	$178,752		
15	1160	14	16,240	$302,389	11	$27,490

Noise abatement is recommended for NSAs 6 and 15, where noise abatement mitigation measures were identified below the SHA criteria of $50,000 per benefited residence. Further studies will be conducted in final design to determine the most feasible noise abatement mitigation measure.

3. Construction Noise

Land uses that would be sensitive to vehicular noise would also be sensitive to construction noise. Although highway construction is a short-term phenomenon, it can cause significant noise impacts. Additionally, it is likely that some construction may occur at night to avoid severe traffic impacts. The extent and severity of the noise impact would depend upon the phase of construction and the noise characteristics of the construction equipment in use. Construction would have direct impact on receptors located close to the construction site, and an indirect impact on receptors located near roadways whose traffic flow characteristics are altered during construction.

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project would probably

employ the following pieces of construction equipment that would likely be sources of construction noise:

- Bulldozers and earthmovers
- Graders
- Front End Loaders
- Dump Trucks and other diesel trucks
- Compressors

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor to ineffective muffling/exhaust systems, etc.

G. VISUAL AND AESTHETIC QUALITY

1. Visual Impacts and Mitigation Measures

The visual impact of a transportation project will vary depending on the existing character of the natural and built environment and the proposed alignment and design. The assessment of impacts the project has on the existing visual character is based on the Build Alternates under consideration. The Build Alternates introduce new elements into the visual landscape such as additional lanes, retaining walls and elevated roadway structures, improved at-grade alignments, and pedestrian/bicycle trails.

Visual impacts are likely to be greatest where proposed interchange options introduce overpasses 20 to 30 feet above the existing grade. Such grade separations are proposed at the five major intersection areas under consideration: MD 450, MD 424, Waugh Chapel/Reidel Road, Cronson and Crawford Boulevards and MD 175. Further, visual impacts are more evident where the proposed alignments are near residential communities or wooded areas. Positive visual impacts will occur in areas where proposed alignments are well integrated with the characteristics of the surrounding communities.

Negative impacts will occur in situations where the proposed facilities will detract from or obstruct the view of existing visually sensitive built or natural areas. In areas where negative impacts are anticipated, mitigation measures will be developed in coordination with members from the affected communities.

The anticipated visual impacts of each of the project Build Alternates are discussed below. A detailed description of the Mainline Improvement Build Alternates is described in Section II. See Alternates Mapping included in **Volume II of II – Alternates Mapping** for the plan sheets.

a. Mainline

Alternate 3 includes three 11-foot through lanes in each direction, a 20-foot grass median where applicable, either 16-foot auxiliary lanes or 10-foot shoulders, and the addition of a formalized bicycle and pedestrian facility. Some visual changes will occur as a result of dualization of the

current alignment of northbound MD 3 from Belair Drive to MD 450 and upgrades to the existing roadway north of MD 450. These changes will visually impact the existing views to and from the roadway. However, roadway design and landscaping elements sensitive to existing environments will result in a positive outcome that will address mitigation of the visual impacts.

Alternate 5 Modified includes three 11-foot through lanes in each direction, a 30-foot grass median were reasonable, and either 16-foot auxiliary lanes or ten-foot shoulders. Some visual changes will occur as a result of dualizing the current alignment of southbound MD 3 from MD 424 to MD 32 and upgrading the existing roadway to provide a boulevard appearance. Visual impacts will be moderate as the existing southbound section will widen and open up the visual character of densely wooded areas along southbound MD 3. Through landscaping elements, the visual impacts will be mitigated in areas where sensitive environments exist. The service roads will receive a planned boulevard planting effect to mitigate the visual change to the existing environment.

Alternates 3 and 5 Modified introduce an additional bridge crossing or reconstruction of the existing bridge over the Patuxent River as part of the build options. The new bridge will be located on the east side of the existing structure and will maintain the profile of the existing bridge. Its appearance will be more open because the rivers are not directly viewed from the roadway. The views from the proposed alignment and bridge will be minimally impacted. In areas where existing high-tension electric lines require cleared area, the Build Alternates will not change the existing character and visual impacts would be minimal. Coordination with utility companies to avoid conflicts with plantings under or near overhead utility lines will be part of the mitigation measures for visual impacts resulting from the proposed Build Alternates.

The Build Alternates visually impact several communities located within the study area. Sherwood Manor will experience only minor visual impacts, as the wide setbacks and densely wooded area visually isolate the community from MD 3. Also, there is no direct access to and from the community via MD 3.

Pidgeon House Corner and Crofton Woods will experience only minor visual impacts, as the wide setbacks and densely wooded area between the community and MD 3 visually screen the communities. Crofton also has wide setbacks and densely wooded areas between the community and MD 3, which will screen it from the visual impacts.

Cedar Grove will have minor visual impacts associated with the modifications to the intersection of Cedar Grove Road and MD 3. The existing stormwater management facility and planned landscape elements will further mitigate visual impacts resulting from this alternate.

Crofton Farms (townhouses) is currently visible from MD 3. The view into and from Crofton Farms will be screened by the existing wooden fence and will have minimal visual impacts and will be mitigated through planned landscape elements.

Canter Farms will not be visually impacted as it has wide setbacks from MD 3 and is screened by dense woods. Access to the community via Waugh Chapel Road and Saint Stephens Road will

not be visually impacted because of the distance from the intersection at MD 3 to the community entrances.

Crofton Village will experience minor visual impacts associated with the proposed alternates in this area due to the dense woods along MD 3. There may be some views to and from the highway during the months when the deciduous trees are without their leaves. The upgrade to the intersection of MD 3 and Johns Hopkins Road will not be visible from the residential community, and the character of the Crofton Village community will remain the same. Visual impacts will be minor and will be mitigated through planned landscape elements.

In addition, the proposed Build Alternates includes pedestrian/bicycle trails along the MD 3. The bike trail will be separated from the roadway to the extent possible where right-of-way and environmental features allow.

b. Interchange Options

Several interchange options in five primary locations along MD 3 are provided for Build Alternates 3 and 5 Modified. The visual impacts of these options include:

MD 450

<u>MD 450 Interchange Option A (Build Alternates 3 and 5)</u>

The major visual impact associated with this option will be a result of the grade separation at MD 3 and MD 450 with MD 450 elevated over MD 3 and the addition of the loop ramp for access to MD 3 northbound. This option directly connects the existing MD 450 roadways by providing a new alignment for MD 450. The resulting raised roadway (approximately 24 feet above existing at the crossing) will be visible from both directions on MD 3 and will be seen at a greater distance than the current intersection. The proposed alignment and widening will impact a small portion of the existing dense woods. The openness of the single loop will be mitigated through planned landscaping and reforestation design within the loop and tree planting on the outside-elevated ramp.

The proposed alignment for MD 450 (West) is relocated to the south and encompasses the BGE substation. This alignment will remove existing tree screening and allow motorists to view the BGE substation from both MD 450 and MD 3. Landscaping and naturalized tree planting will help mitigate the visual impacts from construction activities. Over time, the BGE substation will become less visible as plant material matures.

The east leg of MD 450 interchange has minimal impacts based upon the proposed alignment remaining at grade and involving the addition of lanes. Impacts are expected to be minimal and planned landscape elements will mitigate visual impacts to this portion of Option A at MD 450.

Pidgeon House Corner and Crofton Woods are visually screened from impacts to the MD 450 realignment because of the distance between the intersections to the residential community. The visual impacts will be minimal and mitigated through planned landscape elements.

MD 450 Interchange Option B (Build Alternates 3 and 5)

The major visual impacts will be similar to those described for the MD 450 Interchange Option A, as the roadway will be elevated approximately 24 feet above existing grade and will be visible from both directions on MD 3. The visual impacts from this widening will be a more open roadway section. Planned landscape elements will help minimize the visual impacts from the widening. The proposed alignment for MD 450 (West Leg) is very similar to those described above and planned landscaping will minimize visual impacts to this area.

East MD 450 includes access ramps, which elevate the roadway approximately 24 feet making the new alignment on this portion of MD 450 more visible from both directions on MD 3. The visual impacts of this widening include opening the existing roadway section through the removal of mature trees along the wetland. The wetland will be more visible to motorists traveling along the slip ramps and along the proposed bicycle trail. Planned landscape elements will help to mitigate the visual impacts to both the roadway section and the existing wetlands.

Pidgeon House Corner will have greater visual impacts from Build Alternates 3 and 5 Option B because of the elevation of MD 450 over MD 3 and the roadway will no longer be screened by existing grades. These impacts will be mitigated by planned landscape elements.

MD 450 Interchange Option C (Build Alternates 3 and 5)

The major visual impact, resulting from the Option C trumpet interchanges, is the proposed elevated crossings of MD 450 over MD 3 approximately 24 feet above existing ground. The resulting raised roadway will be visible from both directions on MD 3 and will be seen at a longer distance than the current intersection. The widening of the roadway resulting from this option will create a more open highway corridor for both MD 450 and MD 3. The major visual impact will be based on the single loop, which will elevate MD 450 over MD 3 approximately 24 feet. The proposed alignment and widening will slightly impact the existing dense woods. The openness of the single loop will be mitigated through planned landscaping and reforestation activities "inside" the loop and with tree planting on the outside-elevated ramp.

This option maintains the existing alignment of MD 450 (west leg) and the visual impacts resulting from the proposed widening will be minimal. The roadway alignment around the BGE substation will remain as is and, therefore, the visual impacts in this area will be minimal. These impacts will be mitigated by planned landscape elements.

Cronson/Crawford Boulevard

Cronson/Crawford Boulevard Interchange Option A (Build Alternates 3 and 5)

This proposed option is an upgrade of existing intersection conditions. Because this intersection is currently an open area with sparse tree coverage, the visual impacts will be minimal for Option A. Visual impacts resulting from the widened roadway will be mitigated by planned landscape elements. The addition of the right turn lane at Club House Gate and MD 3 will have moderate visual impacts to the Crofton community. These impacts will be mitigated by the parking area at

the entrance of Club House Gate creating a visual buffer between the community and the intersection. Planned landscape elements will further mitigate visual impacts resulting from this alternate.

Cronson/Crawford Boulevard Interchange Option B (Build Alternates 3 and 5)

Visual impacts resulting from elevating MD 3 include its visibility from the adjacent commercial businesses adjacent to MD 3 and Crawford and Cronson Boulevards, and the view of the MD 3 overpass for motorists traveling both directions on Crawford and Cronson Boulevards. Motorists traveling northbound on MD 3 will have a diminished view of Lake Louise while motorists traveling southbound on MD 3 may not have a view of Lake Louise.

Impacts from the proposed ramp/service road combination for businesses on the west side of MD 3 will be minimal where Cronson Boulevard exists as the proposed improvements are within an existing commercial corridor. The addition of new roadway extending Cronson Boulevard to MD 424 will have minimal visual impacts because the alignment runs past a water treatment facility and into a densely wooded area. This wooded area will screen the new roadway from view of surrounding communities. Part of the existing Cronson Boulevard will be abandoned as part of the realignment to MD 424. Removal of the entire roadbed and planned landscape elements including reforestation will mitigate visual impacts to this area.

MD 424

MD 424 Interchange Option A (Build Alternate 3 only)

Visual impacts that result from constructing northbound MD 3 over MD 424 will be the increased view of MD 3 from MD 424 and the surrounding commercial businesses. Motorists traveling on MD 424 will view northbound MD 3 from a greater distance. The proposed realignment of southbound MD 3 will make the interchange/intersection wider. However, due to the openness of the existing roadway section, visual impacts will be minimal for the proposed widening. Planned landscape elements will mitigate the visual impacts for this option.

MD 424 Interchange Option B and Option C (Build Alternates 3 and 5)

Visual impacts that result from constructing MD 3 over MD 424 will be the increased view of MD 3 from MD 424 and the surrounding commercial businesses. Motorists traveling on MD 424 will view MD 3 from a greater distance. While the proposed alignment will make the interchange wider the openness of the existing roadway section will minimize visual impacts of the wider interchange. Planned landscape elements will mitigate the visual impacts for this option.

Waugh Chapel Road /Reidel Road

Waugh Chapel Road/Reidel Road Interchange Option A (Build Alternates 3 and 5 Modified)

This option proposes changes to the signalized intersection; thus this option has similar visual impacts to the No-Build alternate. Widening of the existing intersection would result in minor visual impacts.

Waugh Chapel Road/Reidel Road Interchange Option B (Build Alternates 3 and 5 Modified)

Visual impacts that result from constructing MD 3 over Waugh Chapel Road/Reidel Road will be the increased view of MD 3 from Waugh Chapel/Reidel Road and the surrounding residential communities and commercial businesses. Motorists traveling on Waugh Chapel/Reidel Road will view MD 3 from a greater distance. While the proposed alignment will make the interchange wider the overall width of the roadway in this section does not increase significantly and visual impacts will be minimal. Planned landscape elements will mitigate the visual impacts for this option.

Canter Farms will have slightly increased visual impacts because the proposed upgrades to Waugh Chapel Road are carried further along Waugh Chapel Road toward the Canter Farms entrances. The alignment ties into the existing roadway alignment prior to the Canter Farms entrances. Visual impacts will be mitigated through planned landscape elements.

Waugh Chapel Road/Reidel Road Interchange Option C (Build Alternates 3 and 5 Modified)

Visual impacts that result from constructing MD 3 over Waugh Chapel Road/Reidel Road will be an increased view of MD 3 from Waugh Chapel/Reidel Road and the surrounding residential communities and commercial businesses. Motorists traveling on Waugh Chapel/Reidel Road will view MD 3 from a greater distance. While the proposed alignment will make the interchange wider visual impacts will be mitigated through landscaped roundabouts, which will provide a visual focal point to the interchange and will possibly serve as gateway features. Planned landscape elements will mitigate the visual impacts for the proposed option overall.

Crofton Farms (townhouses) in the Build Alternate 5 Option C includes the addition of a service road connecting MD 3 to Waugh Chapel Road. Although the service road encroaches toward the Crofton Farms property, its alignment remains in the MD 3 right-of-way and will have minor visual impacts to the community. The existing wooden fence will interrupt views into and from the community. The design of planned landscape elements in this area will mitigate any visual impacts resulting from this alternate.

MD 175

MD 175 Interchange Option A (Build Alternate 3 and 5 Modified)

Visual impacts resulting from the proposed option will be minimal because the realignment and addition on lanes will only moderately widen the existing roadway and the existing visual

characteristics of the area will not be altered. Planned landscape elements will mitigate the visual impacts for the proposed option.

MD 175 Interchange Option B (Build Alternate 3 and 5 Modified)

Visual impacts resulting from the proposed option will be slightly greater than Build Alternate 3 Option A above because the width of the improvements is increased in several places. However, the existing visual character of the area will not be altered. Planned landscape elements will mitigate the visual impacts for the proposed option.

The connection of Charles Hall Road to MD 3 at McKnew Road will have minor visual impacts to the private residence located in the area, as this will allow some views to the new road. The new roadway will provide excellent views of the densely forested site from both directions of travel. The residence at Belts Drive will most likely not be visually impacted as the residence is at a higher elevation and the dense forest combined with the elevation change should screen the proposed alignment of Charles Hall Road from the residence.

For Alternate 5 Modified Option B, visual impacts resulting from the elevation of northbound MD 3 over MD 175 will be the increased view of MD 3 from MD 175 and the surrounding residential communities and commercial businesses. Motorists traveling on MD 175 from both directions will view MD 3 from a greater distance.

Visual impacts to Jabez Branch will be minimal as the stream is located in a steeply sloped, densely wooded area. Existing tree cover will be maintained to the maximum extent possible in areas where widening and elevation change the views of Jabez Branch. Planned landscape elements will mitigate the visual impacts.

c. Community Involvement

The Maryland State Highway Administration (SHA) has been working with the MD 3 Citizen Focus Group for several years seeking their comments and concerns regarding visual quality and preferences for MD 3. During 2003, the Focus Group has looked at the corridor with respect to the existing roadway design, materials, colors, textures, and structures. Visual quality and aesthetics options were presented and discussed with the Focus Group. The Focus Group participated in a visual aesthetics preference survey with regard to preferences to the proposed design, materials, colors, textures, and structures. The results of the survey will be forwarded for consideration during the next design phase of the project.
The intent of the MD 3 Project Planning Study is to introduce boulevard type treatments wherever possible and appropriate throughout the corridor. Additional comments regarding the corridor visual qualities and aesthetics have been selected at the Alternate Public workshop and will be solicited at the Location/Design Public Hearing and throughout the design process.

H. SECONDARY AND CUMULATIVE EFFECTS

A Technical Memorandum describing the Secondary and Cumulative Effects Analysis (SCEA) has been prepared for this project. The SCEA resources evaluated for cumulative effects include a set of specific resources (Wetlands, Floodplains, Streams / Fish and Aquatic Habitat, National Register and National Register Eligible Historic Sites, Archeological Sites, Parks, Groundwater, Forests, State and Federal Endangered Species, Farmland, Communities).

In consultation with SHA staff, temporal and geographic boundaries were derived to encompass all resources that could be affected. The temporal boundary extends from 1970 to 2020 and the geographic boundary is shown in **Figure IV-3**. Based on readily available data from State and County sources, the resources were mapped using GIS mapping techniques and analyzed to determine the nature and extent of secondary and cumulative effects created by the proposed project.

The *SCEA Technical Memorandum* concluded that there would be no secondary effects of the MD 3 improvements because it does not increase the capacity of the facility and therefore does not induce other land use changes within the SCEA study area. The additional lanes under consideration are needed to improve the safety within the corridor through the elimination of conflict points where three lanes taper down to two lanes. In addition, the additional lane provides greater operations through the intersections and increased vehicle storage area at the signalized intersections, thereby improving operations by minimizing the green time required. The auxiliary lanes provided serve to improve safety by allowing safe ingress and egress to the businesses and residences along the corridor.

The cumulative effects identified in the SCEA include past changes and expected future changes. The external development pressure on the region is causing the cumulative effects as evidenced in changes in land use and consequent impacts on the resources within the SCEA boundary. The MD 3 project is, in fact, one of the future cumulative effects that will be constructed as a consequence of the transportation demands created by development in the immediate vicinity and by regional influences outside the SCEA boundary.

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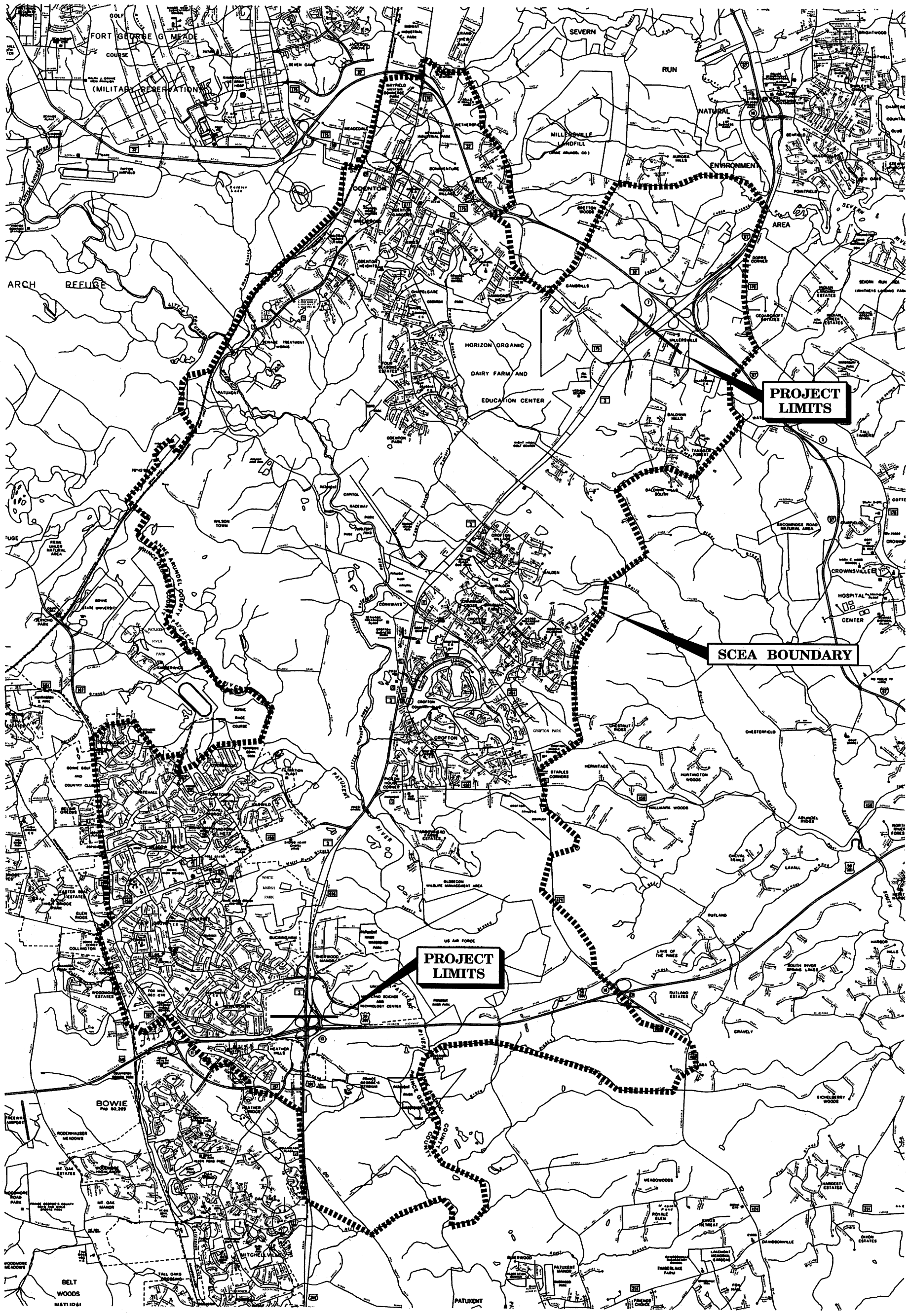

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SCEA GEOGRAPHIC BOUNDARY

SCALE	DATE	FIGURE
As Shown	March 2004	IV-3

SECTION V

DRAFT SECTION 4(f)

SECTION V
DRAFT SECTION 4(f) EVALUATION

A. INTRODUCTION

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303 (c)) permits the use of publicly owned land from any public park or recreation area, wildlife or waterfowl refuge, or historic site (as determined by the officials having jurisdicition over the park, recreation area, refuge, or site) only if there is no prudent or feasible alternative to the use of such land, and all possible planning has been undertaken to minimize harm to such park, recreation area, wildlife or waterfowl refuge, or significant historic sites resulting from this use.

B. DESCRIPTION OF PROPOSED ACTION

1. Purpose and Need

The purpose of this project 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 that will occur as a result of planned and future development in and around the study area. A few sections of roadway within the project limits are currently failing or are experiencing failing conditions during the PM peak hours. This will continue to worsen as all the signalized intersections within the study area are projected to fail by 2025, with the exception of the ramps at Belair Drive.

Based on traffic analyses conducted for this study, only five of the nine signalized intersections within the study corridor operate at an acceptable Level of Service (LOS) under current traffic conditions. Intersections that have a failing LOS are: MD 175 (east) intersection during AM peak hours only; intersections at Columbia Way, MD 450 East, MD 450 West, and MD 424/Conway Road during PM peak hours.

For additional information on the purpose and need for the project, please refer to *Section I of the Draft Environmental Impact Statement*, which provides a detailed traffic analysis, the origin/destination survey, and accident data.

2. Alternates Considered

The alternates considered include the No-Build and two Build Alternates (boulevard concepts) for MD 3. Several interchange/intersection improvement options are also proposed throughout the MD 3 study area. Following is a summary description of these alternates. For a more detailed description of alternates and alternates mapping, please see Section II and Volume II of the DEIS, respectively.

a. Alternate 1 - No Build Alternate

No major improvements are proposed under the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety operations. This alternate would not impact Section 4(f) resources.

b. Alternate 3

Alternate 3 includes the dualization of the current alignment of northbound MD 3 from Belair Drive to MD 450 and provides a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive. North of MD 450, Alternate 3 maintains the alignment of MD 3 from MD 450 to St. Stephens Church Road and provides a continuous auxiliary lane on the outside and from MD 424 to Johns Hopkins Road. From St. Stephens Church Road to just south of MD 32, this alternate includes the addition of a third through travel lane and a continuous auxiliary lane on the outside. In addition, an auxiliary lane is provided in the median for improved access to the business and residences.

The proposed typical section to be applied throughout the study area for this concept includes three 11-foot through lanes in each direction, a 20-foot grassed median (where applicable), and either 16-foot auxiliary lanes or 10-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities are included with this alternate. See **Figure II-1** and **Figure II-2** of the DEIS for mapping of Alternate 3.

c. Alternate 5 Modified

Alternate 5 Modified includes the addition of a third through travel lane in both directions between MD 3 from US 50 through MD 450 and a 16-foot auxiliary lane for southbound MD 3. From MD 450 to MD 424 the proposed changes to MD 3 are the same as those presented with Alternate 3. North of MD 424, Alternate 5 Modified includes the dualization of southbound MD 3 with a 16-foot median from MD 424 to MD 32. Existing northbound MD 3 would be converted into a two-way service road. This alternate includes limited access with only right-in/right-out access provided along northbound/southbound MD 3.

The typical section proposed for this alternate is similar to Alternate 3: three 11-foot through lanes in each direction, and either 16-foot auxiliary lanes or 10-foot shoulders. The median width varies from 16 feet to 300 feet depending on the location within the corridor. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities will be included with this alternate. See **Figure II-3 through Figure II-4** of the DEIS for mapping of Alternate 5 Modified.

d. Interchange/Intersection Options

Interchange/Intersection improvement options for both Alternates 3 and 5 Modified are proposed at the following major points of congestion in the corridor that experience the greatest level of travel time delay:

- MD 450
- Cronson/Crawford Boulevards
- MD 424/Conway Road
- Waugh Chapel/Reidel Roads
- MD 175/Milersville Road

The following is a summary of the MD 424/Conway Road interchange/intersection options retained for detailed study. This is the only interchange/intersection option that would impact Section 4(f) resources.

MD 424 (Davidsonville Road)/Conway Road

Option A (Alternate 3 only)
This option provides for a grade separation of northbound MD 3 over MD 424, thereby eliminating the through traffic for northbound MD 3 from the existing intersection. A left exit ramp from northbound MD 3 would provide an access/service road to a new intersection with MD 424. This access/service road would then extend north of the MD 424 intersection to tie back into northbound MD 3 at Carver Road providing access to the Crofton Station retail properties. Southbound MD 3 is realigned to the west to accommodate the access/service road. See **Figure II-2** and **Figure II-4** of the DEIS for mapping of MD 424, Option A.

Option B (Alternates 3 and 5 Modified)
This option provides a grade-separated compressed diamond interchange for MD 3 at MD 424. MD 3 would pass over MD 424 with exit and entrance ramps provided to MD 424 and Conway Road. To assist in providing access to the Crofton Station retail properties, an extension of Cronson Boulevard is proposed passing under MD 3 just north of the intersection of MD 3 and MD 424. See **Figure II-2** and **Figure II-4** of the DEIS for mapping of MD 424, Option B.

Option C (Alternates 3 and 5 Modified)
This option provides a grade-separated single point urban interchange for MD 3 at MD 424. MD 424 would be relocated over MD 3 to the north to allow for maintenance of traffic during construction of the interchange. Access between MD 3 and MD 424 would be provided by a series of compressed ramps in an effort to minimize right-of-way impacts. See **Figure II-2** and **Figure II-4** of the DEIS for mapping of MD 424, Option C.

C. DESCRIPTION OF SECTION 4(f) RESOURCES

The use of only one Section 4(f) resource (Patuxent River Park) located within the study area would be required by the Alternates/Options under consideration. **Figure V-1** and **Figure V-2** show the location of all the park and recreation facilities and NRHP/NRHP-eligible sites within the study area including Patuxent River Park. A detailed description of the impacted property follows.

Patuxent River Park

Patuxent River Park is a system of non-contiguous individual parks located within the Patuxent River watershed in Anne Arundel and Prince George's Counties. The total acreage of all of the park parcels which comprise the facility exceeds 6,000 acres. Two parcels of the Patuxent River Park system border southbound MD 3 and Conway Road in the study area. The locations of these parcels are shown on **Figure V-1.** Only the parcel closest to MD 3 (Parcel 332) would be impacted by the proposed Build Alternates. This 58-acre parcel is owned by Anne Arundel County and is used for passive recreation, such as bird watching, hiking and fishing. No ball fields, picnic areas or other active public recreational facilities are provided at the park. No formal trails have been developed on the property, but several footpaths have been created primarily for access to fishing areas. The majority of the park parcel is heavily forested. Wetland systems and floodplain areas associated with the Little Patuxent River also comprise a significant portion of the property. A deep ravine containing an intermittent stream exists along the northern portion of the property. No records are available on park usage, but observations indicate that this park parcel is not heavily used by the public.

A portion of this park property located in the northeast corner of the parcel adjacent to MD 3 is used by a private archery club (**Figure V-3**). Use of the park property, access, and parking for the archery club are provided through liscensing arrangements with Anne Arundel County. Activities associated with the archery club are held primarily on the weekends.

Current access to the park parcel is provided by a gravel entrance with access only from southbound MD 3. This access location is near the existing MD 424/Conway Road intersection and has limited sight distance with no acceleration or deceleration areas provided. The area of the park fronting MD 3 consists of a gravel parking area, primarily serving the private archery club. In addition, a series of high tension towers parallel existing MD 3 in the front of the park property.

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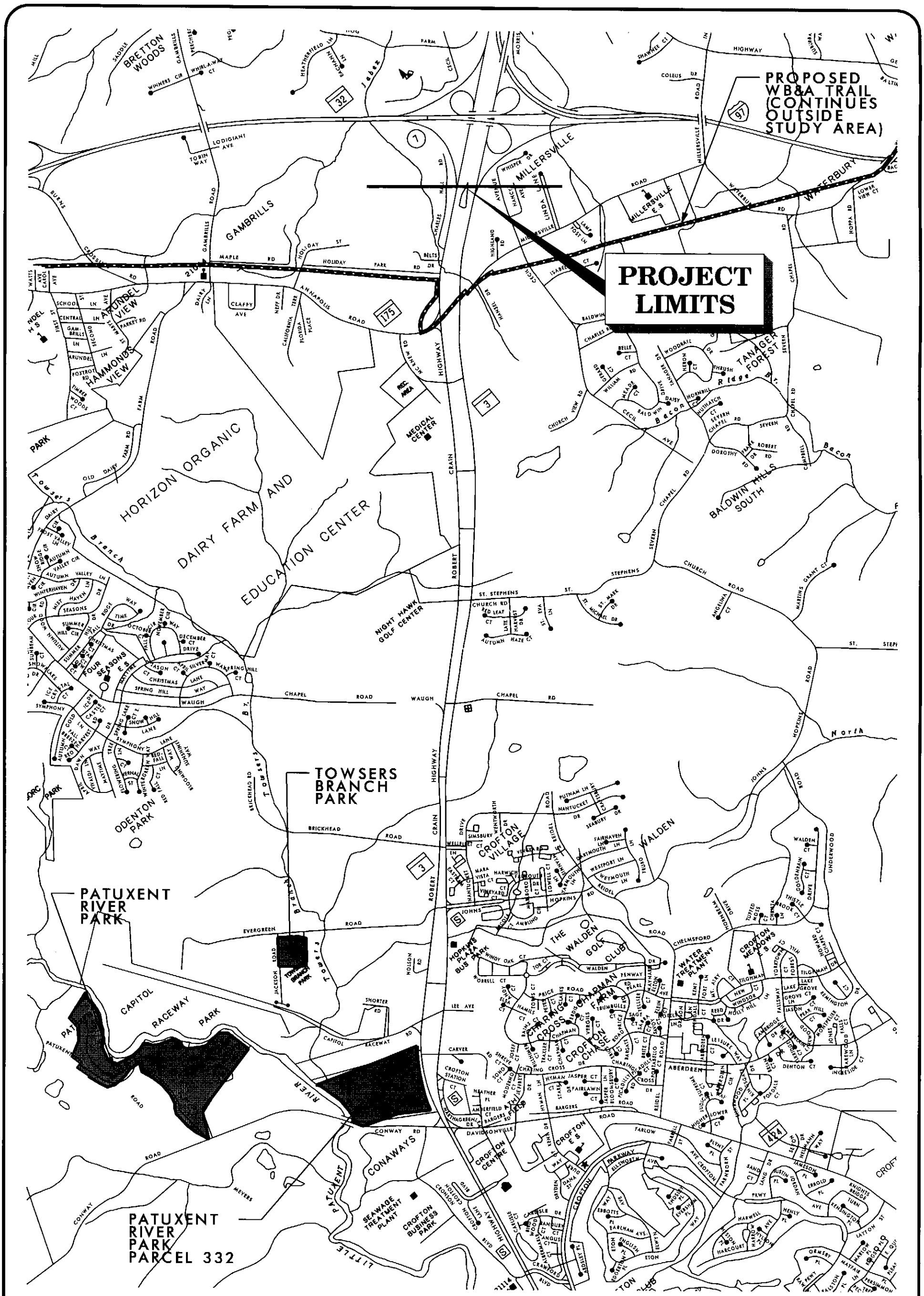

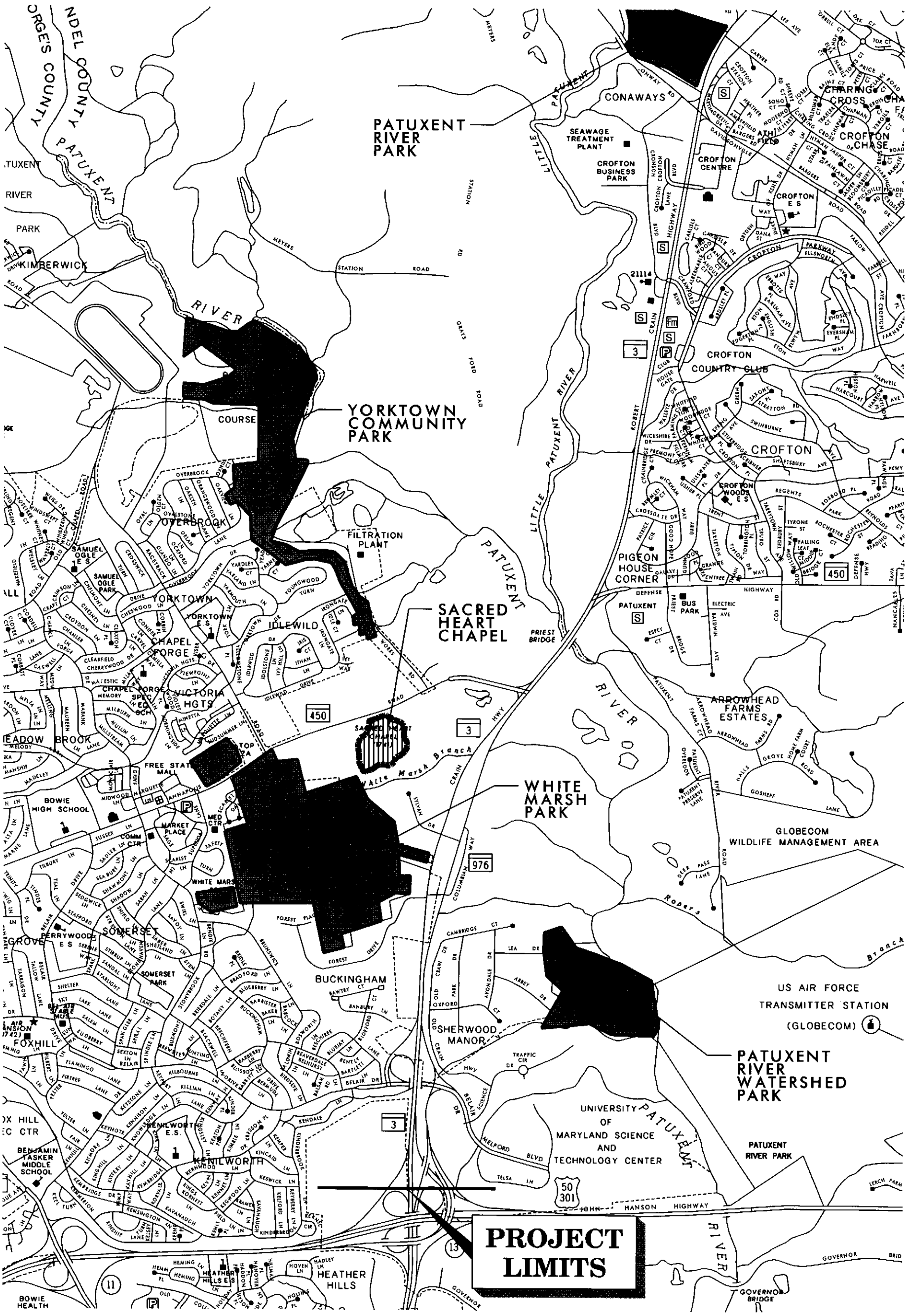
PATUXENT RIVER PARK
YORKTOWN COMMUNITY PARK
SACRED HEART CHAPEL
WHITE MARSH PARK
PATUXENT RIVER WATERSHED PARK
PROJECT LIMITS
US AIR FORCE TRANSMITTER STATION (GLOBECOM)
GLOBECOM WILDLIFE MANAGEMENT AREA
UNIVERSITY OF MARYLAND SCIENCE AND TECHNOLOGY CENTER
PATUXENT RIVER PARK
CONAWAYS
SEAWAGE TREATMENT PLANT
CROFTON BUSINESS PARK
CROFTON CENTRE
CROFTON COUNTRY CLUB
CROFTON
CROFTON WOODS
PIGEON HOUSE CORNER
PATUXENT BUS PARK
ARROWHEAD FARMS ESTATES
FILTRATION PLANT
PRIEST BRIDGE
BUCKINGHAM
SHERWOOD MANOR
KENILWORTH
HEATHER HILLS
BOWIE HIGH SCHOOL
BOWIE HEALTH
BENJAMIN TASKER MIDDLE SCHOOL
FOXHILL
SOMERSET
YORKTOWN
IDLEWILD
CHAPEL FORGE
VICTORIA HGTS
OVERBROOK
SAMUEL OGLE ES
KIMBERWICK
CHARING CROSS
CROFTON CHASE
PATUXENT RIVER
LITTLE PATUXENT RIVER
CRAIN HIGHWAY
MEYERS STATION ROAD
GRAYS FORD ROAD
COLUMBIAN WAY
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MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation
AREA PARKLANDS & NRHP ELIGIBLE SITES
SCALE
DATE March 2004
FIGURE V-2

D. DESCRIPTION OF IMPACTS

The Patuxent River Park (Parcel 332) would be impacted by Alternates 3 and 5 Modified. Following is a description of the physical and functional impacts to this Section 4(f) resource resulting from the MD 3 Build Alternates.

The Build Alternates for MD 3 and the intersection options for MD 424/Conway Road would impact the Patuxent River Park property. The No-Build Alternate would not impact the Patuxent River Park property.

Alternate 3 with Option A would impact the park as a result of the improvements to MD 3 associated with the realignment of southbound MD 3 and interchange ramps and service road for northbound MD 3 included as part of the interchange Option A at MD 424/Conway Road. Approximately 2.13 acres of the park property are impacted. The majority of the impact for Alternate 3 with Option A is due to the separation required for the access/service road.

Alternate 3 with Option B and Alternate 5 Modified with Option B would also impact the park for the extension of Cronson Boulevard under MD 3 to Carver Road. This roadway would extend through park property and private property tying into a new intersection with Conway Road west of the proposed MD 424/Conway Road interchange. The park impact for this intersection improvement would be 1.75 acres for Alternate 3, and 1.74 acres for Alternate 5 Modified. This impact is in addition to the 0.23-acre impact for the mainline improvements. For Option B, a safer access driveway and improved parking area would be provided off the extension of Cronson Boulevard.

For Alternates 3 and 5 Modified with Option C, the impact on the park consists of relocating the park access driveway off southbound MD 3 to Conway Road (0.51 acre) and modifying the gravel parking area (0.57-acre). However, this narrow right-of-way acquisition along MD 3 would not impact other functions of the park. Efforts have been made to minimize the amount of park property that would be used for construction of the new access driveway.

Of the proposed Build Alternates, Alternates 3 and 5 Modified with Options B and C provide the greatest improvements to levels-of-service at MD 424 in the vicinity of the Patuxent River Park, and therefore best meet the project purpose and need. Southbound MD 3 would still have a failing level-of-service under Option A.

The potential impacts for each Build Alternate are shown on **Figures V-3 through V-7**. **A** summary of the impacts of the Build Alternates on the Patuxent River Park (parcel 332) Section 4(f) resource is shown in **Table V-1**.

Table V-1
Section 4(f) Resource Impacts by Build Alternate (acres)

	Patuxent River Park
Alternate 3 with Option A	2.13
Alternate 3 with Option B	1.98
Alternate 3 with Option C	0.51
Alternate 5 Modified with Option A	N/A
Alternate 5 Modified with Option B	1.95
Alternate 5 Modified with Option C	0.57

E. AVOIDANCE AND MINIMIZATION ALTERNATES

1. Avoidance Alternates

In addition to the No-Build Alternate, which would have no impact on the Patuxent River Park property, avoidance alternates were considered for each of the MD 3 Build Alternates. The level-of-service for the Build Alternates would not change as a result of any of the avoidance alternates.

For Alternate 3 with Option C, impacts to the park could be totally avoided by shifting MD 3 and the MD 424/Conway Road Interchange to the east. This shift would result in the loss of parking area at the Crofton Station shopping center and would affect the circulation of traffic at this commercial facility. This alignment shift would cost approximately $550,000, including construction and right-of-way costs, but not including the cost of damage to Crofton Station, such as loss of parking area, impacts to signage, and effects on traffic circulation.

2. Minimization of Impacts

The following minimization techniques have been evaluated for each of the MD 3 Build Alternates. The level-of-service for the Build Alternates would not change as a result of the minimization techniques.

Minimization of impacts to Patuxent River Park involves reduction in the extent of fill slopes and the installation of retaining walls. For Alternate 3 with Option A, the angle of the fill slope along southbound MD 3 could be increased from a 4 to 1 (horizontal to vertical) slope to either a 3 to1 or 2 to 1 to reduce the horizontal extent of the fill. In addition, retaining walls along southbound MD 3 could be considered to also reduce the extent of the fill. For Alternate 3 Option B, the angle of the fill for the Cronson Boulevard extension could be increased from 4 to 1 to either 3 to 1 or 2 to 1 and/or retaining walls could be installed. A retaining wall could also be considered at the northern end of the park property. The services road connection from Conway

PATUXENT RIVER PARK

MAINLINE IMPACT
2.13AC

DENSE TREE COVER

Boulevard

Residence

Archery Club

Amoco

CROFTON STATION

La Fiesta Restaurant

McDonald's

Long Fence

Roller Rink

THOMAS RUN ROAD

3

424

LEGEND

- Existing Right-Of-Way Line
- Existing Park Boundary
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Parkland Impacted by Mainline Improvements
- Parkland Impacted by Interchange Improvements

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PARKLAND IMPACT
ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
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PATUXENT RIVER PARK

INTERCHANGE IMPACT
1.75AC

MAINLINE IMPACT
0.23AC

DENSE TREE COVER

Residence

Conway Rd.

Boulevard

Archery Club

Raceway Road

Roller Rink

Sunoco

McDonald's

CROFTON STATION

La Fiesta Restaurant

Long Fence

3

424

LEGEND

- Existing Right-Of-Way Line
- Existing Park Boundary
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Parkland Impacted by Mainline Improvements
- Parkland Impacted by Interchange Improvements

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PARKLAND IMPACT
ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
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PATUXENT RIVER PARK

INTERCHANGE IMPACT
0.29AC

MAINLINE IMPACT
0.22AC

DENSE TREE COVER

Residence

Archery Club

McDonald's

Amoco

CROFTON STATION

La Fiesta Restaurant

Long Fence

Roller Rink

Broadway Road

3

424

LEGEND

- Existing Right-Of-Way Line
- Existing Park Boundary
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Parkland Impacted by Mainline Improvements
- Parkland Impacted by Interchange Improvements

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PARKLAND IMPACT
ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
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PATUXENT RIVER PARK

INTERCHANGE IMPACT
1.74AC

MAINLINE IMPACT
0.21AC

DENSE TREE COVER

Residence

Conway Rd.

Boulevard

Archery Club

McDonald's

Amoco

CROFTON STATION

La Fiesta Restaurant

Long Fence

Roller Rink

Highway Road

3

424

LEGEND

- Existing Right-Of-Way Line
- Existing Park Boundary
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Parkland Impacted by Mainline Improvements
- Parkland Impacted by Interchange Improvements

N

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1 INCH = 200 FT.

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SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
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PARKLAND IMPACT
ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	V-6

garmer
03/15/2004 10:41:54 AM
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PATUXENT RIVER PARK

INTERCHANGE IMPACT
0.32AC

MAINLINE IMPACT
0.25AC

DENSE TREE COVER

Residence

Archery Club

Amoco

McDonald's

CROFTON STATION

La Fiesta Restaurant

Long Fence

Roller Rink

Raceway Road

3

424

LEGEND

- Existing Right-Of-Way Line
- Existing Park Boundary
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Parkland Impacted by Mainline Improvements
- Parkland Impacted by Interchange Improvements

N

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY
Draft Environmental Impact Statement / Section 4(f) Evaluation

PARKLAND IMPACT
ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	V-7

gormer
03/15/2004 10:42:37 AM
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Road to MD 3 cannot be relocated due to the need to align with the proposed entrance to Crofton Station on the east side of MD 3. For Alternate 3 Option C, the angle of the fill slope for the mainline MD 3 construction as well as the angle of the slope for the interchange could be increased from a 4 to 1 slope to either a 2 to 1 or 3 to 1 slope. Retaining walls might also be considered. For Alternate 5 Modified Option B, the same minimization techniques as Alternate 3 Option B could be applied. Similar to Alternate 3 with Option C, the angle of the fill slope could be increased and retaining walls could be considered for Alternate 5 Modified with Option C. The cost of the alternates with these minimization techniques applied would be comparable to the current Build Alternate.

For both Alternates 3 and 5 Modified, Option C has the least impacts to the Patuxent River Park property. This option provides all of the turning movements required to provide access to the commercial properties east of MD 3 and north of MD 424, and access to the park without the need for the access/service road of Option A or the Cronson Boulevard extention of Option B.

For Alternate 3 with Option C, further reductions in impact to the park could be achieved by widening in the median and constructing retaining walls along southbound MD 3. Specifically, fill slopes along the west side of southbound MD 3 would be reduced or eliminated by the construction of two retaining walls. A 450-foot long retaining wall would be constructed at the southern end of the park property. This wall would be approximately 22 feet high and cost approximately $450,000 to construct. A second wall at the northern end of the park, at the location of a headwater stream, would also be constructed. This wall would be approximately 200 feet long and 15 feet high. The cost of this wall would be approximately $200,000. Both of these walls with a total cost of $650,000 would need to be constructed to totally avoid the permanent 0.51-acre impact to the park for Alternate 3 with Option C. However, a temporary use (easement) of the park property would likely be needed to construct the retaining walls, and further coordination with Anne Arundel County would be required to determine whether granting such an easement would be acceptable to the County. This minimization alternative does not shift MD 3 and the MD 424/Conway Road Interchange as far to the east as the shift for the avoidance alternative.

F. MITIGATION

The current access to the Patuxent River Park property is directly off of southbound MD 3. Site distance is poor, and no accelaration/deceleration lanes are provided. All of the Build Alternates provide improved access to the Patuxent River Park property by the construction of new driveways leading into the park. Alternate 3 with Option A and Option C and Alternate 5 Modified with Option C would provide direct access to the park off of Conway Road. Alternate 3 with Option B, and Alternate 5 Modified with Option A and Option B provide access into the park off of the proposed signalized road connecting MD 3 with Conway Road. The improved access driveways would eliminate the need for direct access off of MD 3. In addition, improvements to the gravel parking area will be inlcuded as part of the selected alternate, which may also include landscaping and re-vegetating disturbed areas. This mitigation measure will be coordinated with Anne Arundel County for the selected alternate. The improved park access locations are shown on **Figures V-3 through V-7**.

By letter dated February 4, 2004, the Anne Arundel County Department of Recreation and Parks advises that the Patuxent River Park property was acquired using Maryland Department of Natural Resources Program Open Space funds. Accordingly, any acreage lost due to construction would need to be replaced. The Department of Recreation and Parks further states that one of the two parcels to the south of the park property, either Map 36, Block 23, Parcel 167 or Parcel 308, would provide suitable replacement acreage for the impacted park property.

G. COORDINATION

Coordination with Anne Arundel County is on-going and will continue through the design phase should impacts to the Patuxent River Park be required. By letter dated January 9, 2004, the SHA requested comments from the Anne Arundel County Department of Recreation and Parks on potential impacts to the Patuxent River Park property. The County responded by letter dated February 4, 2004. The County advises that in addition to replacing any acreage lost due to construction, any loss of parking capacity due to construction will need to be addressed as well.

SECTION VI
COMMENTS AND COORDINATION

Comments and Coordination
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Date	From	To	Subject	Page #
Maryland Streamlined Environmental / Regulatory Process Coordination				
5/10/02	MD Dept of the Environment	SHA	Concurrence on Purpose and Need	A-1
3/27/02	MD Dept of Planning	SHA	Concurrence on Purpose and Need	A-2
3/5/02	Metropolitan Planning Organization	SHA	Concurrence on Purpose and Need	A-3
1/31/02	MD Historical Trust	SHA	Concurrence on Purpose and Need	A-4
1/29/02	National Marine Fisheries Service	SHA	Concurrence on Purpose and Need	A-5
1/28/03	National Marine Fisheries Service	SHA	Letter regarding concurrence on Purpose and Need	A-6
1/28/02	FHWA	SHA	Concurrence on Purpose and Need	A-7
1/23/02	MD Dept of Natural Resources	SHA	Concurrence on Purpose and Need	A-8
1/23/02	MD Dept of Natural Resources	SHA	Letter regarding comments on Purpose and Need	A-9:10
2/21/02	SHA	MD Dept of Natural Resources	Response to letter on Purpose and Need	A-11:13
1/17/02	Fish and Wildlife Services	SHA	Concurrence on Purpose and Need	A-14
1/23/02	EPA	SHA	Concurrence on Purpose and Need	A-15
1/23/02	Corps of Engineers	SHA	Concurrence on Purpose and Need	A-16
8/7/02	Corps of Engineers	SHA	Letter suggesting additional boulevard concept	A-17

Date	From	To	Subject	Page #
3/20/03	FHWA	SHA	Concurrence on Alternates Retained for Detailed Study	A-18
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1/28/03	Corps of Engineers	SHA	Concurrence on Alternates Retained for Detailed Study	A-20
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6/6/03	National Marine Fisheries Service	SHA	Concurrence on Alternates Retained for Detailed Study	A-22
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6/13/03	SHA	National Marine Fisheries Service	Response to Letter (Alternates Retained for Detailed Study and resource information)	A-26:27
3/25/03	MD Dept of Natural Resources	SHA	Concurrence on Alternates Retained for Detailed Study	A-28
3/25/03	MDNR	SHA	Letter further stating concurrence on Alternates Retained for Detailed Study	A-29
5/28/03	MD Dept of the Environment	SHA	Concurrence on Alternates Retained for Detailed Study	A-30
3/19/03	MD Historical Trust	SHA	Concurrence on Alternates Retained for Detailed Study	A-31
4/28/03	MDP	SHA	Letter stating concurrence on Alternates Retained for Detailed Study	A-32:35
7/22/03	SHA	MDP	Response to letter regarding Alternates Retained for Detailed Study	A-36:38
3/17/03	Metropolitan Planning Organization	SHA	Concurrence on Alternates Retained for Detailed Study	A-39
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9/24/02	SHA	SHA	Wetland Jurisdictional Determination (JD) near Patuxent River Crossing	B-1:4
9/18/03	SHA	SHA	Wetland Jurisdictional Determination (JD) and Field Review	B-5:13

Date	From	To	Subject	Page #
7/18/01	Fish and Wildlife Services	SHA	Letter responding to 6/4/01 request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of MD 3 Corridor.	B-14:15
5/30/03	Fish and Wildlife Services	SHA	Letter responding to March 21, 2003 request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of MD 3 Corridor	B-16:18
11/28/01	MCPPC	SHA	Letter in response to request for information pertaining to any proposed or existing publicly-owned parks or recreation facilities within the MD 3 study area	B-19:20
1/28/02	U.S. Dept of Commerce	SHA	Letter responding to Purpose and Need Statement dated Jan. 7, 2002. The letter states that they have no specific comments at this phase.	B-21
10/25/01	SHA	MD Historical Trust	Letter informing of initial cultural resources identification survey for MD 3 study	B-22:27
4/2/01	Severn River Commission	SHA	Letter responding to overview describing their desire to participate in MD 3 study	B-28
5/10/01	SHA	Severn River Commission	Letter giving brief overview of MD 3 study	B-29:30
8/15/03	Severn River Commission	SHA	Letter submitting a position paper from Severn River Commission submitted regards to bridge crossing	B-31:34
9/3/03	SHA	Severn River Commission	Letter from SHA thanking Severn River Commission for the information provided as well as comments to help them better under stand environmental issues	B-35:37
5/9/02	Anne Arundel Co Dept of Recreation and Parks	SHA	Letter with requested information pertaining to existing and proposed recreational facilities and parks located within the Anne Arundel County portion of the MD 3 study area	B-38:40
2/19/02	City of Bowie	SHA	Letter in response to request for certain information about area	B-41:43
6/6/01	MD Dept of Natural Resources	SHA	Response to letter of request dated 5/30/01 for information on the presence of finfish species in the vicinity of MD 3 Corridor	B-44:48
7/18/01	MD Dept of Natural Resources	SHA	Letter detailing environmental review of MD 3 Corridor	B-49:52
3/20/03	MD Dept of Natural Resources	SHA	Response to letter of request dated March 14, 2003 for information on the presence of anadromous fish species in the vicinity of the MD 3 Corridor	B-53

Date	From	To	Subject	Page #
9/18/03	Anne Arundel Co Fire Dept	SHA	Letter with comments regards to previous overview and purpose of study given	B-54:55
10/1/03	Prince George's Co Government – Fire/EMS Dept HQ	SHA	Letter of appreciation for giving them the opportunity to comment on the improvements to the portion of MD 3 from US 50 to MD 32.	B-56:57
10/14/03	SHA	Prince George's Co Government – Fire/EMS Dept HQ	Letter of thanks for response and comments regarding the MD 3 Project Planning Study. The letter also explains to them the difference between the alternates.	B-58
10/31/03	Prince George's Co Government – Police Dept	SHA	Letter of appreciation for giving them the opportunity to comment on the improvements to the portion of MD 3 from US 50 to MD 32.	B-60
11/1/03	Anne Arundel Co Police Dept	SHA	Letter with comments about the Corridor Alternates for MD 3.	B-61
11/17/03	SHA	Prince George's Co Government – Police Dept	Letter of thanks for response and comments regarding the MD 3 Project Planning Study. The letter also explains to them the difference between the alternates.	B-64
1/9/04	SHA	Anne Arundel Co Dept of Recreation and Parks	Letter regarding potential impacts to Anne Arundel County Parks and requesting Anne Arundel County to review and recommend potential measures to minimize impacts to parklands.	B-66:73
2/4/04	Anne Arundel Co Dept of Recreation and Parks	SHA	Letter regarding potential impacts to Anne Arundel County Parks and the County's reaction.	B-74:75
1/22/04	SHA	USDA Natural Resource Conservation Service	Letter requesting review of potential impacts to farmland.	B-76:79
2/24/04	USDA Natural Resource Conservation Service	SHA	Return completed sections of the Farmland Conversion Impact Rating Form NRCS-CPA-106.	B-80:81

Date	From	To	Subject	Page #
3/8/04	MD Dept of Housing & Community Development. Maryland Historic Trust	SHA	Identification and Evaluation of Archeological and Historic Resources	B-82:90
3/4/04	SHA	Federal Highway Administration	SHA requesting concurrence with a determination of non-applicability of Section 4(f) of the US DOT Act (49 U.S.C. Section 303), for improvements to MD 3 in Anne Arundel County, Maryland.	B-91:93
Elected Officials Coordination				
4/3/00	MD House of Delegates-Baldwin	MDOT	Letter requesting clarification of MD 3 study	C-1
4/15/02	SHA	MD House of Delegates-Baldwin	Letter with a requested map of highway projects related to the MD 3 Corridor Study	C-2
7/31/02	SHA	Anne Arundel Co Council-Klocko	Letter responding to request for pedestrian signals and crosswalks at MD 3 and Waugh Chapel Road	C-3:4
6/4/03	SHA	MD House of Delegates-Boschert	Letter in response to interest in the installation of a traffic signal at the intersection of MD 3 and Carver Road in Anne Arundel Co	C-5
6/11/03	SHA	Prince George's Co Executive-Johnson	Letter of concurrence to proceed with the detailed stage of the MD 3 Project Planning Study	C-6
7/7/03	SHA	Anne Arundel Co Executive-Owens	Letter of concurrence to proceed with the detailed stage of the MD 3 Project Planning Study	C-7
7/1/03	SHA	Prince George's Co Council-Shapiro	Letter of concurrence to proceed with the detailed stage of the MD 3 Project Planning Study	C-8:9
Public Involvement				
4/18/01	The Greater Crofton Council	SHA	Letter confirming invitation to presentation on May 8, 2001.	D-1:2
1/4/02	Forks of the Patuxent Improvement Association, Inc.	SHA	Letter responding to MD 3 survey sent to them.	D-3:4

Date	From	To	Subject	Page #
2/21/02	SHA	Forks of the Patuxent Improvement Association, Inc	Letter of appreciation for their response to the survey.	D-5:6
2/22/02	SHA	SHA	February 6, 2002 Focus Group Meeting Minutes	D-7:14
4/16/02	SHA	SHA	March 26, 2003 Focus Group Meeting Minutes	D-15:20
4/4/02	SHA	SHA	May 16, 2002 Focus Group Meeting Minutes	D-21:25
7/3/02	SHA	SHA	June 19, 2002 Focus Group Meeting Minutes	D-26:32
10/2/02	SHA	SHA	September 5, 2002 Focus Group Meeting Minutes	D-32:37
10/11/02	MD House of Reps.-Boschert	SHA	Letter listing 3 citizens that are residents in the area that are affected by the Group's recommendation.	D-38
12/6/02	SHA	SHA	October 30, 2002 Focus Group Meeting Minutes	D-39:43
4/4/03	SHA	SHA	March 27, 2003 Focus Group Meeting Minutes	D-44:49
5/1/03	Greater Crofton Growth Mgmt. Commission	SHA	Letter with comments about MD 3 Alternates. They prefer Alternate 3.	D-50:51
5/15/03	SHA	Greater Crofton Growth Mgmt. Commission	Letter responding to their comments and preference to Alternate 3.	D-52:54
6/10/03	SHA	SHA	May 22, 2003 Focus Group Meeting Minutes	D-55:61
8/26/03	SHA	Greater Crofton Growth Management Commission	Letter of appreciation for comments on MD 3 and confirming appointment to meet in person to discuss concerns	D-62:63

Date	From	To	Subject	Page #
5/1/03	Greater Crofton Growth Management Commission	SHA	Letter in response to SHA's letter responding to their concerns and also listing their reactions to SHA's comments.	D-64:65
10/1/03	SHA	SHA	September 10, 2003 Focus Group Meeting Minutes	D-66:71

Maryland Streamlined Environmental / Regulatory Process Coordination

PURPOSE AND NEED

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

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

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service ✓ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

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

Comments:

Additional Information Needed:

Signature: Elder A Ghigiarelli Date: 5/10/02

PURPOSE AND NEED

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

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

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service ___ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ✓ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

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

Comments:

Additional Information Needed:

Signature: [illegible] Date: 3/27/02

David T. Whitaker, AICP
Maryland Department of Planning

PURPOSE AND NEED

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

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

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service ___ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning X Metropolitan Planning Org.
___ MD Dept. of Natural Resources

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

Comments:

Additional Information Needed:

Signature: Regina L. Aris Date: March 5, 2002

BMC

PURPOSE AND NEED

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

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

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service ___ MD Dept. of the Environment X MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

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

Comments: We look forward to working with SHA to complete the Section 106 review of this project

Additional Information Needed:

Signature: [illegible] Date: 1/31/02

PURPOSE AND NEED

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

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

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service ___ MD Dept. of the Environment ___ MD Historical Trust
X National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

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

Comments:

Additional Information Needed:

Signature: Timothy E. Goodger Date: 29 Jan 02

8/9/00 A-5

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
904 South Morris Street
Oxford, Maryland 21654

January 28, 2002

Cynthia D. Simpson
Deputy Director, Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Attn: Gay L. Olsen, Project Planning Division

Dear Ms. Simpson:

We have reviewed the Purpose and Need Statement [PNS], dated January 7, 2002, for the Maryland Route 3 (U.S. 50 to Maryland Route 32) Planning Study. Based in information provided in the PNS, we have no specific comments at this phase of the Streamlined Environmental/Regulatory Process.

Maryland Route 3 crosses the Patuxent River near its confluence with the Little Patuxent River, and closely parallels the Little Patuxent River in the Crofton area. Both of these riverine systems are documented anadromous fish spawning grounds within the study area. Consequently, we will be continuing our involvement in the review of this project during forthcoming phases of the streamlined process.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5771.

Sincerely,

Timothy E. Goodger
Officer in Charge
Oxford Habitat Office

cc: Bill Schultz, FWS - Annapolis
Paul Wettlaufer, COE, Regulatory Branch - Special Projects
Greg Golden, MD DNR, Environmental Review Unit

A-6

PURPOSE AND NEED

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

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

X Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment
___ MD Department of Planning
___ MD Historical Trust
___ Metropolitan Planning Org.

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

Comments:

Additional Information Needed:

Signature: [illegible] Date: January 28, 2002

PURPOSE AND NEED

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

Having reviewed the attached Purpose and Need 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

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service
___ National Marine Fisheries Service
X MD Dept. of Natural Resources
___ MD Dept. of the Environment
___ MD Department of Planning
___ MD Historical Trust
___ Metropolitan Planning Org.

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

Comments:

Additional Information Needed:

Signature: Roy C. Dieteman, Jr. Date: January 23, 2002

Parris N. Glendening
Governor

Kathleen Kennedy-Townsend
Lt. Governor

Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW

Tawes State Office Building
Annapolis, Maryland 21401

J. Charles Fox
Secretary

Karen M. White
Deputy Secretary

January 23, 2002

Ms. Gay Olsen
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Olsen:

This letter is in reply to Joseph Kresslein's letter of request, dated January 7, 2002, for Maryland Department of Natural Resources (DNR) comments on the Purpose and Need Statement for Project No. AT198A11, MD 3 from US 50 to MD 32, Anne Arundel and Prince George's Counties.

The Department participated in discussions of this project at the Interagency Meeting and attended the December 3, 2001 interagency field review of the project study area. We have only one minor editing comment on the Purpose and Need document, which is listed below. Also, we have included several general comments regarding some of the natural resources and resource concerns in the study area. We advocate efforts to optimize protection of all of the natural resources in the vicinity of this project throughout the planning phases for the project. Following are the DNR comments:

1. On page 4, the text under "Need for the Project" has a minor conflict with the text under the "Need" heading in the Summary, possibly due to recent editing of one of the statements. The page 4 version states that all intersections within the study area are projected to fail by 2025, except for the ramps at Belair Drive. The summary version mentions the projected failure of all intersections, and does not refer to Belair Drive. These two statements should be brought into agreement.

2. The Project area is close to the sensitive headwaters of Jabez Branch, Maryland's only wild trout stream located within the coastal plain. Extensive efforts are made by DNR to monitor and protect this stream system. The stream is small and especially sensitive to potential warm water discharges, sedimentation, poor water quality, and decreased base flow. Also, as Greg Golden of my staff noted during the field visit that past construction projects in the area have indicated that there are certain soil types in the Jabez Branch watershed that can cause acidic stormwater runoff conditions if those soils are exposed to the surface. The potential for acidic surface runoff to Jabez Branch is cause for great concern. Acidic runoff from the existing retention pond located in the US 301 median near

Jabez Branch was believed to have had devastating effects on the trout population several years ago, leading to the later retrofit of the pond to prevent further runoff to Jabez Branch. We request that the project study include efforts to fully assess and address these potential soil concerns.

3. Patuxent River and Little Patuxent River form a very large stream/wetland/floodplain complex close to, and crossing, the project study area. This complex provides high value habitat for many species, both terrestrial and aquatic, including several sensitive and rare species. It will be important to carefully consider this stream and riparian area resource throughout the project study to insure its maximized protection.

4. There are several parcels of Department of Natural Resources owned property along the Patuxent River in the vicinity of US 301. These areas are shown on the Environmental Features Map in the Purpose and Need package. These parcels are not adjacent to the existing roadway, and it does not seem likely at this time that they would be affected by this project. However, we still wish to remind you that any potential impacts to DNR lands which might be identified as planning proceeds should be coordinated at the earliest possible time with our Resource Planning Unit (contact person: Arnold [Butch] Norden, at 410-260-8406). Our review of wetland, waterway and other natural resource impacts through the Maryland Streamlined Environmental and Regulatory Process is a separate review and does not fulfill DNR's requirements to review impacts to DNR property.

5. The Maryland Environmental Trust (MET), a DNR agency, holds an environmental easement in specifically defined areas in the headwater forks of Jabez Branch, located just to the west of the northern limits of your project area. This area is shown on the Environmental Features Map in the Purpose and Need package. The easement includes land use limitations designed to protect the coldwater ecosystem in Jabez Branch and the wild trout population. It includes conditions regarding stormwater management and other land uses on the easement area. Environmental easements in some cases may also address stormwater management discharges or conveyance, so it is important to coordinate with MET if any changes, including changes to stormwater runoff patterns, may be proposed which will affect the west side of existing US 301 between MD 175 and MD 32. The MET contact person for this easement is Diane Chasse, at 410-514-7908.

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

cc: Diane Chasse, MET

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

February 21, 2002

Re: Project No. AT198B11
MD 3 from US 50 to MD 32
Anne Arundel and Prince George's Counties,
Maryland

Mr. Ray C. Dintaman, Jr., Director
Environmental Review Unit
Maryland Department of Natural Resources
Tawes State Office Building, B-3
Annapolis MD 21401

Dear Mr. Dintaman:

Thank you for your recent comments on the Purpose and Need Statement for our Project Planning Study along MD 3 from US 50 to MD 32 in Anne Arundel and Prince George's Counties.

Due to editing, text was inadvertently omitted from the two-page Concurrence Form Summary. The Purpose & Need (P&N) document accurately states "all the intersections within the study area are projected to fail by 2025, except for the ramps at Belair Drive", whereas the Concurrence Form Summary inadvertently omitted "except for the ramps at Belair Drive". This has been corrected in the Concurrence Form Summary so that it is consistent with the P&N package. Because these revisions are minor and do not change the purpose and need of the project, we are not circulating the package again for comments/concurrence. We are providing the revised Concurrence Form Summary, dated February 2002 and with the additions shown in bold, for your files.

Your letter also included comments on the importance and sensitivity of Jabez Branch, part of which is protected within the Maryland Environmental Trust Easement located at the northern end of the study corridor and shown in the P&N package Environmental Features Map. Other important features noted in your letter include diverse, valuable, wildlife habitat provided within and along the Patuxent and Little Patuxent Rivers and the Maryland Department of Natural Resource properties along the Patuxent River, also shown on the Environmental Features Map.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Please be assured that we are aware of the sensitivity of these resources and will continue to address them throughout the project. We have recently begun developing preliminary alternatives and hope to meet with all the agencies in the coming months to further this effort. Any potential impacts to environmental resources will be coordinated with all concerned parties. At this phase of the planning process, however, it is unclear as to the extent of such impacts.

We look forward to continuing to work together during this study in order to ensure its success. If you have any further questions concerning this study, please feel free to contact the Environmental Manager, Ms. Jessica Morrow, at 410-545-8471, or 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: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Attachments

cc: Mr. Harvey Bloom, BMC (w/attachment)
Ms. Caryn Brookman, FHWA (w/attachment)
Ms. Beth Cole, MHT (w/attachment)
Mr. Steve Elinsky, USACE (w/attachment)
Mr. Elder Ghigiarelli, MDE (w/attachment)
Mr. Greg Golden, DNR (w/attachment)
Mr. Timothy Goodger, NMFS (w/attachment)
Mr. Bruce Grey, SHA-PPD
Mr. Susan Hinton, NPS (w/attachment)
Mr. Ron Kirby, MWCOG (w/attachment)
Mr. Joseph Kresslein, SHA-PPD
Ms. Jessica Morrow, SHA-PPD (w/attachment)
Ms. Gay Olsen, SHA-PPD
Ms. Cathy Rice, SHA
Ms. Barbara Rudnick, EPA (w/attachment)
Mr. Robert Sanders, SHA-PPD
Mr. Bill Schultz, USFWS (w/attachment)
Ms. Cynthia Simpson, SHA-PPD
Mr. Chris Weber, SHA-PPD (w/attachment)
Ms. Cynthia Wilkerson, NPS (w/attachment)
Mr. Gregory Wolf, FHWA (w/attachment)
Mr. Bihui Xu, MDP (w/attachment)

PURPOSE AND NEED

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

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

___ Federal Highway Administration
___ Environmental Protection Agency
X Corps of Engineers
X Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment
___ MD Department of Planning
___ MD Historical Trust
___ Metropolitan Planning Org.

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

Comments:

Additional Information Needed:

Signature: William Schultz Date: 01/17/02

PURPOSE AND NEED

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

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

✓ Federal Highway Administration
X Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:
Please note resource issues included in DNR letter.

Note: Please 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.

___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment
___ MD Department of Planning
___ MD Historical Trust
___ Metropolitan Planning Org.

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

Comments:

Additional Information Needed:

Signature: [illegible] Date: 1-23-02

PURPOSE AND NEED

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

Having reviewed the attached Purpose and Need 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

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

Comments / Reasons for Non-Concurrence:

Note: Please 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.

___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment
___ MD Department of Planning
___ MD Historical Trust
___ Metropolitan Planning Org.

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

Comments:

Additional Information Needed:

Signature: [illegible] Date: 1·23·02

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

August 7, 2002

Subject: Maryland Route 3 from US 50 to MD 32, Prince George's and Anne Arundel Counties, MD

Mr. Chris Weber, Project Manager
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Weber:

This is written as follow-up to our August 6, 2002 meeting regarding the alternatives being developed for the subject project. We appreciate your taking the time to meet with us and to consider our proposal.

To summarize, the Corps has suggested an additional boulevard concept for the MD Route 3 project. This concept would convert the existing northbound roadway into a two-way frontage road, while constructing an urban boulevard along the existing southbound lanes. This concept was not among the alternatives presented by SHA at the July 17, 2002 Interagency Review Meeting. We believe this concept offers advantages over the alternatives that have been developed to date, in that it eliminates the left turns to and from the high-speed lanes. By eliminating these left turns, safety and operations can be significantly improved, in keeping with the stated purpose for the project. In addition, businesses need not be displaced to accomplish this improvement in safety. Access would be maintained to the existing businesses via right-in/right-out movements from the boulevard, via left turns from the boulevard at signalized intersections, and via the frontage road. We believe that safety, operations, accessibility to businesses, and the character of the roadway can all be improved appreciably over the existing situation with an attractively landscaped boulevard that provides a gateway to the Crofton business community.

Thank you for considering this suggestion. We are willing to work with you, and to entertain a permit application for the aquatic impacts that would be necessary to provide a facility that would meet the long-term needs of the local users of this highway, so long as the improvements are confined to the existing highway corridor, rather than a highway on new location across the high-quality Patuxent River wetland/floodplain complex. If you have any questions, please contact me at 410-962-5676.

Sincerely,
Paul R. Wettlaufer
Paul R. Wettlaufer
Transportation Program Manager

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

Alternate 3: Boulevard Concept with Interchange Options - Dualization of northbound MD 3 in Prince George's County with existing southbound MD 3 converted to a local service road. Three lanes provided in each direction along existing alignment throughout remainder of corridor with continuous auxiliary lanes where necessary.

Alternate 5: Modified Boulevard Concept with Interchange Options - Three lanes provided in each direction along existing MD 3 from US 50 to MD 424 with auxiliary lanes where necessary. Dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted to a local service road.

Interchange Options*

MD 450 Interchange:	Option A (Half Trumpet) Option B (Split Diamond) Option C (Full Trumpet)
Cronson/Crawford Boulevard:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange)
MD 424 Interchange:	Option A (Half Bridge Interchange) – Alternate 3 only Option B (Compressed Diamond with MD 3 over MD 424) Option C (Single Point Urban Interchange with MD 3 under MD 424)
Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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:
* See attached email

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

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

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

Comments:

Additional Information Needed:

Signature: [illegible] Date: March 20, 2003

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

Alternate 3: Boulevard Concept with Interchange Options - Dualization of northbound MD 3 in Prince George's County with existing southbound MD 3 converted to a local service road. Three lanes provided in each direction along existing alignment throughout remainder of corridor with continuous auxiliary lanes where necessary.

Alternate 5: Modified Boulevard Concept with Interchange Options - Three lanes provided in each direction along existing MD 3 from US 50 to MD 424 with auxiliary lanes where necessary. Dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted to a local service road.

Interchange Options*

MD 450 Interchange:
- Option A (Half Trumpet)
- Option B (Split Diamond)
- Option C (Full Trumpet)

Cronson/Crawford Boulevard:
- Option A (At Grade Intersection)
- Option B (Compressed Diamond Interchange)

MD 424 Interchange:
- Option A (Half Bridge Interchange) – Alternate 3 only
- Option B (Compressed Diamond with MD 3 over MD 424)
- Option C (Single Point Urban Interchange with MD 3 under MD 424)

Waugh Chapel/Reidel Road Interchange:
- Option A (At Grade Intersection)
- Option B (Compressed Diamond Interchange)
- Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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: [signature] Date: 4/8/03

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

Alternate 3: Boulevard Concept with Interchange Options - Dualization of northbound MD 3 in Prince George's County with existing southbound MD 3 converted to a local service road. Three lanes provided in each direction along existing alignment throughout remainder of corridor with continuous auxiliary lanes where necessary.

Alternate 5: Modified Boulevard Concept with Interchange Options - Three lanes provided in each direction along existing MD 3 from US 50 to MD 424 with auxiliary lanes where necessary. Dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted to a local service road.

Interchange Options*

MD 450 Interchange:
- Option A (Half Trumpet)
- Option B (Split Diamond)
- Option C (Full Trumpet)

Cronson/Crawford Boulevard:
- Option A (At Grade Intersection)
- Option B (Compressed Diamond Interchange)

MD 424 Interchange:
- Option A (Half Bridge Interchange) – Alternate 3 only
- Option B (Compressed Diamond with MD 3 over MD 424)
- Option C (Single Point Urban Interchange with MD 3 under MD 424)

Waugh Chapel/Reidel Road Interchange:
- Option A (At Grade Intersection)
- Option B (Compressed Diamond Interchange)
- Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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: [signature] Date: 1.28.03

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

Alternate 3: Boulevard Concept with Interchange Options - Dualization of northbound MD 3 in Prince George's County with existing southbound MD 3 converted to a local service road. Three lanes provided in each direction along existing alignment throughout remainder of corridor with continuous auxiliary lanes where necessary.

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Interchange Options*

MD 450 Interchange:	Option A (Half Trumpet) Option B (Split Diamond) Option C (Full Trumpet)
Cronson/Crawford Boulevard:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange)
MD 424 Interchange:	Option A (Half Bridge Interchange) – Alternate 3 only Option B (Compressed Diamond with MD 3 over MD 424) Option C (Single Point Urban Interchange with MD 3 under MD 424)
Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

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: William Schultz Date: 1/17/03

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

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Interchange Options*

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Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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:

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

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

Comments:

Additional Information Needed:

Signature: Timothy E. Cooper Date: 6 June '03

MD 3 Project Planning Study
Alternates Retained for Detailed Study
Draft
January 2003
- ii -
A-22

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
904 South Morris Street
Oxford, Maryland 21654

June 6, 2003

Cynthia D. Simpson
Chief, Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203

Attn: Gay Olsen, Project Planning Division

Dear Ms. Simpson:

We have reviewed the Alternatives Retained for Detailed Study package, dated January 21, 2003, for the Maryland Route 3 Planning Study (from north of U.S. 50 to south of Maryland Route 32). Based on information contained in this document, and information obtained during interagency meetings and our April 2003 field review, we offer our concurrence on the selected alternates, but with the following comments pertaining to resource concerns and preferred options.

The Patuxent River and Little Patuxent River, as well as the extensive forested wetland riparian zones associated with these systems, are highly valuable natural resource features occurring in the study area and vicinity. Both river mainstems are documented spawning and nursery grounds for alewife (*Alosa pseudoharengus*), blueback herring (*Alosa aestivalis*), white perch (*Morone americana*), and yellow perch (*Perca flavescens*) (O'Dell and Mowrer, 1981). Furthermore, because of frequent overbank flow activity occurring between the river mainstems and riparian zones, small tributaries, sloughs, and even low elevation floodplain also provide spawning and nursery ground for anadromous species. The rivers' riparian wetlands also provide other significant functional values pertinent to fish resource habitat requirements, including floodwater storage, instream flow regime stabilization, instream temperature moderation, diversification of instream habitat, water quality enhancement, and participation in biogeochemical cycling of nutrients.

National Marine Fisheries Service considers habitat associated with the Patuxent and Little Patuxent Rivers as irreplaceable; i.e., should unavoidable losses of Patuxent River instream and riparian habitat occur from this project, it is highly unlikely that compensatory mitigation will be able to replace, in-kind, most of the functional values associated with these habitats. While we recognize the importance and need for the current proposal, the selected alternate must incorporate measures that will provide maximum protection to the rivers' natural resources and habitats. At the same time, we also recognize that the selected alternate must provide a long term solution to the traffic problems in the study area, to avoid the need for further corrective measures to Route 3 in the near future, and additional impacts to local riverine habitat.

Regarding the crossing of the Patuxent River mainstem and riparian zone, we recommend the following measures for avoidance and minimization of instream and riparian wetland impacts:

1. New crossing lanes (associated with mainline Route 3 and/or the Route 450 interchange) should be constructed as bridge, with a span width equal to or greater than the span of the existing bridge crossing of the river.

2. Regardless of the Route 450 interchange option selected, the upgraded crossing of the river should be the minimal width practicable. Width minimizing measures may include: 1) use of guard rails or other safety barriers, in lieu of safety slopes, on approaches to the new bridge crossing; 2) locating new lanes within existing uplands where practicable.

3. Instream work occurring in the river mainstem, as well as in tributaries and low elevation floodplain in the crossing vicinity, should be restricted, during any year, from February 15 through June 15, to protect anadromous fish spawning and nursery activities.

Regarding selection of an option for the Route 450 interchange, we, at this time, prefer Option B (grade-separated flyovers), which will result in the lowest acreage of wetland impacts within the river crossing vicinity. However, our preference for Option B also hinges on its ability to mitigate local traffic problems under a long term scenario. Therefore, we will reserve our final comments on the Route 450 interchange following review of the results of an on-going traffic analysis on all the proposed interchange options.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5771.

Sincerely,

Timothy E. Goodger
Officer in Charge
Oxford Habitat Office

LITERATURE CITED

O'Dell, Jay, and J. Mowrer. 1981. Survey and inventory of anadromous fish spawning and nursery areas. Segment Report, Project AFC-10-1, January 1980-June 1981; *for*: Patuxent River Drainage. Maryland Department of Natural Resources, Fisheries Division, Annapolis.

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

June 13, 2003

Mr. Timothy E. Goodger
Officer in Charge
Oxford Habitat Office
National Marine Fisheries Service
Habitat Conservation Division
904 South Morris Street
Oxford, Maryland 21654

Dear Mr. Goodger:

Thank you for your concurrence and comments regarding the Alternatives Retained for Detailed Study (ARDS) package for the MD 3 Transportation Corridor Study from US 50 to MD 32 in Anne Arundel and Prince George's Counties.

Your comments reflected concern over impacts to the highly valuable habitat foung within the Patuxent and Little Patuxent River watersheds. Please be assured that we are aware of the sensitivity of these stream systems and their associated wetlands. Throughout the development of detailed alternates, as well as during the development of the selected alternate, your avoidance and minimization recommendations to aquatic resources within this area will be seriously considered and evaluated.

The Maryland State Highway Administration also appreciates your comments regarding the MD 450 interchange options. We are committed to identifying the most effective solutions to address the current and future traffic conditions of the local area, while striving to minimize environmental impacts to the extent possible. We will continue to coordinate with your office and will incorporate your comments into the planning process.

If you have any further questions concerning this study, please feel free to contact the Environmental Manager, Mr. Eric Almquist, at 410-545-8533, or the Project Manager, Mr. Christopher Weber, at 410-545-8519.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

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

Mr. Timothy E. Goodger
Page Two

By: Allison E Gross for
Joseph Kresslein
Assistant Division Chief
Project Planning Division

cc: Mr. Eric Almquist
Ms. Caryn Brookman
Ms. Wanda Brocato
Mr. Joe Finkle
Mr. Bruce Grey
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Susie Ridenour
Mr. Robert Sanders
Mr. Douglas Simmons
Mr. Christopher Weber
Mr. Gregory Wolf

A -27

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

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Alternate 5: Modified Boulevard Concept with Interchange Options - Three lanes provided in each direction along existing MD 3 from US 50 to MD 424 with auxiliary lanes where necessary. Dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted to a local service road.

Interchange Options*

MD 450 Interchange:	Option A (Half Trumpet) Option B (Split Diamond) Option C (Full Trumpet)
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*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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. Dickamon Jr Date: 3-25-03

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

C. Ronald Franks
Secretary

W. P. Jensen
Deputy Secretary

Maryland Department of Natural Resources
Environmental Review
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

March 25, 2003

Ms. Gay Olsen
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Olsen:

This letter is in reply to Joseph Kresslein's letter of request, dated March 7, 2003, for Maryland Department of Natural Resources (DNR) concurrence with the Alternates Retained for Detailed Study (ARDS) for Project No. AT198B11, MD 3 Transportation Corridor Improvement Study, Anne Arundel and Prince George's Counties.

Department staff participated in discussions of this project at the Interagency Meeting and attended two interagency site visits. The Department concurs with the Alternates Retained for Detailed Study as presented in the February 2003 ARDS document for this project.

We note that you have included in the ARDS document information which we previously provided to you regarding aquatic resources; rare, threatened, and endangered species; and other natural resources existing in the project area. The Patuxent River stream corridor and the Jabez Branch natural trout population are two very significant and complex natural resources found within the project area. Others, as listed in the natural resource section of the ARDS document, are also present. We advocate careful consideration and optimized protection of these natural resources during future planning phases for this project.

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

TTY via Maryland Relay: 711 (within MD) (800) 735-2258 (Out of State)
Toll Free in MD#: 1-877-620-8DNR ext. 8331

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

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Interchange Options*

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Cronson/Crawford Boulevard:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange)
MD 424 Interchange:	Option A (Half Bridge Interchange) – Alternate 3 only Option B (Compressed Diamond with MD 3 over MD 424) Option C (Single Point Urban Interchange with MD 3 under MD 424)
Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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 comment(s) or not concur until revisions are made or additional information is provided.

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

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

Comments:

Additional Information Needed:

Signature: Elder A. Ghigiarelli Date: 5/28/03

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

Alternate 3: Boulevard Concept with Interchange Options - Dualization of northbound MD 3 in Prince George's County with existing southbound MD 3 converted to a local service road. Three lanes provided in each direction along existing alignment throughout remainder of corridor with continuous auxiliary lanes where necessary.

Alternate 5: Modified Boulevard Concept with Interchange Options - Three lanes provided in each direction along existing MD 3 from US 50 to MD 424 with auxiliary lanes where necessary. Dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted to a local service road.

Interchange Options*

MD 450 Interchange:	Option A (Half Trumpet) Option B (Split Diamond) Option C (Full Trumpet)
Cronson/Crawford Boulevard:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange)
MD 424 Interchange:	Option A (Half Bridge Interchange) – Alternate 3 only Option B (Compressed Diamond with MD 3 over MD 424) Option C (Single Point Urban Interchange with MD 3 under MD 424)
Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

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

Comments / Reasons for Non-Concurrence:

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

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

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

Comments: MHT awaits further consultation to complete the Sec. 106 review

Additional Information Needed:

Signature: [illegible] Date: 3/19/03

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Maryland Department of Planning

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Audrey E. Scott
Secretary

Florence E. Burton
Deputy Secretary

April 28, 2003

Ms. Cynthia D. Simpson, Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attention: Ms. Gay Olsen

Re: MD 3 Transportation Corridor Improvement Project - Alternates Retained for Detailed Study

Dear Ms. Simpson:

This is in response to your request for our comments on the Alternatives Retained for Detailed Study for the MD3 Transportation Corridor Improvement Project. The Maryland Department of Planning generally supports the recommendation to carry forward the No-Build, Alternate 3 – Boulevard Concept with Interchange Options, and Alternate 5 – Modified Boulevard Concept with Interchange Options as the Alternatives Retained for Detailed Study (ARDS). Accordingly, we provide the State Highway Administration the following comments on the ARDS for the MD3 Transportation Corridor Improvement Project for consideration at the upcoming detailed project study stage.

Transportation System Management/Transportation Demand Management Improvements

Transportation System Management/Transportation Demand Management (TSM/TDM) strategies should be thoroughly studied and integrated as part of each build alternative in the detailed study stage. Although TSM/TDM improvements alone cannot meet the purpose and need of the project, aggressive TSM/TDM strategies can play a significant role in preserving existing and future MD3 corridor capacity while meeting a range of transportation needs, including van and carpooling, transit, and bicycle and pedestrian access) along the MD3 corridor. In the detailed study phase, MDP recommends that Access Management strategies and improved Transit Access be further evaluated at the ARDS stage. We recommend the following actions:

- Implement an Access Management Plan along the MD3 corridor to preserve future highway capacity, to minimize traffic safety hazards, and to assist in directing growth to Priority Funding Areas (PFAs) while discouraging an increase in strip development in non-PFA areas along the MD3 corridor. MDP supports SHA's strategy to develop an Access Management Plan for MD3 as part of the ARDS.

  Coordination with Anne Arundel and Prince George's Counties in developing the Access Management Plan is crucial. Supportive local land uses, zoning regulations, and local highway corridor management policies and regulations will be vital components of this Access Management Plan. **MDP recommends that as a component of the MD3 Improvement Project, Anne Arundel County, MDOT/SHA, MDP, and the Baltimore**

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

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Metropolitan Council work together to develop the concepts behind an Access Management Plan for the MD3 corridor. This Access Management Plan can be implemented through SHA's on-going access management program and through incorporation in Anne Arundel County's Small Area Plan for the corridor. We would appreciate further consideration with regard to this recommendation.

- Pursue Transit Options. Currently WMATA provides bus access connecting Crofton and the New Carrollton Metro Station through the B29 Metrobus. The regional demand model indicates that 70% to 75 % of the traffic in the study area either originates from or has a destination in the MD3 study area. In coordination with the regional and local transit agencies, the MD3 project study team should enlist the assistance of the Maryland Transit Administration to assess transit options that can provide connections to existing transit stations including the New Carrollton Metro Station, the Odenton MARC Station and the Bowie State MARC Station. Additional transit options should be examined to connect the communities in and around the study corridor, including Odenton, Bowie, Crofton and other nearby communities.

Build Alternatives

Both build alternatives recommend a third through lane on nearly half of the total length of the project. There will be three 11-foot wide through lanes in each direction for all the sections. In addition to three through lanes, both built alternatives will provide auxiliary lanes, left turns lanes, and service roads for various segments of MD3. This is designed to improve highway safety in the project area.

We believe that both build alternatives retained for detailed study address the stated Purpose and Need of the MD3 project to improve local traffic operation. These include movement of motor vehicles, pedestrians and cyclists to and from communities and commercial and employment areas on this corridor. They also address pertinent safety issues, and the key point that the project does not "create a high-capacity link between US 50 and I-97." These points were emphasized by SHA during the Purpose and Need stage and the proposed alternatives appear to reflect these concepts.

During the upcoming project study phase, detailed project design and environmental impacts, including secondary land use impacts will be evaluated. We recommend that SHA consider the following items for evaluation at this stage:

- In areas that are not PFAs, we recommend that auxiliary lanes, service roads and left turn lanes should be provided where it is necessary to improve safety so as to minimize potential secondary land use effects. Improving safety is the first consideration for providing these auxiliary lanes, left turn movements, and/or service roads. In addition to safety concerns, we recommend that SHA take into account the character of the abutting land uses along MD3. In areas with low density land uses, which most likely are also non-PFA areas, there may be less need for extensive service roads or auxiliary lanes.

  In Anne Arundel County, much of the area west of MD3 is designated as non-PFA, except the Crofton Industrial Park and an area south of Waugh Chapel Road. This area is not in a PFA currently, but it is being developed into relatively dense commercial and residential land uses and may be applicable for PFA certification by Anne Arundel County. The area north of Waugh Chapel Road is also non-PFA. Providing service roads to these non-PFA areas would be warranted only for safety reasons. Similar consideration should be applied to the non-PFA area east of MD3 and north of UM Science and Technology Center in Prince George's County and south of Patuxent River Road in Anne Arundel County.

- Provide safe and accessible pedestrian and bicycle facilities. The built alternatives will include 16-foot wide curb lanes or 12-foot shoulders along MD3 to accommodate bicycles. Anne Arundel County recently adopted its countywide Pedestrian and Bicycle Master Plan. The Anne Arundel County Plan includes pedestrian and bicycle facility improvement recommendations for the MD 3 corridor area. In coordination with the County, detailed pedestrian and bicycle improvements should be developed during the detailed study phase. We suggest that SHA consider the following when designing pedestrian and bicycle facilities:

  (1) Provide sidewalks along MD 3 including its service roads, auxiliary lanes where it is needed or called for in Anne Arundel County's plans;
  (2) Seek solutions to provide safe bicycle access along the continuous auxiliary lanes;
  (3) Provide safe and friendly pedestrian and bicycle crossings on improved intersections and interchanges along MD3. Pedestrian and bicycle crossings should be considered on: Belair Drive/Melford Blvd, MD 450 East/MD 450 West, Cronson/Crawford Blvd, MD 424 /Conway Road, and crossings in the area between MD 424 and Waugh Chapel Road. For interchange improvements, SHA should consider interchange designs that will safely facilitate the movements of pedestrians and bicyclists across and along MD3.

The PFA Law Compliance

Construction of any Alternative Retained for Detailed Study will be a growth related transportation project. Currently the project is primarily located outside of certified PFA areas.

On Page 10 of the ARDS document, paragraph SMART GROWTH INITIATIVE, add "Maryland Department of Transportation" to the third sentence, i.e., "Prior to receiving for compliance with Smart Growth regulations."

Staff at MDP greatly appreciates the efforts of SHA to seek ways to evaluate projects for Smart Growth Compliance. We look forward to continued participation in the evaluation of the PFA law compliance for this project through the efforts of SHA's Smart Growth Team and with MDOT Staff.

Thank you for providing MDP the opportunity to review and comment on this project. Should you have any questions with regard to the above comments, please do not hesitate to contact me or Bihui Xu at 410-767-4567.

Sincerely,

David T. Whitaker, AICP
Manager – Transportation Planning Unit

cc: James T. Noonan, MDP
Doug Simmons, SHA
Harvey Gold, Anne Arundel Co.
Natalie Latham, Anne Arundel Co.
Joseph Kresslein, SHA
Dan Johnson, FHWA
Don Halligan, MDOT
Fatimah Hasan, MDOT
Bihui Xu, MDP
Barbara Rudnick, EPA

Paul Wettlaufer, COE
Bob Pennington, USFWS
John Nichols, NMFS
Greg Golden, DNR
Elder Ghigiarelli, MDE
Harvey Bloom, BMC
Regina Aris, BMC

A-35

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

SHA State Highway Administration

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

July 22, 2003

Mr. David Whitaker, AICP
Manager – Transportation Planning Unit
Maryland Department of Planning
301 West Preston Street, Suite 1101
Baltimore MD 21201-2305

Dear Mr. Whitaker:

Thank you for your recent comments concerning the MD 3 Transportation Corridor Study. We appreciate your support of the Alternates Retained for Detailed Study. We have investigated the additional comments you provided and offer the following for your information.

As you are aware, as part of the Alternates presented at the Alternates Public Workshop, the State Highway Administration's (SHA's) Alternate 2 consisted solely of Transportation System Management/Transportation Demand Management (TSM/TDM) improvements. This alternate did not provide significant improvement as a stand alone alternate and was incorporated into the retained alternates.

Access Management along the MD 3 corridor is being investigated as part of this study. The portion of Alternate 3 in Prince George's County is proposed in the County's Master Plan as a fully access controlled facility. Throughout the remainder of the corridor in Alternate 3 and all of Alternate 5, access elimination, modification, and consolidation will be proposed. These efforts are already being coordinated with the entire study team, which includes Anne Arundel and Prince George's Counties, the Maryland Department of Planning (MDP). and the Metropolitan Planning Organizations (MPO's) as you have requested.

As part of SHA's immediate efforts and in concert with the County's development review processes and SHA's Access Permits process, the Project Planning Division reviews and comments on all proposed site development plans with regard to our efforts along MD 3. In general, it is the practice for SHA to suggest introducing limited numbers of access points along the corridor. We have also suggested that new development be united with existing development, such as through the connection of parking lots, so that no new access points need to be provided and the properties share access to MD 3. Anne Arundel County is fully aware and in support of our efforts. Upon completion of the planning study, if funding is not in place for design and construction, SHA can continue to monitor development for access management opportunities.

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

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Please note that land use and development is not within the control of the SHA as this responsibility lies with the counties. With the above described efforts, we hope to allow the counties to develop land as they deem reasonable while preserving the safety and operational characteristics of the MD 3 corridor. Furthermore, it is not the intention of this study to create a high capacity link between US 50 and I-97. The purpose of this 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.

Transit options were pursued in the early stages of this planning project. The transit service providers have no additional interests in this corridor at this time. Anne Arundel County is in the process of establishing a transit development plan that includes bus transit routes to serve Piney Orchard, Odenton and Crofton within the study area. This route will also connect to the Crofton Country Club Park-and-Ride lot permitting transfers to the WMATA B29 route. Additionally, a Park-and-Ride Feasibility Study for portions of US 50 has been completed and has identified several potential park-and-ride locations within the MD 3 corridor. Coordination of the above efforts will continue throughout the remainder of the planning study.

We have enclosed mapping which indicates the locations of the proposed auxiliary lanes. The colored areas also include acceleration/deceleration lanes. These outside lanes are necessary for the safety of the existing development. Areas that have no planned development are bounded only by a narrow shoulder area for safety purposes; service roads and auxiliary lanes will not be provided where they are not necessary for safety.

A goal of the study is to provide safe accommodations for pedestrians. Safe and accessible pedestrian and bicycle facilities are being incorporated into our plans. Our preliminary concepts include all the features you have suggested; sidewalks where needed, safe on-road and off-road bicycle facilities, and safe and pedestrian friendly crossings of MD 3.

We look forward to working with you during the remainder of the planning process. If you need any additional information concerning this study, please feel free to contact the Project Manager, Mr. Christopher Weber, at 410-545-8519 or the Environmental Manger, Mr. Eric Almquist, at 410-545-8533.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Robert Anderson for
Christopher D. Weber
Project Manager
Project Planning Division

Enclosures
cc: Mr. Eric Almquist, SHA
Ms. Regina Aris, BMC
Mr. Harvey Bloom, BMC
Mr. Elder Ghigiarelli, MDE
Mr. Harvey Gold, AA County
Mr. Greg Golden, DNR
Mr. Don Halligan, MDOT
Ms. Fatimah Hasan, MDOT
Mr. Dan Johnson, FHWA
Mr. Joseph Kresslein, SHA
Ms. Natalie Latham, AA Cnty
Mr. John Nichols, NMFS
Mr. James T. Noonan, MDP
Mr. Bob Pennington, USFWS
Ms. Barbara Rudnick, EPA
Mr. Douglas Simmons, SHA
Mr. Christopher Weber, SHA
Mr. Paul Wettlaufer, COE
Mr. Bihui Xu, MDP

Alternates Retained for Detailed Study

Mainline Alternates

Alternate 1: No-Build

Alternate 3: Boulevard Concept with Interchange Options - Dualization of northbound MD 3 in Prince George's County with existing southbound MD 3 converted to a local service road. Three lanes provided in each direction along existing alignment throughout remainder of corridor with continuous auxiliary lanes where necessary.

Alternate 5: Modified Boulevard Concept with Interchange Options - Three lanes provided in each direction along existing MD 3 from US 50 to MD 424 with auxiliary lanes where necessary. Dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 3 converted to a local service road.

Interchange Options*

MD 450 Interchange:	Option A (Half Trumpet) Option B (Split Diamond) Option C (Full Trumpet)
Cronson/Crawford Boulevard:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange)
MD 424 Interchange:	Option A (Half Bridge Interchange) – Alternate 3 only Option B (Compressed Diamond with MD 3 over MD 424) Option C (Single Point Urban Interchange with MD 3 under MD 424)
Waugh Chapel/Reidel Road Interchange:	Option A (At Grade Intersection) Option B (Compressed Diamond Interchange) Option C (Traditional Diamond w/Roundabouts)

*All of the Interchange Options are compatible with both Alternate 3 and Alternate 5, with the exception of the MD 424 Interchange Option A. This half bridge interchange is only compatible with Alternate 3.

Having reviewed the attached Alternatives Retained for Detailed Study 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 XX Metropolitan Planning Organization

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

Comments:

Additional Information Needed:
NONE

Signature: Ronald F. Kirby Date: March 17, 2003

Ronald F. Kirby
Director, Department of
Transportation Planning
Metropolitan Washington
Council of Governments

Agency Coordination

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Joseph R. Kresslein JK
Assistant Division Chief
Project Planning Division

DATE: September 24, 2002

SUBJECT: Project No. AT198B11
MD 3 from US 50 to MD 32
Anne Arundel and Prince George's Counties

RE: Wetland Jurisdictional Determination (JD) near the Patuxent River crossing

A field review was held over a period of three days; August 1st, August 2nd, and August 12th, 2002 to provide a Jurisdictional Determination (JD) for a portion of the MD 3 project area, near the Patuxent River crossing and MD 450 intersection. The JD occurred along MD 3 between Sylvan Drive and Crossgate Drive and was limited to an area 1000 feet east and 500 feet west of MD 3. An advanced JD was requested for this portion of the project in order to better understand the constraints that wetlands would pose when developing alternatives in that area. The following people were in attendance:

Ms. Barbara Allera-Bohlen	State Highway Administration – Environmental Programs Division (SHA-EPD)
Ms. Donna Buscemi	State Highway Administration – Environmental Programs Division (SHA-EPD)
Mr. Steve Elinsky	US Army Corps of Engineers (Corps)
Mr. Steve Hurt	Maryland Department of the Environment (MDE)
Mr. Brian Lange	URS Corporation (URS)
[redacted]	URS Corporation (URS)
Ms. Jessica Morrow	State Highway Administration – Project Planning Division (SHA-PPD)

Mr. Josh Nelson	URS Corporation (URS)
Ms. Anne Rowe	URS Corporation (URS)
Ms. Barbara Rudnick	Environmental Protection Agency (EPA)
Mr. Bill Schultz	US Fish and Wildlife Service (USFWS)

The purpose of the JD field review was to seek concurrence from the Corps and MDE on the wetland boundaries as delineated. Mr. Elinsky (Corps) was present on all three days, however Mr. Hurt (MDE) was present on August 1st and 12th, only. Mr. Hurt agreed to defer to the Corps on the day he was absent. The attached mapping reflects minor revisions to wetland boundaries as described below and agreed upon during the field JD.

A substantial portion of the area reviewed for the JD includes the Patuxent and Little Patuxent Rivers and associated wetlands and Waters of the United States (WUS). The wetlands are labeled as Wetlands 1, 2, 3, and 4 on the wetland mapping provided to attendees.

A small unnamed tributary (WUS) was identified that outlets from a culvert near Patuxent River Road and MD 450 East, flows south along MD 3 and outlets into Wetland 1. In order to show the connection between the WUS and Wetland 1, the mapping was revised to connect WUS flags S004-001a and S004-002 with Wetland 1 flags W001-030 and W001-031, respectively. Wetland 1 is located just north of the Patuxent River on the east side of MD 3. Flags W001-018 to W001-020 were moved to the east 30 feet due to marginal hydric soil characteristics and a dominance of facultative vegetation. Flags W001-006 through W001-008 were moved east 20 feet to exclude an upland hummock from the wetland. The Corps and MDE accepted the delineation of the remainder of Wetland 1.

The review of Wetland 2, located north of the Little Patuxent River on the west side of MD 3, was limited to only that portion south of wetland point W002-026. The area north of wetland point W002-026 has been previously delineated by J. Cook Consultants and is owned by 1691 Limited Partnership. Furthermore, these wetlands were reviewed by the Corps and boundaries approved in 1998. The Corps agreed to reference this JD for the MD 3 project. During the review of Wetland 2 south of wetland flag W002-026, wetland flags W002-015 through W002-013 were moved west approximately 20 feet following topographic features. The Corps and MDE accepted the delineation of the remainder of Wetland 2.

Wetland 3, located south of the Patuxent River on the west side of MD 3, was accepted as delineated. However, the Corps requested that we change the classification of Wetland 3 from palustrine forested (PFO), to PFO/palustrine emergent (PEM) to accurately identify the presence of emergent vegetation within the forested wetlands. SHA raised a question of mitigation ratios for impacts to a PFO/PEM wetland. Both the Corps and USFWS agreed that mitigation ratios would need to be discussed once impacts are determined. In addition, the Corps and USFWS said that if the project causes impacts to Wetland 3, wetland conservation would be the preferred means of mitigation, due to the exceptional function and value of the wetland.

Wetland 4 is located south of the Patuxent River on the east side of MD 3. The mapping incorrectly connected flags W004-006 directly to W004-009 and had excluded flags W004-007 and W004-008. The mapping will be revised, correctly connecting the sequential flags W004-007 and W004-008 to include a small PEM wetland to Wetland 4. Flags W004-117 through W004-120 were moved west approximately 20 feet and flag W004-117b was added between W004-117 and W004-118. The reason for the inclusion of this area to Wetland 4 was due to the presence of hydric soils, a dominance of facultative wetland vegetation, and evidence of hydrology. The Corps and MDE accepted the remaining delineation of Wetland 4.

The southern portion of Wetland 4 drains to White Marsh Branch, a tributary to the Patuxent River. The delineation of White Marsh Branch (WUS, only) was accepted by the Corps and MDE.

Wetland 4b, located east of MD 3 and behind the Texaco gas station, is an emergent wetland and open water pond adjacent to Wetland 4. The wetland mapping will be revised noting that wetland flag W005-001 should be connected to flag W004-024 of Wetland 4 and not flag W004-025. This adds a small triangular area to the POW/PEM wetland labeled as Wetland 4b on the mapping. The Corps also requested that the classification of Wetland 4b be changed from PEM to PEM/palustrine open water (POW) to correctly identify the presence of open water within the wetland.

Wetlands 5, 6 and Pond 1 are located west of the BGE Substation and the Amoco gas station, just south of MD 450 West. Due to recent drought conditions, there was no open water within Pond 1; instead, there was emergent vegetation. Thus, Pond 1 was re-classified as a POW with a PEM/palustrine scrub-shrub (PSS) fringe. The classification of Wetland 5 was changed from PFO/palustrine unconsolidated bottom (PUB) to POW/PEM. In addition, the classification of Wetland 6 was changed from PFO to PSS/PEM.

After careful consideration, Wetlands 5 and 6 and Pond 1 were considered by the Corps to be isolated wetlands and not under federal jurisdiction due to the lack of a hydrological connection to either the Patuxent River or White Marsh Branch. After consulting with Bob Cooper at MDE, Steve Hurt determined that Wetland 5, Wetland 6, and Pond 1, are all jurisdictional within MDE's regulation, and would not be considered isolated based on Comar's definition of "Hydrologically Connected". Mr. Hurt also recognized that if the mining operation has a current permit they might be exempt from regulation for those wetlands that have resulted from their continuous operation (which could be all of them, depending on how long they have been in operation). It should be noted that the three wetlands are located more than 350 feet from MD 3, in close proximity to a BGE substation and would most likely not be directly impacted by the proposed project.

Wetland 9, located just south of Crossgate Drive and east of MD 3, is comprised of a small PSS/PFO wetland and 100-foot long stream channel paralleling MD 3. Culverts in the wetland indicate that the wetland hydrology is supported only by drainage from the adjacent roadway and neighborhood; therefore Wetland 9 was determined not to be jurisdictional by the Corps. Although not present on the day this wetland was visited, the MDE deferred to the Corps decision that this wetland was non-jurisdictional.

At the conclusion of the JD, it was agreed that SHA should prepare a draft Wetland Identification and Delineation Report for wetlands along MD 3 from Sylvan Drive to Crossgate Drive. This draft report will include a formal evaluation of functions and values using the New England Methodology. The revised wetland mapping reflecting changes made during this JD will also be included in this report. It is anticipated that the draft report will be complete in October 2002.

The remaining portion of the MD 3 study corridor north of Crossgate Drive to MD 32 and south of Sylvan Drive to US 50 will be delineated at a future date once alternatives are retained for detailed study (ARDS). At that point, the draft wetland report will be expanded to include any additional wetlands along the corridor. Once the JD has occurred along the entire MD 3 study corridor, a formal JD letter will be developed by the Corps for this project.

The above information and attached mapping reflects what was discussed during the JD as recorded by URS Corporation and SHA. If any revisions or clarifications are necessary, please forward your comments to the Environmental Manager, Jessica Morrow at 410-545-8471 or email jmorrow@sha.state.md.us.

Enclosure

cc: Attendees (w/enclosure)
Mr. Bob Cooper, MDE
Mr. Joseph R. Kresslein, SHA-PPD
Ms. Jessica Morrow, SHA-PPD (w/enclosure)
Ms. Susie Ridenour, SHA-EPD
Mr. Robert Sanders, SHA-PPD
Mr. Chris Weber, SHA-PPD (w/enclosure)
Mr. Robert Zepp, USFWS

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

MEMORANDUM

RECEIVED
SEP 29 2003
DISTR:
Sent to file:

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Mr. Chris Weber
Project Manager

FROM: Joseph R. Kresslein JK
Assistant Division Chief
Project Planning Division

DATE: September 18, 2003

SUBJECT: MD 3 from north of US 50 to south of MD 32
Anne Arundel and Prince George's Counties

RE: Wetland Jurisdictional Determination (JD) and Field Review

The wetland field review for the MD 3 Project Planning Study was completed in two phases to allow for early consideration of the environmental constraints in the development of interchange alternates in the vicinity of the Patuxent River. The first phase included a wetland delineation, function and value assessment, and jurisdictional determination (JD) within a portion of the study corridor, between Crossgate Drive and White Marsh Branch. The Army Corps of Engineers (Corps) completed a JD in August 2002 for the surveyed wetlands and other Waters of the US within this portion of the study corridor.

The second phase of the wetland delineation occurred along the remaining portion of the MD 3 project area, from south of MD 32 to north of US 50. A field review for the second phase of the MD 3 wetland delineation was completed over a period of four days: July 17th, July 24th, July 25th and August 29, 2003.. The following were in attendance:

July 17th

Mr. Steve Elinsky	US Army Corp of Engineers (Corps)
Ms. Mary Frazier	US Army Corp of Engineers (Corps)
Mr. Bill Schultz	US Fish and Wildlife (USFWS)
Mr. Greg Golden	Maryland Department of Natural Resources (DNR)
Mr. Charlie Gougeon	Maryland Department of Natural Resources (DNR)

Ms. Aimee Cauthorn	State Highway Administration – Environmental Programs Division
Mr. Eric Almquist	State Highway Administration – Project Planning Division
Mr. Ray Moravac	URS Corporation
Mr. Josh Nelson	URS Corporation
[redacted]	[redacted]

On July 17, the team reviewed the area around Jabez Branch in order to discuss the potential impacts to this stream and its associated watershed resulting from the MD 3 Project Planning Study. The following comments were made for consideration in the development of detailed alternates:

- Greg Golden and Charlie Gougeon stated that Jabez Branch is the only natural trout stream within the Maryland coastal plain. In the early 1990's, the trout population collapsed, primarily due to increased stream temperature and increased acidity. Much of this was a result of outflow from the stormwater management facility in the median of MD 3 ("Lake Median"), constructed by SHA for I-97 in the late 1980's. As a result of SHA modifications to the Lake Median outfall, and re-introduction of trout by DNR, Jabez Branch currently supports a viable trout population.
- DNR wants to limit stormwater flow into Jabez Branch as much as possible to prevent temperature fluctuations. DNR also stressed the importance of sediment and erosion control to limit impacts from acidic soils, and suggested monitoring the acidity of Jabez Branch during construction.
- SHA indicated that a closed section is being considered for the build alternates to capture the runoff from entering directly into the Jabez Branch. This includes both MD 3 and relocated Charles Hall Road.
- The study team will examine the feasibility of a crossing of Jabez Branch utilizing the existing driveway crossing and plate pipe culvert of the existing driveway just south of the current entrance of Charles Hall Road onto MD 3 (Belts Lane).
- The resource agencies emphasized that any relocation or shifting of mainline MD 3 should be toward the existing median properties of MD 3.
- Use of the median just north of the existing Propane Sales for stormwater management (SWM) needs would be acceptable to the agencies based on the field visit. All SWM designs will need to meet the current MDE regulations and guidelines.
- As much of the tree canopy that can be maintained should be maintained in order to minimize a rise in the water temperature of Jabez Branch.
- Impacts to the rock-lined trapezoidal section of Jabez Branch (area that was restored by SHA, DNR, and Brightwater, Inc. as part of trout resteration) should be avoided where possible.

- Those present agreed that, based on a preliminary assessment, a crossing of Jabez Branch that would carry Charles Hall Road into upland areas west of the stream may be more favorable than any option that follows the east bank of the stream. This assumes that in-stream construction is strictly monitored, that both approaches to the bridge are constructed with closed sections, and that storm water is diverted from Jabez Branch to the maximum extent possible. The crossing option would likely create less storm water impact into Jabez Branch and have less effect on the stream banks than options that travel parallel to Jabez Branch without crossing.

After reviewing Jabez Branch, the purpose of the field review for the remaining portion of the study area was to seek concurrence from the Corps and MDE on the wetland boundaries as delineated. The following are comments/modifications recommended by the Corps and MDE as a result of the field review.

Wetlands and other Waters
July 17th Field Review

Wetland 19	Waters 26
Wetland 20/20a	Waters 27
Wetland 21	Waters 28
Wetland 22	Waters 29
Wetland 23	Waters 30
Waters 24	Waters 31
Waters 25	Waters 32

Wetlands 20/20a, 21, and 22 and **Waters 24, 25, 27, 28, 29, 30, 31, and 32** were viewed and determined jurisdictional by the Corps (& MDE) and accepted as flagged.

Wetland 19 was revised to extend to the 128-foot contour limits between flag points W19-17 and W19-19 (Figure 25).

Wetland 23, a small palustrine emergent wetland located adjacent to MD 3, was determined not to be jurisdictional by either the Corps or MDE, due to the lack of hydrological connection to surface or groundwater. Therefore this property is not a wetland.

The northern limits of **Waters 26** were revised to extend north to flag point S26-2/2a only. The portion of **Waters 26** north from flag S26-2/2a was not considered to be jurisdictional Waters of the US.

July 24th

Team 1

Mr. Steve Elinsky	Corps
Mr. Bill Schultz	USFWS
Ms. Barbara Rudnick	EPA
Mr. Greg Golden	DNR
Ms. Aimee Cauthorn	SHA-EPD
Mr. Mark Duvall	SHA-EPD
Ms. Anne Rowe	URS Corporation

Team 1 reviewed the following waters/wetland systems:

Wetlands and other Waters
July 24th Field Review
Team 1

Wetland 10	Waters 18
Wetland 13	Waters 19
Wetland 14	Waters 20
Wetland 15	Waters 21
Wetland 16	Waters 22/22a
Wetland 17	Waters 23
Wetland 18	Ponds 2
Wetland 28	Ponds 3
Wetland 29	Ponds 4

Wetlands 14, 15 and 16 were viewed and determined jurisdictional by the Corps (& MDE) and accepted as delineated and flagged.

Although outside the study limits, **Wetland 10** was noted as having exceptional functions and values and was suggested by the agency representatives to be conserved to help meet the compensatory mitigation requirements. The limits of **Wetland 10** were not delineated south of MD 424, however the general wetland boundaries are included on **Figure 20** based on the observations noted at the field review.

Wetland 13, a narrow and linear palustrine emergent wetland, located within the median of MD 3, was determined not to be jurisdictional by the Corps. MDE deferred to the Corps decision of non-jurisdictional on this emergent wetland.

Wetland 17 is a small, emergent wetland considered by the Corps to be isolated wetlands and not under federal jurisdiction due to the lack of a surface hydrological connection to Towsers Branch. MDE expected that the wetland was hydrologically influenced by groundwater and would be jurisdictional within MDE's regulation and will provide a definite decision as to the jurisdictional determination after consulting with Mr. Bob Cooper (MDE). This decision will be provided no later then September 19, 2003.

The boundaries of **Wetland 18** were revised to remove the eastern portion of the previously delineated forested wetland, due to lack of hydric soil characteristics. The revised boundary would connect flag point W18-1 to W18-7 (**Figure 25**).

Not shown on the previous mapping, **Wetland 28** was identified as a small emergent wetland, east of MD 3, adjacent to an agricultural field. This emergent wetland is hydologically connected to **Waters 22** and exhibited hydric soils, a dominance of obligate wetland vegetation, and evidence of hydrology.

Wetland 29, a small, isolated emergent wetland dominated by soft rush (*Juncus effusus*), was discovered east of MD 3 just outside the limits of the study area. This wetland was considered by the Corps to be isolated wetlands and not under federal jurisdiction due to the lack of a surface hydrological connection. MDE expected that the wetland was hydrologically connected by groundwater and would be jurisdictional within MDE's regulation. MDE will provide a definite decision as to the jurisdictional determination after consulting with Mr. Bob Cooper (MDE). This decision will be provided no later then September 19, 2003.

Waters 18, 19, and 21 were viewed and determined jurisdictional by the Corps (& MDE) and accepted as delineated and flagged.

Waters 20 was extended, just east of MD 3 Northbound, to include the concrete swale connecting the stormwater management pond to **Waters 20**.

Waters 22a, a small swale associated with **Waters 22**, was determined not to be jurisdictional by the Corps.

Waters 23, located within the median of MD 3 and hydrologically connected to **Waters 22** was extended south approximately 100 feet.

Pond 2, Pond 3, and Pond 4 are located within the median of MD 3 and were at one time likely farm ponds, as there is evidence of old fencing and outfall structures surrounding the ponds. These ponds were considered by the Corps to be isolated waters and not under federal jurisdiction, due to the lack of a hydrological connection. MDE considered the ponds to be hydrologically connected by groundwater and designated the ponds as jurisdictional Waters of the State. MDE also suggested that if SHA were to impact a significant portion of Pond 2 or Pond 4 that the island in the center of the ponds should be delineated for wetlands.

Team 2

Ms. Mary Frazier	Corps
Mr. Eric Almquist	SHA-PPD
Mr. Brian Lange	URS Corporation
Mr. Josh Nelson	URS Corporation

Team 2 reviewed the following waters/wetland systems:

Wetlands and other Waters
July 24th Field Review
Team 2

Wetland 7	Waters 1	Waters 9
Wetland 8	Waters 2	Waters 10
Wetland 9	Waters 3	Waters 11
Wetland 11	Waters 4	Waters 12
Wetland 24	Waters 5	Waters 13
Wetland 25	Waters 6	Waters 14
Wetland 26	Waters 7	Waters 15
Wetland 27	Waters 8	Waters 16

Two wetland seeps were found adjacent to Waters 5. Both wetlands are groundwater fed with sensitive fern (*Onoclea sensibilis*) as the dominate species. These two wetlands (**Wetland 25 & Wetland 26**) were added to the mapping as jurisdictional emergent wetlands.

The northern portion of **Waters 10** and all of **Waters 12** was changed from Waters of the U.S to a palsutrine emergent wetland designation, **Wetland 27**. Wetland D consists of narrow leaf cattails (*Typha angustifolia*) and rice cut grass (*Leersia orzoides*).

Waters 1 was depicted incorrectly on the mapping. The mapping was adjusted to represent the precise flagging of the channel associated with **Waters 1**.

The channel associated with **Waters 6** was extended east six feet, just upstream from flag S6-4a, to include a small confluence of ground water discharge into the stream.

Waters 11 was reviewed and determined non-jurisdictional by the Corps (& MDE).

The downstream confluence of **Waters 15** and **Waters 16**, west of MD 3, were not depicted on the mapping. The mapping has been adjusted to show the presence of both channels associated with **Waters 15** and **Waters 16** west of MD 3.

The designation of portion of **Waters 17** from flag S17-3/3a to S17-10/10a was changed from Waters of the US to palustrine emergent wetland (**Wetland 24**).

All other waters/wetlands reviewed by Team 2 on July 24 were considered jurisdictional by the Corps (& MDE) and accepted as delineated and flagged.

July 25th

Team 1

Mr. Steve Elinsky	Corps
Ms. Mary Frazier	Corps
Mr. Bill Schultz	USFWS
Ms. Aimee Cauthorn	SHA-EPD
Mr. Josh Nelson	URS Corporation

Team 1 reviewed the study area near MD 175 and Jabez Branch.

Team 2

Mr. Steve Hurt	MDE
Mr. Eric Almquist	SHA-PPD
Mr. Brian Lange	URS Corporation
Ms. Anne Rowe	URS Corporation

Team 2 reviewed the following wetlands for MDE jurisdictional status. Notes for these wetlands are included for the original day of review by the Corps (July 17 and July 24).

Wetlands and other Waters
July 25th Field Review
Team 2

Wetland 10	Wetland 28
Wetland 13	Ponds 2
Wetland 17	Ponds 3
Wetland 23	Ponds 4

Team 3

Mr. Steve Elinsky	Corps
Ms. Mary Frazier	Corps
Mr. Bill Schultz	USFWS
Ms. Aimee Cauthorn	SHA-EPD
Mr. Josh Nelson	URS Corporation
Mr. Steve Hurt	MDE
Mr. Eric Almquist	SHA-PPD
Mr. Brian Lange	URS Corporation
Ms. Anne Rowe	URS Corporation

Team 3 reviewed the following wetlands/waters systems:

Wetlands and other Waters
July 25th Team Review
Team 3

Wetland 12
Waters 17
Lake Louise

Wetland 12 was viewed and determined jurisdictional by the Corps and MDE and accepted as delineated and flagged.

Lake Louise was reviewed and determined non-jurisdictional by the Corps and MDE.

The portion of **Waters 17**, from flag S17-11/11a south to the culvert at Clubhouse Gate Road, was not shown on the mapping. The mapping was revised to include this portion of **Waters 17** as Waters of the US.

August 29th

The study team reviewed **Wetland 2** and **Waters 33** on August 29th.

The portion of **Wetland 2** north of point W002-026, was reviewed by the Corps and granted a jurisdictional determination (JD) in 1998. The purpose of the JD field review was to seek concurrence from the Corps and MDE on the wetland boundaries as delineated north of wetland point W002-026. Because the JD expired in 2003, the northern portion of **Wetland 2**, including **Waters 33**, was re-delineated in August 2003. **Wetland 2** is located north of the Little Patuxent River on the west side of MD 3. The Corps completed the JD on August 29, 2003 for the surveyed wetlands and other Waters of the US within this portion of the study corridor. The following were in attendance:

Mr. Steve Elinsky	Corps
Ms. Mary Frazier	Corps
Mr. Steve Hurt	MDE
Ms. Aimee Cauthorn	SHA-EPD
Mr. Eric Almquist	SHA-PPD
Mr. Mark Duvall	SHA-EPD
Mr. Josh Nelson	URS Corporation

Wetland 2 was viewed and determined jurisdictional by the Corps and MDE and accepted as delineated and flagged. It was determined by the Corps (and MDE) that **Wetland 2** north of point W002-044 is a mixed PFO/PEM/PSS wetland due to recent clear cutting within the utilities right-of-way.

Waters 33 was reviewed and determined jurisdictional by the Corps (and MDE) as flagged.

ADDITIONAL:

The corrected mapping is included in the final Wetland Delineation Report as an attachment to this meeting summary. SHA has revised the Wetland Delineation Report based on the comments provided at the field review.

If there are any additions or deletions to these minutes, please contact Mr. Eric Almquist at 410-545-8526.

Enclosure
cc: Attendees (w/enclosure)
Ms. Caryn Brookman, Federal Highway Administration (w/enclosure)
Ms. Allison Grooms, SHA-PPD
Mr. Robert Sanders, SHA-PPD
Mr. Donald H. Sparklin, SHA-PPD

United States Department of the Interior

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

July 18, 2001

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.: AT198A11
MD 3 Corridor - MD 32 to US 50
Anne Arundel and
Prince Georges Counties, MD

Dear Ms. Simpson:

This responds to your June 4, 2001, request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of MD 3 Corridor, from MD 32 to US 50. 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.

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 Andy Moser at (410) 573-4537.

Sincerely,

G. A. M

Mary J. Ratnaswamy, Ph. D.
Branch Chief, Endangered Species
Chesapeake Bay Field Office

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.

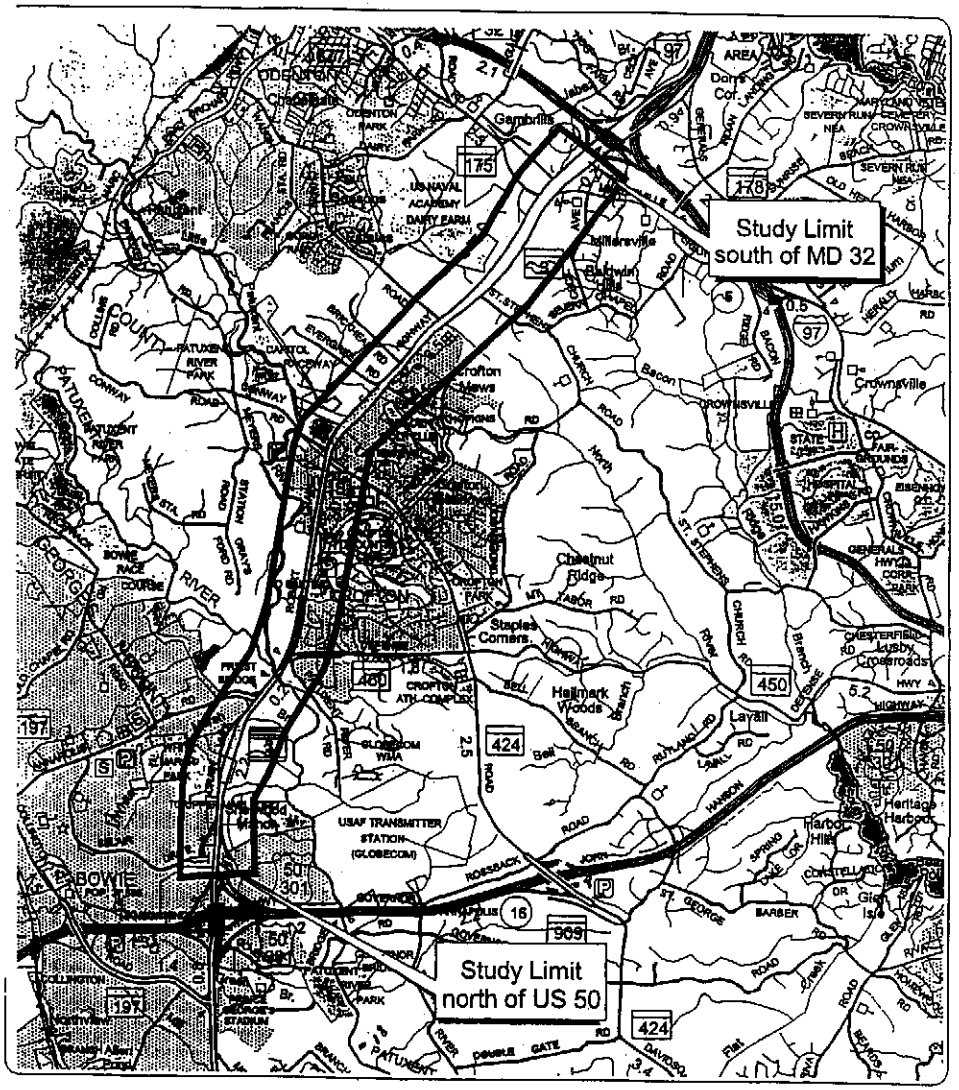
JUN06'03 PM 2:24 SPPE

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



MD 3

Location Map

N
W E
S

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

301-699-2520
TTY 301-699-2544

November 28, 2001

Ms. Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Re: Project No: AT198A11

Dear Ms. Simpson:

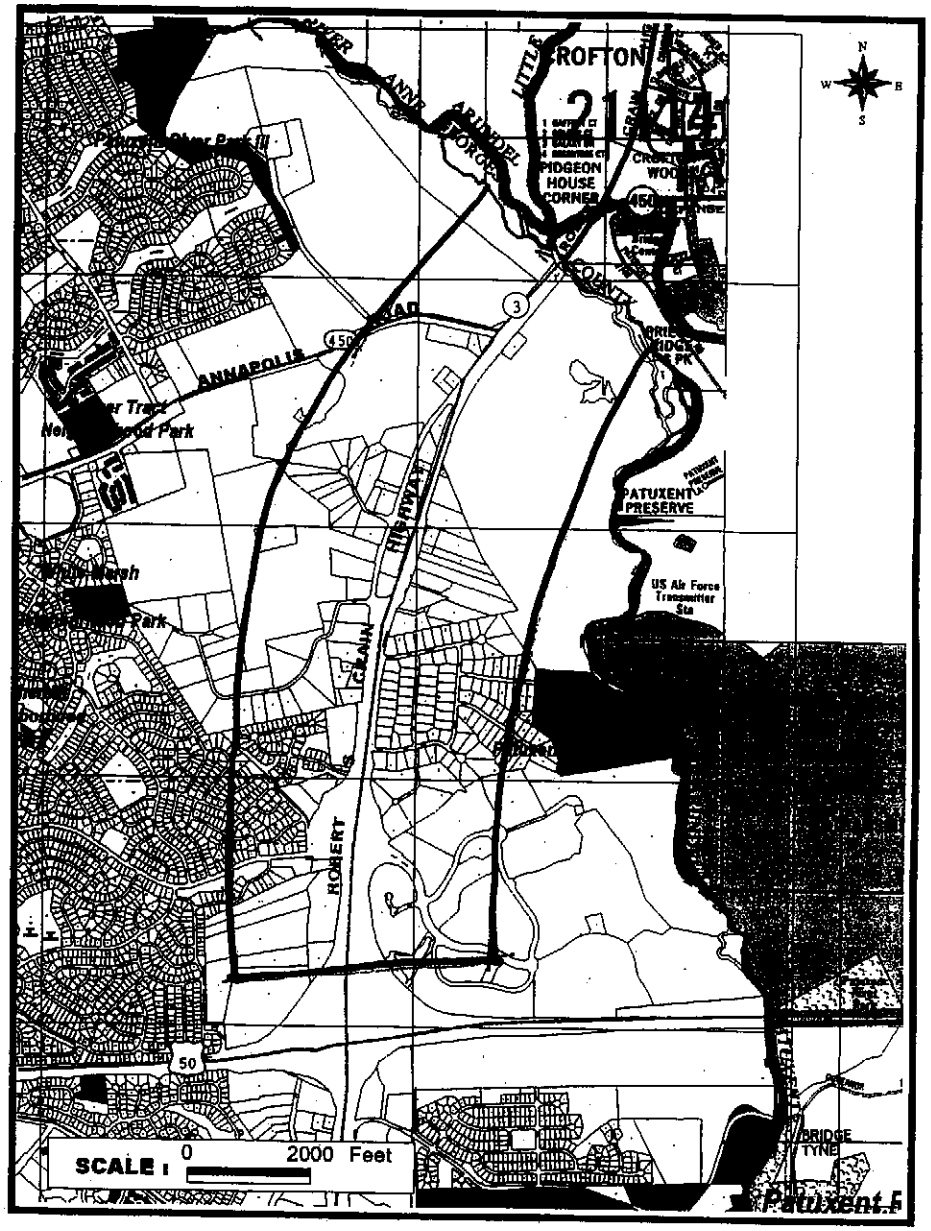
We are responding to your request for information pertaining to any proposed or existing publicly-owned parks or recreation facilities within your study area along MD 3 from the Patuxent River southward to US 50. As depicted on the enclosed map, there are no parks or facilities in the study area which fall under the auspices of The Maryland-National Capital Park and Planning Commission. However, you may want to contact the City of Bowie as part of the city-owned White Marsh Park does appear to fall within your boundary.

Sincerely,

Charles J. Montrie, Jr., Planning Supervisor
Park Planning and Development Division

CJM/CB/tvb

Enclosure



B19

B20

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
904 South Morris Street
Oxford, Maryland 21654

January 28, 2002

Cynthia D. Simpson
Deputy Director, Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Attn: Gay L. Olsen, Project Planning Division

Dear Ms. Simpson:

We have reviewed the Purpose and Need Statement [PNS], dated January 7, 2002, for the Maryland Route 3 (U.S. 50 to Maryland Route 32) Planning Study. Based in information provided in the PNS, we have no specific comments at this phase of the Streamlined Environmental/Regulatory Process.

Maryland Route 3 crosses the Patuxent River near its confluence with the Little Patuxent River, and closely parallels the Little Patuxent River in the Crofton area. Both of these riverine systems are documented anadromous fish spawning grounds within the study area. Consequently, we will be continuing our involvement in the review of this project during forthcoming phases of the streamlined process.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5771.

Sincerely,

Timothy E. Goodger
Officer in Charge
Oxford Habitat Office

cc: Bill Schultz, FWS - Annapolis
Paul Wettlaufer, COE, Regulatory Branch - Special Projects
Greg Golden, MD DNR, Environmental Review Unit

B21

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RECEIVED OCT 30 2001

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 25, 2001

Re: Project No. AT198A11
MD 3 from MD 32 to US 50
Anne Arundel &
Prince Georges Counties, MD
USGS Odenton & Bowie 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 serve to inform the Maryland Historical Trust (MHT) of our initial cultural resources identification survey for the referenced project. The project location is shown on **Attachment 1**. The State Highway Administration (SHA) is proposing to improve traffic congestion and safety along MD 3 (Crain Highway) from MD 32 in the north to US 50 in the south. The study area includes 100 feet from the edge of pavement on each side of existing MD 3.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

The Area of Potential Effects (APE) for this project is loosely defined at this identification stage of the project and may later be refined. At present, the APE includes the project corridor to the limits of the project and the adjacent properties as shown on **Attachment 2**.

Identification Methods and Results

Architecture

A review of the SHA-GIS revealed several Maryland Inventory of Historic Properties (MIHP) sites located near the project area. SHA architectural historian Becky Kermes made a field trip to the project area in July 2001 to further examine the resources. Please see

Arch: APE BC 11/13/01
Ph. T Wainwright, APE plans are developed

My telephone number is _____

B22

Attachments 3 and 4 for architectural survey results. The documentation provided concludes that all the identified properties in the APE are not eligible for the National Register of Historic Places (NRHP). This reduced level of documentation for properties which are clearly not eligible for the NRHP was agreed upon at our last coordination meeting.

Archeology

Environmental Background

The study area is located in the Coastal Plain physiographic province on the Maryland Western Shore. Freshwater tributaries to the Patuxent River drain nearly all of the project area. The MD 3 project area crosses the Patuxent River at Priests Bridge, now known as Pigeon House Corner. The project area also contains the confluence of the Big and Little Patuxent Rivers. The Patuxent River drainage contains extensive associated wetlands. The northern portion of the MD 3 project area roughly parallels Towsers Branch, a tributary to the Little Patuxent River. Jabez Branch, an eastward-flowing tributary to the Severn River, drains the extreme north end of the project area.

Upper Cretaceous and Tertiary unconsolidated sediments of marine origin underlie this region. Cobbles of quartz, quartzite, and chert, often exploited by Native Americans as source material for stone tools, are common in these formations. Limonite precipitation in these formations has created low quality, but easily accessible, iron ores that were sometimes exploited in colonial times. Older Cretaceous deposits lie to the west and are characterized by relatively level topography. The Tertiary formations on the east have been heavily dissected by fluvial action and the topography is strongly rolling.

The underlying sediments are overlain by soils of the Monmouth-Collington association throughout most of the corridor. These soils tend to be well-drained sandy loams, extensively used for agricultural purposes in historic times. The terraces of the Patuxent River in Anne Arundel County contain soils of the Galestown-Evesboro-Rumford association, which are generally level, sandy, well-drained to excessively drained soils. On the Prince Georges County side, the river margin soils tend to be poorly drained Bibb silt loams and tidal marsh.

Cultural Background

Prehistoric and Contact period Native American sites in interior areas of the Coastal Plain are commonly found adjacent to freshwater streams, at stream confluences, and adjacent to wetlands. Large basecamp sites are most likely to be associated with the broad level terraces of the Patuxent River, which are in close proximity to extensive floodplain wetlands. Smaller short term occupations and special purpose sites are likely to be found adjacent to smaller streams, including headwater zones, springheads, and confluences. Numerous prehistoric archeological sites have been recorded in and near the project area, including the full temporal range of Native American occupation.

During the Historic period, the Patuxent River was a focus of early Euroamerican settlement in the study area. Although located north of Queen Anne's Town, the head of colonial seaborne navigation on the Patuxent River, occupants of the project area were nevertheless heavily dependent on smaller riverine vessels throughout the 17th and 18th centuries. Important early crossings were located at "Patuxent Bridge" (aka Governors Bridge) at the southern limit of the study area, and at Priests Bridge, located just south of the confluence of the Big and Little Patuxent Rivers. Priests Bridge was related to the early Jesuit Mission of Francis Borgia, established about 1720 in Whitemarsh. Old Sacred Heart Roman Catholic Church in Bowie is the descendant institution of this mission. Early iron manufacturing occurred on the margins of the study area, notably at Snowden's forge on the Patuxent River.

On the Martenet 1860 Anne Arundel County map, portions of the modern MD 3 corridor roughly correspond to the proposed route of the Potomac and Aquia Creek Railroad line. This rail line appears on no other examined maps, and although partly constructed, the railroad never went into service. Sufficiently detailed early maps of this area are lacking, and it cannot be determined if a road in this location existed earlier than 1860. However, given the early historic settlement of the region, a road is likely to have been present in the 18th and early 19th centuries. The Annapolis and Elk Ridge Railroad was constructed through the north end of the project area in the 1840s, operating under various names well into the 20th century.

In the modern MD 3 corridor, the major known ancestral road marked the dividing line between the Second and Fourth Election Districts in Anne Arundel County (Hopkins 1878). Modern MD 3 was built between 1926 and 1928, partly on new location, and partly on older road alignments. The MD 3 corridor generally follows this election district boundary alignment from Priests Bridge northward for approximately 4.5 miles. It diverges to new locations at the north and south ends of the project area.

Most of the corridor was in agricultural use until the 1960s when development of bedroom communities like Crofton occurred. Additional commercial and residential development occurred following MD 3 dualization in 1965 (Epperson 1980). This resulted in the destruction of many archeological sites that had been known in the area.

Previously Recorded Sites and Prior Surveys

Sixteen recorded archeological resources are located in or directly adjacent to the project area. These include formally recorded sites (n=13), quad file references (Bowie quad file #11), isolated finds (18PRX9), and an uncategorized resource noted in a report (Curry Area 1). The **Attachment 5** shows the present status of these resources. A field visit was made by SHA archeologist Carol Ebright on July 19, 2001 to ascertain the present condition of the resources.

The majority of recorded archeological resources were either discovered or visited during the course of two prior SHA investigations of this corridor. The largest survey area included a corridor one mile wide and ten miles long, and was conducted at a reconnaissance level by Curry (1977a). Curry noted the preliminary nature of his investigations and recommended intensive Phase I survey after alternates had been selected for MD 3. Additionally, Curry (1977b) examined the Baltimore-Annapolis Transportation Corridor (I-97), on the northwestern side of the study area, also at the reconnaissance level. In 1980, Epperson conducted more detailed investigations in the MD 3 corridor from MD 32 to US 50, examining 10% of the project area through interval transect sampling, involving pedestrian survey and some minor shovel testing. Following the survey, Epperson noted that "the 10% interval transect scheme failed to locate any artifactual material, even where one of the transects crossed a known site." Additional sites were recorded, however, through examination of selected areas outside the transect sample. Due to concerns about the lack of success of his initial methodology, Epperson recommended additional survey using a combination of methodologies.

Destruction of seven of the sixteen previously known archeological resources has been confirmed. These include Curry Area 1, Epperson Area 3 (18PRX9), the Baldwin site (18AN55), the Pigeon House Corner site (18AN223), the Sand Pit site (18AN393), the Slinghuff Barn site (18PR197), and the White Marsh South site (18PR34). The prehistoric Archery Range site (18AN1137) (Travers 1999) was determined to be not eligible by MHT. Cedar Grove (18AN594), a 19th and 20th century plantation site with ties to early Jesuit presence in the project area, was investigated by Neumann et al. (1990) and was also determined to be ineligible for NRHP listing. With the exception of a rather steep wooded slope adjacent to MD 3, the Cedar Grove site has since been destroyed by residential development.

The Highway site (18PR154) could not be relocated in 1977, and was reported to probably have been destroyed (Curry 1977). It does not appear that Epperson (1980) revisited this location. However, the July 19, 2001 field visit showed that portions of this site might remain undisturbed within the broad median of MD 3. The area north of the automotive business in the median is heavily wooded, appears largely intact, and is within mapped site boundaries. This property should be re-examined by shovel testing to determine its integrity and to evaluate the potential eligibility of any relocated site.

Several sites appear to have intact portions and need further investigation to determine their eligibility for NRHP listing. Sections of the Potomac Creek and Aquia RR bed (18AN513) and the Annapolis and Elkridge RR bed (18AN514) are present at the north end of the project area. The former is now extensively overgrown; in 1980 it was considered potentially eligible by Epperson. The Annapolis and Elkridge bed appears to have been modified into a driveway and a transmission line corridor. Epperson (1980) previously noted the integrity problems of the Annapolis and Elkridge bed and suggested that it may be eligible as a contributing element to a

[undefined] district. Two plantation sites, Oak Grove (18AN503) and the Basil Hall site (18AN511) were considered potentially eligible by Epperson (1980). These sites remain essentially intact in 2001.

Priest Bridge is recorded as an unconfirmed site location (Bowie quad file #9) and is also included in the Maryland Inventory Historic Properties as PG 71A-18. Visual inspection of the northern river bank around the existing MD 3 bridge revealed no obvious trace of this earlier crossing, dating to the early 18th century. Underwater survey will be necessary to determine if underwater remnants of the bridge are present.

The Warfield site (18PR33) was investigated at the Phase 2 level by Kavanagh and Hurry (1986), who located intact, significant, Late Archaic through Late Woodland deposits both west of MD 3 and in the MD 3 median. The site was determined to be eligible for NRHP listing. Because the proposed highway project was never undertaken following the Phase 2 examination, the Warfield site remains intact.

The study area has been subject to massive disturbances in the 20th century, primarily due to urban sprawl associated with Washington D. C. Heavy residential and commercial development has occurred within the MD 3 corridor especially in the vicinity of Crofton and Millersville. Nevertheless, scattered areas with minimal disturbance occur throughout the project area, including several known archeological sites that appear to have survived largely intact.

Once the project scope has been determined and impacts have been identified, Phase I archeological survey would be conducted in the remaining intact portions of the project area that were not previously shovel-tested by Epperson (1980). Underwater survey will be required in the vicinity of the former Priests Bridge. If impacted, sites 18AN503, 511, 513, and 514 would be subjected to Phase 2 investigations to determine NRHP eligibility. If impacted, the Warfield site (18PR33) will require Phase 3 data recovery.

Review Request

Please examine the attached maps, photographs and other supporting documentation. We request your concurrence by November 26, 2001 regarding the eligibility of the discussed properties. By carbon copy, we invite the Anne Arundel County Department of Planning and Code Enforcement 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 November 26, 2001 we will assume that the Anne Arundel County Department of Planning and Code Enforcement has declined to participate. Please call Becky Kermes at 410-545-2884 with questions regarding standing structures for this project. Carol Ebright may be reached at 410-545-2879 with concerns regarding archeology.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: _____
Bruce M. Grey
Deputy Division Chief
Project Planning Division

CONCURRENCE:

_____ 12/17/2001
State Historic Preservation Office Date

Attachments:
1. Project Location Map
2. Map of the APE
3. Architecture Survey Results
4. Detailed Maps of Resource Location
5. MD 3 Archeological Sites
6. Eligibility Status Table

cc: Ms. Carol Ebright, SHA-PPD (w/Attachments)
Ms. Becky Kermes, SHA-PPD (w/Attachments)
Mr. Joseph Kresslein, SHA-PPD (w/Attachments)
Ms. Jessica Morrow, SHA-PPD (w/Attachments)
Ms. Cynthia Simpson, SHA-PPD
Mr. Donald Sparklin, SHA-PPD
Ms. Donna Ware, Anne Arundel County of Planning & Code Enforcement (w/Attachments)
Mr. Chris Weber, SHA-OBD (w/attachments)

the Severn River Commission

April 2, 2001

Mrs. Jane Wagner, Project Manager
Project Planning Division, Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Mrs. Wagner:

The Severn River Commission (SRC) was established in 1985 by Resolutions of the County Council of Anne Arundel County, Maryland, and the Annapolis Council, in response to the State's Wild and Scenic Rivers Act. The Commission is charged to "provide counsel and advice to Anne Arundel County, the City of Annapolis, and the State of Maryland on environmental and other matters within the Severn River Watershed".

I am writing in response to the announcement of Project Planning Studies for MD Route 3. The Northern terminus of the Route 3 study area lies in the watershed of the Jabez Branch of the Severn River. The Jabez Branch is the only stream in the coastal plain of Maryland that supports a self-sustaining population of Eastern Brook Trout. As such it is an irreplaceable resource. Past road construction (including Route 97) adversely affected stream hydrology and created thermal pollution problems, from which the stream is only now recovering. If environmental protection appropriate to the Jabez is built in at the early planning stages of the current project, it may well be cheaper and more effective than trying to fix damage after it has occurred.

The Commission wishes to actively participate in the project planning studies for MD Route 3. We have been closely involved with studies and activities in the Jabez Branch and we believe that we can positively influence road concepts that will meet the transportation needs while preserving the Jabez watershed. The Commission would appreciate the opportunity to assist the State Highway Administration in the protection and enhancement of this important natural resource.

Sincerely,

Robert C. Smith
Severn River Commission
Transportation Committee

P.O. Box 6675 Heritage Complex, Annapolis, Maryland 21401

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

May 10, 2001

Mr. Robert C. Smith
Severn River Commission
Transportation Committee
P. O. Box 6675
Heritage Complex
Annapolis MD 21401

Dear Mr. Smith:

Thank you for your recent letter regarding the MD 3 project planning study from MD 32 to US 50. Your response to our project initiation mailing and interest in this project is appreciated. We welcome your active participation and will add you to the project mailing list to keep you informed as the project progresses.

Currently, the project team is developing the Purpose and Need statement – the first step in our project planning process. This statement describes the study area in detail and identifies the purpose of the project and the need for improvements. Once it is complete, the team can begin developing preliminary improvement concepts.

In the coming months a focus group will be established consisting of community leaders representing a balance between the residential, commercial, and industrial interests in Crofton, Odenton and Bowie. It is our intention for the group to meet periodically throughout the study to provide SHA with an informed local perspective we otherwise might not receive. While not a decision making body, this local input will be useful to SHA in developing improvements that best serve the communities and motorists in the MD 3 corridor. The membership of this group has not been determined, however, we would anticipate that a representative of the Severn River Commission would serve.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Thank you again for your letter. If you have additional questions or concerns, please feel free to contact Ms. Jane Wagner at 410-545-8523, toll free at 1-800-548-5026 or by email at jwagner@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Jane Wagner
Jane Wagner
Project Manager
Project Planning Division

cc: The Honorable Robert Neall, Senator
The Honorable Robert Baldwin, Delegate
The Honorable David Boschert, Delegate
The Honorable Janet Greenip, Delegate
The Honorable John J. Klocko, Esq., Anne Arundel County Councilman
Mr. Joseph Harrison, Project Planning Division, State Highway Administration (w/ incoming)
Ms. Jessica Morrow, Project Planning Division, State Highway Administration (w/ incoming)
Mr. Douglas H. Simmons, Director, Office of Planning and Preliminary Engineering, State Highway Administration

the Severn River Commission

August 15, 2003

Mr. Christopher Weber
Project Manager
MD 3 Planning Study
MD Dept. of Transportation
P.O. Box 717
Baltimore, MD 21203-0717

RE: MD Rt. 3 improvements

Dear Mr. Weber:

Please find attached a Position Paper the Severn River Commission would like to submit to the State Highway Administration in regards to the recently suggested possibility of a bridge crossing the Left Fork of the Jabez Branch as part of the Atlernative 3 - MD 175 Option A or B.

The Severn River Commission was invited to participate in the Rt. 3 upgrade Focus Group, and we believe our participation has been valuable in bringing to the attention of the Focus Group members the importance of the Jabez Branch.

We hope the attached is helpful in documenting the history surrounding the Jabez Branch and the Severn River Commission's position on the bridge crossing. We hope you and the SHA staff will give it a most careful review.

Sincerely,

Lina Vlaviamos

Lina Vlaviamos
Chairman, Severn River Commission

cc: Neil Pederson, SHA Administrator

B31

the Severn River Commission

POSITION PAPER

The Jabez Branch

INTRODUCTION

The Severn River Commission (SRC) was established in 1985 by Resolution of the County Council of Anne Arundel County, Maryland and the Annapolis City Council, and its charge was extended indefinitely in 1989.

With the SRC's charge being to "provide councel and advice to Anne Arundel County, the City of Annapolis, and the State of Maryland on environmental and other matters within the Severn River Watershed," it has focused on study of and recommendations on policies, rules, and regulations to protect the Severn River and its watershed, including comments on relevent existing State, County and City procedures.

In its role as an advisory body to State, County and City activities, the SRC has been involved in legislative, policy and regulatory procedures concerning critical and decisive issues affecting the well-being of the Severn River, its watershed and residents. It is in that capacity that this document has been prepared and is being submitted to the State Highway Administration.

HISTORY

Brook trout were first discovered in the Jabez Branch in 1977 upstream of Rt 32. Since then DNR biologists have been conducting periodic electrofishing surveys of the entire lenght of the stream and have discovered a brook trout population throughout nearly the entire Jabez Branch stream network. The highest density of brook trout was recorded in November, 1987 in the Left Fork. It is believed the survival and reproduction of the trout in this fork was due to the large amount of cool spring water that flows into the stream. With the spring water temperatures averaging 55°F year round, this section of the stream was especially able to sustain cool enough temperatures despite the intermitent water flushes generated from stormwater runoff from nearby homes and Rt 3. This is an important fact to remember since brook trout are known to be least tolerant of all trout species to fluctuating water temperatures and prefer temperatures in the range of 53.6°-60.8°F (12-16°C).

One year later in September, 1988 routine surveys by DNR's fisheries personnel discovered that a severe decline in trout population had occurred. Further investigation revealed that construction of I-97 had created a water basin approximately two acres in size in the median of north bound and south bound Rt 3 lanes which was used as a sediment and stormwater management basin. As

s

B32

P.O. Box 6675, Heritage Complex, Annapolis, Maryland 21401

runoff collected in the basin and warmed up, this solar heated water was continuously discharging directly into the Left Fork. A DNR study confirmed that this unnatural discharge created an in-stream thermal condition which was not tolerated by the trout. Also, it was discovered that during construction a glouconitic strata (a clay containing iron sulfide that generates acid when exposed to air and water) was exposed which resulted in a 3.8 pH in the basin. When SHA was notified of the situation, the basin discharge source was permanently sealed and currently a self-contained lake exists on the site, now called Lake Median. But the damage was already done. DNR fisheries personel restocked successfully the stream network and it is the professional opinion that had restocking not taken place, the Jabez Branch would now be a dead stream.

ISSUES

Currently SHA is reviewing the option of widening Rt 3 in the proximity of the Left Fork of the Jabez Branch. Among the options being considered are proposals to connect Charles Hall Road to Rt 175 with a bridge crossing the Left Fork. The bridge and consequences associated with its construction and maintenance are the issues in this discussion.

The bridge construction in conjunction with inevitable improvements on Rt 3, Rt 175 and realignment and widening of Charles Hall Road among other proposals, would introduce an extraordinary amount of earth moving resulting in alterd drainage patterns. Deforestation of wide areas of canope cover composed of undetermined acreage of mature trees, the segmenting of woodland what is obviously a natural habitat for wildlife, the compaction of soils, disturbance of underground springs, increased thermal runoff, increased impervious surfaces and reduced water quality would become reality. Experience has already shown that even one of the above mentioned impacts in and by itself would through the equilibrium of this small stream system off balance. The possibility of once again exposing glouconitic soils as previously done is also a very serious possibility.

A site visit of the area under discussion for the Rt 3 improvements reinforces the alarm the Severn River Commission feels that even the suggestion of a bridge crossing the Jabez Branch's Left Fork is being contemplated!

The arguments used that a connection from Charles Hall Road with Rt 175 would improve the trafic flow and access and is necessary for safety reasons needs to be seriously reevaluated. The SRC, created as an advisory body to local and state government on environmental issues affecting the Severn River watershed,

would like to suggest that any improvements that need to be made on the southbound Rt 3, south of Lake Median to Rt 175, can be accommodated by utilizing the 150-200feet wide median between the north and south bound lanes of Rt 3, part of which was artificially created with fill when Rt 3 was first constructed. It does not make sense nor in the Commission's opinion is it justifiable to sacrifice a mature forest on the west side of the existing Rt 3 when inferior land is available on the east side for major improvements.

CONCLUSION

The history of the Jabez Branch highlights just how fragile this small stream system is and how disturbance or alteration of any of the necessary elements required for maintaining a healthy brook trout population can place unprecedented stress on the ecological equilibium of the hydrological stream system and fisheries habitat. Based on historic evidence, the Commission can not accept in good conscience the fact that the only naturally reproducing trout stream in the coastal plain of Maryland would probably be destroyed. Can SHA assume that responsibility if once again its actions brings about the demise of such an unique natural resource?

THE SEVERN RIVER COMMISSION RECOMMENDS THAT THE UTILIZATION OF THE MEDIAN LAND BE INVESTIGATED FOR THE PURPOSES OF RT 3 IMPROVEMENTS.

Lina Vlavianos

Lina Vlavianos
Chairman, Severn River Commission

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

September 3, 2003

Ms. Lina Vlavianos, Chairman
Severn River Commission
P.O. Box 6675
Heritage Complex
Annapolis MD 21401

Dear Ms. Vlavianos:

Thank you very much for your position paper concerning improvement options for Charles Hall Road, which are proposed as part of the MD 3 Transportation Corridor Study. Our meeting with you on August 13, in addition to your comments in the position paper have helped us to better understand environmental issues and concerns within the study area. We appreciate you taking the time to continue to inform us of your views.

We agree that there are many issues involved with Jabez Branch and its watershed, and understand the importance of the system from an ecological standpoint. As part of the MD 3 study, as with any study, the potential adverse effects of each alternate must be identified along with their benefits. Our study efforts to date recognize many important issues, including the issues you discuss in your position paper such as thermal runoff, acidic soils, and deforestation. Potential affects to the Jabez Branch watershed will be carefully calculated and analyzed for each project alternate, including the No-Build Alternate, in order to determine the best course of action.

We will continue to discuss all these issues with the environmental and regulatory agencies involved with the MD 3 Transportation Corridor Study. Please understand some impacts may be unavoidable in order to improve safety for vehicles and pedestrians along MD 3. The environmental agencies will assist the State Highway Administration (SHA) in order to minimize any impacts. The SHA will also continue to work closely with Severn River Commission as our engineering continues to develop. We look forward to your active participation at the Public Hearing which will be held in the Spring, 2004.

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:* 410.545.0800 www.marylandroads.com

Thank you again for the comprehensive discussion and clear position you provided in your paper. We found our field meeting to be valuable and informative, and look forward to continuing discussions throughout the study. Should you have any further comments or questions, please do not hesitate to contact the project's Environmental Manager, Mr. Eric Almquist, at 410-545-8533, or 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: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: Mr. Neil Pedersen, Administrator, State Highway Administration
Mr. Eric Almquist, Environmental Manager, Project Planning Division, State Highway Administration

bcc: Ms. Caryn Brookman, Federal Highway Administration (w/incoming)
Mr. Steve Elinsky, US Army Corps of Engineers
Mr. Greg Golden, Maryland Department of Natural Resources (w/incoming)
Mr. Steve Hurt, Maryland Department of the Environment (w/incoming)
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning Division, State Highway Administration
Ms. Barbara Rudnick, US Environmental Protection Agency (w/incoming)
Mr. Robert Sanders, Assistant Division Chief, Project Planning Division, State Highway Administration
Mr. Bill Schultz, US Fish and Wildlife Service (w/incoming)

ANNE ARUNDEL COUNTY
MARYLAND

DEPARTMENT OF RECREATION & PARKS
1 HARRY S. TRUMAN PARKWAY
P.O. BOX 6675
ANNAPOLIS, MARYLAND 21401
410 222-7300

May 9, 2002

Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
PO Box 717
Baltimore MD 21203-0717

RE: Project No. AT 198 A 11
MD 3 from MD 32 to US 50
Anne Arundel and Prince George's Counties

Dear Ms. Simpson:

Enclosed is the information which you requested regarding existing and proposed recreational facilities and parks located within the Anne Arundel County portion of the study area for proposed upgrades to Maryland Route 3:

1. Official with jurisdiction over parks:

   Dennis Callahan, Director
   Anne Arundel County Department of Recreation and Parks

2. Parks within Study Area (north to south)

   A. South Shore Trail – proposed multiuse trail on roadbed of abandoned WB&A Railroad extending from Annapolis to Odenton
   ADC Map Coordinates 13 E8, F8

   B. Towsers Branch Park – community park located at intersection of Evergreen Rd. and Jackson Rd.
   ADC Map Coordinates 12 J13

   C. Patuxent River Greenway (Rupert Property) – preserved natural area and archery range.
   ADC Map Coordinates 17 H1, J1, J2, K1, K2

   D. Patuxent River Greenway (Partners for Preservation) – preserved natural area and fishing access.
   ADC Map Coordinates 17 H8, J8

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E. Patuxent River Natural Resources Management Area (Maryland Department of Natural Resources) – preserved natural area.
ADC Map Coordinates 17 G6, G7, H6, H7

3. Mapping and/or CADD files showing park boundaries:

Boundary information for County parks can be obtained from this office at the address above. Boundary information for state parklands may be obtained from the Maryland Department of Natural Resources.

4. Funding Sources:

The following properties were funded by allocations from Program Open Space and/or the Land and Water Conservation Fund:

A. South Shore Trail

B. Patuxent River Greenway (Rupert Property)

C. Patuxent River Greenway (Partners for Preservation)

In addition, this Department anticipates utilizing Program Open Space funds for both the acquisition and development of the South Shore Trail. Funding information on the Patuxent River NRMA must be obtained from the Maryland Department of Natural Resources.

5. Types of facilities within the parks:

A. South Shore Trail
A proposed ten-foot wide, paved multiuse trail with supporting infrastructure including Visitor Center, restrooms, bridges, boardwalks and trail furniture. The trail will extend approximately ten miles from Annapolis to Odenton.

B. Towsers Branch Park
An 8 acre community park with tennis and basketball courts, playground and picnic shelter as well as woodland, open play areas, and paved parking.

C. Patuxent River Greenway (Rupert Property)
This 52 acre natural area includes mature hardwood forest, stream valleys and floodplain of the Little Patuxent River. Improvements consist of a gravel parking lot, multiple archery ranges and two buildings used by an archery club under license from Anne Arundel County.

D. Patuxent River Greenway (Partners for Preservation)
This 19 acre property currently consists of forested lowlands and flood plain. Future plans call for gravel parking and soft surface trails for fishing and small boat access.

E. Patuxent River Natural Resources Management Area
This property, located within the fork of the Patuxent and the Little Patuxent Rivers, consists of forested lowlands and floodplain. There are no improvements other than unsurfaced footpaths.

6. Frequency with which the public uses the enumerated facilities:

A. Based on the use of existing multiuse trails in the County and the South Shore Trail's incorporation into the East Coast Greenway and the American Discovery Trail, annual usage is projected at 500,000 to 1,000,000 park users.

B. Towsers Branch Park is used primarily by residents of its immediate neighborhood. Daily use is estimated at 25 users per day.

C. Patuxent River Greenway (Rupert Property) is utilized multiple times per week by the Anne Arundel Archers, with competitive meets and training programs attracting 200-300 simultaneous users.

D. & E. The Patuxent River Greenway (Partners for Preservation) and the Patuxent River NRMA are used predominantly by fishermen. Since these properties are among the most accessible along the river, usage is quite heavy during prime fishing seasons.

7. Park Master Plans:

The master plan for the South Shore Trail is enclosed.

Should you have additional questions, please contact my office at 410-222-7317 x3528.

Sincerely,

John T. Keene, Chief
Planning & Construction

Enclosures

JTK:dws

City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

February 19, 2002

Mr. Joseph R. Kresslien
Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Re: Project No: AT198A11
MD 3 from MD 32 to US 50

Dear Mr. Kresslien:

Your office recently requested certain information of the City of Bowie as it relates to the above referenced project. Please find my response to this matter below:

1. The name of the official with jurisdiction over the park:

The name of the City of Bowie Park is Whitemarsh Park.

2. Mapping and/or CADD files showing the park boundaries

Please find enclosed a map of the subject parcel with boundaries.

3. Funding Sources:

The parcel was purchased with City of Bowie funds in 1968. No Program Open Space or Land and Water Conservation funds were used for the purchase of this parcel. The parcel has limited frontage on MD Rt. 3, yet it contains 98 acres.

4. Types of Facilities within the park:

Whitemarsh Park extends from MD Rt. 3 westerly to MD 450. Located within the facility are a lighted football field, a smaller lighted "practice" football field, and a lighted baseball

MAYOR G. Frederick Robinson MAYOR PRO TEM Douglas J. J. Peters
COUNCIL William A. Aleshire ♦ Dennis Brady ♦ Paul D. Ellington ♦ Leo E. Green, Jr. ♦ Jack D. Jenkins CITY MANAGER David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

Baseball field, a lighted softball field, a group area picnic facility, the Bowie Playhouse (an indoor performing arts facility) and a series of paved walking baths used by bicyclists and walkers alike. These facilities are maintained by City of Bowie employees. Also located within the parcel is the Sport Fit Health Club, which leases this space from the City of Bowie.

5. Frequency with which the public uses these facilities:

This park is used daily by the public and can have several hundred persons within it during peak daily periods, depending on the level of organized sports, plays, picnic users and persons using the Sport Fit location.

6. Park Master Plan:

The City of Bowie has a Recreation Master Plan on file for the period 1996-2005 which identifies recreation needs by geographic areas within the City; however, it does not identify master plans within the parks themselves. The improvements at Whitemarsh Park were all done in the late 60's shortly after the acquisition of the parcel. There is only one current issue from a master plan perspective that deals with whether to convert a softball field into two separate practice lighted football fields. This issue will be dealt with during the next two years.

7. Determination that the park serves a significant function for overall recreation needs in the community:

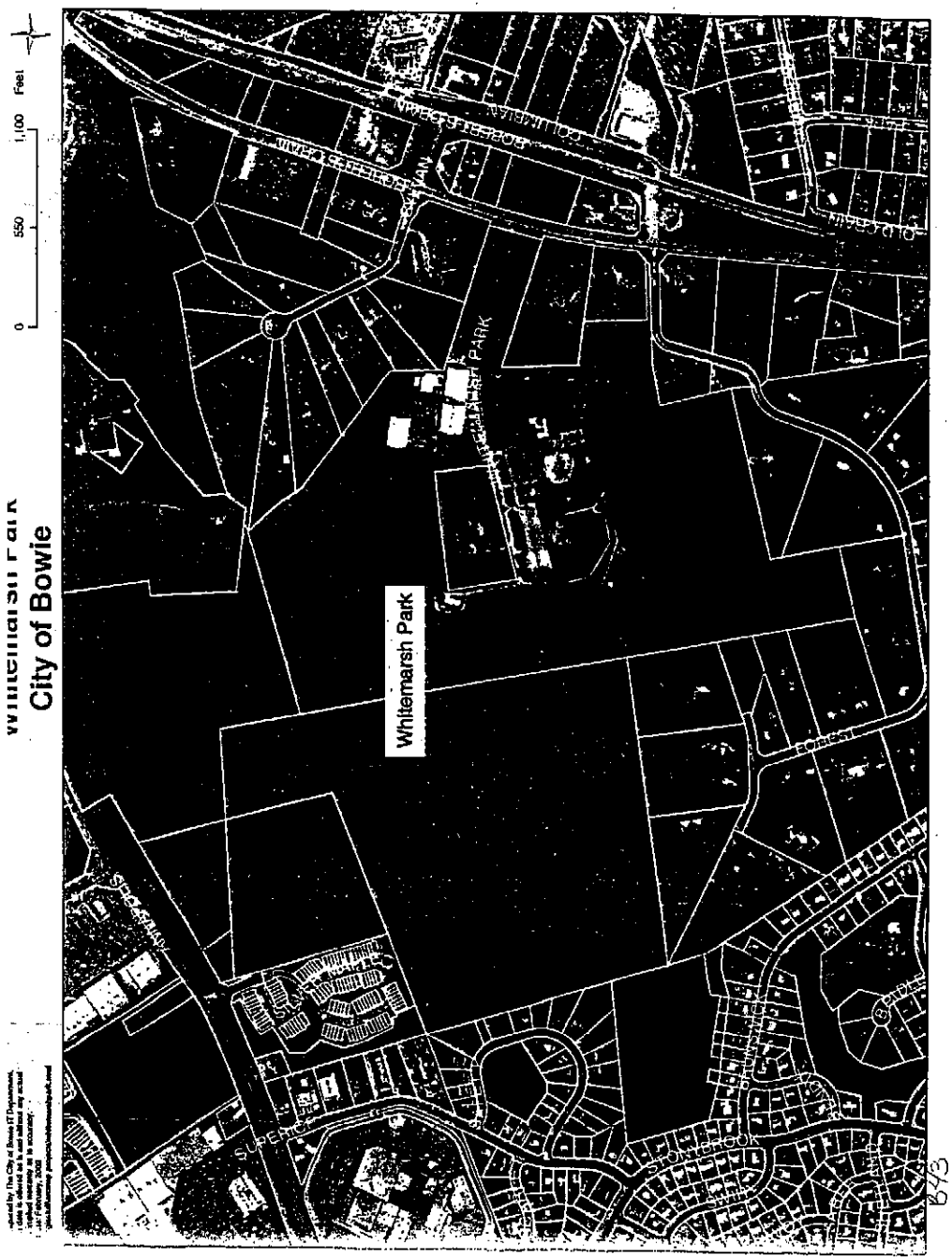
Yes, I can confirm that this facility clearly serves this function and has a regional draw. It is one of two major such facilities within the city limits.

I hope this information is useful for your project. I can be reached at 301-809-3004.

Sincerely,

Lawrence E. Pierce
Director
Department of Community Services

Attachment



Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW
Tawes State Office Building
Annapolis, Maryland 21401

Sarah J. Taylor-Rogers, Ph.D.
Secretary

Stanley K. Arthur
Deputy Secretary

June 6, 2001

Mr. Joseph R. 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 your letter of request, dated May 30, 2001, for information on the presence of finfish species in the vicinity of Maryland State Highway Administration's Project No. AT198A11: MD 3 Corridor - MD 32 to US 50 in Anne Arundel and Prince George's Counties.

From the information you sent for review, it appears that the proposed study area includes the Patuxent River and tributaries (including the Little Patuxent River and tributaries), headwater drainage areas to the Severn River (including Jabez Branch), and tributaries to South River (including North River, Bacon Ridge Branch and Bell Branch). The Patuxent River and all tributaries, Little Patuxent River and all tributaries, South River tributaries, and Severn River tributaries (except Jabez Branch) within your study area are all classified as Use I streams (Water Contact Recreation, Protection of Aquatic Life). Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year. Jabez Branch, a tributary to Severn Run, is classified as a Use III stream (Natural Trout Waters). Generally, No instream work is permitted in Use III streams during the period of October 1 through April 30, inclusive, during any year.

Our Fisheries Service has documented the spawning activities of white perch (*Morone americana*), yellow perch (*Perca flavescens*) and herring (*Alosa sp.*) in the Patuxent River, Little Patuxent River, South River tributaries and Severn River tributaries within your project study area. Additionally, Tables B1-4 and B2-4 list fish species documented by our Maryland Biological Stream Survey Project within the Patuxent Basin and West Chesapeake Basin respectively. Many of these species could be found within your study area. All of these fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources during highway projects.

It should be noted that the glassy darter (*Etheostoma vitreum*), a listed species by our Maryland Natural Heritage Program, has been documented as a resident species in the Little Patuxent River and is relatively common immediately below the Fort Meade Dam at MD Route 198. Because this species is

Telephone: (410) 260-8330
DNR TTY for the Deaf: (410) 260-8835

known to occur in only two small, unconnected locations in Maryland, its populations are not well suited to withstanding impacts to their habitat or recolonizing disturbed areas in the manner of some of the more common fish species. Even very infrequent and accidental impacts to the stream could be responsible for significant damage to the glassy darter population in Maryland. Stream habitat protection measures for this project should therefore focus on minimization of sedimentation and water quality impacts to downstream areas.

Jabez Branch currently supports a self-sustaining wild population of brook trout. This population is the only known population of naturally reproducing brook trout in the coastal plain of Maryland. This stream, with its history and ability for supporting wild brook trout, is considered a unique and valuable resource. Jabez Branch also supports other resident fish species. Table B2-4 list fish species documented in the West Chesapeake Basin by our Maryland Biological Stream Survey Program. Many of these species could be found in Jabez Branch near your project site. Fish species found in Jabez Branch should be adequately protected by the Use III instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources during highway projects.

For more information on the current status of the glassy darter in Maryland and the habitat requirements of this species, you may contact the Wildlife and Heritage Division of our Department at 410-260-8564.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

Ray C. Dintaman, Jr.

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

RCD
Attachments

6/5

Table B1-4. Fish species found in 1994 MBSS project sampling vs supplemental sampling, Patuxent Basin

Fish Species	MBSS Study	Supplemental Sampling
AMERICAN BROOK LAMPREY	X	
AMERICAN EEL	X	X
BANDED KILLIFISH	X	X
BANDED SUNFISH	X	
BLACKNOSE DACE	X	X
BLUEGILL	X	X
BLUESPOTTED SUNFISH	X	X
BROWN BULLHEAD	X	X
BROWN TROUT		X
CENTRAL STONEROLLER		X
CHAIN PICKEREL	X	
CHANNEL CATFISH		X
COMMON SHINER		X
CREEK CHUB	X	X
CREEK CHUBSUCKER	X	X
CUTLIPS MINNOW	X	X
EASTERN MUDMINNOW	X	X
FALLFISH	X	X
FATHEAD MINNOW		X
GIZZARD SHAD		X
GLASSY DARTER	X	
GOLDEN SHINER	X	X
GREEN SUNFISH		X
LAMPREY	X	X
LARGEMOUTH BASS	X	X
LEAST BROOK LAMPREY		X
LEPOMIS	X	
LEPOMIS HYBRID		X
LONGNOSE DACE		X
MARGINED MADTOM	X	X
MOSQUITOFISH	X	X
MUMMICHOG		X
NORTHERN HOGSUCKER		X
PIRATE PERCH	X	X
POTOMAC SCULPIN		X
PUMPKINSEED	X	X
RAINBOW TROUT		X
REDBREAST SUNFISH	X	X

Table B2-4. Fish species found in 1994 MBSS project sampling vs supplemental sampling, West Chesapeake Basin

Fish Species	MBSS Study	Supplemental Sampling
AMERICAN EEL	X	X
BANDED KILLIFISH		X
BLACK CRAPPIE		X
BLACKNOSE DACE	X	X
BLUEGILL	X	X
BLUESPOTTED SUNFISH		X
BROWN BULLHEAD	X	X
CHAIN PICKEREL	X	X
CREEK CHUBSUCKER	X	X
EASTERN MUDMINNOW	X	X
FALLFISH		X
GOLDEN SHINER	X	X
GREEN SUNFISH	X	X
INLAND SILVERSIDE		X
LAMPREY		X
LARGEMOUTH BASS	X	X
LEAST BROOK LAMPREY		X
MOSQUITOFISH		X
MUMMICHOG	X	X
PUMPKINSEED	X	X
RAINBOW TROUT	X	
RAINWATER KILLIFISH	X	
REDBREAST SUNFISH		X
REDFIN PICKEREL	X	X
ROSYSIDE DACE		X
SEA LAMPREY		X
SPOT	X	
STRIPED BASS	X	X
TESSELLATED DARTER	X	X
WHITE PERCH	X	
WHITE SUCKER	X	X
YELLOW PERCH	X	

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 covelli*) 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.

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

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

C. Ronald Franks
Secretary

W. P. Jensen
Deputy Secretary

Maryland Department of Natural Resources
Environmental Review
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

March 20, 2003

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

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated March 14, 2003, for information on the presence of anadromous fish species in the vicinity of the Maryland Department of Transportation's Project No. AT198A11: MD 3 Corridor - US 50 to MD 32 in Prince George's and Anne Arundel Counties.

Please be advised that our previous comments, dated June 6, 2001, on this project are still valid. A copy of these comments are attached for your information. If you should have any questions concerning these comments please contact me at 410-260-8331.

Sincerely,

Ray C. Dintaman Jr

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

RCD
Attachments

TTY via Maryland Relay: 711 (within MD) (800) 735-2258 (Out of State)
Toll Free in MD#: 1-877-620-8DNR ext. 8331

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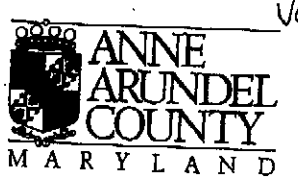
VOEK.



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

An All Hazards Response Organization, Committed to Your Safety

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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

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THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Chief

October 1, 2003

Ms. Cynthia D. Simpson, Deputy Director
Office of Planning and Preliminary Engineering
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)

Dear Ms. Simpson:

Thank you for allowing the Prince George's County Fire/Emergency Medical Services (EMS) Department the opportunity 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, we will limit our 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 Fire/EMS Department personnel is paramount. Keeping this in mind, we are very much in favor of any proposal that includes the widening of arterial roadways such as MD 3.

While the easing of congestion enhances our response time capabilities, it also creates a safer environment for Fire/EMS Department personnel, who must operate in the area by creating more room for apparatus placement to act as barriers to oncoming traffic. The widening of Southbound MD 3 from Belair Drive to MD 450 (Alternate #5) would greatly benefit emergency operations with respect to both of these issues.

With respect to the Alternates Retained for Detailed Study (ARDS) contained in Alternate #5 for MD 450 interchange with MD 3, this would be ideal for our operations. In addition, emergency access is suggested for emergency response at the location shown on "Option C" (Alternate 3 – Boulevard Alternate), City of Bowie Section (see comments on enclosed map).

OCT 09 '03 PM 2:15 OPPE

9201 Basil Court, Fourth Floor East
Largo, Maryland 20774
VOICE-(301) 883-5200 FAX-(301) 883-5212 TDD-(301) 925-5167

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Again, thank you for the opportunity to comment, and for considering the needs of the Prince George's County Fire/EMS Department. If we can be of further assistance or provide additional information, please call Kenny Oladeinde, Project Coordinator, at (301) 583-1836.

Sincerely,

Ronald D. Blackwell
Fire Chief

RDB:cls
FD 30588

Enclosure

Copy to: Maureen T. Hennessy, Lieutenant Colonel, Special Operations Command
Victor Stagnaro, Major, Fire Prevention and Investigations
Kenny Oladeinde, Project Coordinator, Fire Prevention and Investigations

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

SHA State Highway Administration
MARYLAND DEPARTMENT OF TRANSPORTATION

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

October 14, 2003

Re: Project No. AT198B11
MD 3: US 50 to MD 32
Anne Arundel and
Prince George's County, Maryland

Mr. Ronald Blackwell, Chief
The Prince George's County Government
Fire/EMS Department Headquarters
Office of the Fire Chief
9201 Basil Court, Fourth Floor East
Largo MD 20774

Dear Chief Blackwell:

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:* 410.545.0800 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)
Mr. Bruce Grey
Mr. Kenny Oladeinde
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,

Melvin C. High
Chief of Police

7600 Barlowe Road, Palmer Park, MD 20785

Thomas Shanahan
Chief of Police

ANNE ARUNDEL COUNTY
M A R Y L A N D

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:

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

Nationally Accredited Law Enforcement Agency

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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

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

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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)

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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

January 9, 2004

RE: Project No. AT198B11
MD 3 Transportation Corridor Study
Anne Arundel and Prince George's
Counties, Maryland

Mr. John T. Keene, Chief
Planning and Construction
Anne Arundel County
Department of Recreation and Parks
P.O. Box 6675
Annapolis MD 21401

Dear Mr. Keene:

SHA is currently assessing the impacts of the Alternates Retained for Detailed Study (ARDS) for the MD 3 Transportation Corridor Study. The purpose of this letter is to request your review and recommendations for potential measures to minimize and mitigate impacts to parklands under your jurisdiction. We are also requesting clarification of the primary function and purpose of the Patuxent River Greenway, and specifically for the Partners for Preservation property. This information will be included in the Draft Environmental Impact Statement (DEIS), which will be completed prior to the Public Hearing, scheduled for Spring, 2004. The ARDS include the No-Build and two Build Alternates (boulevard concepts) for MD 3. Several interchange/intersection improvement options are also proposed throughout the MD 3 study area, however, only the options at the MD 3 intersections with MD 450, MD 424, and MD 175 will affect parkland under the jurisdiction of Anne Arundel County. Below is a brief summary of these alternates. Maps of relevant intersection options, copied from the preliminary DEIS, are included as attachments to this letter.

Mainline Alternates

Alternate 1 – No-Build Alternate

No major improvements are proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety operations. This alternate would not impact park resources.

Alternate 3

Alternate 3 includes the dualization of the current alignment of northbound MD 3 from Belair Drive to MD 450 and provision of a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive. North of MD 450, Alternate 3 maintains the alignment of MD 3 from MD 450 to St. Stephens Church Road and provides a continuous auxiliary lane on the outside and from MD 424 to Johns Hopkins Road. From St. Stephens Church Road to just south of MD 32, this alternate includes the addition of a third through travel lane and a continuous auxiliary lane on the outside. In addition, an auxiliary lane is provided in the median for improved access to the business and residences.

The proposed typical section to be applied throughout the study area for this concept includes three 11-foot through lanes in each direction, a 20-foot grass median (where applicable), and either 16-foot auxiliary lanes or 10-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities are included with this alternate.

Alternate 5 Modified

Alternate 5 Modified includes the addition of a third through travel lane in both directions on MD 3 from US 50 through MD 450 and a 16-foot auxiliary lane for southbound MD 3. From MD 450 to MD 424 the proposed changes to MD 3 are the same as those presented with Alternate 3. North of MD 424, Alternate 5 Modified includes the dualization of southbound MD 3 with a 20-foot median from MD 424 to MD 32. Existing northbound MD 3 would be converted into a two-way service road. This alternate includes limited access with only right-in/right-out access provided along northbound/southbound MD 3.

The typical section proposed for this alternate is similar to Alternate 3: three 11-foot through lanes in each direction, and either 16-foot auxiliary lanes or 10-foot shoulders. The median width varies from 20 feet to 300 feet depending on the location within the corridor. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities will be included with this alternate.

Interchange/Intersection Options

Interchange/Intersection improvement options are proposed at the following major points of congestion in the corridor that experience the greatest level of travel time delay along MD 3 for both Alternates 3 and 5 Modified:

- MD 450
- Cronson/Crawford Boulevards
- MD 424/Conway Road
- Waugh Chapel/Reidel Roads
- MD 175/Millersville Road

The following is a summary of the interchange/intersection options retained for detailed study that would impact park resources at the MD 450, MD 424 and MD 175 intersections.

MD 450 (Defense Highway)

Option A (Alternates 3 and 5 Modified)

MD 450 is connected via a separate parallel roadway located east of MD 3. MD 450 crosses over MD 3 south of the Patuxent River. A signalized intersection is provided in Anne Arundel County to accommodate left turning vehicles from southbound MD 3 to MD 450 eastbound. Traffic on northbound MD 3 and MD 450 would be stopped to accommodate this turning movement. In addition, an access ramp from MD 450 westbound to MD 3 northbound is provided. All other movements between MD 450 and MD 3 are accommodated by a "trumpet" interchange south of the Patuxent River crossing in Prince George's County.

Option B (Alternates 3 and 5 Modified)

The alignment of MD 450 is similar to that proposed under Option A. Instead of a "trumpet" interchange in Prince George's County, diamond interchange ramps are employed to minimize right-of-way and wetland impacts. Access from southbound MD 3 to eastbound MD 450 is provided by a MD 3 fly-over tying-in at a signalized intersection south of the existing intersection with MD 450 in Anne Arundel County. Patuxent River Road is realigned with the MD 3 exit ramp with a four direction signalized intersection. This revised Option B improves the original option in response to comments received from the public and the regulatory and review agencies.

Option C (Alternates 3 and 5 Modified)

The existing signalized intersections at MD 450 east and west are replaced with grade separated, fully access controlled "trumpet" interchanges. MD 450 and MD 3 remain on the same alignment between MD 450 east and west. Between the MD 450's five traffic lanes would be provided to accommodate the traffic between MD 450, the existing through traffic on MD 3, and merging traffic to and from MD 3 and MD 450.

MD 424 (Davidsonville Road)/Conway Road

Option A (Alternate 3 only)

This option provides for a grade separation of northbound MD 3 over MD 424, thereby eliminating the through traffic for northbound MD 3 from the existing intersection. A left exit ramp from northbound MD 3 would provide an access/service road to a new intersection with MD 424. This access/service road would then extend north of the MD 424 intersection to tie back into northbound MD 3 at Carver Road providing access to the Crofton Station retail properties. Southbound MD 3 is realigned to the west to accommodate the access/service road.

Option B (Alternates 3 and 5 Modified)

This option provides a grade-separated compressed diamond interchange for MD 3 at MD 424. MD 3 would pass over MD 424 with exit and entrance ramps provided to MD 424 and Conway Road. To assist in providing access to the Crofton Station retail properties, an extension of Cronson Boulevard is proposed passing under MD 3 just north of the intersection of MD 3 and MD 424.

Option C (Alternates 3 and 5 Modified)

This option provides a grade-separated single point urban interchange for MD 3 at MD 424. MD 424 would be relocated over MD 3 to the north to allow for maintenance of traffic during construction of the interchange. Access between MD 3 and MD 424 would be provided by a series of compressed ramps in an effort to minimize right-of-way impacts.

MD 175 (Millersville Road)

Option A (Alternate 3)

Option A at MD 175 for Alternate 3 consists of at-grade intersection improvements included with the widening of MD 3. MD 175 would be widened east and west of MD 3 to four through travel lanes (two in each direction). This four-lane section would taper to two lanes west of the Jabez Branch Stream and east of Maryland Muffler Shop. Two through lanes and left-turn storage lanes are provided for MD 175, in each direction, between northbound and southbound MD 3. The option provides channelized right turn lanes for traffic moving west onto northbound MD 3 and traffic moving east turning onto southbound MD 3. Charles Hall Road traffic is accommodated under this option via an auxiliary lane connecting the existing Charles Hall Road access point and MD 175 along southbound MD 3.

Option A (Alternate 5 Modified)

Option A at MD 175 for Alternate 5 Modified consists of at-grade intersection improvements included with the widening and realignment of the dualized MD 3. From the west, MD 175 is

widened to accommodate a double left turn onto the realigned northbound MD 3. From the east, MD 175 is widened to accommodate a double left turn onto southbound MD 3. Two through lanes accommodate traffic along westbound MD 175, while a single through lane serves eastbound MD 175 traffic. Similar to Alternate 3 Option A, channelized right turn lanes allow traffic to access northbound and southbound MD 3. Charles Hall Road traffic is accommodated under this option via an auxiliary lane connecting the existing Charles Hall Road access point and MD 175 along southbound MD 3.

Option B (Alternate 3)

Option B at MD 175 for Alternate 3 consists of at-grade intersection improvements including the widening of MD 3. For this option, a triple right turn onto southbound MD 3 from eastbound MD 175 is added to meet existing and forecasted high volume traffic for this movement. A single through lane remains for eastbound MD 175 traffic. Two through lanes are provided for westbound MD 175 traffic along with two left turn lanes for westbound MD 175 access to southbound MD 3. A double left turn is provided for eastbound MD 175 traffic to access northbound MD 3. Charles Hall Road is extended to intersect with the MD 175/McKnew Road intersection as a two-lane roadway.

Option B (Alternate 5 Modified)

Option B at MD 175 for Alternate 5 Modified consists of a grade separated "half-diamond" interchange, with northbound MD 3 passing over MD 175. MD 175 is widened to accommodate four lanes of through traffic extending from McKnew Road past Maryland Muffler Shop. Slip ramps are used from MD 175 to access northbound MD 3 to I-97, MD 32, and the service road (former northbound MD 3 alignment). McKnew Road is widened to four lanes to accommodate the existing and forecasted high levels of traffic accessing MD 175 west of MD 3. At the intersection with MD 3, McKnew Road is widened to accommodate a triple right turn movement onto southbound MD 3. McKnew Road provides dual receiving lanes for the double left turn off of northbound MD 3 for traffic accessing MD 175. Charles Hall Road is extended to the MD 175/McKnew Road intersection as a two-lane roadway, necessitating an additional signal. This option provides a channelized right turn off southbound MD 3 onto westbound MD 175.

Impacts to Park Facilities

Based on the information provided in your May, 2002 letter, park properties that would be impacted by the current ARDS include the Patuxent River Greenway (Rupert and Partners for Preservation properties), and the proposed South Shore Trail. The attached figures show each of the MD 3 alternates/interchange options in the area of the Patuxent River Greenway – Partners for Preservation Property, Patuxent River Greenway – Rupert Property, and the proposed South Shore Trail crossing of MD 3.

A portion of the proposed South Shore Trail traverses the existing MD 3 roadway, and the future location of the proposed crossing could be affected by all of the build alternates. As Anne Arundel County currently does not own any of the property potentially impacted by SHA's proposed improvements, no minimization or mitigation measures are being proposed at this time. However, SHA will continue to coordinate with Anne Arundel County to ensure that roadway design does not preclude a trail crossing of MD 3.

The alternates may require as much as 2.57 acres of the Patuxent River Greenway – Partners for Preservation property. Both Alternate 3 and Alternate 5 Modified with Option A (Figure 3A-06) would require 1.66 acres of the property, while both alternates with Option B (Figures 3B-06 and 5B-06) would require 2.57 acres. The additional right-of-way would allow the direct connection from MD 3 to MD 450 eastbound, resulting in a parallel roadway for MD 450 just east of the existing MD 3 roadway. Under Option C, only the existing MD 3 roadway would be widened; therefore, no right-of-way impact to the property would be required (Figure 3C-06).

The alternates may require as much as 2.13 acres of the Patuxent River Greenway – Rupert property. The proposed alternates for MD 3 and the intersection options for the MD 424/ Conway Road that would impact the Rupert property are discussed below:

- Alternate 3, with Option A (Figure V-3), would impact the property as a result of the widening of southbound MD 3 and the alignment relocation for the proposed interchange Option A with MD 424/Conway Road. Approximately 2.13 acres of the park property would be impacted. The majority of the impact for Alternate 3 with Option A are from the separation required for the access/service road that would be constructed between northbound and southbound MD 3.

- Alternate 3 with Option B and Alternate 5 Modified with Option B (Figures V-4 and V-6) would also impact the park for the extension of Cronson Boulevard under MD 3 to Carver Road. This roadway would extend through park and private property, tying into a new intersection with Conway Road west of the proposed MD 424/Conway Road interchange. The park impact for this intersection improvement, coupled with the mainline improvements, would be 1.98 acres for Alternate 3, and 1.97 acres for Alternate 5 Modified. For Option B, a safer access driveway and improved parking area would be provided off the extension of Cronson Boulevard.

- For Alternates 3 and 5 Modified with Option C (Figures V-5 and V-7), the impact to the park consists of relocating the park access driveway off southbound MD 3 to Conway Road and modifying the gravel parking area. However, this narrow right-of-way acquisition along MD 3 would not impact other functions of the park. The impacts are

0.51, and 0.57 acre, respectively. Efforts have been made to minimize the amount of park property that would be used for construction of the new access driveway.

SHA is proposing to replace any land required from within the Patuxent River Greenway (Rupert and/or Partners for Preservation properties) on an acre for acre and fair market value basis as a condition to approval of land conversion/acquisition. Therefore, we request that you identify one or more potential replacement site (either adjacent to the park or in another location) and indicate them on a map. In addition, please identify any other measures that you may consider appropriate as mitigation for this project, in lieu of purchasing additional park property, such as improved park access/parking facilities and park landscaping.

Based on information gathered to date, it appears that the primary purpose of the Patuxent River Greenway is watershed protection, which includes water quality and habitat preservation and enhancement. While the Partners for Preservation property may be used by fishermen and canoeists, on an occasional basis, there is currently no existing or planned access or staging areas for these activities within the property.

We request your response by February 6, 2004 so that this information may be included in the final version of the Draft Environmental Impact Statement. Thank you for your attention to this matter. If there are any questions, please call the project's environmental manager, Ms. Donna Buscemi, at 410-545-8558.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by Joseph R. Kressleln
Joseph R. Kressleln
Assistant Division Chief
Project Planning Division

Attachments:
MD 3/MD 450 Options (Partners for Preservation property)
MD 3/MD 424 Options (Rupert property)
MD 3/MD 175 Options (South Shore Trail)
cc: Mr. Eric Almquist, SHA-PPD
Ms. Caryn Brookman, FHWA
Ms. Donna Buscemi, SHA-PPD
Ms. Patricia Greene, SHA-PPD
Mr. Bruce Grey, SHA-PPD
Ms. Allison Grooms, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD
Ms. Cynthia Simpson, SHA-PPD
Mr. Donald Sparklin, SHA-PPD
Mr. Christopher Weber, SHA-PPD

ANNE ARUNDEL COUNTY
MARYLAND

DEPARTMENT OF RECREATION & PARKS
1 HARRY S. TRUMAN PARKWAY
P.O. BOX 8675
ANNAPOLIS, MARYLAND 21401
(410) 222-7900

February 4, 2004

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore MD 21202

RE: Project No. AT198B11
MD 3 Transportation Corridor Study
Anne Arundel & Prince Georges Counties, MD

Dear Ms. Simpson:

Anne Arundel County has reviewed your letter of 9 January 2004 outlining the proposed alignment alternatives for interchanges on Maryland Route 3 which have potential impacts on various Anne Arundel County parks. As noted in your letter, all impacts which result in the taking of parkland acquired with Program Open Space funds will require acre-for-acre replacement with property of both equal economic and recreational value.

Our reaction to the individual proposals is as follows:

MD 450/MD 3
The Partners for preservation property was acquired primarily to protect the greenway along the Patuxent River. A secondary purpose is to provide access to the riverbank for fishing. Any roadway alignment should be designed to accommodate safe access to a non-wetland area of the property where a small (± 20 car) gravel parking area could be provided for use by fishermen.

A suitable replacement parcel would be a portion of Tax Map 42, Block 22, Parcel 65 which would connect the County property south of the Route 3 bridge with Maryland Department of Natural Resources property (Tax Map 42, Block 16, Parcel 88) located upstream of the bridge. Another option would be Tax Map 42, Block 23, Parcel 21 which could provide a suitable parking area to access the remaining property.

MD 424/MD 3
The Rupert property preserves a greenway along the Little Patuxent River and also provides a site for an active archery program operated under a long-term use agreement with this Department. In addition to replacing any acreage lost due to construction, any loss of parking capacity due to construction will need to be addressed.

A suitable replacement parcel for the acreage lost would be one of two parcels to the south, either Map 36, Block 23, Parcel 167 or Map 36, Block 23, Parcel 308.

MD 175/MD 3
Anne Arundel County is actively pursuing the development of a paved multi-use trail on the abandoned right of way of the South Shore Branch of the WB&A Railroad. That right of way crossed MD Route 3 on an overhead bridge located just north of the MD 175 intersection. Engineering is underway on the trail segment from MD 3 south to I-97 at Waterbury Road. Construction is anticipated in Fiscal Year 2006. The right of way for this trail is provided by a long term lease from the Maryland State Highway Administration.

With multiple additional lanes being proposed at the MD 175/MD 3 intersection, the prospect of pedestrians and cyclist safely crossing at the signalized intersection is highly problematical. Anne Arundel County proposes that the SHA partner with the County to construct an overhead crossing on the original railroad alignment, to be constructed in concert with the selected highway improvements. Because Anne Arundel County is constructing this trail on land in SHA ownership to serve transportation purposes, we believed it is appropriate for SHA to take all appropriate minimization measure to protect this crossing site, and to assist in the mitigation of any impacts the new construction may have on the South Shore Trail right of way.

Sincerely,

John T. Keene, Chief
Planning & Construction

JTK:dws

cc. T. Donlin

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

January 22, 2004

RE: Project No. AT198B11
MD 3 Transportation Corridor Study
Anne Arundel and Prince George's
Counties, Maryland

Mr. John D. Minnick. District Conservationist
USDA Natural Resource Conservation Service
Anne Arundel Field Service Center
2662 Riva Road
Annapolis, MD 21401-7305

Dear Mr. Minnick:

SHA is currently assessing the impacts of the Alternates Retained for Detailed Study (ARDS) for the MD 3 Transportation Corridor Study. The purpose of this letter is to request your review of potential impacts to farmland. This information will be included in the Draft Environmental Impact Statement (DEIS), which will be completed prior to the Public Hearing, scheduled for Spring, 2004. The ARDS include the No-Build and two Build Alternates (boulevard concepts) for MD 3. Several interchange/intersection improvement options are also proposed throughout the MD 3 study area. However, only Option B at the MD 3 intersection with MD 175 (Millersville Road) will impact farmland under the jurisdiction of USDA Natural Resource Conservation Service (NRCS). Below is a brief summary of these alternates. A project location map highlighting the potentially impacted farmland, maps of the alternates and intersection options, and a detailed map showing the impacts to the farmland are included as attachments to this letter.

Mainline Alternates

Alternate 1 – No-Build Alternate

No major improvements are proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety operations. This alternate would not impact any farmland.

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

Alternate 3

Alternate 3 includes the dualization of the current alignment of northbound MD 3 from Belair Drive to MD 450 and provision of a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive. North of MD 450, Alternate 3 maintains the alignment of MD 3 from MD 450 to St. Stephens Church Road and provides a continuous auxiliary lane on the outside and from MD 424 to Johns Hopkins Road. From St. Stephens Church Road to just south of MD 32, this alternate includes the addition of a third through travel lane and a continuous auxiliary lane on the outside. In addition, an auxiliary lane is provided in the median for improved access to the business and residences.

The proposed typical section to be applied throughout the study area for this concept includes three 11-foot through lanes in each direction, a 20-foot grass median (where applicable), and either 16-foot auxiliary lanes or 10-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities are included with this alternate. This alternate would not impact any farmland.

Alternate 5 Modified

Alternate 5 Modified includes the addition of a third through travel lane in both directions on MD 3 from US 50 through MD 450 and a 16-foot auxiliary lane for southbound MD 3. From MD 450 to MD 424 the proposed changes to MD 3 are the same as those presented with Alternate 3. North of MD 424, Alternate 5 Modified includes the dualization of southbound MD 3 with a 20-foot median from MD 424 to MD 32. Existing northbound MD 3 would be converted into a two-way service road. This alternate includes limited access with only right-in/right-out access provided along northbound/southbound MD 3.

The typical section proposed for this alternate is similar to Alternate 3: three 11-foot through lanes in each direction, and either 16-foot auxiliary lanes or 10-foot shoulders. The median width varies from 20 feet to 300 feet depending on the location within the corridor. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities will be included with this alternate.

The combination of Alternate 5 Modified and MD 175 interchange option B requires the conversion of farmland, on the west side of MD 3 near Millersville Road, to transportation use. Option B at MD 175 for Alternate 5 Modified consists of a grade separated "half-diamond" interchange, with northbound MD 3 passing over MD 175. MD 175 is widened to accommodate four lanes of through traffic extending from McKnew Road past Maryland Muffler Shop. Slip ramps are used from MD 175 to access northbound MD 3 to I-97, MD 32, and the service road (former northbound MD 3 alignment). McKnew Road is widened to four lanes, resulting in 0.84

acre of farmland impacts, to accommodate the existing and forecasted high levels of traffic accessing MD 175 west of MD 3. At the intersection with MD 3, McKnew Road is widened to accommodate a triple right turn movement onto southbound MD 3. McKnew Road provides dual receiving lanes for the double left turn off of northbound MD 3 for traffic accessing MD 175. Charles Hall Road is extended to the MD 175/McKnew Road intersection as a two-lane roadway, necessitating an additional signal. This option provides a channelized right turn off southbound MD 3 onto westbound MD 175.

Transmitted for your review and completion is a copy of the NRCS-CPA-106 form, with Parts I, III and VI completed, for the MD 3 Transportation Corridor Study. We request your response by February 16, 2004 so that this information may be included in the final version of the Draft Environmental Impact Statement. Thank you for your attention to this matter. If there are any questions, please call the project's environmental manager, Ms. Donna Buscemi, at 410-545-8558.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

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

Attachments

cc: Ms. Caryn Brookman, FHWA (w/attachments)
Ms. Donna Buscemi, SHA-PPD "
Mr. Bruce Grey, SHA-PPD
Ms. Allison Grooms, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD
Mr. Raymond Moravec, URS Corp.
Ms. Cynthia Simpson, SHA-PPD
Mr. Christopher Weber, SHA-PPD

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR-TYPE PROJECTS

PART I *(To be completed by Federal Agency)*

1. Name of Project: MD 3 Project Planning Study
2. Type of Project: Improvements along existing Parkway corridor
3. Date of Land Evaluation Request: 1/5/04
4. Sheet 1 of ____
5. Federal Agency Involved: Federal Highway Administration
6. County and State: Prince George's County, MD; Anne Arundel County, MD

[redacted]

PART III *(To be completed by Federal Agency)*

	Alternative Corridor For Segment a-4			
	Alt. Corr. B	No Improvements	Alt. Corridor	
A. Total Acres To Be Converted Directly	0.84			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.30			
C. Total Acres In Corridor	1.14	0	0	0

[redacted]

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area In Nonurban Use	15	6			
2. Perimeter In Nonurban Use	10	7			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	5			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	3			
8. On-Farm Investments	20	2			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	43	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	43	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

1. Corridor Selected:
2. Total Acres of Farmlands to be Converted by Project:
3. Date Of Selection:
4. Was A Local Site Assessment Used? YES ☐ NO ☐
5. Reason For Selection:

Signature of Person Completing this Part: [signature] DATE 1/5/2004

NOTE: Complete a form for each segment with more than one Alternate Corridor

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
339 Busch's Frontage Road, Suite 301
Annapolis, MD 21401

Phone: 410-757-0861
FAX: 410-757-0687
www.md.nrcs.usda.gov

TO: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert St.
Baltimore,MD 21202

SUBJECT: Farmland Protection Policy Act Environmental Assessment for MD 3 Transportation Corridor Study, Anne Arundel County, Maryland

Dear Mr. Kresslein:

The responsibilities of our agency, for your environmental assessment of the Alternates Retained for Detailed Study for the MD 3 Transportation Corridor Study, are to provide technical assistance for the Farmland Protection Policy Act (FPPA) by evaluating and completing our sections of the Farmland Conversion Impact Rating Form NRCS-CPA-106.

We have completed our sections of the form and are sending them under separate cover from our Annapolis Field Office.

If you require any additional information, please let us know.

Sincerely,

[signature]

David P. Doss
State Conservationist

for Donna Buscem

Post-it® Fax Note 7671	Date 12/29/04	# of pages ▶ 1
To Joseph Kresslein	From John Minnick	
Co./Dept. SHA	Co.	
Phone #	Phone #	
Fax # 410-209-5003	Fax #	

cc: John Minnick, Annapolis, MD
Susan L. Davis, Annapolis, MD

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

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U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*

1. Name of Project: MD 3 Project Planning Study	3. Date of Land Evaluation Request: 1/8/04
2. Type of Project: Improvements along existing highway corridor	5. Federal Agency Involved: Federal Highway Administration
	6. County and State: Prince George's County, MD; Anne Arundel County, MD

[redacted]

PART III *(To be completed by Federal Agency)*

	Alternative Corridor For Segment			
A. Total Acres To Be Converted Directly	Alt. 5	Alt. 6	Alt. 7	Alt. 8
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.54			
C. Total Acres In Corridor	0.30			
	0.84	0	0	0

[redacted]

PART VI *(To be completed by Federal Agency)* Corridor Assessment Criteria *(These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area In Nonurban Use	15	6			
2. Perimeter In Nonurban Use	10	7			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	5			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	3			
8. On-Farm Investments	20	2			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	43	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	95			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	43	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260		0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO. ☐

5. Reason For Selection:

Signature of Person Completing this Part: DATE 1/5/2004

NOTE: Complete a form for each segment with more than one Alternate Corridor

B-81

Maryland Department of Housing & Community Development

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Victor L. Boskins
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

Dear ~~Mr. Grey~~ Bruce:

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).

B-82

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.

1. **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,

Rodney

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 <u>all</u> 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

TSG030904-3072

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

MAR 0 4 2004

RE: Project No. AT198B11
MD 3 Transportation Corridor Study
Anne Arundel and Prince George's
Counties, Maryland

Mr. Nelson J. Castellanos
Division Adminstrator
Federal Highway Administration
City Crescent Building, Suite 2450
10 South Howard Street
Baltimore MD 21201

Attn: Ms. Caryn Brookman

Dear Mr. Castellanos:

The Maryland State Highway Administration (SHA) requests your concurrence with a determination of non-applicabilty of Section 4(f) of the US DOT Act (49 U.S.C. Section 303), for improvements to MD 3 in Anne Arundel County, Maryland. This request focuses on the use of property on which Anne Arundel County is planning the WB&A/South Shore Branch Multi-Use Trail, as well as the use of Patuxent River Greenway - Partners for Preservation property.

A portion of the future WB&A/South Shore Branch Multi-Use Trail traverses the existing MD 3 roadway, and the proposed crossing could be affected by all of the build alternates. As Anne Arundel County currently does not own any of the property potentially impacted by SHA's proposed improvements, no minimization or mitigation measures are being proposed at this time. However, SHA will continue to coordinate with Anne Arundel County to ensure that roadway design does not preclude a trail crossing of MD 3.

The alternates may require as much as 2.57 acres of the Patuxent River Greenway – Partners for Preservation property. Both Alternate 3 and Alternate 5 Modified with Option A (Figure 3A-06) would require 1.66 acres of the property, while both alternates with Option B (Figures 3B-06 and 5B-06) would require 2.57 acres. The additional right-of-way would allow the direct connection from MD 3 to MD 450 eastbound, resulting in a parallel roadway for MD 450 just east of the existing MD 3 roadway. Under Option C, only the existing MD 3 roadway would be widened; therefore, no right-of-way would be required (Figure 3C-06).

My telephone number/toll-free number is 410-545-0412
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

B-91

Anne Arundel County Department of Recreation and Parks, the agency with jurisdiction over these properties, stated in a February 4, 2004 letter (see Attachment 1) that the right-of-way for the proposed WB&A/South Shore Branch Multi-Use Trail is provided by a long term lease from the SHA and that engineering is underway. They also stated that the Patuxent River Greenway – Partners for Preservation property was acquired primarily to protect the greenway along the Patuxent River and that the secondary purpose is to provide access to the riverbank for fishing. Parking and other designated recreational facilities are absent from this property.

Conservation easement + riparian buffer for Patuxent River

According to Federal Highway Administration's guidance on the applicability of Section 4(f), the following criteria suggest that these areas would not be subject to the requirements of Section 4(f):

(1) highway construction on planned bikeway right-of-way that was previously reserved for transportation use, and

(2) public land holdings which have not been designated by statute or identified in the management plans of the administering agency as being for parks, recreation, or wildlife or waterfowl refuge purposes and determined significant for those purposes.

Therefore, we request your concurrence that the use of a portion of the WB&A/South Shore Branch Multi-Use Trail and Patuxent River Greenway - Partners for Preservation property would not be subject to the requirements of Section 4(f). Should you have any further questions or concerns, please contact Mr. Joseph Kresslein at (410) 545-8550.

Sincerely,

Neil J.Pedersen
Administrator

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

B-92

Concurrence:

Federal Highway Administration
Division Administrator

Date March 15, 2004

Attachment

cc: Ms. Donna Buscemi, Environmental Manager, Project Planning Division, SHA (w/Attachments)
Mr. Bruce M. Grey, Deputy Division Chief, Project Planning Division, SHA
Mr. Joseph Kressalein, Assistant Division Chief, Project Planning Division, SHA
Mr. Raymond Moravec, Project Manager, URS Corporation
Ms. Cynthia Simpson, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. Chris Weber, Project Manager, Project Planning Division, SHA

Elected Officials Coordination

ROBERT C. BALDWIN
Legislative District 33
Anne Arundel County

Environmental Matters Committee

Environmental and Natural Resources Subcommittee

Annapolis Office
215 Lowe House Office Building
Annapolis, Maryland 21401-1991
410-841-3223 · 301-858-3223
Fax 410-841-3209
E-Mail robert_baldwin@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

RECEIVED
APR 5 2000
16760
SECRETARY
DEPARTMENT OF TRANSPORTATION

Parker Williams
Please Prepare Response for Secretary's signature cc Beverly Swaim Staley

April 3, 2000

Mr. John D.Porcari:
Secretary
Department of Transportation
P.O. Box 8755 BWI
Baltimore, MD 21240

Dear Mr. Porcari:

I hope that The Daily Record is wrong "SHA Plans Route 301 Study." Traffic patterns in this area have been studied for the last 9 years. All of the bypasses have been rejected.

Please - Plan for Route 3/214 Interchange.
424

Sincerely,

Robert C. Baldwin
Delegate
Maryland General Assembly

ECB:emd

C-1

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

March 15, 2002

The Honorable Robert C. Baldwin
Maryland House of Delegates
215 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

Dear Delegate Baldwin:

Thank you for your participation in the MD 3 Corridor Study focus group. Your interest in transportation issues is greatly appreciated.

At the February 6 focus group meeting, you requested a map of highway projects related to the MD 3 Corridor Study. We have developed such a map, and have enclosed it for you.

Thank you again for your participation in the focus group meeting. If you have any additional questions or concerns, please do not hesitate to contact Mr. Christopher Weber, the Project Manager, at 410-545-5675, 1-888-204-4828, or cweber@sha.state.md.us. He will be happy to assist you. Of course, please do not hesitate to contact me directly.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: Mr. Christopher Weber, Project Manager, State Highway Administration

My telephone 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

C-2

Maryland Department of Transportation
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

July 31, 2002

The Honorable John J. Klocko
Anne Arundel County Council
P.O. Box 2700
Annapolis, MD 21401-2700

Dear Councilmember Klocko:

In response to your request for pedestrian signals and crosswalks at MD 3 & Waugh Chapel Road, our traffic engineering staff has conducted an intersection analysis for this location. The analysis reviewed the current sidewalk locations and conditions, existing impediments to pedestrian access, and the intersection geometry.

As a guideline for the installation of traffic control devices such as pedestrian signals and crosswalks, the Maryland State Highway Administration (SHA) has adopted the Manual on Uniform Traffic Control Devices. This manual, written by federal, state, and local officials, contains warrants or conditions, which should be satisfied before an installation can be considered. These warrants consider traffic and pedestrian volumes, speed, geometric conditions, local development, vehicular delay, and the accident history at an intersection.

We have reviewed the intersection and found the intersection to be operating effectively within the guidelines set forth in the manual mentioned above. The findings of our study indicate that the warrants for the pedestrian signalization are not adequately met. In addition, the existing roadway and geometry are not conducive to encouraging pedestrian movements. Few of the approaches have sidewalks. SHA does not encourage the installation of crosswalks when the crosswalk would not link two sidewalks. Also, the width of the full intersection is not conducive to adequate pedestrian crossings. Therefore, we do not recommend installing a pedestrian signal or crosswalk at this time.

Please note that the MD 3 corridor from US 301 to MD 175 is in the midst of a long term task force planning study to make improvements to the corridor for vehicle, bicycle and pedestrian traffic. As part of the study, the intersections of MD 3 with MD 175, Waugh Chapel Road/Reidel Road, MD 424 (Davidsonville Road/Conway Road), and Crawford Blvd./Cronson Blvd. are designated as pedestrian access locations, in accordance with the recent Anne Arundel County Pedestrian Access Master Plan. The next phase of the project planning study is the Public Workshop, tentatively scheduled for November 7, 2002. If you would like more information about this study, please contact Chris Weber at 410-545-8519

My telephone number is 1-800-331-5603 / 410-841-5450
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

With regard to your other traffic concerns at the intersections along MD 424 at MD 450 and at Underwood Road, we have been investigating this area recently. In particular, there has been a request from local citizens for a left turn signal to be added to the MD 424 and Underwood intersection. We are reviewing the data and our analysis on this issue will be completed by the end of August. One of our preliminary findings is that improvements can be made to the signal timing at the Underwood intersection that may improve operations at the MD 424 and MD 450 intersection. When the analysis is complete, we will make the necessary improvements and get back to you with our results.

Thank you for your concerns of safety for the pedestrians and drivers of Maryland and particularly those of the Crofton area. If you have any further questions, please do not hesitate to contact Larry Elliott or me. Larry can be reached at 410-841-1003 or 1-800-331-5603.

Sincerely,

Gregory D. Welker
District Engineer

GDW/mds

Cc: Lawrence E. Elliott
Chris Weber

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
138 Defense Highway
Annapolis, Maryland 21401

June 4, 2003

JUN09'03 PM 1:35 OPPE

The Honorable David Boschert
Maryland House of Delegates
215 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis, MD 21401-1991

Dear Delegate Boschert:

Thank you for your interest in the installation of a traffic signal at the intersection of MD 3 (Robert Crain Highway) and Carver Road in Anne Arundel County. The State Highway Administration (SHA) appreciates your observations, which help us to provide safe and efficient roadways in our communities.

In view of your comments, I have asked my traffic engineering staff to evaluate this intersection to determine if a traffic signal is justified. This type of evaluation usually takes 90 days to complete. We will share our findings with you as soon as they become available. Please note that for the traffic signal analysis, we use as our guide the criteria set forth by the nationally accepted "Manual on Uniform Traffic Control Devices", which indicates whether traffic signal control should be considered if certain warranting conditions exist. The study will take into consideration many factors such as: traffic volumes along all approaches, speed, intersection geometrics, pedestrian activity, and accident history. As a policy, signals are not installed to create gaps at downstream locations, such as the Wilson Memorial United Methodist Church. We will, however, determine if the conditions at Carver Road are such to justify signal control.

Thank you again for your interest in this matter. If you have any questions, please do not hesitate to contact my Assistant District Engineer for Traffic, Kimberly M. Tran or me. Kim may be reached at 410-841-1003 or 1-800-331-5603.

Sincerely,

Kimberly M. Tran

for Gregory D. Welker
District Engineer

GDW:KMT

cc: Christopher Weber, Maryland State Highway Administration, Project Planning Division

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

June 11, 2003

The Honorable Jack B. Johnson
Prince George's County Executive
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Dear County Executive Johnson:

Thank you for your recent letter in which you indicated Prince George's County's concurrence to proceed with the detailed stage of the MD 3 Project Planning Study. We appreciate the valuable input and interest you and other County officials have shared with the study team. As we progress through Stage II of project planning, we will keep you and your staff informed of the status of the project.

Please be assured that interaction with the community will continue in order to shape and refine the alternates into what we hope will be a beneficial solution to congestion and safety issues in this corridor. We will also involve your staff in these matters as appropriate.

Thank you again for your continued coordination of this important project planning study. We look forward to working with you. If you have any questions or comments, please feel free to contact Mr. Christopher Weber, the Project Manager, at 410-545-8519 or Mr. Douglas Simmons, our Director of Planning and Preliminary Engineering, at 410-545-0412. Either will be happy to assist you. Of course, you should always feel free to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Administrator

cc: Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering, SHA
Mr. Charlie K. Watkins, District Engineer, SHA
Mr. Christopher Weber, Project Manager, SHA

JUN16'03 AM 8:51 OPPE

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 7, 2003

The Honorable Janet S. Owens
Anne Arundel County Executive
P.O. Box 2700
Annapolis MD 21404

Dear ~~County Executive Owens~~: Janet

Thank you for your letter in which you offered your concurrence to proceed with the detailed stage of the MD 3 Project Planning study. Your request, that the recommended alternate "provide the safest mobility and accessibility for residents and businesses in the corridor," is consistent with the Purpose and Need statement for the project. Proposed alternates will meet this criterion.

As we move through Stage II of project planning, we will continue to work closely with your staff, the Focus Group and other community organizations to refine the alternates. Our goal will be to find a solution to the congestion and safety concerns along the MD 3 corridor.

Thank you again for your concurrence. If you have any questions or comments, please feel free to contact Mr. Chris Weber, the Project Manager, at 410-545-8519, or Mr. Douglas Simmons, our Director of Planning and Preliminary Engineering, at 410-545-0412. Either will be happy to assist you. Of course, you should always feel free to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Administrator

cc: Mr. Ronald Bowen, Director, Department of Public Works, Anne Arundel County
Mr. George Cardwell, Planning Administrator, Department of Planning & Zoning, Anne Arundel County
Ms. Natalie Latham, Transportation Planner, Department of Planning & Zoning, Anne Arundel County
Mr. Joseph Rutter, Director, Department of Planning and Zoning, Anne Arundel County
Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering, SHA
Mr. Christopher Weber, Project Manager, Project Planning Division, SHA
Mr. Robert Walker, Land Use & Environment Officer, Anne Arundel County
Mr. Gregory Welker, District Engineer, SHA

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 1, 2003

The Honorable Peter A. Shapiro
Chair, Prince George's County Council
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Dear ~~Chairman Shapiro~~: Peter

Thank you for your letter offering your concurrence to proceed with the detailed stage of the MD 3 Project Planning Study. We share your concern regarding the MD 3/MD 450 intersection and the existing traffic congestion there. Each of the four alternates under consideration address this concern and include a grade separated interchange in place of the existing at grade intersection.

As the State Highway Administration (SHA) moves through Stage II of project planning, we will continue to work closely with the Focus Group and other community organizations in order to refine the alternates. One of our goals is a solution to the congestion and safety concerns along the MD 3 corridor. Your staff will be included in these matters, as appropriate.

Thank you again for your continued involvement in this important planning study. If you have any questions or comments, please do not hesitate to contact Mr. Chris Weber, our Project Manager, at 410-545-8519 or Mr. Douglas Simmons, our Director of Planning and Preliminary Engineering, at 410-545-0412. Either will be happy to assist you. Of course, you should always feel free to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Administrator

cc: The Honorable G. Frederick Robinson, Mayor, City of Bowie
The Honorable Robert L. Flanagan, Secretary, MDOT
Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering, SHA
Mr. Charlie Watkins, District Engineer, SHA

bcc: Ms. Kim Booker, Administrative Assistant, Project Planning Division, SHA
(Serial No.: 03JUN74)
Ms. Cynthia D. Simpson, Deputy Director of Planning and Preliminary Engineering, SHA
Ms. Nanette Schieke, State Legislative Officer, MDOT
Mr. Christopher Weber, Project Manager, SHA

Public Involvement

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

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

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.

   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

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

February 21, 2002

Ms. Cathy Fleshman
Forks of the Patuxent Improvement Association
P.O. Box 477
Odenton MD 21113-0477

Dear Ms. Fleshman:

Thank you for your recent letter regarding the MD 3 project planning study from US 50 to MD 32. Your response to our project questionnaire and interest in this project is appreciated. We welcome your active participation and will keep you informed as the project progresses.

As you may be aware from our project newsletter, the purpose of this study is to address existing and projected operational and safety issues for local traffic along MD 3. Any alternatives developed must be consistent with this purpose.

With regard to red light runners, we can certainly ask the State and County police to undertake priority enforcement to address identified concerns. The determination to install red light cameras is a function of the Anne Arundel County police. The State Highway Administration (SHA) does not install these devices though we permit the local police agencies to have the equipment installed after they have demonstrated to us that there is a safety issue with running red lights either by citation's or accident data.

Currently, solicitation of money at any intersection's is not a violation of the Motor Vehicle Law and therefore not illegal. On MD 3, such actions are unsafe practices but are not illegal.

While SHA provides input to the local governments' development review and approval processes for local development, we do not have the authority to regulate land use, zoning, subdivision, and site plan approvals. Most jurisdictions require a traffic impact study to address the effect of the specific development project on the area road network, including state highways. We have the ability to comment on these studies and recommend off-site infrastructure improvements for traffic mitigation, but not the authority to independently require them from developers. This authority rests with local government, through their adequate public facilities ordinances or through their development approval processes. Traffic mitigation requirements and their associated costs and complexities can, in some cases, have a bearing on whether the development moves forward, to what extent, at what rate, etc.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

SHA has the authority to regulate points of state highway access, in order to maintain the safety and the functional integrity of the highway system. SHA can determine the location of access points and require road improvements and frontage improvements to support the site access point(s) and handle site-generated traffic. These improvements tend to be localized and site-specific in nature (e.g. to address a sight distance deficiency, add a left turn lane, etc.). In extreme cases, the development potential of a property may be curtailed by these requirements (again, for financial reasons or lack of sufficient property to construct the improvements). However, our access regulations have little bearing on regional development. By way of illustration, even where the state highways have full controls of access, development can occur on the local roads.

Again, thank you for your letter. If you have additional questions or concerns, please feel free to contact the Project Manager, Mr. Christopher Weber, at 410-545-8519, or the Project Engineer, Ms. Melissa Kosenak, at 410-545-8516, 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: Mr. Larry Elliot, SHA, District 5, Assistant District Engineer-Traffic
Mr. Maj Shakib, SHA, District 3, Assistant District Engineer-Traffic
Mr. Bowden Ward, SHA, Assistant Division Chief-Access Permits

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber *Christopher Weber*
Project Manager
Project Planning Division

DATE: February 22, 2002

RE: MD 3 Project Planning Study
February 6, 2002 – Focus Group Meeting
Meeting Minutes

The first Focus Group Meeting for the MD 3 Project Planning Study was held on February 6, 2002 at the Crofton Library in Anne Arundel County, Maryland. The following people were in attendance:

NAME	REPRESENTING	PHONE	EMAIL
Glenn Akers	Greater Odenton Improvement Assoc.	410-551-7982	Akersg@pipeline.com
Thomas Baldwin	Reliable Contracting	410-987-0313	
Glen Burton	M-NCPPC	301-952-3577	
Jim Dooley	SHA	410-545-5675	Jdooley@sha.state.md.su
David A. Espie, Jr.	Crofton Small Area Planning Committee	410-721-0246	
Cynthia Fenton	City of Bowie Dept. of Planning		
Joe Finkle	SHA	410-545-5580	Jfinkle@sha.state.md.us
Dwight Flowers	Anne Arundel County Office of Planning & Zoning		
Michael Fox	Anne Arundel County Office of Planning & Zoning		
Joe Harrison	SHA	410-545-8506	Jharrison@sha.state.md.us
Chris Hedman	Bowie Resident	301-464-5094	
Art Huseonica	Bowie Resident	301-985-7787	Karts@huseonica.org
Robert Johnston	Greater Crofton Chamber of Commerce	410-721-9131	Robert.Johnston@aarealtors.org
Melissa Kosenak	SHA	410-545-8516	Mkosenak@sha.state.md.us

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Kurt Kroemer	Responsible Growth	202-639-3031	KroemerK@usa.redcross.org
Natalie Latham	Anna Arundel County Office of Planning & Zoning	410-222-7432	Nlatham@mail.aacounty.org
Mike Lyles	Bowie Resident	301-887-9000	Dmlyles@aol.com
L'Kiesha Markley	SHA	410-545-5641	Lmarkley@sha.state.md.us
Ray Moravec	URS Corp.	410-785-7220	Raymond_moravec@urscorp.com
Jessica Morrow	SHA/A.D. Marble & Co.	410-902-1421	Jmorrow@sha.state.md.us
Richard Padgett	Bowie Resident	301-262-2871	Spnutmeg@msn.com
Jim Payne	Aggregate Industries	301-982-1400	Jim.Payne@aggregate.com
Neil Pedersen	SHA	410-545-0416	Npedersen@sha.state.md.us
Steven Richard	Four Seasons Community Association	202-708-5258	Steve.richard@gsa.gov
John Russell	O'Connor Piper & Flynn	410-721-0103	Jrussell@opf.com
Cicero Salles	Prince George's County DPW		
Bob Sanders	SHA	410-545-5830	Rsanders@sha.state.md.us
Doug Simmons	SHA	410-545-0414	Dsimmons@sha.state.md.us
Jerry Smith	SHA	410-545-5661	Jsmith@sha.state.md.us
Robert Smith	Severn River Commission	410-271-0747	Dasmith@infi.net
Robert Scrivener	Reliable Contracting	410-987-0313	Rscrivener@reliablecontracting.com
Richard Trunnell	Crofton Civic Association	410-793-3977	Wstlegal@aol.com
Nicole Washington	SHA	410-545-8570	Nwashington@sha.state.md.us
Chris Weber	SHA	410-545-8519	Cweber@sha.state.md.us

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming the group members and thanking them for their participation as members of the MD 3 Focus Group. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study.

Joe then asked the elected officials in attendance if there was anything they would like to say to the Focus Group. Delegate Baldwin began by thanking SHA for the opportunity to attend, and informing the group that Delegate Dave Boschert had also planned on attending, but was unable to attend this evening due to a recent death in the family. Delegate Baldwin expressed to the group his support for SHA to move forward quickly with the MD 3 Project Planning Study. He emphasized that this effort should build upon the previous studies that have been undertaken within the corridor and get going in a hurry. He and the other Delegates are ready for this project to solve the transportation problems associated with MD 3.

Chris Weber, SHA Project Manager, was then introduced to the group. Chris provided a brief overview of the agenda (attached) for the meeting. Neil Pedersen, SHA Deputy Administrator, was then introduced to provide the project background for this corridor, and where SHA currently is in the process.

Project Background/Overview

Neil began by stating his appreciation to the Focus Group Members for the work that they will be involved in over the next few years. This is a process in which their involvement is necessary to understand the communities' reaction to the proposed improvements to the MD 3 corridor. SHA and the Focus Group will have a number of meetings over the next several months to receive input on the alternatives developed for the MD 3 Project Planning Study. This effort will also serve to educate the Focus Group on the project planning process and what needs to occur to implement a solution.

Neil then proceeded to provide background on the history of the MD 3 corridor. This history helps to set the parameters and constraints on what the current project is about. MD 3 is an old roadway with tremendous development. Several spot improvements have been made along MD 3, but no major corridor wide improvements have been undertaken.

In the late 1970's and early 1980's, MD 3 was identified to become I-297 connecting I-97 to US 50. Location and Design approvals for this project were obtained by SHA and funding was in place. This project was very controversial and in 1983 the decision was made to stop the project and turn back the funds for other projects in Anne Arundel and Prince George's Counties.

Following that decision, the MD 3 traffic problems continued to increase due to growth and land-use development in the 1980's. In the early 1990's, the City of Bowie and Crofton representatives requested to work with SHA. The MD 3 Task Force was formed and worked together with SHA over a five (5) year time frame on a master plan level study to identify what should be done in the MD 3 corridor. The MD 3 Task Force considered a full range of options, including a full freeway and bypasses of MD 3.

In 1998, the Task Force came to consensus on an alternative to upgrade MD 3 to a fully-controlled access roadway from US 50 to MD 450 and to upgrade MD 3 in Anne Arundel County to a boulevard with a tree lined urban design. This boulevard would be a closed typical section, accounting for access to businesses, particularly in the median of MD 3. In addition, an interchange connecting the MD 450s and an interchange at MD 424 were also recommended.

The Task Force did not reach consensus on a bypass option for MD 3. Elected officials have emphasized that the scope of this current study be focused on improvements along existing MD 3, building upon the Task Force's work.

SHA emphasized that there might be cases where intersections will continue to operate at a level-of-service F in the future. As one of SHA's past administrators once said, "congestion is not illegal." Highways are an integral part of this community, and we must understand all of the options before making decisions. Two locations, in addition to MD 450 and MD 424, where this might be an issue are the intersections with Waugh Chapel Road and MD 175. It is important to understand what improvements at these locations will mean, based on impacts and the level of improvement.

Neil then explained that the current MD 3 Project Planning Study takes us into the National Environmental Policy Act (NEPA) process. There are 80 or so federal and state laws that SHA must operate within included in the constraints of NEPA. An overview of the NEPA process was provided later in the agenda.

Neil then solicited the group for questions on the past history, and why we are here today. The following is a summary of the question and answer session:

Question: Why has a bypass of MD 3 been ruled out?

Answer: Bypass options were considered during both the study in the 70's and by the Task Force. The bypass options had considerable impacts to communities and the environment, particularly to the natural resources associated with the Patuxent River. The bypass options also were not politically supported, and during the previous studies, the federal and state regulatory agencies would not provide the necessary approvals based on the impacts. Since that time, the environmental requirements have gotten even more stringent.

Question: Did the previous study follow the NEPA process?

Answer: While several of the activities completed were consistent with the level of detail required by NEPA, the previous study was a master plan level study and did not meet the procedural requirements of the NEPA process.

Question: Are the designs considered by the Task Force still alive?

Answer: Yes, the Task Force consensus alternative will be considered as part of this study.

Question: If we reach agreement in a certain section of the corridor, but not in all, can we move ahead with that alternative?

Answer: Each project must be addressed based on segmentation and independent utility. Segmentation is a way to identify if improvements can stand alone, while independent utility ensures that a project is not dependent on other projects. It is important that all eight miles of the MD 3 corridor be considered, but if the situation arises where we cannot move forward, perhaps breaking off a segment may be considered.

Neil emphasized that SHA is committed to help progress this project toward a decision and not just gridlock.

Roles and Responsibilities of Focus Group Members

Joe Harrison then explained the roles and responsibilities that the Focus Group members will take on over the next several months. A handout was provided (attached) outlining the purpose of the Focus Group and the guidelines that will be followed in conducting the future meetings. This group is part of the overall public involvement activity for the MD 3 Project Planning Study and has been developed to represent a cross-section of the stakeholders within the study area. SHA will still be conducting public outreach throughout the process and would meet separately with any community group and organization in the community, with the Focus Group's assistance. This Focus Group is not a decision making body, but will assist SHA in gaining a valuable local perspective as alternatives are being developed. Joe stated that his role is to help the Focus Group stay focused during the meetings. The group agreed that 6:30 PM was a good time to start the meetings.

Project Development Process

Jessica Morrow, SHA Environmental Manager, then provided an overview of the NEPA process to the Focus Group. NEPA is the umbrella for the regulations that need to be addressed during the Project Planning phase of study. Three primary categories must be addressed under the NEPA requirements: natural environment, cultural environment, and the socio-economic environment. A handout highlighting some of the laws and regulations covered within the NEPA process was handed out (attached) and explained by Jessica.

Chris Weber then provided an overview of the SHA Project Development Process and Project Planning Process (see attached handouts). Chris explained that the Purpose and Need for the MD 3 Project Planning Study has recently been concurred upon by the environmental and regulatory agencies and the study is currently in the "preliminary alternatives development" stage.

Melissa Kosenak, SHA Project Engineer, then distributed the first edition of the project newsletter. Melissa then explained the schedule for the project that was included in the newsletter.

Following these presentations, questions were solicited from the Focus Group. The following is a summary of the questions:

Question: How long will this group be involved?

Answer: It is anticipated that this group will be involved through Location/Design Approvals for the project. Meetings will occur as necessary throughout the process.

Question: Will additional study be needed for the Sacred Heart Church as part of this study? If so, the City of Bowie is willing to assist in completing this analysis.

Answer: The Sacred Heart Church will be evaluated by SHA as part of the Study. The information will be obtained regarding the site's National Register eligibility.

Question: How will other projects be considered that may affect the need for improvements sooner than later, for instance, the proposed widening of MD 450 from Racetrack Road?

Answer: The effect of all related projects planned and approved will be considered and evaluated as part of the alternatives development and identification of traffic needs for the MD 3 Study Area.

Question: How long are the design/final engineering and right-of-way acquisition steps for this project?

Answer: Following the completion of the planning study, design/final engineering and right-of-way acquisition can begin; however, each of these activities must be independently funded. It is anticipated that it could be 2 ½ to 3 years to complete design and r/w acquisition (assuming that those activities are funded).

Project Purpose and Need

Chris Weber then provided the Focus Group with a copy of the Purpose and Need recently concurred upon for the MD 3 Project Planning Study. Chris provided a brief summary of the purpose and need which 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.

L'Keisha Markley then provided a summary of the level-of-service (LOS) information and origin and destination findings presented in the Purpose and Need statement. A LOS analysis was conducted for the signalized intersections with in the MD 3 study area for the existing year 2000 and the no-build year 2025 conditions. Based on the traffic analysis, only five of the nine signalized intersections within the study area operate at an acceptable LOS under current traffic conditions. All of the signalized intersections in the study area are projected to fail by design year 2025 during both the AM and PM peak hours under the no-build condition.

A license plate survey on MD 3 within the study area was conducted in May 2001. The purpose of the survey was to determine the portion of vehicles (both automobiles and trucks) that use the MD 3 corridor for through trip purposes, as well as those that travel from MD 450 east to MD 450 west and vice versa. The origin and destination survey showed that at each end of the study corridor (north of MD 175 and south of MD 450), approximately 74% of the peak hour directional volume is made up of local traffic (trips originating or terminating in the study area). The MD 3 truck survey determined that during the 3-hour southbound peak, 71% of trucks

surveyed were either beginning or ending their trips within the study area. During the 3-hour northbound peak period, approximately 68% of all trucks surveyed entering the corridor south of MD 450 continued through past MD 175.

L'Keisha also informed the Focus Group that the accident rate along MD 3 is lower than the statewide average for similar roadways. There are no Candidate Safety Improvement Sections in the study area for MD 3. The intersection of MD 3 at Waugh Chapel Road is listed as a primary Candidate Safety Improvement Intersection for the year 2000.

Following the Purpose and Need presentation, questions were solicited from the Focus Group. The following is a summary of the questions:

Question: What percentage of trucks now use the I-97 ramps since they were opened to US 50?

Answer: That information was not available at the meeting, but will be presented at the next meeting.

Question: What is causing the LOS F at the intersections?

Answer: The LOS F appears to be resulting from both the capacity need and the queuing occurring at the intersections.

Question: Are we looking at any approaches to get people out of their cars?

Answer: Yes, travel demand management (TDM) measures will be identified as part of this study. In addition, SHA is working with Anne Arundel County and will review the results of their pedestrian study for incorporation into any MD 3 improvements. In addition, WMATA and MTA are involved as part of the study team to assist in the development of TDM measures.

Question: Why is the accident rate lower than the statewide average when the LOS is not great?

Answer: While not able to definitively say why the accident rate is lower, we can speculate that there are two primary reasons that would contribute to a lower accident rate:

1) MD 3 has a high rate of regular (local) users who are familiar with the roadway and travel patterns.
2) It has been observed that in congested areas traffic accidents are often less severe and go unreported. The accident data used by SHA is based on police reports and therefore those accidents not reported are not included in the statistical analysis.

Initial Thinking Beyond the Pavement Issues

In an effort to capture some of the main areas of interest and concern for the Focus Group Members, Joe Harrison then conducted a brainstorming exercise focusing on Thinking Beyond the Pavement. Following the brainstorming, each Focus Group Member was given three green sticker dots for use in identifying those brainstormed items most import to them. The list of brainstormed items and votes received has been attached for your information and use. The Study Team will use this information during the development of alternatives.

Next Meeting

The next meeting of the MD 3 Focus Group has been scheduled for ***March 26, 2002*** at ***6:30 PM*** at the ***Bowie City Hall***.

The meeting was adjourned at 8:30 PM. Please contact the Project Manager, Chris Weber, at 410-545-8519 or the Project Engineer, Melissa Kosenak, at 410-545-8516 if you have any questions about these meeting minutes or the MD 3 Project Planning Study.

cc: Attendees
Focus Group Members

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber
Project Manager
Project Planning Study

DATE: April 16, 2002

RE: MD 3 Project Planning Study
March 26, 2002 – Focus Group Meeting
Meeting Summary

The second Focus Group Meeting for the MD 3 Project Planning Study was held on March 26, 2002 at the Bowie Town Hall in Prince George's County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS

NAME	ORGANIZATION
Doug Peters	Bowie City Council
Chris Hedman	Bowie Resident
Rich Trunnell	Crofton Civic Association
Ed Dosek	Crofton Resident
Steven Richard	Four Seasons community Association
Cynthia Johnston	Greater Crofton Chamber of Commerce
Art Huseonica	Greater Crofton Council
Trevor McNemar	Greater Odenton Improvement Association
Tom Baldwin	Reliable Contracting
Kurt Kroemer	Responsible Growth
Robert Smith	Severn River Commission

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

CITIZENS

NAME	ORGANIZATION
Patrick Arnold	
Tom Boyer	Gambrills Resident
Thomas Crandel	
Pam Hanlan	Arrowhead Farms
Steve Holcomb	
Diane O'Brien-Holcomb	
Larry Keller	Halls Grove Homeowners Association
Dick Lahn	
Darlene McKernon	
Patrick McKernon	
Thomas Mertz	
Dick Padgett	Bowie Resident
Mark Phipps	
Theresa Phipps	
Steve Putman	Patuxent Conservation Corps
Benton Schaub	
Bonnie Smith	Lucky Luciano's Restaurant
Grover Bussey	SRC

STAFF

NAME	ORGANIZATION
Cynthia Fenton	City of Bowie
Derek Gunn	SHA
Joe Harrison	SHA
Melissa Kosenak	SHA
Natalie Latham	Anne Arundel County OPZ
L'Keisha Markley	SHA
Raymond Moravec	URS
Jessica Morrow	A.D. Marble
Bob Sanders	SHA
Harvey Muller	SHA
Chris Weber	SHA

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming the Focus Group members and thanking them for their participation.

Joe then provided a brief overview of the agenda for the meeting. Main agenda topics for the meeting included key points and follow-up items from the first Focus Group meeting, presentation of the newsletter results, and review of the preliminary concepts from Belair Drive to Cronson/Crawford Boulevard.

Key Points from First Focus Group Meeting

Joe Harrison gave a summary of remarks made by Neil Pedersen, SHA Deputy Administrator, at the first meeting about the scope of the MD 3 Project Planning Study and the charge of the MD 3 Focus Group. Three topics specifically repeated were:

> ***Project Scope:*** The scope of the project consists of upgrading existing MD 3 while building on the history of the MD 3 Task Force efforts and moving the study forward.
>
> ***Role of Focus Group:*** The MD 3 Study is a formal Project Planning Study under the National Environmental Policy Act (NEPA). Therefore, the Focus Group is not a decision making body, but a sounding board on community needs and concerns.
>
> ***Community Outreach:*** Each Focus Group member is charged with reaching back to the groups they represent and providing feedback at the Focus Group meetings.

Chris Weber, SHA Project Manager, then provided a quick review of the NEPA requirements, the Project Planning Process and the Purpose and Need for the study presented during the first meeting.

Follow-Up Items

Traffic Issues

L'Keisha Markley updated the Focus Group on the status of the traffic studies underway. SHA is currently getting new traffic counts for the increased use of Reidel Road since it opened to traffic from MD 3 to MD 424 (Davidsonville Road). Once the counts are completed, they will be used to update the current travel forecasts and will be presented to the Focus Group at a future meeting. L'Keisha also reported that since the ramps from MD 97 to westbound US 50 opened to traffic in 1996, the current peak hour volumes are exceeding those predicted for design year 2010. This indicates that riders are using I-97 instead of MD 3 as a result of the signage changes and the opening of the ramps. It was requested by the Focus Group that a traffic study be undertaken to get an idea of the percentage of truck traffic using I-97 since the ramps opened in 1996. SHA agreed to re-investigate this issue.

Thinking Beyond the Pavement – Focus Group Brainstorming Results

Joe Harrison then provided the group with a handout showing the brainstorming results for the first Focus Group Meeting. The list of brainstorm items included the number of green dots placed by the Focus Group members. This information is for the Focus Group to use and discuss as we proceed forward in the study to ensure that the Study Team is addressing those areas indicated as important. This information has also been compared to the Survey Results received by SHA and several of the items are consistent with the priority items of the Focus Group.

Newsletter: Survey Results

Melissa Kosenak provided the group with a summary of the newsletter survey results received prior to the meeting. Of the approximately 5200 surveys sent out as part of the initial MD 3 newsletter, 426 (approximately 8%) have been completed and returned to SHA. Based on other project surveys conducted by SHA, this is a respectable response for the study area. A handout of the survey results was provided summarizing the top three responses for each question asked. To further assist in understanding the project area and the potential community concerns, the survey results were separated by town names and summarized. SHA is still receiving additional completed surveys and will add that information to the summary provided.

Joe Harrison commented that several of the issues identified were consistent with the brainstorming list developed by the Focus Group at the first meeting.

Environmental Overview

Jessica Morrow, SHA Environmental Manager, provided the Focus Group with an overview of the key environmental features identified within the Study Area. Each of the environmental features presented are included on the project mapping which will be used throughout the study. Additional information concerning environmental resources and additional technical studies will be undertaken during the study. This information will be updated on the base mapping throughout the process and documented as part of the environmental technical reports and NEPA document for this project.

Several of the key natural environmental features presented by Jessica include the Severn River Watershed, South River Watershed, Little Patuxent Watershed and Patuxent Watershed. The Jabez Branch located in the Severn River Watershed is classified Use 3 stream (natural trout waters). Several parks within the area include the Towsers Branch Park, Patuxent River Park, White March Branch Park and Recreational Area and the Yorktown Community Park. An area of significant influence on the Study Area is the wetland system associated primarily with the Patuxent and Little Patuxent Rivers. In addition, a greenway corridor has been identified along the Patuxent River.

No historic structures have been identified as on the National Register or Eligible for the National Register within the current limits of the Study Area. In addition, 16 potential archeological sites with seven indicated as disturbed have been identified in the Study Area. Further investigation will be undertaken once alternatives have been identified.

Jessica also highlighted the location of the Belair Landfill on the southwest side of the Patuxent River. This area has a high probability of hazardous materials that may be impacted if this area is disturbed. Additional research is being undertaken on the history of the landfill.

Traffic Volumes

Chris Weber and Ray Moravec then gave a brief overview of the status of the traffic information that will be used in the evaluation of concepts. Once the traffic data collection is completed, the updated traffic information will be provided to the Focus Group.

Preliminary Concepts

Ray Moravec provided an introduction to the concepts currently under consideration for the southern section of MD 3 from Belair Drive to and including the Cronson/Crawford Intersection. As part of the NEPA requirements, a full range of prudent and feasible alternatives will be considered as this project progresses. The alternatives under consideration will be identified following the concept development stage and prior to the Public Workshop to be held in the Fall 2002. The range of Alternatives will include the No-Build, Traffic System Management (TSM)/Transportation Demand Management (TDM), and Build Alternatives, including interchange/intersection options at MD 450, MD 424 and Waugh Chapel Road.

Next, Ray presented the TSM/TDM Concepts. This concept includes the consolidation of access points, addition of auxiliary lanes, addition of turning lanes, improving intersection geometry and the optimization of traffic signals where necessary. Several of the improvements identified under the TSM/TDM concept will be applied to all of the Build Alternatives were appropriate. In addition, Ray informed the Focus Group that as part of the TDM concepts, the Study Team works with members of the Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Anne Arundel County and Prince George's County on existing transit routes as well as other studies or potential routes that may help alleviate the travel demand on MD 3.

Ray then provided a comprehensive overview of the build concepts under development by the Study Team at this time from Bel Air Drive to Crofton Boulevard. A handout describing each of the concepts was provided to the members in attendance. During the presentation of the concepts several questions or suggestions were made for consideration. The following list summarizes some of the issues the Focus Group would like to see SHA focus on during the concept development and as alternatives are identified:

- Property owner rights
- Fair compensation for loss of access by businesses
- Access to and safety of intersection with Patuxent River Road
- Concrete pavement (or pavement color) at intersection to help slow traffic
- Noise Impacts to communities
- Pedestrian crossings of MD 3
- Weigh Stations on MD 3 for truck traffic
- Enforcement of speeding

A gathering of concerned residents from the Arrowhead Farms/Patuxent Run area then addressed the Focus Group. They were concerned about the location of the proposed MD 450 interchange and its effect on the environment and their neighborhood. SHA has requested that the local delegation amend the Focus Group to include a representative from this area so their concerns can be addressed as we develop concepts in this area.

The Study Team thanked the Focus Group for the comments and encouraged them to contact Chris Weber if they have any additional concerns or ideas they would like to discuss.

Next Meeting

The next meeting of the MD 3 Focus Group has been scheduled for ***May 16, 2002*** at ***6:30 PM*** at the ***Crofton Library***. The next meeting will concentrate on the concept development for MD 3 from Crofton Boulevard to MD 32.

The meeting was adjourned at 8:45 PM. Please contact Chris Weber at 410-545-8519 or Melissa Kosenak at 410-545-8516 if you have any questions about this meeting summary or the MD 3 Project Planning Study.

cc. Focus Group Members
Staff

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber
Project Manager
Project Planning Division

DATE: June 4, 2002

RE: MD 3 Project Planning Study
May 16, 2002 – Focus Group Meeting
Meeting Summary

The third Focus Group Meeting for the MD 3 Project Planning Study was held on May 16, 2002 at the Crofton Library in Anne Arundel County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Grover Bussey	Severn River Commission
Thomas Baldwin	Reliable Contracting
Bob Scott	Greater Crofton Council
Ed Dosek	Crofton Resident
Chris Hedman	Bowie Resident
Rich Trunnell	Crofton Civic Association
James Payne	Aggregate Industries
Doug Peters	Bowie Resident
Michael Lyles	Bowie Resident
Kurt Kroemer	Responsible Growth
Trevor McNemar	Greater Odenton Improvement Association
Joan Russell	O'Connor Piper & Flynn
Cynthia Johnston	Greater Crofton Chamber of Commerce

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

CITIZENS:

Name	Organization
Larry Keller	Patuxent Run
Dolly Chaney	Greater Crofton Council
Dick Lahn	
Mark Phipps	
Theresa Phipps	
Harry Sinclair	Greater Odenton Improvement Association
Marvin Anderson	

STAFF:

Name	Organization
Christopher Weber	SHA – PPD
Jessica Morrow	SHA – EPD
Natalie Latham	Anne Arundel County – OPZ
Michael Fox	Anne Arundel County – OPZ
Glen Burton	MNCPPC – Prince George's County
Melissa Kosenak	SHA – PPD
Derek Gunn	SHA – Travel Forecasting
Joe Harrison	SHA – Facilitator
Ray Moravec	URS Corp.
Robert Sanders	SHA - PPD

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming back the Focus Group members and thanking them for their participation as members of the MD 3 Focus Group. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study. Joe informed the Focus Group that SHA would be adding representation for the Patuxent River Road Communities as a formal member of the Focus Group once approval is received from the local Elected Officials. SHA expects to have this approval prior to the next meeting.

Joe then provided a brief overview of the agenda for the meeting. Main agenda topics included key points and follow-up items from the last meeting and review of the preliminary concepts from Cronson/Crawford Boulevard to MD 32. The next meeting will focus on the entire corridor, relating to "Thinking Beyond the Pavement" features and how they are applied to the concepts.

Follow-up Items

Traffic Issues

Derek Gunn, SHA Travel Forecasting, updated the Focus Group on the status of the traffic studies. New traffic counts were taken in March for Riedel Road since it opened to traffic from MD 3 to MD 424 (Davidsonville Road). Traffic counts indicate a change of Peak Hour Traffic Volumes at these locations. The changes are not major compared to the overall numbers, but these counts will be used to update the current travel forecasts. This information includes the change of traffic pattern for both MD 424 and Riedel Road.

Public Contact Information

Chris Weber, SHA Project Manger, then circulated the public contact information sheet presented at the last meeting. Focus Group members were asked to verify their information or provide information pertaining to how they could be contacted by private citizens for questions or representation. This information is voluntary and members were asked to leave the information blank if they wish not to be contacted.

Environmental Coordination

Jessica Morrow, SHA Environmental Manager, provided the Focus Group with an overview of the environmental coordination that has occurred since the last Focus Group Meeting. On April 4th, a field/office meeting was conducted with the environmental regulatory and review agencies for the project. The preliminary concepts were presented for their review and comments. Major comments included the impacts to the landfill located at MD 450 west and MD 3, as well as the need to minimize impacts for the MD 450 interchange while trying to minimize widening on the west side due to the confluence of the Patuxent and Little Patuxent Rivers. In an effort to identify the wetlands in the MD 450 area better, the Army Corps of Engineers requested that an advanced jurisdictional delineation be undertaken for this area. In addition, the agencies reiterated their desire to protect the Jabez Branch in the northern project area.

Based on the agency concerns and the concerns expressed by the Focus Group at the last meeting, Concept B, which connected MD 450 through the landfill, is not recommended for further study. Concept D has been renamed Concept B for presentation consistency.

Environmental Justice

Jessica also informed the Focus Group that SHA is checking information concerning a community located along Evergreen Road for listing as a potential Environmental Justice Population. Even if the community qualifies, it is unlikely that it will be adversely affected by any of the alternatives under consideration. Jessica then asked if the Focus

Group members were aware of any other communities that may be considered. Several community areas were identified, and SHA will investigate these communities concerning their potential environmental justice status.

Preliminary Concepts

Ray Moravec provided an introduction of the concepts currently under consideration for the northern section of MD 3 from the Cronson/Crawford Intersection to MD 32. As part of the NEPA requirements, a full range of prudent and feasible alternatives will be considered as this project progresses. The alternatives under consideration will be identified following the concept development stage and prior to the Public Workshop to be held in the Fall 2002. As presented at the last meeting, the range of Alternatives will include the No-Build, Traffic System Management (TSM)/Transportation Demand Management (TDM), and Build Alternatives, including interchange/intersection options at MD 450, MD 424 and Waugh Chapel Road.

Ray then presented a comprehensive overview of the build concepts under development by the Study Team at this time. A handout describing each of the concepts was provided to the members in attendance. Ray emphasized that the displays focus on the geometric improvements proposed for the study area. Additional consideration is being given to bicycle and pedestrian access, landscaping and other aesthetic treatments. During the presentation of the concepts, several suggestions were made for consideration. The presentation led to several discussions concerning the long-term goals for MD 3 and diverse issues, from keeping traffic moving along MD 3 quickly with minor delays to having a main street appearance and slower speeds. The feedback provided by the Focus Group will help SHA prepare alternatives for the Public Workshop this Fall.

The Study Team was asked to provide similar examples of roadways to the Focus Group to assist in the understanding of what can and cannot be done within this corridor.

The Study Team thanked the Focus Group for the comments and encouraged them to contact Chris Weber if they have any additional concerns or ideas they would like to discuss.

What I liked most …, What I liked least …

In an effort to determine if the information being provided is helpful to the Focus Group, Joe Harrison requested that each Focus Group Member write down what they liked most and what they like least about the presentations and information provided so far. This information is to help the Study Team prepare for future meetings as we continue through the process.

Next Meeting

The next meeting of the MD 3 Focus Group has been scheduled for ***June 19, 2002*** at ***6:30 PM*** at the ***Bowie City Hall***. The next meeting will concentrate on the concepts for the entire study area and "Thinking Beyond the Pavement" features that may be considered for the alternatives.

The meeting was adjourned at 8:30 PM. Please contact Chris Weber at 410-545-8519 or Melissa Kosenak at 410-545-8516 if you have any questions about this meeting summary or the MD 3 Project Planning Study.

cc: Focus Group Members
Attending Staff

D25

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson,
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber *Christopher Weber*
Project Manager
MD 3 Project Planning Study

DATE: July 3, 2002

RE: MD 3 Project Planning Study
June 19, 2002 – Focus Group Meeting
Meeting Summary

The fourth Focus Group Meeting for the MD 3 Project Planning Study was held on June 19, 2002 at Bowie City Hall in Prince George's County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Grover Bussey	Severn River Commission
Thomas Baldwin	Reliable Contracting
Art Huseonica	Greater Crofton Council
Ed Dosek	Crofton Resident
Chris Hedman	Bowie Resident
Rich Trunnell	Crofton Civic Association
Steven Richard	Four Seasons Community Association
Doug Peters	Bowie Resident
Michael Lyles	Bowie Resident
Trevor McNemar	Greater Odenton Improvement Association
Joan Russell	O'Connor Piper & Flynn
Robert Johnston	Greater Crofton Chamber of Commerce
Larry Keller	Patuxent River Road Communities

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

D26

CITIZENS:

Name	Organization
Dolly Chaney	
Harry Sinclair	Greater Odenton Improvement Association
Jay Powell	Crofton Civic Association
Dick Padgett	
Marvin Anderson	

STAFF:

Name	Organization
Christopher Weber	SHA – PPD
Natalie Latham	Anne Arundel County – OPZ
Melissa Kosenak	SHA – PPD
Linda Mott	SHA – OED
Joe Harrison	SHA – Facilitator
Rob Galla	URS Corp.
Ken Polcak	SHA – OED
Woody Hood	SHA – OOTS
Tom Masog	MNCPPC
Cynthia Fenton	City of Bowie
Larry Elliot	SHA – D5
Ray Moravec	URS Corp.

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming back the Focus Group members and thanking them for their participation. Then Joe introduced the newest addition to the Focus Group, Larry Keller, representing the Patuxent River Road communities. At the previous meeting, Joe informed the Focus Group that, if acceptable to the local elected officials, the SHA would be adding a representative for the Patuxent River Road communities as a formal member of the Focus Group. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study.

Joe then provided a brief overview of the agenda for the meeting. Main agenda topics included noise issues as a follow-up item from the last meeting, reviewing TSM/TDM concepts and strategies, introducing pedestrian and bicycle issues, and introducing the "Thinking Beyond the Pavement" features and how they are applied to the concepts.

Follow-up Items

Noise Issues

Ken Polcak, SHA Noise Abatement Team, explained noise issues to the Focus Group. He began by explaining, as an existing community adjacent to an existing highway which is not fully access controlled, the project area is currently not eligible for the noise abatement program. If the SHA undertakes a project in the area that is a component of the SHA's major highway program, then the area will become eligible for the noise abatement program. During the later stages of the MD 3 Project Planning Study, the SHA will perform a noise analyse. To be considered for noise barriers, exterior decibel readings must be above 66 decibels during the worst-case noise hour (usually rush hour) when measured at a height of five feet above the ground. For locations where readings exceed 66 decibels, the SHA would evaluate whether noise barriers are reasonable and feasible.

Ken went on to discuss the effects of grade changes on noise patterns. Ken distributed sketches illustrating several examples of the trajectory of roadway noise when the roadway is depressed, at grade and elevated. The general idea applicable to all of these conditions is that sound moves in a straight line away from the source unless deflected by a solid object. A solid object could be a structure, such as a wall or building, or the ground. A single tree or a row of trees will not fully deflect sound since it is not a solid object. The sound is deflected off the object at the same angle of approach, similar to a billiard ball deflecting off the side of a pool table.

Finally, Ken discussed the character of noises emitted from trucks which are stopping and starting as they proceed through signalized intersections versus the character of noises from trucks which are in continuous flow. Continuous flow usually produces smaller volume peaks during the worst-case noise hour; however, may not lower the overall volume during that hour. Consequently, although the qualitative effects of continuous flow are better than signalized flow, the quantitative effects are similar.

TSM/TDM Concepts

TSM Concept

Ray Moravec provided a review of Transportation System Management (TSM) concepts and strategies. The initial approach is aggressive; however, minimal access needs are met. In addition, the SHA will update the concepts whenever a developer files a permit for future access within the corridor. As the process continues, the TSM concepts may be incorporated into the other build options. Where possible, short-term improvements may be completed working with the SHA District Offices if funding is available, focusing primarily on areas of safety improvements. The SHA, with assistance from the Greater Crofton Chamber of Commerce, plans to have a meeting with the business owners to discuss the TSM concepts prior to the Public Workshop.

TDM Concept

Chris Weber provided a review of the Transportation Demand Management (TDM) strategies. MTA and WMATA are not currently planning to increase bus service in the corridor. The Study Team was informed that the CTC (Howard County) is studying extending existing bus service from Piney Orchard into and through the corridor.

SHA is in the process of studying locations for future Park & Ride lots. This study extends from US 50 north to MD 424. The MD 3 Study Team will continue to monitor this effort.

SHA District 5 Traffic has recently investigated concerns of speeding traffic in the MD 3 corridor. After finding vehicles travelling above the posted speed limit, SHA has requested enforcement by the Anne Arundel County Police Department.

SHA has completed a sign inventory concerning directing through traffic toward I-97 versus MD 3. While most signage outside the corridor has been revised to direct through vehicle away from the corridor, a few locations may not have been revised. SHA will continue efforts to have the signage in these locations reviewed and updated as necessary.

In addition, SHA has been informed that there is currently no funding to staff a truck weigh and inspection station in the corridor. SHA will continue to work with the enforcement agencies concerning the use of mobile weigh stations within the corridor.

Livable Places Update

Ed Dosek, Focus Group Member, presented a concept to the Focus Group on Livable Places. This was a research article evaluating the effects of lower traffic speeds in a corridor to improve the flow through the corridor. The concept was then discussed by the Focus Group and Study Team concerning potential components that may apply to the MD 3 corridor. The Study Team thanked the Focus Group for the comments and encouraged them to provide additional articles or items for discussion for consideration at future meetings. The Focus Group was asked to contact Chris Weber prior to future Focus Group Meetings, if they have any additional items or concerns they would like to discuss.

Pedestrians and Bicycles

Chris Weber noted that in conformance with state policy, the SHA will be required to provide access for commuter bicycles along both northbound and southbound MD 3. The outside shoulders or auxiliary lanes along MD 3 will be designed to accommodate bicycles. The SHA will also provide pedestrian and bicycle facilities that will cross MD 3 at locations identified on the Anne Arundel County Pedestrian and Bicycle Master Plan. The web link to the Draft Anne Arundel County Pedestrian and Bicycle Master Plan is www.aacounty.org.

NOTE: Following the Focus Group's agenda, members of the community voiced their opinions against bicycling on MD 3 as they feel it is unsafe.

Thinking Beyond the Pavement

Linda Mott, SHA Landscape Architect, introduced the Thinking Beyond the Pavement concept to the Focus Group. Linda explained how the concept is sensitive to the areas beyond the roadway. A design theme is needed to bring the elements together. In order to develop the design theme, the design goals need to be established. These goals need to incorporate the County's small area plans.

The corridor currently has three areas of development intensity, increasing as one approaches Crofton from the north and from the south. The development in Crofton is more urban in character. Generally, urban areas receive more design detail than rural areas. The design along the corridor should provide continuity from one end to another. In addition, focal points and gateways need to be identified. Linda also noted that the County has identified Waugh Chapel as a node.

The elements within a design theme need to consider pedestrian usage. Elements could include trees, shrubs, mass plantings of perennials, raised median with brick or other patterns, stamped asphalt or stamped concrete, and brick splash blocks running behind curbs. Raised medians are usually depressed for pedestrian access. Plantings are used which require minimal maintenance and water. This corridor will not be irrigated. Storm water management facilities could also be incorporated into the design theme. Ornamental lighting could be included as a design element.

Landscaping will take some time to mature, as long as 10 years for trees to provide a minimal canopy effect. The roadway environment is harsh on plantings. Landscape plantings are guaranteed for one year, after which they are maintained based on periodic inspections.

Revised Concept at MD 3 and MD 424

Ray Moravec introduced the Focus Group to a revised concept at MD 3 and MD 424 which takes advantage of grades within the interchange to connect a service road between the Giant shopping center on the east side of MD 3 with the proposed extension of Cronson Boulevard on the west side. The new road would essentially function as a ring road connecting the businesses on both sides of MD 3, allowing drivers the option to avoid driving on MD 3 and MD 424. The ring road would pass beneath the MD 3 through roadway but intersect the MD 3 frontage roads at signalized intersections.

Public Workshop

A public workshop for the project will be held in late September or early October. Brochures will be distributed prior to the workshop, announcing the meeting and describing each alternative.

Next Meeting

The next meeting of the MD 3 Focus Group will be scheduled for early September prior to the workshop. A meeting announcement will be sent to the Focus Group Members prior to the meeting.

The meeting was adjourned at 8:45 PM. Please contact Chris Weber at 410-545-8519 if you have any questions about this meeting summary or the MD 3 Project Planning Study.

cc: Focus Group Members
Attending Staff

D31

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM:

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber Christopher Weber
Project Manager
Project Planning Division

DATE: October 2, 2002

RE: MD 3 Project Planning Study
September 5, 2002 – Focus Group Meeting
Meeting Summary

The fifth Focus Group Meeting for the MD 3 Project Planning Study was held on September 5, 2002 at the Faith Community Church in Anne Arundel County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Ed Dosek	Crofton Resident
Thomas Baldwin	Reliable Contracting
Grover Bussey	Severn River Commission
Art Huseonica	Greater Crofton Council
Ray Schaubel	Patuxent River Road Communities
Steven Richard	Four Seasons Community Association
Chris Hedman	Bowie Resident
Dolly Chaney	O'Connor, Piper & Flynn
Harry Sinclair	Greater Odenton Improvement Association

CITIZENS:

Name	Organization
Marvin Anderson	property owner
Larry Keller	Patuxent River Road Communities
Ben LaPointe	Patuxent River Road Communities

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

D32

STAFF:

Name	Organization
Christopher Weber	SHA – PPD
Gil Chlewicki	SHA – PPD
Romaine Kesecker	URS Corp.
Ray Moravec	URS Corp.
Bob Sanders	SHA – PPD
Cynthia Fenton	City of Bowie
Glen Burton	MNCPPC – Prince George's County
Natalie Latham	Anne Arundel County – OPZ
Joe Harrison	SHA – Facilitator
Greg Welker	SHA – D5 Engineer
Del. Janet Greenip	

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming back the Focus Group members and thanking them for their continued participation. Appreciation was also given to the Faith Community Church for the use of their facility. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study.

Joe then provided a brief overview of the agenda for the meeting. Main agenda topics included presentation of the workshop alternates, continuing to develop the boulevard themes, and a presentation on the development of pedestrian and bicycle improvements.

Where we left off…Where we are now…

Advanced JD

Chris Weber updated the Focus Group on the status of the Advanced Wetland Jurisdictional Determination (JD) for the MD 450 area. SHA has completed the field review with the Army Corps of Engineers and other federal and state agencies. Currently a report is being prepared by SHA for formal approval by the Corps. Project mapping will be updated to reflect the wetland boundary identified during the JD for this area. A JD will be performed for the remainder of the corridor during Stage II of the MD 3 Study.

Alternates Public Workshop

Chris Weber informed the Focus Group that the MD 3 Alternates Public Workshop has been scheduled for November 7, 2002 from 5:30 –8:30 PM at the Village Commons Community Center located in Waugh Chapel Village. Meeting flyers, newspaper ads, and a project brochure are currently under development for circulation and announcement of the meeting. The members of the Focus Group have been charged to inform the groups which they represent and are encourage to participate with SHA during the workshop.

Meetings with potential displacements and developers

Prior to the Alternates Public Workshop, SHA will be meeting with several of the property owners most directly impacted by the build alternates. These meetings have been undertaken to inform the property owners on an individual basis to help understand the purpose for the project, the alternates under consideration, and the property owners' rights throughout the project.

Workshop Alternates

Ray Moravec then provided an overview of the alternates that will be presented at the workshop. Since the last Focus Group meeting some changes had been suggested by the Environmental and Regulatory Agencies as well as others within SHA. The alternates as they will be presented are as follows:

Alternate 1: No-Build

Alternate 2: TSM/TDM Strategies

Alternate 3: Boulevard Concept
(Formerly presented as Concept A, with minor revisions)

Alternate 4: Mainline Improvements
(Formerly presented as Concept B)

Alternate 5: Modified Boulevard Concept
(Formerly presented as Concept C, with revisions)

Alternate 6: Additional Interchange Improvements
(Formerly presented as Concept D)

The revisions to Alternate 3 include a modification to the MD 450 interchange originally developed by the MD 3 Task Force. The interchange configuration was modified to keep the MD 450 relocation as close to existing MD 3 as possible. A redesign of the intersection with MD 450 and the entrance and exit ramp to and from northbound MD 3 was required to accommodate the relocation. This modification does not change the intent of the original concept developed. This revision is an effort to minimize environmental impacts within the MD 450 area.

There is also a minor revision concerning the tie-in point. The third lane will extend to the US 50 ramps instead of ending at Belair Drive.

Alternate 5 presents a new concept for the mainline of MD 3. With the exception of the interchange alternates developed, the mainline improvements from US 50 to MD 424 (Davidsonville Road) are the same as presented in Alternate 3. From MD 424 north to MD 32, a dualization of southbound MD 3 on the west side is proposed, with the existing northbound MD 3 remaining as a service road. This alternate was developed through coordination with the environmental agencies in an effort to evaluate the impacts resulting from the elimination of the left turn movements into and out of the properties located in the median of MD 3. Right-in and right-out access will be permitted from the relocated northbound MD 3 and southbound MD 3.

The Focus Group representatives raised several questions and issues concerning the proposed alternates. Issues ranged from concerns about loss of access, the number of signalized intersections remaining on MD 3, noise mitigation, to whether MD 3 will go over or under the existing roads at the proposed interchanges.

Chris Hedman, Focus Group member, had a suggestion for MD 3 near the MD 175 intersection which involved slight modifications to southbound MD 3 and a traffic circle concept for MD 175. SHA welcomed the suggestion and will review it. The findings will be presented at the next Focus Group meeting.

Harry Sinclair, Focus Group member, suggested that MD 3 be depressed to create berms to block roadway noise. This will be investigated during the next stage of project planning.

Boulevard Themes

Romaine Kesecker, URS Landscape Architect, introduced himself to the Focus Group. Romaine will be working with Linda Mott, SHA Landscape Architect, throughout the project to help develop the corridor theme and traffic calming design elements for MD 3 as discussed at the last Focus Group Meeting.

In an effort identify several of the key features of interest represented by the Focus Group for the MD 3 corridor, a brief brainstorming session was undertaken. Romaine will continue to work with the Focus Group and Study Team over the next several years to incorporate a corridor theme with the build alternates under consideration.

The Focus Group mentioned that they liked the boulevard feel of Rowe Blvd. in Annapolis. Romaine explained that certain aesthetic elements of that roadway could be incorporated into MD 3 including a closed section, raised median, narrow lanes, and plantings.

Bicycle/Pedestrian Options

Building upon discussion at the last meeting concerning bicycle and pedestrian accommodation. Ray Moravec, URS, provided the Focus Group with a draft bicycle and pedestrian plan for the MD 3 corridor. This plan was developed working with input received by the Focus Group and the result of a field review conducted with Harvey Muller, SHA Bicycle and Pedestrian Coordinator. Several comments were provided by the Focus Group, including carrying a separate bicycle path from MD 450 to White Marsh Park in Bowie. The concept provided will be updated and used for inclusion with the build alternates following the Alternates Public Workshop. The Focus Group was pleased with the bicycle/pedestrian parallel-path options.

Follow-up Items

A question was previously raised by the Focus Group as to whether the Transportation Research Board (TRB) could independently study the MD 3 corridor. Chris Weber had researched this question and explained to the group that the TRB does not do these types of studies. Ed Dosek, Focus Group member, stated he would call the TRB.

Public Workshop

The Alternates Public Workshop is scheduled for ***Thursday, November 7, 2002*** from ***5:30 PM to 8:30 PM*** at the ***Village Commons Community Center*** in Waugh Chapel Village.

Next Meeting

The next meeting of the MD 3 Focus Group has been scheduled for ***Wednesday, October 30, 2002*** at ***6:30 PM*** at ***Bowie City Hall.***

The meeting was adjourned at 8:45 PM. Please contact Chris Weber at 410-545-8519 or Gil Chlewicki at 410-545-8516 if you have any questions about this meeting summary or the MD 3 Project Planning Study.

cc: Focus Group members
Attending Staff

bcc: The Honorable Leo E. Green, Senator
The Honorable Robert R. Neall, Senator
The Honorable Robert C. Baldwin, Delegate
The Honorable David Boschert, Delegate
The Honorable Mary A. Conroy, Delegate
The Honorable Janet Greenip, Delegate
The Honorable James W. Hubbard, Delegate
The Honorable Joan B. Pitkin, Delegate
Ms. Kathy DeHaas
Mr. Joe Harrison, SHA
Ms. Gigi Kellett, MaryPIRG
Ms. Rona Kobell, The Baltimore Sun
Mr. Joe Kresslein, SHA
Ms. Mary Lehman
Mr. Robert Sanders, SHA
Mr. Jerry Smith, SHA

DAVID G. BOSCHERT
DEPUTY MINORITY WHIP
Legislative District 33

Judiciary Committee

Gaming Law and Regulation Subcommittee

House Special Committee on Drug & Alcohol Abuse

The Maryland House of Delegates
ANNAPOLIS, MARYLAND 21401-1991

Annapolis Office
215 Lowe House Office Building
Annapolis, MD 21401-1991
410-841-3223
Fax 410-841-3209
E-Mail david_boschert@house.state.md.us

October 11, 2002

Chris Weber, Project Manager
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Weber:

In regard to the Maryland 3 Transportation Corridor Study Focus Group, listed below are three individuals that are residents of the area that is affected by the Group's recommendation. I have been told that several members of the Focus Group are from the area that lies within Prince George's County. I am sure that you will agree that the same courtesy should be afforded to Anne Arundel County.

- Mrs. Sharon Gertz — 1271 St. Stephens Church Road, Crownsville, Maryland 21032
- Mr. Bento Hall Schaub, Jr. — 764-768 Annapolis Road, Gambrills, Maryland 21054
- Mr. Mark Phipps — 1174 Bacon Ridge Road, Crownsville, Maryland 21032

Your prompt attention to this matter would be greatly appreciated.

Sincerely,

David G. Boschert

DGB/mm
cc: Marvin H. Anderson
cc: Colonel Harry Sinclair, Jr.

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM:

TO: Ms. Cynthia D. Simpson, Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber *Christopher Weber*
Project Manager
Project Planning Division

DATE: December 6, 2002

RE: MD 3 Project Planning Study
October 30, 2002 – Focus Group Meeting
Meeting Summary

The sixth Focus Group Meeting for the MD 3 Project Planning Study was held on October 30, 2002 at the Bowie City Hall in Prince Georges County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Ed Dosek	Crofton Resident
Thomas Baldwin	Reliable Contracting
Grover Bussey	Severn River Commission
Art Huseonica	Greater Crofton Council
Steven Richard	Four Seasons Community Association
Chris Hedman	Bowie Resident
Dolly Chaney	O'Connor, Piper & Flynn/Coldwell Banker
Michael Lyles	Bowie Resident
Benton H. Schaub	Route 3 Corridor Group
Richard Trunnell	Crofton Civic Association
Trevor McNemar	Greater Odenton Improvement Association

CITIZENS:

Name	Organization
Marvin Anderson	property owner
Dennis Brady	Bowie City Council
Mary McDonough	property owner
Jean Chusken	Grovehurst HOA
Harry Sinclair	Greater Odenton Improvement Association – Alternate
Jay Powell	Crofton Civic Association – Alternate
Mark Phipps	Route 3 Corridor Group - Alternate
Joan Russell	O'Conner Piper & Flynn / Coldwell Banker - Alternate

STAFF:

Name	Organization
Christopher Weber	SHA – PPD
Gil Chlewicki	SHA – PPD
Ben Myrick	SHA – OOTS
Ray Moravec	URS Corp.
Bob Sanders	SHA – PPD
Cynthia Fenton	City of Bowie
Rob Galla	URS Corp.
Derek Gunn	SHA – Travel Forecasting
Joe Harrison	SHA – Facilitator

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming back the focus group members and thanking them for their participation as members of the MD 3 Focus Group. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study. Also, Ben Schaub, the newest member of the Focus Group was introduced. Mr. Schaub represents the MD 3 median property owners. The primary representative for this interest will be named later.

Joe then provided a brief overview of the agenda for the meeting. Main agenda topics included presentation of the workshop details, results of the focus group survey, and follow-ups.

Workshop Details

Chris Weber informed the Focus Group that the MD 3 Alternates Public Workshop has been scheduled for November 7, 2002 from 5:30 – 8:30 PM at the Village Commons Community Center located in Waugh Chapel Village. Meeting flyers, newspaper ads, and a project brochure have been circulated. The members of the Focus Group have been charged to inform the groups for which they represent and are encouraged to participate with SHA during the workshop. After the workshop, the SHA will perform a more detailed study of the alternates based on the public's input recorded at the workshop and submitted on comment cards handed out at the workshop and included with the brochure.

Layout of Community Center

Ray Moravec presented the layout of the workshop stations (see attached layout plan). The goal of the layout will be to guide the attendees through all of the stations in a clockwise direction around the room. At least one Study Team representative will be assigned to each station. Additional staff will be moving about the room to assist at each station.

Workshop Alternates

The alternates as they will be presented are as follows:

Alternate 1: No-Build

Alternate 2: TSM/TDM Strategies

Alternate 3: Boulevard Concept
(Formerly presented as Concept A, with minor revisions)

Alternate 4: Mainline Improvements
(Formerly presented as Concept B)

Alternate 5: Modified Boulevard Concept
(Formerly presented as Concept C, with revisions)

Alternate 6: Additional Interchange Improvements
(Formerly presented as Concept D)

Alternates Retained for Detailed Study

Following the Workshop, SHA will review each of the alternates based on the cost, operational and safety improvements, impacts, and comments received from the Focus Group, the public, and the federal, state and local agencies. The Study Team will then prepare an Alternates Retained for Detailed Study (ARDS) package for presentation at the review meeting with the SHA Director of Planning. After the Director's recommendation meeting, the ARDS are then presented to the environmental and regulatory agencies for their formal comments and/or concurrence. Once concurrence is received, the project then moves into Stage II, for detailed study. The Focus Group will continue to work with SHA during the detailed study stage.

Focus Group Survey

Chris Weber handed out the results of the Focus Group Survey undertaken at the last meeting. This survey focused on what the Focus Group members like most or least concerning the alternates developed to date. A common theme from the survey was the apparent desire for interchanges versus leaving traffic signals. Based on those comments, the Study Team asked a representative from SHA's Office of Traffic and Safety (OOTS) to present a sample intersection and its development from an uncontrolled intersection into a grade-separated interchange.

"History of an Intersection"

Using the Waugh Chapel Road intersection with MD 3 as an example, Ben Myrick, from the SHA OOTS, presented the theory behind how intersections are studied and concept recommendations made. When the traffic volumes increase as a corridor develops, traffic signals replaced stop sign controlled intersections. As traffic volumes continue to rise, additional turn lanes and signal phases are added to accommodate the turning movements. Ben presented a board of the layout of a signalized Waugh Chapel intersection, which would accommodate the projected traffic 2025 volumes. If the trends continue and traffic increases as forecasted by 2025, MD 3 would need to be five through lanes in each direction, two lanes wider than currently on MD 3. Due to the close proximity of adjacent intersections, the five lanes may need to be required along the length of the corridor.

Converting the intersection to a grade separated interchange eliminates the signal; therefore more traffic could flow through a smaller area, reducing the need for through lanes. The Focus Group's concerns that eliminating signals will also eliminate gaps at minor un-signalized intersections will be studied during the next planning phase.

Some members also questioned how an already congested MD 3 could accommodate the additional vehicles in 2025. Ben explained that since most of the traffic is local, they have no alternate route. What has happened in similar corridors elsewhere, the congestion lasts for a longer duration; "rush hour" would start earlier and end later.

Some Focus group members questioned the methodology of projecting traffic volumes. They also questioned if the study included future roads improvements that may lessen MD 3 traffic volumes. The SHA agreed to provide the Focus Group with the assumption that support the 2025 traffic volumes, so they could be comfortable with how the volumes were derived.

Follow-Ups

Chris Weber distributed a list of environmental agencies that need to "sign off" on the project. Chris noted that the Metropolitan Planning Organizations and local governments will also "sign off."

The team briefly discussed the suggestion made at the previous meeting concerning realigning the MD 175 intersection. The concept presented proposed splitting the intersection into two intersections. The new layout would resemble a box or square. While this concept introduces some environmental and property impacts, further study is necessary before a recommendation for inclusion as an alternate can be made. Chris encouraged other Focus group members to supply the SHA with similar suggestions for the SHA to study.

Chris reminded the group that many of their comments on tweaking the design of the alternates to reduce community impacts would be studied in further detail during the next phase of the project.

Next Meeting

The next meeting of the MD Focus Group has not been scheduled at this time. Please contact Chris Weber at 410-545-8519 or Gil Chlewicki at 410-545-8516 if you have any questions about this meeting summary or the MD 3 Project Planning Study.

Attachment
cc: Focus Group members
Attending staff

bcc: The Honorable Leo E. Green, Senator
The Honorable Robert R. Neall, Senator
The Honorable Robert C. Baldwin, Delegate
The Honorable David Boschert, Delegate
The Honorable Mary A. Conroy, Delegate
The Honorable Janet Greenip, Delegate
The Honorable James W. Hubbard, Delegate
The Honorable Joan B. Pitkin, Delegate
Ms. Kathy DeHaas
Ms. Gigi Kellett, MaryPIRG
Ms. Rona Kobell, The Baltimore Sun
Ms. Mary Lehman
Mr. Jerry Smith, SHA
Mr. Mark Wallis
Mr. Charlie Watkins, SHA
Mr. Greg Welker, 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, *Acting Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM:

TO: Ms. Cynthia D. Simpson, Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber, Project Manager Christopher Weber
MD 3 Project Planning Study

DATE: April 4, 2003

RE: MD 3 Project Planning Study
March 27, 2003 – Focus Group Meeting
Meeting Summary

The seventh Focus Group Meeting for the MD 3 Project Planning Study was held on March 27, 2003 at the Faith Community Church in Anne Arundel County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Grover Bussey	Severn River Commission
Dolly Chaney	O'Connor, Piper & Flynn/Coldwell Banker
Ed Dosek	Crofton Resident
Chris Hedman	Bowie Resident
Art Huseonica	Greater Crofton Council
Trevor McNemar	Greater Odenton Improvement Assocation
Ben Schaub	Northern Median Properties
Richard Trunnell	Crofton Civic Association

CITIZENS:

Name	Organization
John Gasch	Greater Crofton Council - Alternate
J Reinhart	
Harry Sinclair	Greater Odenton Improvement Association – Alternate
Mark Phipps	Northern Median Properties – Alternate

STAFF:

Name	Organization
Glen Burton	MNCPPC – Prince George's County
George Cardwell	AA Co. OPZ – Transportation
Cynthia Fenton	City of Bowie
Joe Finkle	SHA – Travel Forecasting
Michael Fox	AA Co. OPZ
Derek Gunn	SHA – Travel Forecasting
Joe Harrison	SHA – Facilitator
Romaine Kessecker	URS Corp.
Brian Lange	URS Corp.
L'Kiesha Markley	SHA – Travel Forecasting
Ray Moravec	URS Corp.
Linda Mott	SHA – Landscape Architecture Division
Carter Stinchcomb	SHA – PPD
Christopher Weber	SHA – PPD
Greg Welker	SHA – District 5 Engineer

Introduction

Joe Harrison, Project Facilitator, State Highway Administration (SHA), began the meeting by welcoming back the MD 3 focus group members and thanking them for their participation. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study.

Joe then provided a brief overview of the agenda for the meeting. Main agenda topics included presentation of the latest MD 175 options, Corridor Aesthetics introduction, and review of the Alternates Retained for Detailed Study (ARDS). Other topics included Traffic Forecast revisions, review of the Alternates Workshop, and Public Involvement Activities.

Alternates Workshop Review

Chris Weber, Project Manager, SHA, provided a review of the Alternates Workshop and information obtained from the attendees. Chris noted that overall the Workshop was well attended by the community. Approximately 250 people attended and 100 comment cards were received back from the Workshop.

Comments received from the Focus Group Members applauded the location, stating that the facility was the perfect size and accommodated the meeting nicely. A comment was made that larger staff name tags would make them more visible. Also, the focus group noted that having representatives located at the comment tables and making them available for questions would be a nice feature for next time. It was noted that SHA is and will remain willing to meet with any community groups that may have unanswered questions.

Alternates Retained for Detailed Study

Following the workshop, SHA reviewed each of the alternates based on the cost, operational improvement, impacts, and comments received from the public and the federal, state and local agencies. Based on these findings, the Study Team has prepared an Alternates Retained for Detailed Study (ARDS) package, which was presented to the SHA Director of Planning for concurrence. The ARDS were then presented to the environmental and regulatory agencies for their formal comments and/or concurrence. Once concurrence is received, the project then moves into Stage II, for detailed engineering. The Focus Group will continue to work with SHA during the detailed engineering stage.

Once the team receives concurrence from all agencies, a final package of the alternates retained will be made available to members of the Focus Group.

It is important to note that the alternates retained will remain flexible to the mainline improvements and implementation of the Interchange Options with regard in a mix and match fashion.

A question was raised by a member of the Focus Group as to the extent of funding that is available for the continuation of the project. Chris Weber responded that there has been no indication that funding for the completion of Project Planning would change. Currently the project is not funded beyond Project Planning.

Traffic Forecasting Revisited

L'Kiesha Markley of SHA presented a summary of the traffic issues that have arisen since the Workshop. Some concerns were raised in the traffic volumes used to calculate the future levels of service for the corridor and L'Kiesha provided an explanation as to what steps SHA was taking to revise the numbers. SHA revised and double-checked the existing Average Daily Traffic counts and Level of Service for the corridor. The results show that all intersections located with the project limits will fail (have volume-to-capacity ration of 1.00 or more) under the conditions of the design year 2025.

A member of the Focus Group questioned if using a design year of 2025 was far enough into the future. They recommended using a year of 2030 or 2040. It was explained that it is difficult to anticipate land use patterns that far into the future. Land use patterns are a primary indicator used to develop traffic forecasts.

It was also noted that an Origin/Destination study was performed in 2000 and shows how much traffic is locally originated and how much is through traffic. A more recent study of through-trucks was completed and mailed to the Focus Group last year.

MD 175 Intersection Improvement Concepts

Ray Moravec presented additional improvement concepts for the intersection of MD 3 at MD 175. Beginning with the Alternate 3 Mainline improvement, Ray summarized what had been previously shown at the Workshop and then compared this to the newest intersection improvement option as it applies to the mainline alternate. Under this newest Alternate 3 option, improvements would come in the form of at-grade lane additions. These lane additions would provide for improved level of service.

Ray then reviewed the previously shown at-grade intersection improvements for the Alternate 5 Mainline, as was shown at the Workshop. This initial concept was then compared to the new intersection improvement concept for Alternate 5, which proposes a partial interchange that would elevate northbound MD 3 traffic over MD 175. Along with the addition of the structure, McKnew Road would be widened to accommodate a triple right turn onto MD 3 southbound. Access to MD 175 westbound from northbound MD 3 would be accommodated by a double left onto the widened McKnew Road, leading to MD 175. Access to MD 32 and I-97, in the northbound direction, would be supplied by a series of ramps connected to MD 175. In addition, Charles Hall Road will be extended and relocated to intersect with MD 175, west of the southbound MD 3 and MD 175 intersection.

Members of the Focus Group responded in favor of the Charles Hall Road relocation. However, the introduction of new and additional traffic signals, such as would be implemented at McKnew Road under Alt. 5, creates concerns. Also, the connection of the hiker-biker trail would likely be modified to be included as part of the interchange option.

Corridor Aesthetics

Romaine Kesecker, the Project's Landscape Architect, provided a Power Point presentation detailing the various aspects of the corridor that could be modified to promote aesthetics. Romaine covered such aspects as; gateway features, types of materials, street trees and plantings, pavers and accents, colors, bridge applications and design features that can be transferred in landscape elements. Other aesthetic improvements included applications for overhead utilities, traffic barriers, street signs and signals, light posts, and storm water management facilities. Romaine also presented various design concepts for the improvement of pedestrian crossings, hiker-biker trails, and noted how ADA requirements and safety would be met as part of these landscape elements.

Some Focus Group members expressed concerns that street trees may provide a visual impact to businesses in the area. Members were made aware that maintaining extensive landscape elements, like plantings, might require irrigation systems that would entail significant commitment from the community.

Public Involvement

Chris Weber discussed the next steps for the project. SHA representatives have met with property owners in the northern median area of the corridor to discuss possible impacts and displacements. Property owners will continue to be contacted as the project progresses.

Letters have been sent to property owners concerning the technical studies that are underway, which may require SHA representatives to access property in order to collect data. The Study Team will continue the alternate development and corridor theme development for the project.

Next Steps

The next meeting of the MD 3 Focus Group has not been scheduled at this time. It is anticipated that it will be sometime in late May. SHA will notify the Focus Group when a meeting date is scheduled.

Please contact Chris Weber at (410) 545-8519 if you have any questions about this meeting summary or the MD 3 Project Planning Study.

cc: Attending Staff
Focus Group

Bcc: The Honorable Leo Green, Senator
The Honorable Janet Greenip, Senator
The Honorable David Boschert, Delegate
The Honorable Mary Conroy, Delegate
The Honorable James Hubbard, Delegate
The Honorable Tony McConkey, Delegate
Ms. Kathy DeHaas
Ms. Gigi Kellett
Ms. Rona Kobell
Ms. Mary Lehman
Mr. Jerry Smith
Mr. Mark Wallis
Mr. Charlie Watkins
Mr. Gregory Welker

GREATER CROFTON GROWTH MANAGEMENT COMMISSION

May 1, 2003

Mr. Christopher Weber, Project Manager
Project Planning Division
State Highway Administration
707 N. Calvert St. MS C-301
Baltimore, MD 21202

Dear Mr. Weber:

This is in response to your invitation to comment on the alternatives developed to date. In general, the Greater Crofton Growth Management Commission, Incorporated (GCGMC) is pleased with the Alternative 3 cross section and recommends retaining only it. Alternative 5, while potentially safer due to fewer curb cuts, would be appreciably more expensive, impact existing businesses and tend to have higher speeds, and therefore should be considered for deletion at this time. Most significantly, we strongly urge the elimination of all interchange alternatives.

We fully concur with the broadly stated purpose of this project to address "operational and safety issues for local traffic... while minimizing impacts to local residents, businesses and the environment." We would however suggest the addition of more specific objectives that include:

- Minimizing through and truck traffic
- Controlling travel speeds
- Minimizing intersection stopped delay
- Lowering existing noise levels
- Improving pedestrian and biker safety
- Maximizing Landscape opportunities

In order to achieve both the broad goals and specific objectives, and in the spirit of SHA's own context sensitive design initiatives, we make the following specific recommendations with justifications:

- Drop all interchange alternatives: By fully eliminating choke points, through traffic will continue to grow and make I-97 a less desirable alternative. Instead, by expanding existing intersections through added turning lanes and adding additional signals that are timed to promote speed controlled platoons, travel demand will be reduced, major delays minimized, and speeds will be better controlled, relative to building free flowing interchanges.

- Add bridges across MD 3 at Crawford Blvd. and the Villages of Waugh Chapel to aid in the safe movement of pedestrians, bikers and local motorists between the residential and commercial areas of the Crofton community. Please note that these bridges are noted in the area master plan and by NEPA regulations must be considered.

PO BOX 4264 • CROFTON, MARYLAND • 21114
PHONE: 410-721-0246

- Run a continuous northbound 10' bike/ped path as shown on the plans with additional sidewalks as necessary along all developed portions of the roadway, north of MD 450.

- Narrow the road section to eliminate the in-road bike lane and shoulders: With a Class 1 Trail proposed along MD 3, combined with the objective to control speeds, this supposed amenity is not only dispensable but also adds to the cost of an already high cost project. The entire project should be in closed section with 11' through and turn lanes plus curb and gutters, again to help control speed.

- Posted speeds should be less than 50 mph: Design speeds should be developed accordingly.

We would invite you to attend our next regularly scheduled meeting on May 15 at 5 PM to discuss these recommendations. Should you have any questions, please feel free to call Ed Dosek at 410-721-2565 of Bob Johnston at 443-871-5594. Thank you for your consideration of these requests.

Sincerely,

David Espie

David Espie, Chairman
Greater Crofton Growth Management Commission.

Cc: Crofton Civic Association
Greater Crofton Council
Crofton Chamber of Commerce
Neil Pedersen

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

SHA State Highway Administration
Maryland Department of Transportation

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

May 15, 2003

Mr. David Espie, Chairman
Greater Crofton
Growth Management Commission
P.O. Box 4264
Crofton MD 21114

Dear Mr. Espie:

Thank you for your letter concerning the MD 3 Transportation Corridor Study. Your comments help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views.

Your preference for Alternate 3 is noted as well as your request that Alternate 5 and the interchange options be dropped from further consideration. Based upon input from the study team, the Focus Group, the community at large and the environmental and regulatory agencies we have recommended to drop Alternate 6 only.

As you have noted, the documented purpose of this 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 projected traffic is based upon the year 2025 and the anticipated development that affects the study area. As part of the State Highway Administration's (SHA) Thinking Beyond the Pavement (TBTP) initiative and based on the assistance of this project's Focus Group, we are already aware of the community issues you have identified. Please note that the Crofton Civic Association (CCA), the Greater Crofton Council (GCC), and the Crofton Chamber of Commerce (CCC) are all appointed members of the Focus Group and have provided us with this important community perspective. With this in mind, we offer the following information.

In August 2002 a letter was sent to the Focus Group regarding a study of the truck traffic along MD 3. This letter stated that "...approximately 15 percent of trucks using I-97 travel through the MD 3 corridor". It also stated that the future design concepts and signage along MD 3 would help to keep this percentage low. Truck traffic cannot be eliminated from MD 3 due to deliveries and local business operations. The best we can do is use signs to encourage truck traffic to use I-97.

SHA has begun gathering information on ways it can address speed concerns. We will look at these in detail during the next phase of this study. The challenge is to improve MD 3, so that rush hour traffic flows smoothly, but at the same time reduce the speeds for non-peak hours to improve the safety for vehicles, pedestrians, and bicycles.

As part of the analysis, the team will evaluate the potential noise impacts related to each retained alternate. The existing noise levels will be established by noise monitoring at selected locations in the study area. The existing noise level and the projected levels for each alternate will be compared to the Federal Highway Administration criteria and the State Highway Administration Sound Barrier Policy to determine if noise abatement is warranted.

The State Highway Administration 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.

Landscaping concepts will be explored in detail during the next stage of the planning process. As part of the boulevard concepts, landscaping will be a vital component. SHA realizes how important landscaping and TBTP concepts are in the development of successful projects.

Concerning your specific recommendations:

There are different requirements 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 are not signalized do not meet these warrants. The benefits of the signals creating speed controlled platoons were considered. However, the directional distribution and volumes prevent the proper management of such platoons. Safety problems and unnecessary delays could occur if we add a signal at an intersection where the warrants are not met.

The National Environmental Policy Act (NEPA) requires that we investigate all feasible and reasonable solutions that satisfy the projects purpose and need and minimize environmental impacts. We have already explored the possibility of improving at-grade intersections throughout the corridor. As discussed with the Focus Group, at-grade improvements to the intersections would require five lanes of through traffic along the entire length of the corridor. The impacts associated with such a widening are considered too great. Furthermore, if the roadway were wider, speeds could increase. Our proposal is to keep the roadway as narrow as possible as a traffic claming design element.

The 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 hiker biker trail is a part of the study and coordination with the county agencies is ongoing. Sidewalks will also be included with the roadway improvements. The plan is to have a closed roadway section. However it is SHA policy to include an additional 4 feet on the outside lane to accommodate commuter bicycle traffic.

The posted speed will reflect the new design speed of 45 mph. It should be noted that much of the existing alignment of MD 3 is straight. Such a straight alignment does not have a limit on the design speed. In these areas other traffic calming design elements will be included to encourage vehicles to maintain the speed limit. Curbs will be used to create a more narrow section, encouraging traffic to travel at lower speeds.

Again thank you for your comments and suggestions. We welcome your participation throughout the term 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.

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: Crofton Civic Association – Mr. Rich Trunnell, Focus Group member
Greater Crofton Council – Mr. John Gash, Focus Group member
Crofton Chamber of Commerce – Mr. Robert Johnston, Focus Group member
Mr. Ed Dosek, Focus Group member
Mr. Neil Pedersen

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

SHA State Highway Administration
Maryland Department of Transportation

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

MEMORANDUM:

TO: Ms. Cynthia D. Simpson, Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber Christopher Weber
Project Manager
MD 3 Project Planning Study

DATE: June 10, 2003

RE: MD 3 Project Planning Study
May 22, 2003 – Focus Group Meeting
Meeting Summary

The eighth Focus Group Meeting for the MD 3 Project Planning Study was held on May 22, 2003 at the Faith Community Church in Anne Arundel County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Chris Hedman	Bowie Resident
J. Powell	Crofton Civic Association - alternate
Tom Callahan	Crofton resident - alternate
Steve Richard	Four Seasons
John Gasch	Greater Crofton Council
Tom Baldwin	Reliable Contracting
Ben Schaub	Route 3 Median Properties
Grover Bussey	Severn River Commission

CITIZENS:

Name	Organization
J. Reinhart	
Jessie Smith	Bowie Beautification
Beverly Landymore	Bowie-Crofton Garden Club

STAFF:

Name	Organization
Michael Fox	Anne Arundel County
Linda Mott	SHA – Landscape Architecture Division
Joe Harrison	SHA – Project Planning Division
Carter Stinchcomb	SHA – Project Planning Division
Christopher Weber	SHA – Project Planning Division
Ray Moravec	URS Corp.
Brian Lange	URS Corp.
Romaine Kessecker	URS Corp.

Introduction

Joe Harrison began the meeting by welcoming back the MD 3 Focus Group members and thanking them for their participation. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study. Joe welcomed the new representative for the Greater Crofton Council, Mr. John Gasch.

Chris Weber, Project Manager, then provided a brief overview of the agenda for the meeting. Main agenda topics included presentation of the Charles Hall Road Options at MD 175, Corridor Aesthetics discussion, and review of the Bicycle and Pedestrian Routes in Prince George's County. Other topics covered included updated no-build traffic volumes, Draft ARDS package handout, ARDS mapping to SHA Internet site and review of comments on MD 175 intersection options. A copy of the agenda will be provided for those primary Focus Group members who were unable to attend (enclosed).

New No-Build Traffic Volumes

Chris briefly reminded the group that the forecasted traffic volumes for the corridor have been re-evaluated and are being re-modeled. As was discussed at the previous Focus Group meeting, concerns raised after the Workshop led to the update of the forecasted traffic numbers for the no-build and build design features for the year 2025. SHA has completed the revisions for the no-build and copies were distributed at the meeting. A copy of the 2025 no-build traffic will be provided for those primary Focus Group members who were unable to attend (enclosed).

Alternates Retained for Detailed Study (ARDS) Package

The ARDS package has not received concurrence from all the environmental and regulatory agencies. The Draft ARDS package was provided to the Focus Group members, but could change based on additional comments received from the agencies. A copy of the ARDS package will be provided for those primary Focus Group members who were unable to attend (enclosed).

It is important to note that all of the Interchange Alternates previously shown at the Public Workshop as Alternate 6 are recommended to be dropped from further consideration.

ARDS mapping will be made available to the public via the Internet (SHA web page) once agency concurrence has been received. The Internet address for SHA is: www.marylandroads.com.

MD 175 Intersection Improvement Concepts

Ray Moravec reviewed the previously presented improvement concepts for the intersection of MD 3 at MD 175. The Focus Group had commented on these concepts at our last meeting and a summary of their comments was distributed. A copy of the summary will be provided for those primary Focus Group members who were unable to attend (enclosed). These concepts were also presented to the environmental and regulatory agencies for comment. Ray then presented the recent concepts for Charles Hall Road and its new connection to McKnew Road, as requested by the agencies. It is notable that each Charles Hall Road option can be applied to all of the MD 3/MD 175 options under consideration.

Other concerns noted by the Focus Group:

- *The Severn River Commission is still concerned over potential impacts to the Jabez Branch.*

- *Will there be any impacts to the Maryland Environmental Trust Easement Area?* The Study Team is aware of the easement located near-by Charles Hall Road, and currently none of the proposed options impact the easement area.

- *Have the property owners residing on Charles Hall Road and the other streets been notified of the recent study developments?* Not at this time, but information concerning the options will be made available to them.

- *How will the new Charles Hall Road alignment affect the Jabez Branch?* The proposed alignments will likely require a crossing of the Jabez Branch, however the extents of those impacts associated are not yet fully identified. This crossing was suggested by the environmental and regulatory agencies as a method to channel storm water roadway runoff away from the Jabez Branch.

- *Could it be possible to create a configuration in which the signal located at the intersection of MD 175 and southbound MD 3 can be relocated to McKnew Rd?* We will look into this potential option, but the existing signal acts as a traffic-calming device and traffic calming is a goal for this study. Further, traffic operations may also prevent the removal of the existing signal.

- *Was a Full Bridge Interchange investigated?* Yes, but the large traffic volumes and spatial locations of existing MD 175 made the operations and impacts of the interchange too extensive to propose as a feasible option. Furthermore, we are only trying to improve operations; it is not our intent to create a high-capacity facility. By maintaining

southbound MD 3 at grade with signalized intersections, it makes users more aware that they are entering into a more populated corridor with greater residential characteristics. We do not believe a full interchange at this location is prudent at this time.

- *Could a Bus Pull-Off/Bus Stop be effective in combination with the existing Charles Hall Road alignment?* While providing a safe area for the loading and unloading of passengers, the buses will be required to merge into the flow of traffic at slow speed presenting a safety issue and something bus operators will not do today.

- *Why were the proposed improvements to McKnew Road only shown with Alternate 5?* The team will look into the merits of incorporating similar improvements with Alternate 3. However, it is anticipated that due to traffic volumes and other constraints involving traffic movements between north bound and southbound MD 3, that the incorporation of McKnew improvements may not be feasible.
  Follow-up: Improving McKnew Road as part of Alternate 3 and providing a traffic signal at its intersection with southbound MD 3 does not improve traffic operations. It moves the problems that exist at MD 175 at MD 3 south to McKnew. The additional impacts and costs associated with this suggestion clearly make this particular improvement unacceptable.

Corridor Aesthetics

Romaine Kesecker provided a presentation detailing the various aspects of the corridor that could be modified to promote aesthetics. Accompanying the presentation was a questionnaire handout for Focus Group members to provide feedback regarding their thoughts, guidance, questions, and concerns regarding the various potential corridor aesthetic improvements. A copy of the questionnaire will be provided for those primary Focus Group members who were unable to attend (enclosed).

Romaine covered such aspects as; gateway features, types of materials, street trees and plantings, pavers and accents, colors, bridge applications and design features that can be transferred in landscape elements. Other aesthetic improvements included applications for overhead utilities, traffic barriers, street signs and signals, light posts, and storm water management facilities. Romaine also presented various design concepts for the improvement of pedestrian crossings, hiker-biker trails, and noted how ADA requirements and safety would be met as part of these landscape elements.
Members were made aware that maintaining extensive landscape elements, like plantings, would require significant commitment from the community. Community efforts increase as landscaping details increase in cost and/or number.

Other concerns noted by the Focus Group:

- *Street trees may provide a visual impact to businesses in the area.* The location of street trees and other landscaping features, if incorporated into the landscaping during the design phase, would be supportive of the needs of area businesses as well as safety concerns. Landscaping may effect roadway features; landscaping and lighting can effect the safety of pedestrians and cyclists.

- *Are noise abatement walls required now? Will they be needed after the improvements?* According to SHA, no noise barriers will be provided anywhere in the corridor under current conditions. As part of the planning study a Noise Analysis will be performed which will determine if there is a need for noise abatement.

- *How will vehicular speeds be affected by the proposed control methods?* A combination of several factors (i.e. geometric layout, landscape features, curbed sections) will be implemented to influence the physical and psychological factors that help influence the pace that traffic flows.

- *It will be important to prioritize the aesthetic improvements, and implement them in a practical manner. Perhaps wildflower plantings could be used in lieu of plantings requiring high maintenance.*

Bike Paths

An overview of potential bike path configurations in Prince George's County was provided. The overall bike path plan would be carried through the corridor, as a separate facility from the roadway. However, this presentation only concentrated on the proposed bike path alignment for the southern portion of the study area located in Prince George's County. Grade separated crossings would be required at various locations along the bike path's alignment. As was shown in the displays, at-grade and grade separated crossings (both elevated and depressed) are proposed in several different locations in accordance to the constraints of the MD 450 interchange options. Further, the bike path would provide a paved surface for pedestrians and cyclists and would link local park and recreational areas, such as the White Marsh Branch Park, to residential and commercial developments.

Several concerns with bike paths were voiced and mostly involved cost, necessity and safety. Members thought that tunnels might attract vagrants, and provide potentially dangerous areas especially at night in the more rural areas. Some thought that the additional costs involved with the bike path is not warranted based upon demand. It was also noted that a grade separated crossing could provide good gateway aesthetics.

Next Steps

The next meeting of the MD 3 Focus Group has not been scheduled at this time, but it is anticipated that it will be sometime in early fall 2003. SHA will notify the Focus Group when a meeting date is scheduled. Meanwhile, the study team will continue to refine the preliminary design of the Alternates. Noise and Air Quality studies will begin this summer.

Please contact Chris Weber, at 410-545-8519, or Carter Stinchcomb, at 410-545-8517, if you have any questions about this meeting summary or the MD 3 Project Planning Study.

Enclosures (as noted)
cc: Attending staff
Focus Group

bcc: The Honorable Leo Green, Senator
The Honorable Janet Greenip, Senator
The Honorable David Boschert, Delegate
The Honorable Mary Conroy, Delegate
The Honorable James Hubbard, Delegate
The Honorable Tony McConkey, Delegate
Ms. Kathy DeHaas
Ms. Gigi Kellett
Ms. Rona Kobell
Ms. Mary Lehman
Mr. Jerry Smith
Mr. Mark Wallis
Mr. Charlie Watkins
Mr. Gregory Welker

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

State Highway Administration

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

August 26, 2003

Mr. David Espie, Chairman
Greater Crofton
Growth Management Commission
P.O. Box 4264
Crofton MD 21114

Dear Mr. Espie:

Thank you for your letter concerning the MD 3 Transportation Corridor Study. Your comments help us better understand community issues and concerns within the study area. We appreciate you taking the time to continue to inform us of your views.

We agree that there are many challenging issues involved in this study and, as in any study, the pros and cons of each must be identified. As part of our study efforts to date, we have identified, with the assistance of our focus group, many local issues that need to be addressed within the 9 mile corridor including those you have mentioned.

At this time, we feel a meeting would be mutually beneficial in order to discuss your remaining concerns and explain what we have done to date as part of our study efforts. We will send State Highway Administration (SHA) representatives to your meeting scheduled for September 18th at 5:00 PM. Please contact the Project Manager, Mr. Christopher Weber, at 410-545-8519 with the location of your meeting, as this was not included in your letter.

D52

We look forward to working with you at that meeting and throughout the remainder of the study. If you have any additional questions or comments you feel you would like to discuss at the upcoming meeting, please forward them to Mr. Weber so that appropriate information can be gathered in a timely fashion.

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: Mr. Rich Trunnell, Crofton Civic Association, Focus Group member
Mr. John Gash, Greater Crofton Council, Focus Group member
Mr. Robert Johnston, Crofton Chamber of Commerce, Focus Group member
Mr. Ed Dosek, Focus Group member

D50

bcc: Mr. Eric Almquist
Ms. L'Kiesha Markley
Mr. Doug Simmons

D62

GREATER CROFTON GROWTH MANAGEMENT COMMISSION

August 20, 2003

Mr. Christopher Weber, Project Manager
Project Planning Division
State Highway Administration
707 N. Calvert St. MS C-301
Baltimore, MD 21202

Dear Mr. Weber:

This is in response to your May 15 letter addressing our comments on the MD 3 Transportation Corridor Study. Thank you for addressing our concerns and please consider our reaction to those comments that follow.

In your statement, you infer that an at-grade alternative is not feasible or reasonable given that it requires a five-lane section to handle traffic projections through the year 2025. While we do not necessarily disagree, nor do we ever want MD 3 to be like US 301 through Waldorf, it is hard to imagine that we would ever see volumes high enough to justify a 10 lane arterial given the 3 lanes to the south and 2 lanes to the north that would feed traffic into the system. Is the traffic forecast constrained or unconstrained, and if unconstrained, what assumptions or plans would have to be accomplished to achieve such volumes feeding in from the north and south. In addition, what type of analysis are you using? While the Critical Lane Volume (CLV) technique would probably work well at MD 424, CLV severely overestimates congestion at MD 450. A recent developer study has shown a much more accurate validation under existing traffic flows using the Highway Capacity Manual signalized analysis methodology at MD 450.

Most disturbing is your comment that vehicular bridges are not "prudent" at Crofton Parkway and Waugh Chapel Road due to impacts to commercial and institutional uses. However, you do not hesitate to encourage greater volumes to travel through Crofton via multimillion-dollar grade separated interchanges at major intersections and refuse to consider helping to control speeds via narrower sections because of a bicycle "policy." Has your consultant considered the master plan alignment of the Crofton Parkway Bridge? Are there alternative possibilities further south than what is shown in the Small Area Plan, causing fewer commercial impacts? We hope you can put yourself in our position and understand how we feel when the safety needs of the locals appear secondary to the need to move more regional traffic and bicycles through the community.

PO BOX 4264 • CROFTON, MARYLAND • 21114
PHONE: 410-721-0246

D67

Please plan to meet with our Commission at one of our upcoming meetings to go over traffic and bridging issues. We meet every third Thursday of the month. Our next meeting is September 18 at 5 PM. Please contact Bob Johnston, Ed Dosek or me to arrange a date. Thanks you for your consideration of these matters.

Sincerely,

David Espie, Chairman
Greater Crofton Growth Management Commission.

D65

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

SHA State Highway Administration

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

MEMORANDUM:

TO: Ms. Cynthia D. Simpson, Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Christopher Weber Christopher Weber
Project Manager
MD 3 Project Planning Study

DATE: October 1, 2003

RE: MD 3 Project Planning Study
September 10, 2003 – Focus Group Meeting
Meeting Summary

The ninth Focus Group Meeting for the MD 3 Project Planning Study was held on September 10, 2003 at the Bowie City Hall in Prince George's County, Maryland. The following people were in attendance:

FOCUS GROUP MEMBERS:

Name	Organization
Mike Lyles	Bowie Resident
Richard Padgett	Bowie Resident – alternate
Ray Schaubel	Patuxent River Road Communities
Steve Richard	Four Seasons
John Gasch	Greater Crofton Council
Robert Johnston	Greater Crofton Chamber of Commerce
Ed Dosek	Crofton Resident
Grover Bussey	Severn River Commission

CITIZENS:

Name	Organization
David Mauriello	Severn River Commission

D66

STAFF:

Name	Organization
George Cardwell	Anne Arundel County
Cynthia Fenton	City of Bowie
Derek Gunn	SHA – Travel Forecasting
Ben Myrick	SHA – Office of Traffic and Safety
Eric Almquist	SHA – Project Planning Division
Robert Sanders	SHA – Project Planning Division
Lynn Waterhouse	SHA – RIPD
Greg Welker	SHA – District 5
Jessica Brado	SHA – Project Planning Division
Joe Harrison	SHA – Project Planning Division
Carter Stinchcomb	SHA – Project Planning Division
Christopher Weber	SHA – Project Planning Division
Ray Moravec	URS Corp.
Brian Lange	URS Corp.
Romaine Kesecker	URS Corp.

Introduction

Joe Harrison began the meeting by welcoming back the MD 3 Focus Group members and thanking them for their participation. Each attendee then gave his or her name, title, association or interest represented relating to the MD 3 Project Planning Study. Eric Almquist was introduced as the new Environmental Manager for the study.

Chris Weber, Project Manager, then provided a brief overview of the agenda for the meeting. Main agenda topics included a review of the corridor aesthetics survey, corridor traffic analysis, review of detailed engineering at the MD 3 intersection with MD 450 and comments from those in attendance.

Overview Corridor Aesthetics Survey

Romaine Kesecker presented the results of the aesthetics survey. This survey was handed out at the previous Focus Group meeting, a copy of which was mailed to those not in attendance. It was mentioned that a survey was returned from all interest groups represented.

The survey provided the members of the Focus Group an opportunity to express their wants, thoughts, and concerns regarding the aesthetic conventions which could be used throughout the MD 3 corridor. Representatives selected color, pattern and texture applications as well as gateway, lighting and intersection enhancement opportunities.

One concern regarding the survey was the cobra head type lighting, that it may encourage faster speeds along MD 3. It was not known if, in fact, there is any relationship between the lighting and higher speeds, but it will be further investigated. Other types of light fixtures were discussed and it was noted that the exact type of fixture would not be selected until the project is in final design.

The pedestrian bridge was also a point of concern. Some members of the Group felt that the bridge would not be cost efficient due to a lack of public use. The argument being that people would not want to walk or ride their bicycles the significant additional distances to reach the grade separated crossings. It was further noted that the ramps are of considerable length (as determined by land contours and ADA accessibility) and would act as a deterrent to many who would instead choose to cross at grade. Tunnel crossings of MD 3, it was also noted, were not an option due to design, safety, and negative community response issues.

Those Focus Group members present agreed, unanimously, that the survey did satisfactorily demonstrate their wants and needs for the MD 3 corridor aesthetic applications.

Corridor Traffic Analysis

Chris Weber introduced the traffic analysis presentation by reiterating that many, if not all proposed intersections will likely fail by the design year of 2025, and that the interchange proposals may only solve the problem at their specific locations while creating additional concerns elsewhere. The goal is to find a solution for the 9-mile long corridor which best satisfies the study's Purpose and Need.

Derek Gunn offered an explanation of the traffic Level of Service (LOS) evaluation criteria. Level of Service is a ranking of the intersection from A to F, with A being a high passing rate and F a poor failing rate of service. These letters are assigned based on density of traffic (the relationship of volume to capacity) at the intersection.

Ben Myrick then gave a presentation of the traffic simulation using the *Synchro* computer modeling program. This program is used to simulate the different combinations of proposed intersections and interchanges in order to determine which combination will provide the best solution to the traffic congestion and safety problems. It was noted that there may not be a perfect combination that solves all of the problems.

The main concern of those in attendance was that if the signalized intersections are replaced with interchanges, speeds in the corridor will increase. There was some question regarding the traffic volumes used in the model. It was noted that the 2025 forecasted traffic volumes result from the metropolitan planning organizations regional model. Varying degrees of residential and commercial development within the corridor and area of traffic influence would certainly affect the future traffic volumes. The SHA will continue to monitor development, new roadways, and zoning changes that could affect the future volumes.

It was requested to investigate whether or not a program exists that optimizes the number of signals and intersections to give the best flow of traffic. To the best knowledge of the staff, such a program does not exist, given the complexity of needs along the corridor.

The issue of traffic "platoons" was discussed. The perception is that a "platoon", or group of cars, can be moved along the corridor in a safe, controlled progression, and at a chosen speed. This has been discussed previously. If the directional distribution of traffic was one-way in the peak hours, either northbound or southbound, then controlling a platoon could be more effective. However the nature of the traffic in the corridor prevents the SHA from controlling platoons. Since the directional distribution is not strong, traffic signals cannot be utilized to favor one direction over the other. Speeding between traffic signals is a matter for local law enforcement.

Some members of the group still believe that the corridor attracts too many "through" trips. Two origin/destination studies have been performed. The results of these studies can be found in earlier Focus Group meeting summaries. The SHA will continue to monitor signage along I-97 and US-50 to ensure that such "through" travelers are encouraged to not use MD 3 as a regional roadway. The Study Team is aware of the local desire to maintain a livable community.

Detailed Engineering at MD3/MD450 Intersections

Ray Moravec began with a description of Alternate 3 and 5 in the area of the MD 450 interchange/intersection. There are 3 options at each of the two MD 3/MD 450 intersections (A, B and C). All of these options are grade separated interchanges with the exception of Option A at the MD3/MD450 (eastbound) intersection. For a graphical depiction of these options please visit the SHA internet site at:
http://www.marylandroads.com/businesswithsha/projects/oppe/md3/alternate3_south.PDF

Each option will be evaluated utilizing the *Synchro* modeling program discussed above. The program will demonstrate how the interchanges, either positively or negatively, effect the corridor and which interchange/intersection improvement combinations would likely optimize travel performance while still promoting safety.

The main concern regarding these intersection options is the speed of the vehicles. The concern is that the elimination of the signalized intersections will encourage vehicles to travel at higher speeds.

Observer Comments

Some discussion was made regarding the bike paths. There was concern over the increased amount of right of way required if the trail was to meander versus following straight along the path of the roadway. It was agreed that the trail would be safer if it meandered and was a further distance from the traveled roadway. However, a meandering path could be considerably more expensive.

A question was raised regarding the efficiency of implementing intermittent flashing red/yellow traffic signals for use during peak travel periods. Unfortunately, it is a convention that is better used in less densely developed areas. Problems would likely arise from driver expectations, in that those people not accustomed to the flashing red could unintentionally disregard it and create safety hazards.

Mr. Grover Bussey handed out a position paper developed by the Severn River Commission discussing the Jabez Branch. Copies of this paper are enclosed for the Focus Group members who could not attend the meeting. Mr. Bussey also announced that he would be resigning from his position as representative of the Severn River Commission and introduced his replacement to the Focus Group.

Next Steps

Chris Weber stated that at the next Focus Group meeting the intersection/interchange options at Crawford/Cronson Boulevard, MD 424 and possibly Waugh Chapel would be discussed. The next meeting will be scheduled in approximately two months. The long-range picture is to have a Public Hearing sometime in March or April of 2004. Prior to the Public Hearing a brochure will be mailed out to the study area. The study team is currently searching for a place to hold the Public Hearing, and suggestions for a location were solicited from the Focus Group. Public Hearings are usually held in large auditoriums such as a high school gymnasium or assembly hall.

Meetings with community groups will continue during the remainder of the study process upon request. We also request the Focus Group members to continue to inform/educate their individual groups of the Alternates prior to the Hearing.

Please contact Chris Weber, at 410-545-8519, or Carter Stinchcomb, at 410-545-8517, if you have any questions about this meeting summary or the MD 3 Project Planning Study.

Enclosures (as noted)
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Focus Group

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The Honorable Tony McConkey, Delegate
Ms. Kathy DeHaas
Mr. Jim Dooley, SHA
Ms. Gigi Kellett
Ms. Rona Kobell
Mr. Joe Kresslein, SHA
Ms. Mary Lehman
Ms Nanette Shieke, MDOT
Mr. Jerry Smith
Mr. Mark Wallis
Mr. Charlie Watkins

SECTION VII
LIST OF PREPARERS

SECTION VII
LIST OF PREPARERS

A. FEDERAL HIGHWAY ADMINISTRATION

Nelson J. Castellanos
Administrator

Ms. Caryn Brookman
Environmental Protection Specialist

B. STATE HIGHWAY ADMINISTRATION

Cynthia D. Simpson
Deputy Director of Planning and Preliminary Engineering

Joseph R. Kresslein
Assistant Division Chief
Environment Planning Division

Eric Almquist
Environmental Manager

Donna Buscemi
Environmental Manager

Christopher Weber
Project Manager

Robert K. Sanders
Assistant Division Chief
Project Management

Donald H. Sparklin
Assistant Division Chief
Environmental Planning Division

L'Kiesha Markley
Travel Forecasting

Karen Arnold
Hazardous Waste/Materials
Noise Analysis

Allison E. Grooms
Environmental Manager

Gary Green
Air Quality

Sharon Alderton
Socioeconomic

Allison Townshend
Natural Environmental

Carol Ebright
Archeologist

C. URS CORPORATION

Raymond Moravec
Project Manager and Highway Noise Analysis

Anne Rowe
Environmental Manager and Socioeconomic and Land Use Analysis

Brian Lange
Transportation Engineer

Ted Hogan
Natural Environment and Section 4(f) Evaluation

John Hart
Secondary and Cumulative Effects Analysis

Valorie Hennigan
Visual Quality and Landscape Architecture

Jonathan McNally
Highway Noise Analysis

Josh Nelson
Natural Environment

Wayne Arner
Air Quality Analysis

Larry Poole
Hazardous Waste/Materials

Christopher Mink
Transportation Engineer

Rebecca Kermes
Architectural Historian

Romaine Kesecker
Landscape Architecture and Bicycle and Pedestrian Accommodation

D. STRAUGHAN ENVIRONMENTAL SERVICES

Eileen Hughes
Land Use/Socio-Economic Analysis

Jennifer Boyd
Land Use/Socio-Economic Analysis

Chimere Lesane-Matthews
Land Use/Socio-Economic Analysis

Lisa Harmon
Land Use/Socio-Economic Analysis
Technical Review

PROJECT LIMITS

Beechtree Lane

BELAIR DR

DENSE TREE COVER

WATERS 3

WETLAND 9 (PEM)

BRUSH

WETLAND 7 (PEM)

Sherwood Manor Drive

HIGH WEEDS

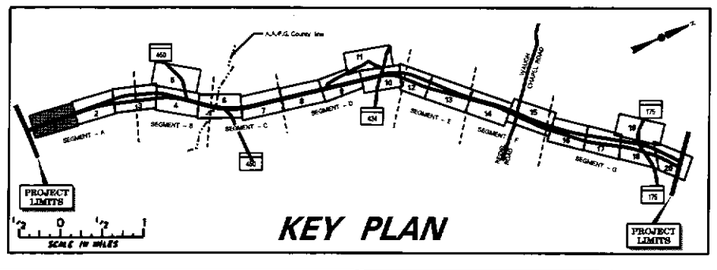
114.5

140.6

STOCK PILE

SIGN

MATCH LINE - SEE SHEET 2



LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees>30" DBH
- Property Displacement / Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees>30" DBH

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1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-01

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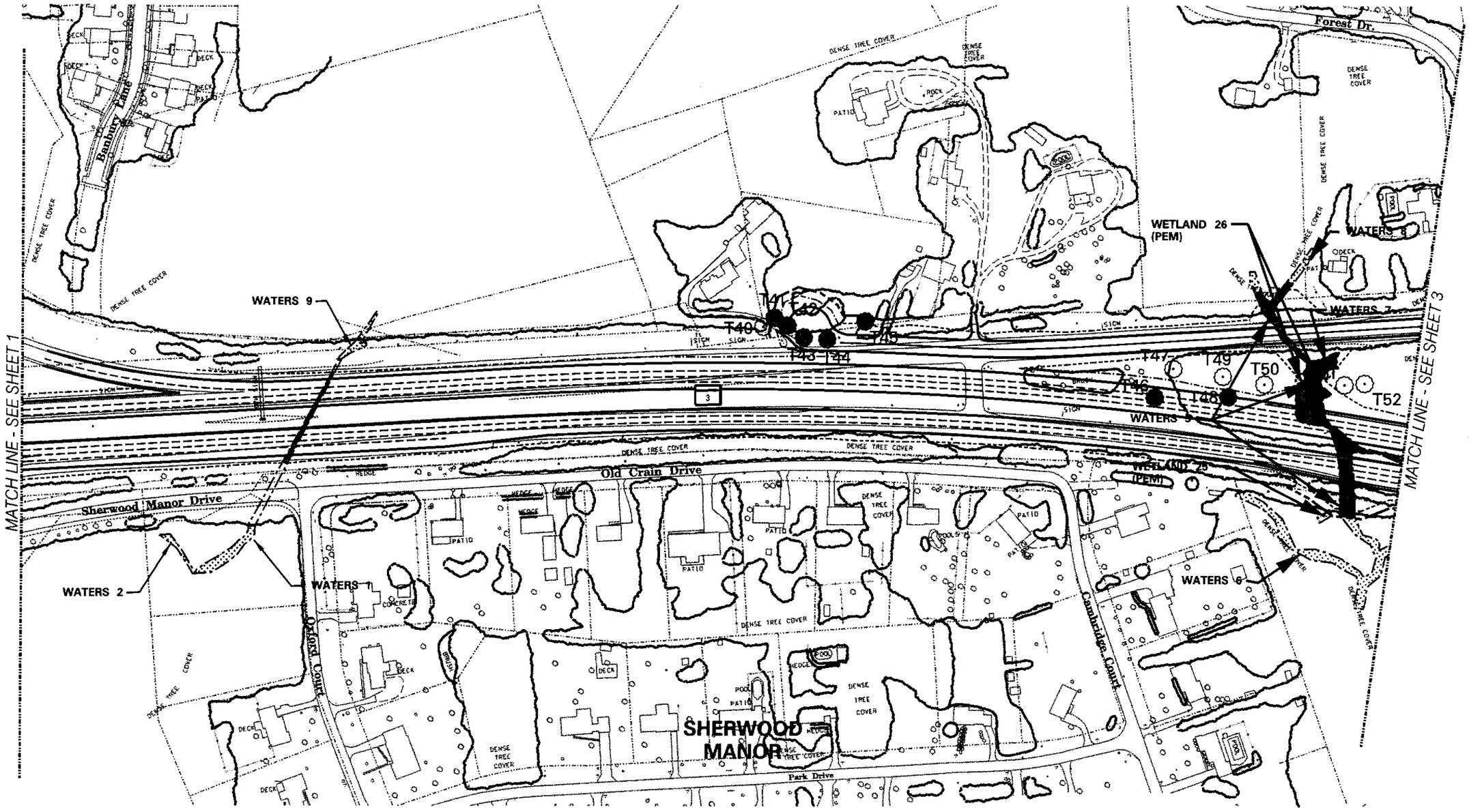

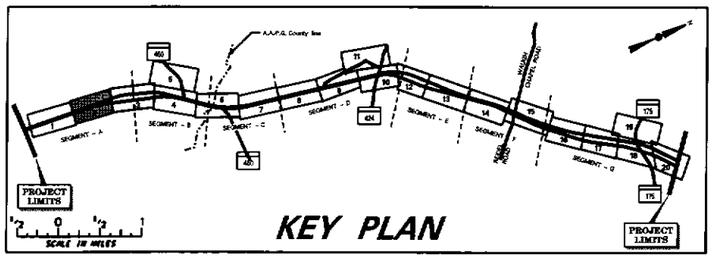

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DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-02

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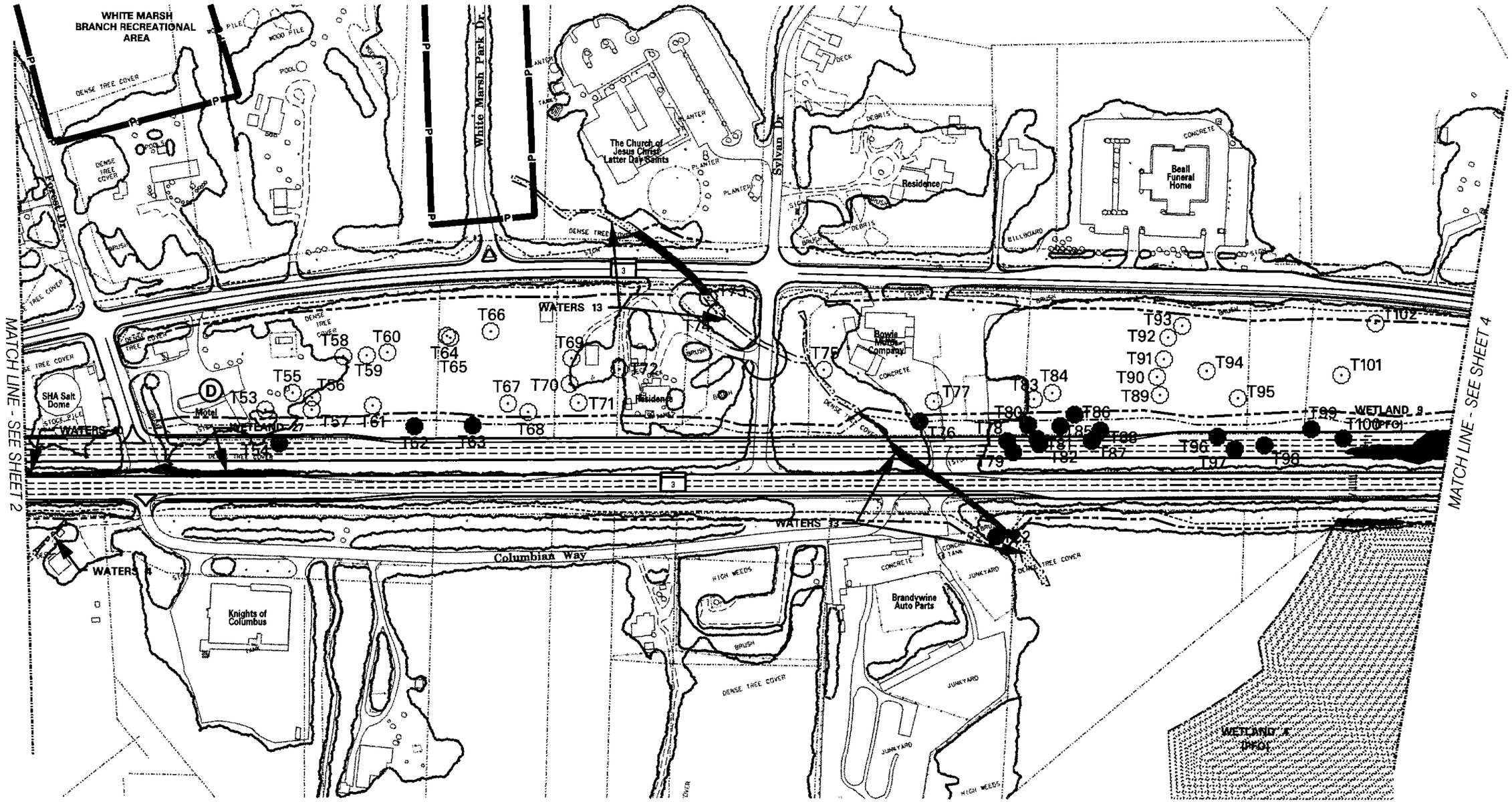

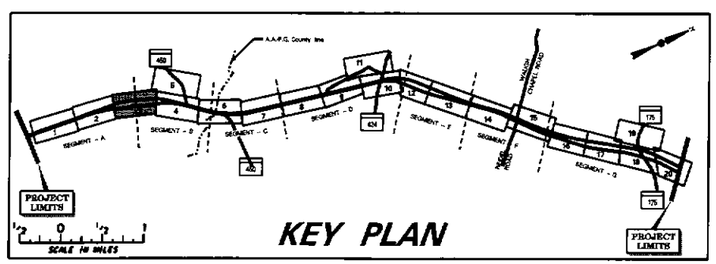

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DRAFT: WORK IN PROGRESS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-03

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MATCH LINE - SEE SHEET 5

WETLAND 5 (POW/PEM)

WETLAND 6 (PSS/PEM)

BGE Substation

POND 1 (ROW WITH PEM/PSS FRINGE)

Annapolis Rd

Farmers Market

U-Haul

Chevron

Shell

BEL AIR LANDFILL

WETLAND 3 (PFO/PEM)

WATERS 14

White

T104

T106

T107

T108

T109

T112

T111

T110

T105

WETLAND 9

T103 (PFO)

WETLAND 4 (PFO)

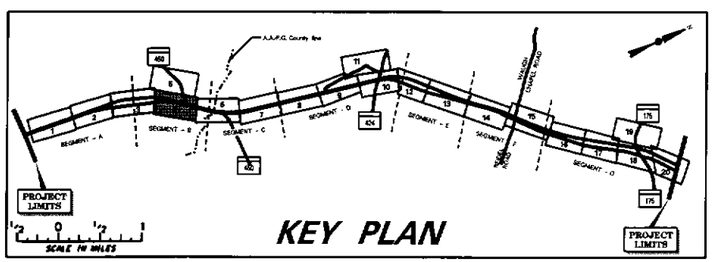
WETLAND 4 (PFO)

WETLAND 4b (PEM/POW)

WETLAND 4 (PFO)

MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 6



KEY PLAN

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees > 30" DBH
- Property Displacement / Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees > 30" DBH

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-04

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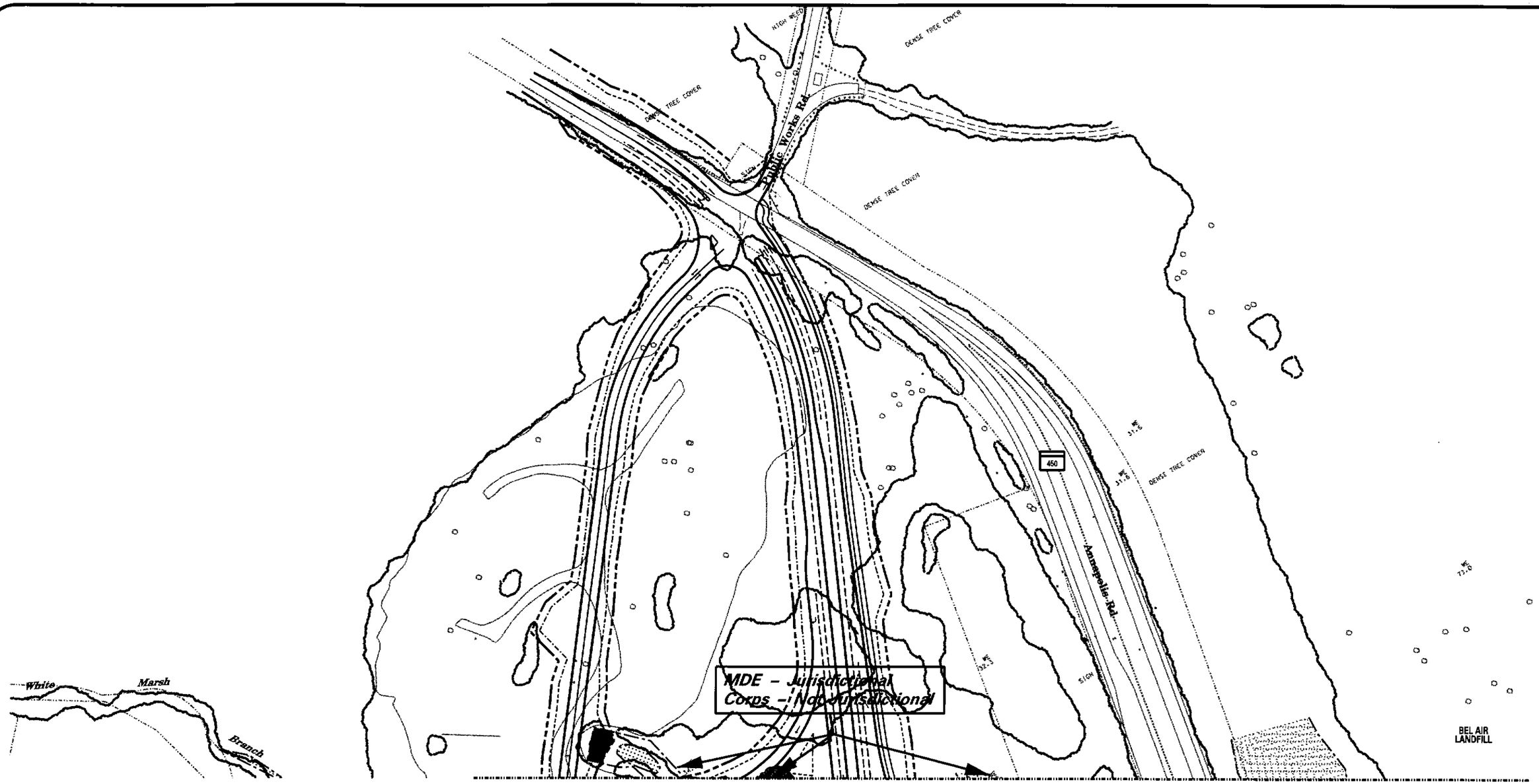

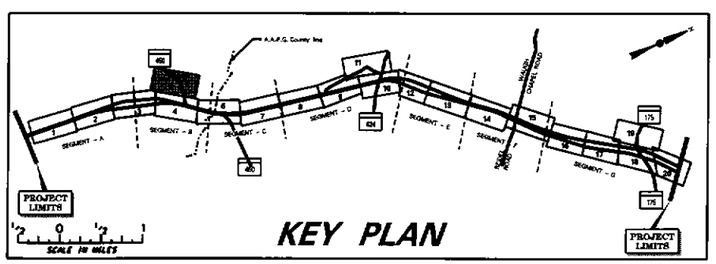

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-05

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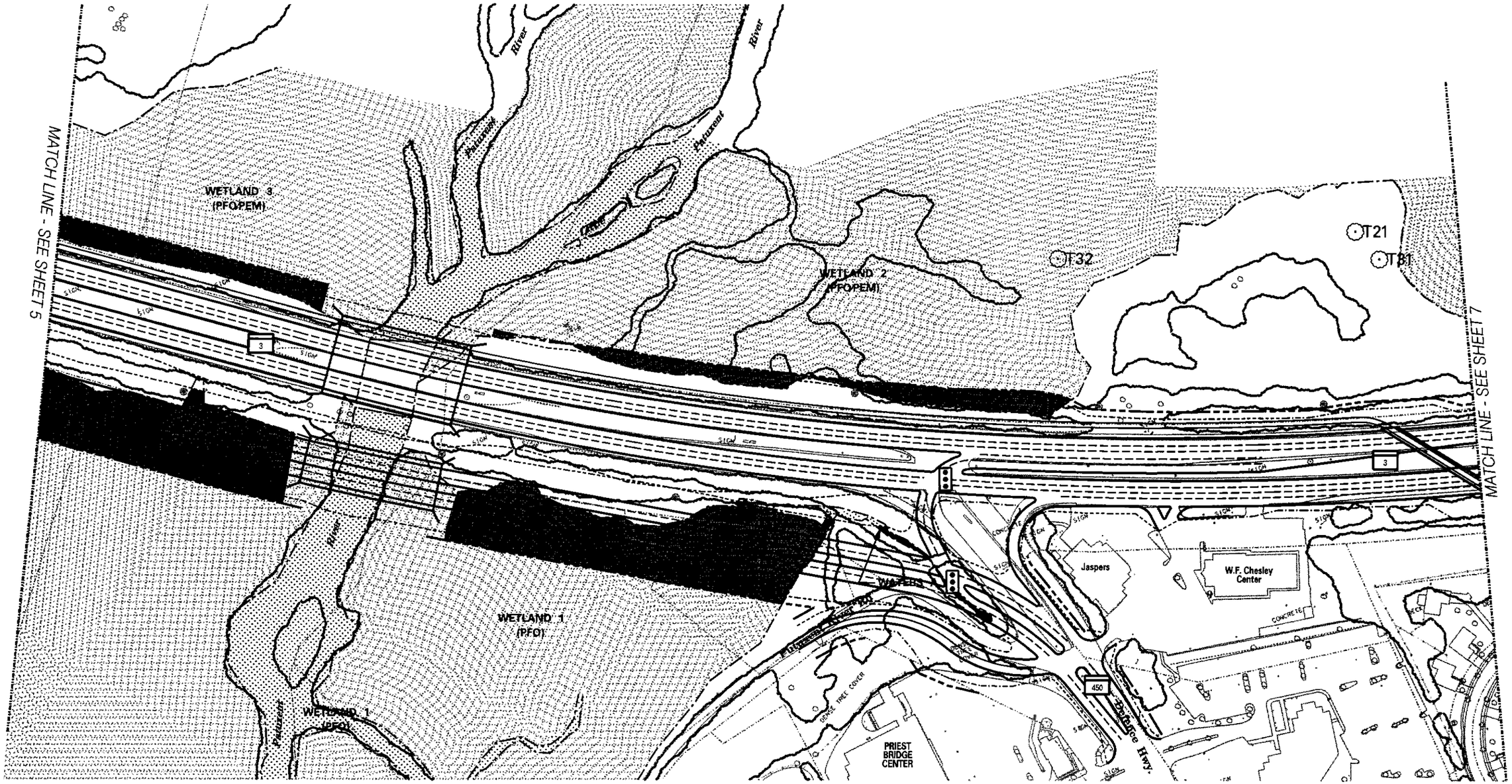

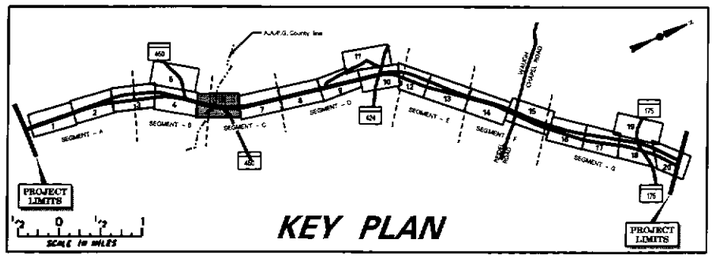

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ALTERNATES 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-06

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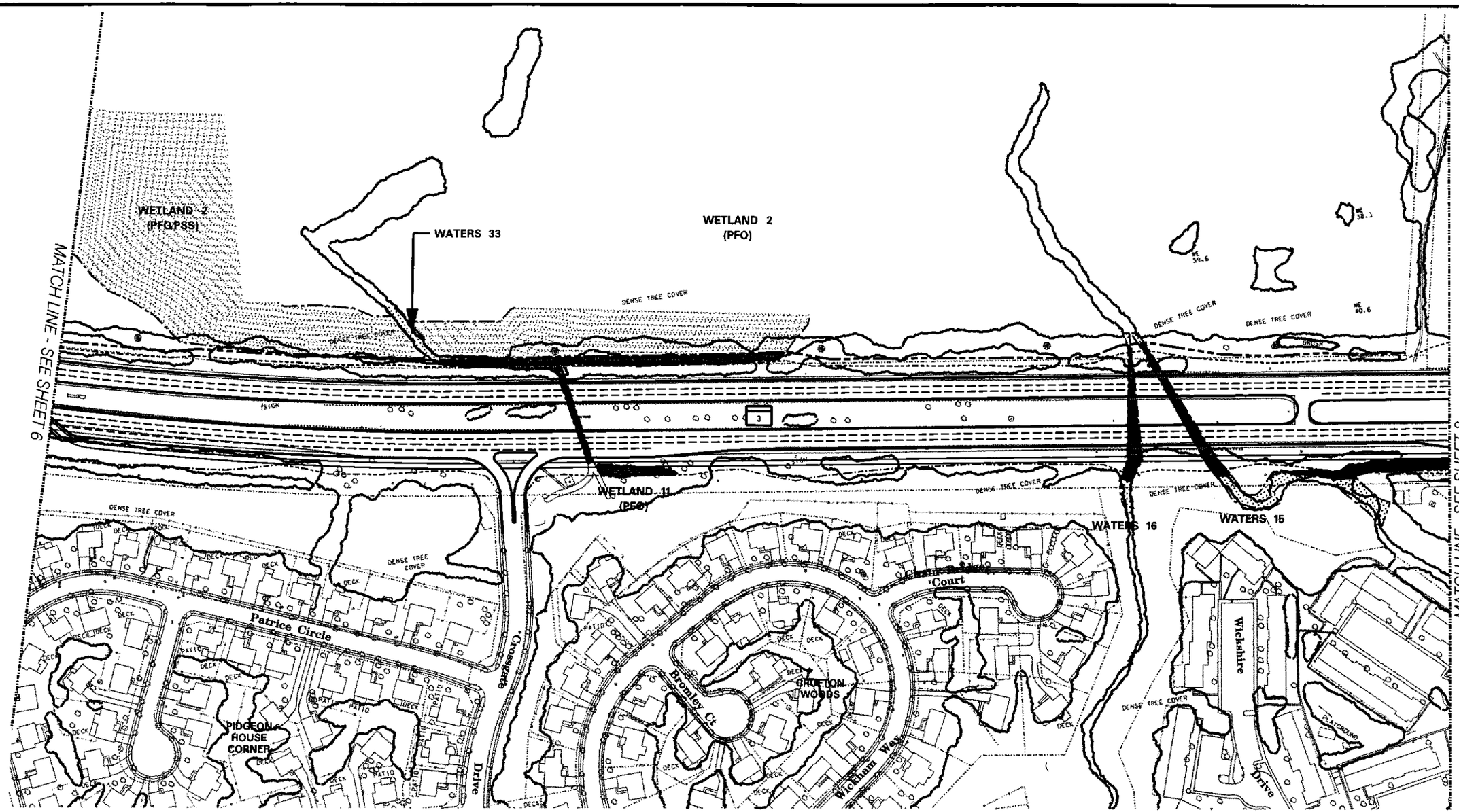

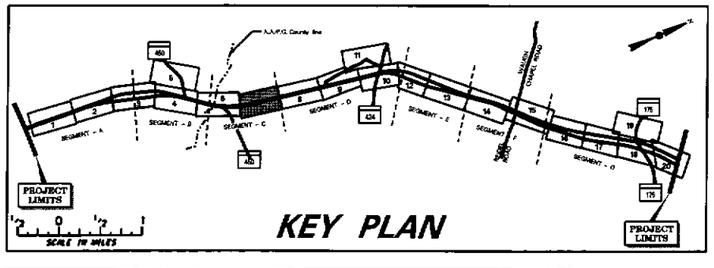

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-07

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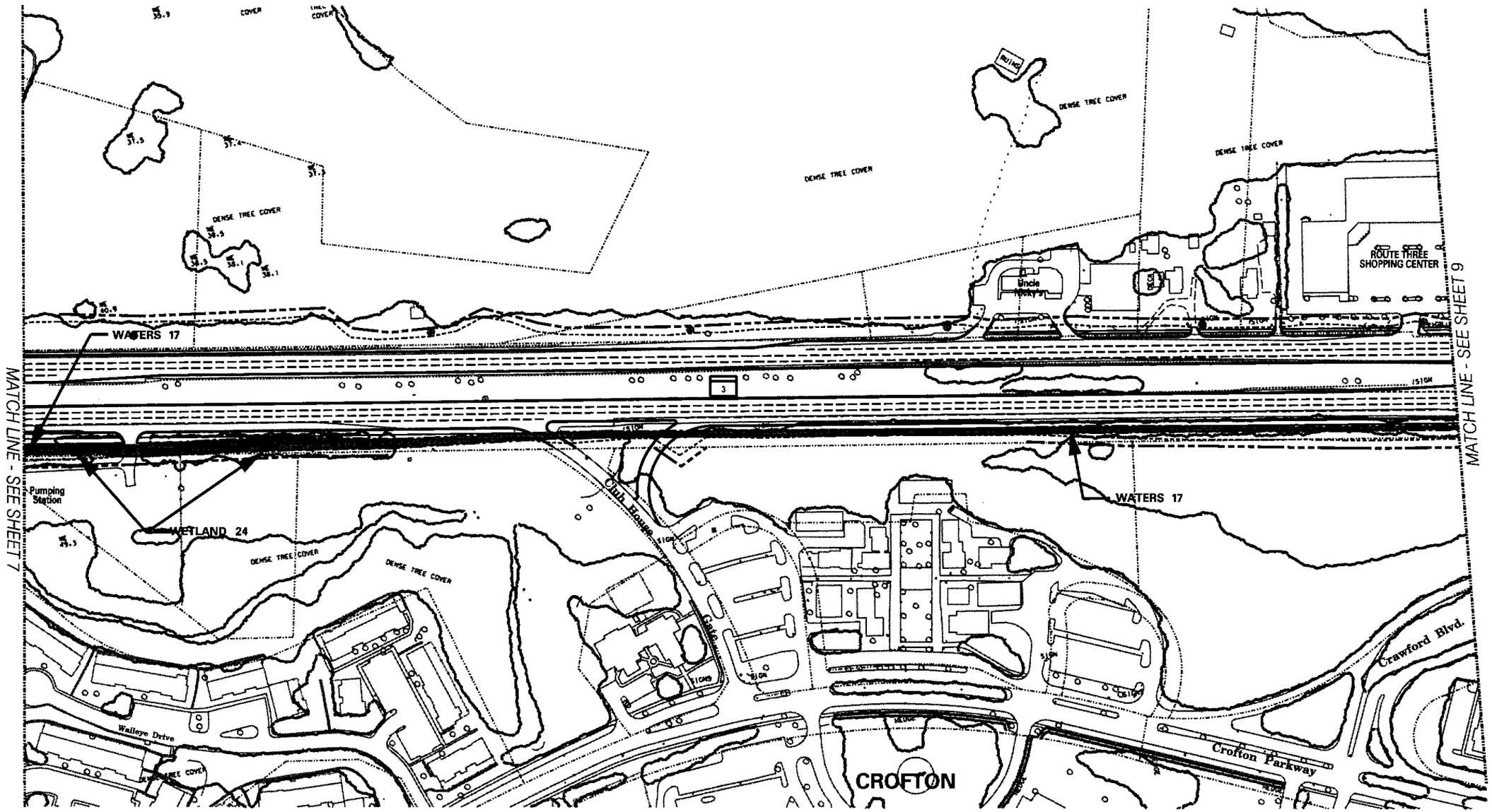

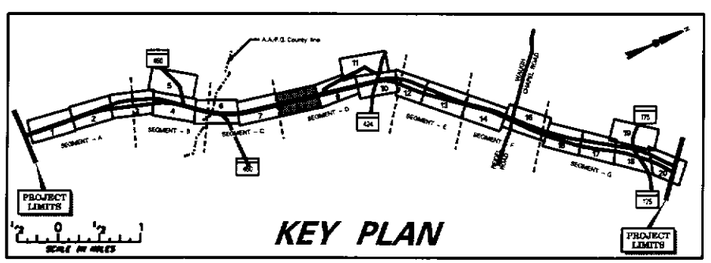

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-08

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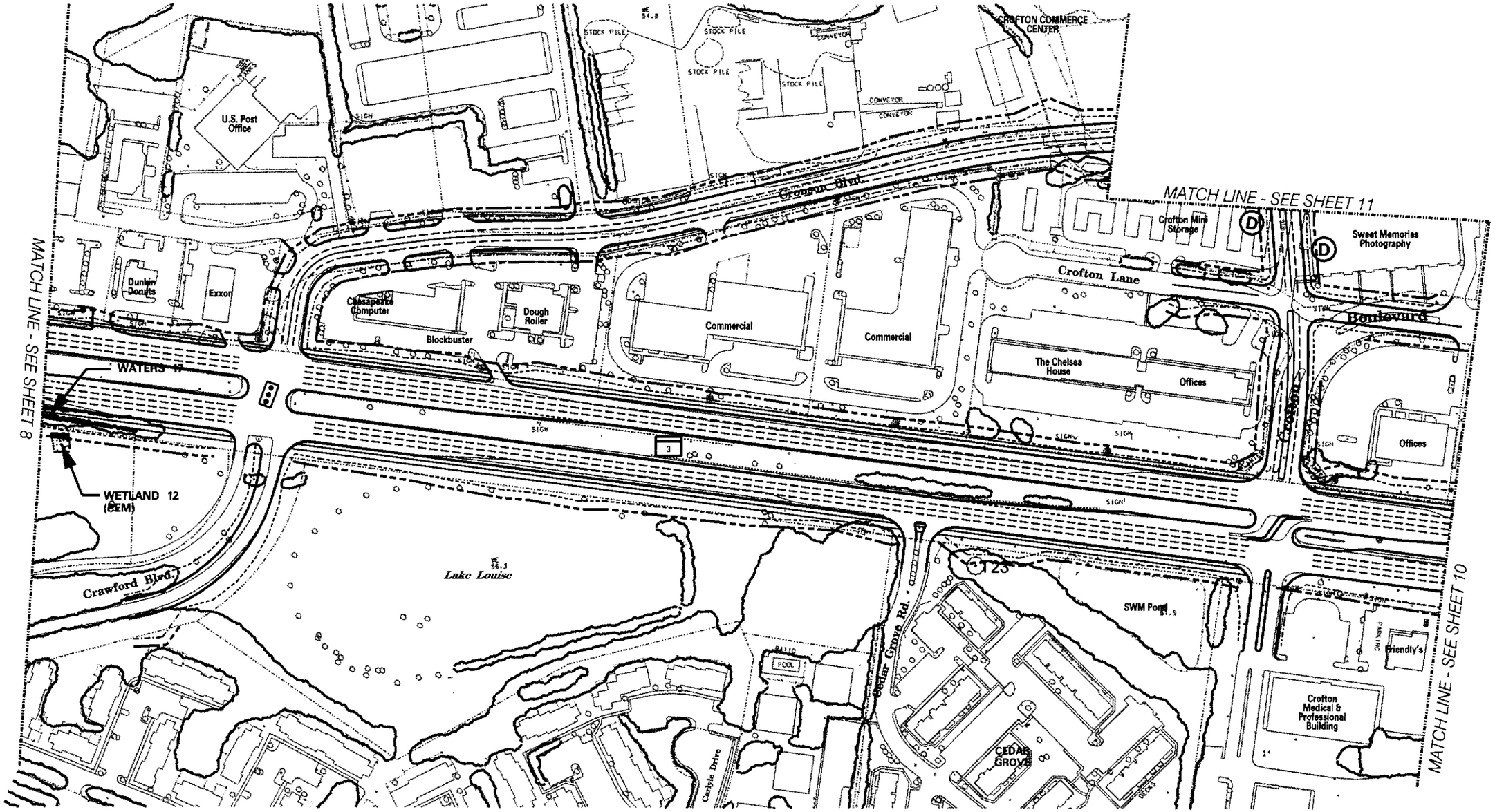

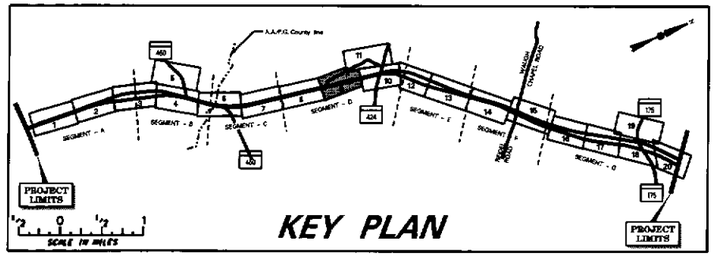

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N

100 0 100 200

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-09

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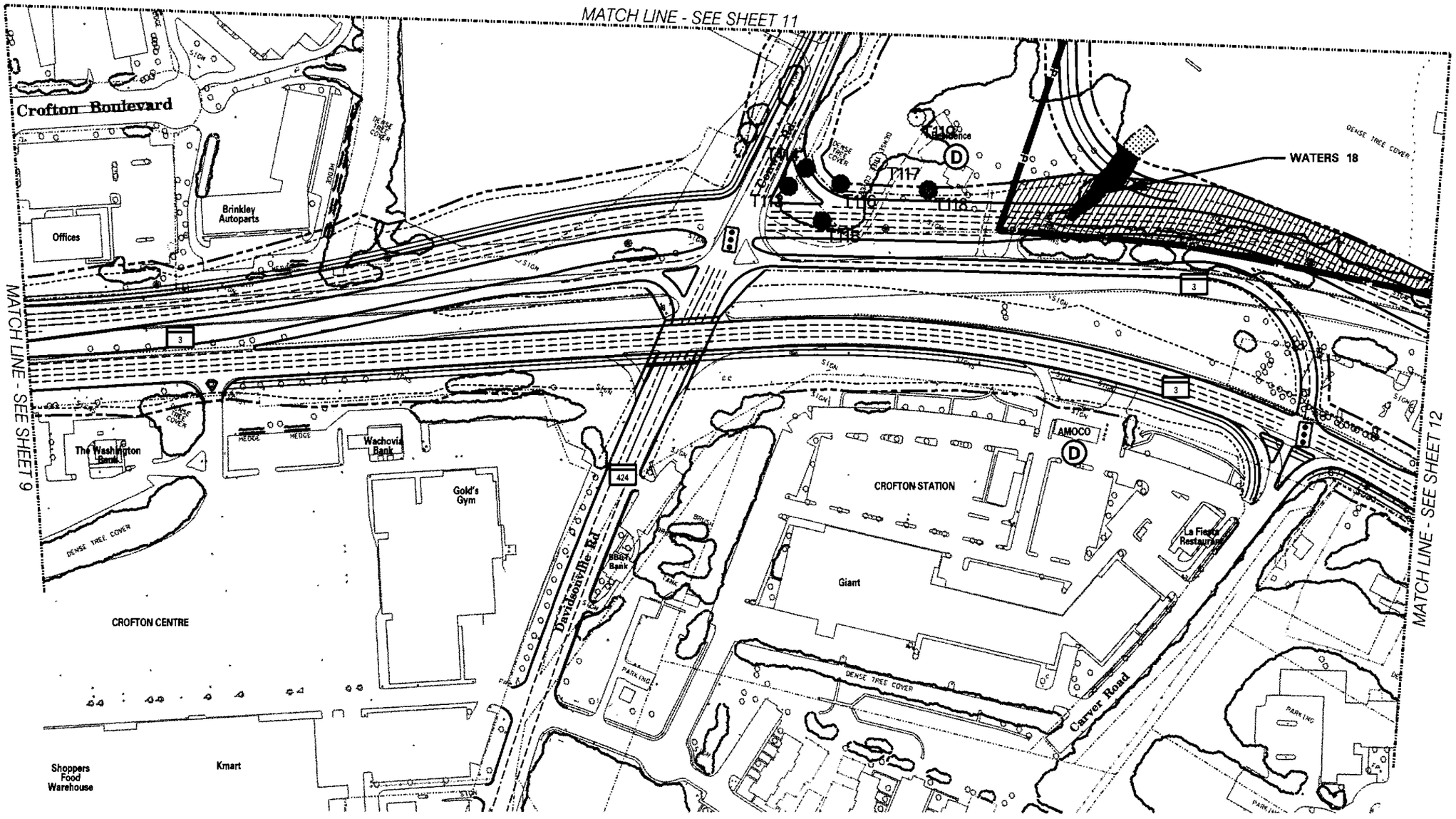

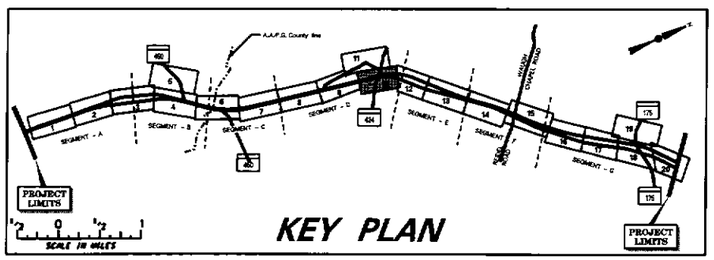

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N

100 0 100 200

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-10

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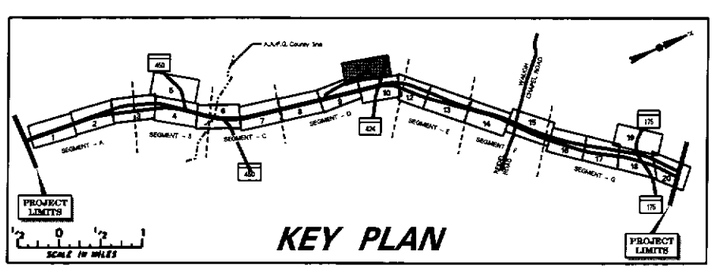
Improvements by Others

STOCK PILE
STOCK PILE
STOCK PILE
TANK
SIGN
SIGN
PARKING
SEWAGE TREATMENT PLANT
CONCRETE BLOCK
PARKING
TANK
SIGN
SIGN
STOCK PILE
STOCK WEEDS
DENSE TREE COVER
Crain Boulevard
UNDER CONSTRUCTION
DENSE TREE COVER
WETLAND 16 (PFO)
DENSE TREE COVER
MATCH LINE - SEE SHEET 9
MATCH LINE - SEE SHEET 10



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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-11

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PATUXENT RIVER PARK

MATCH LINE - SEE SHEET 10

MATCH LINE - SEE SHEET 13

Archery Club

Roller Rink

Raceway Road

WATERS 19

McDonald's

Long Fence

Crofton Auto Park

Popeye's

Taco Bell

Boston Market

T120

T121

T122

T123

T124

T125

T126

T127

T25

T26

Ministry of the Word

Residence

Residence

Wilson Memorial United Methodist Church

Carver Street

DENSE TREE COVER

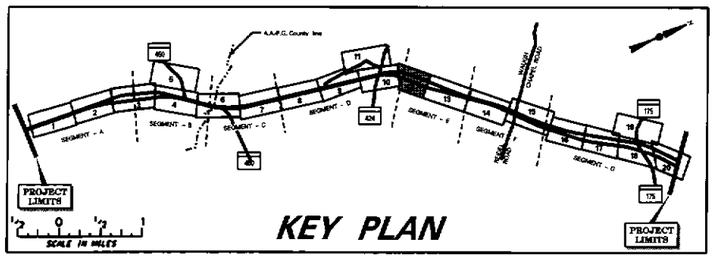
RUINS

STOCK PILE

TRASH PILE

BRUSH

CONCRETE



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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-12

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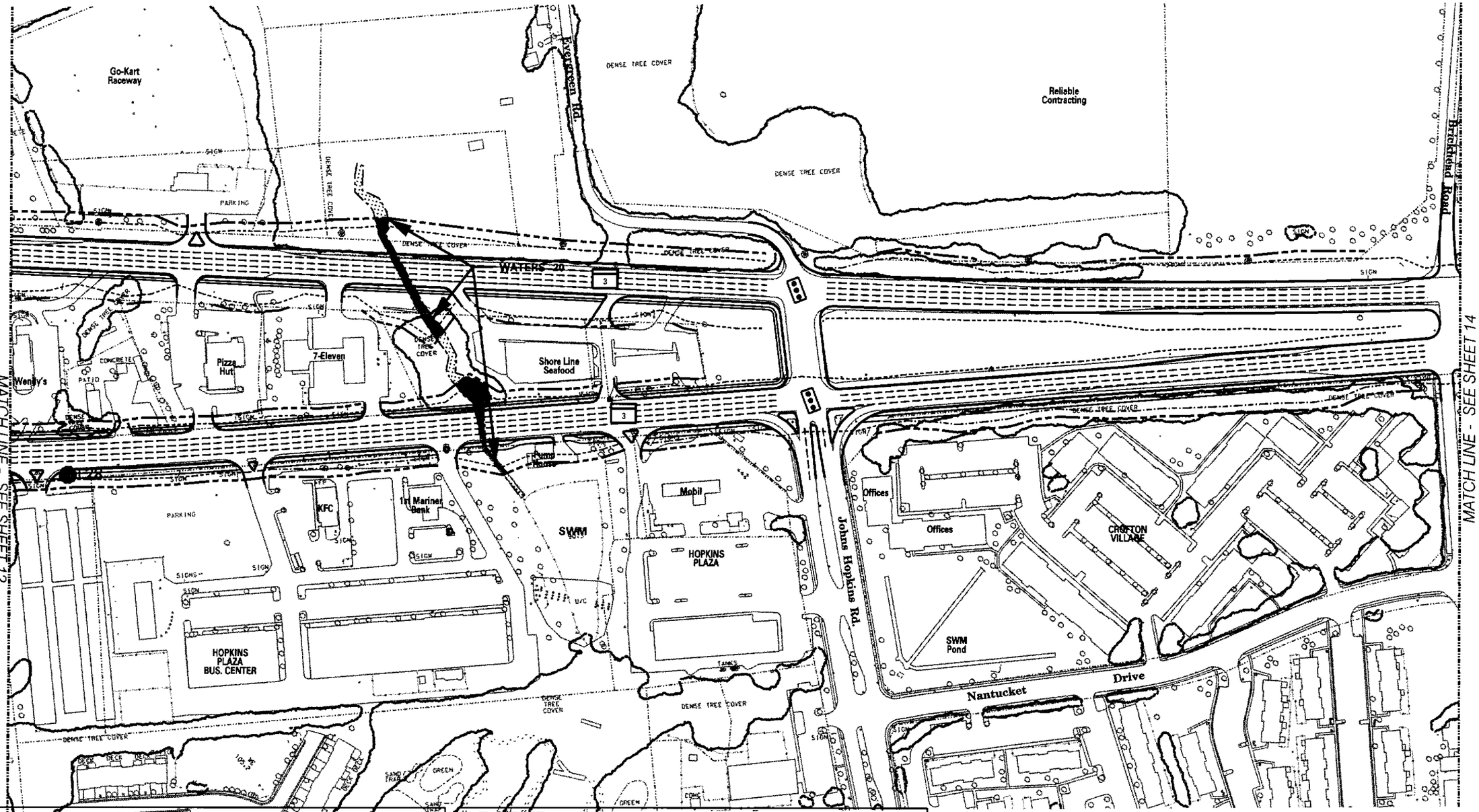

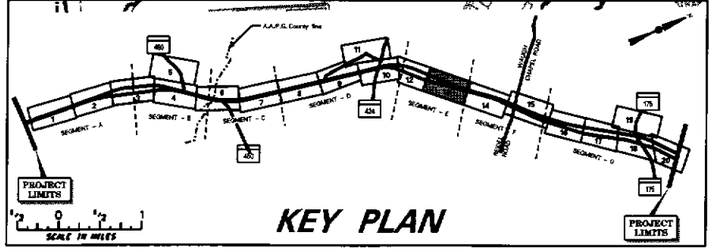

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-13

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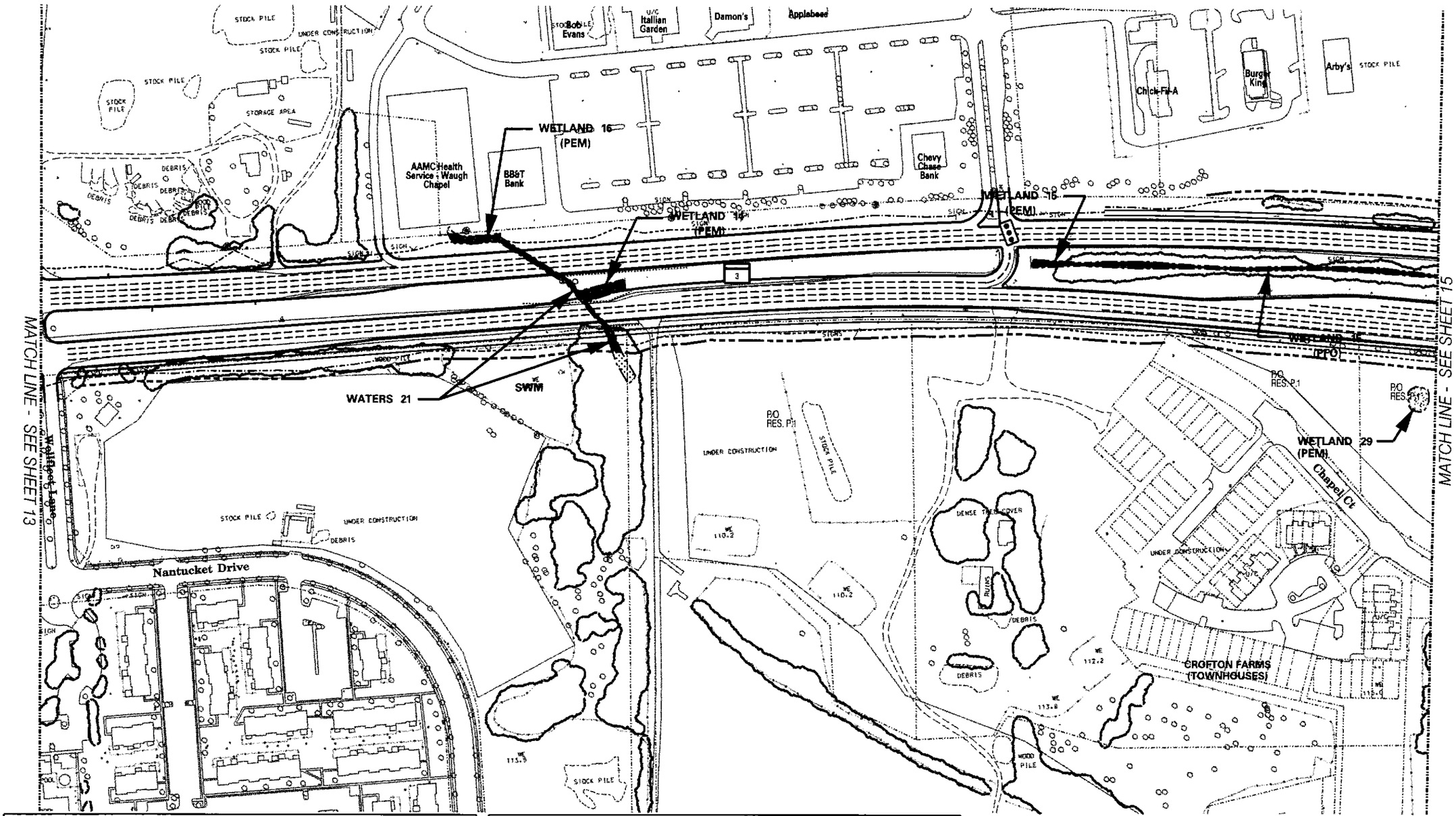

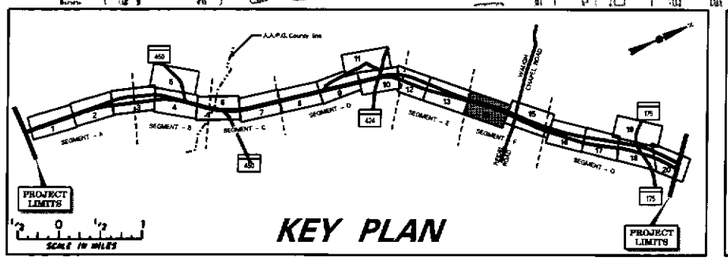

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-14

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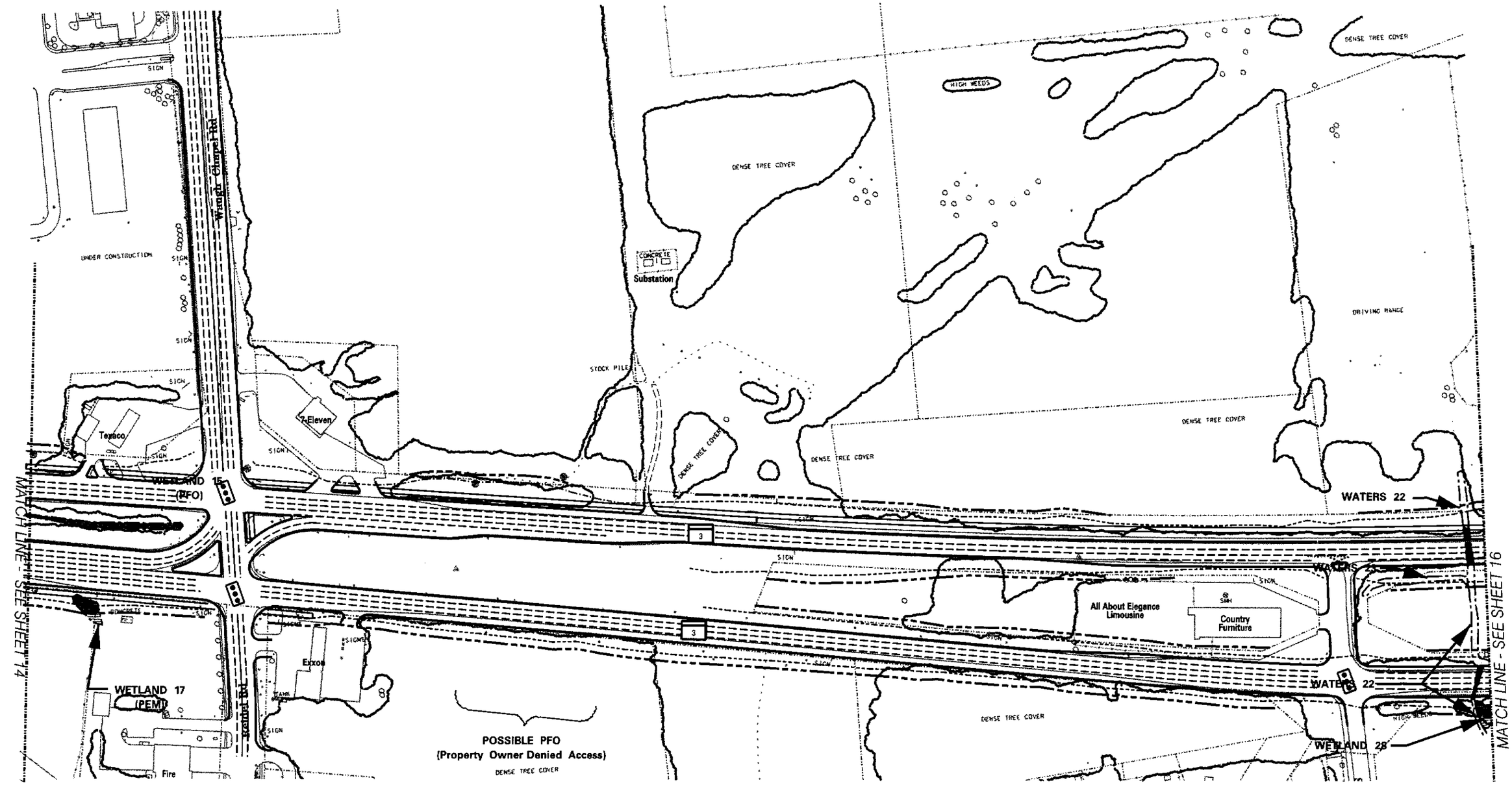

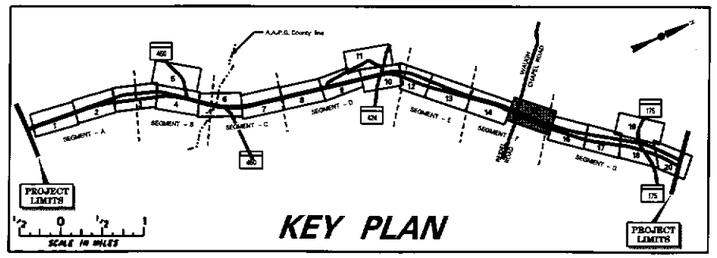

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-15

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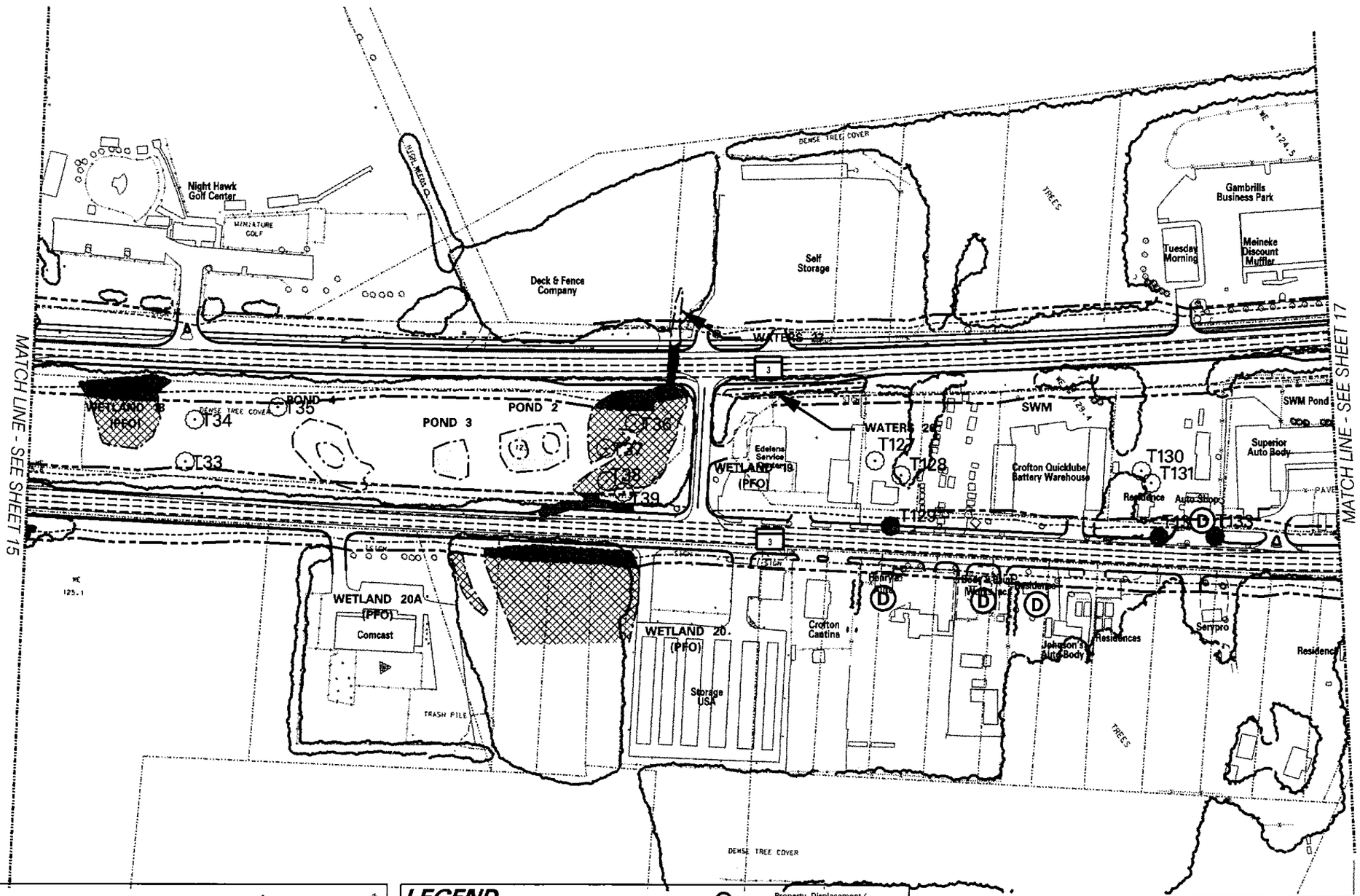

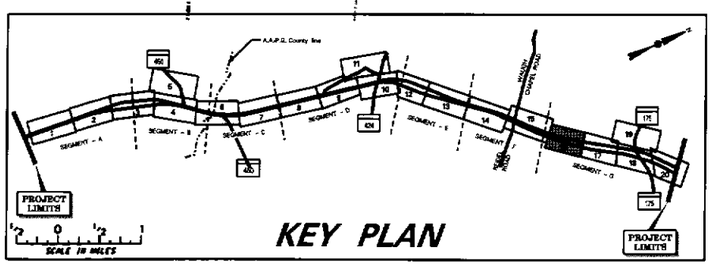

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SCALE	DATE	FIGURE
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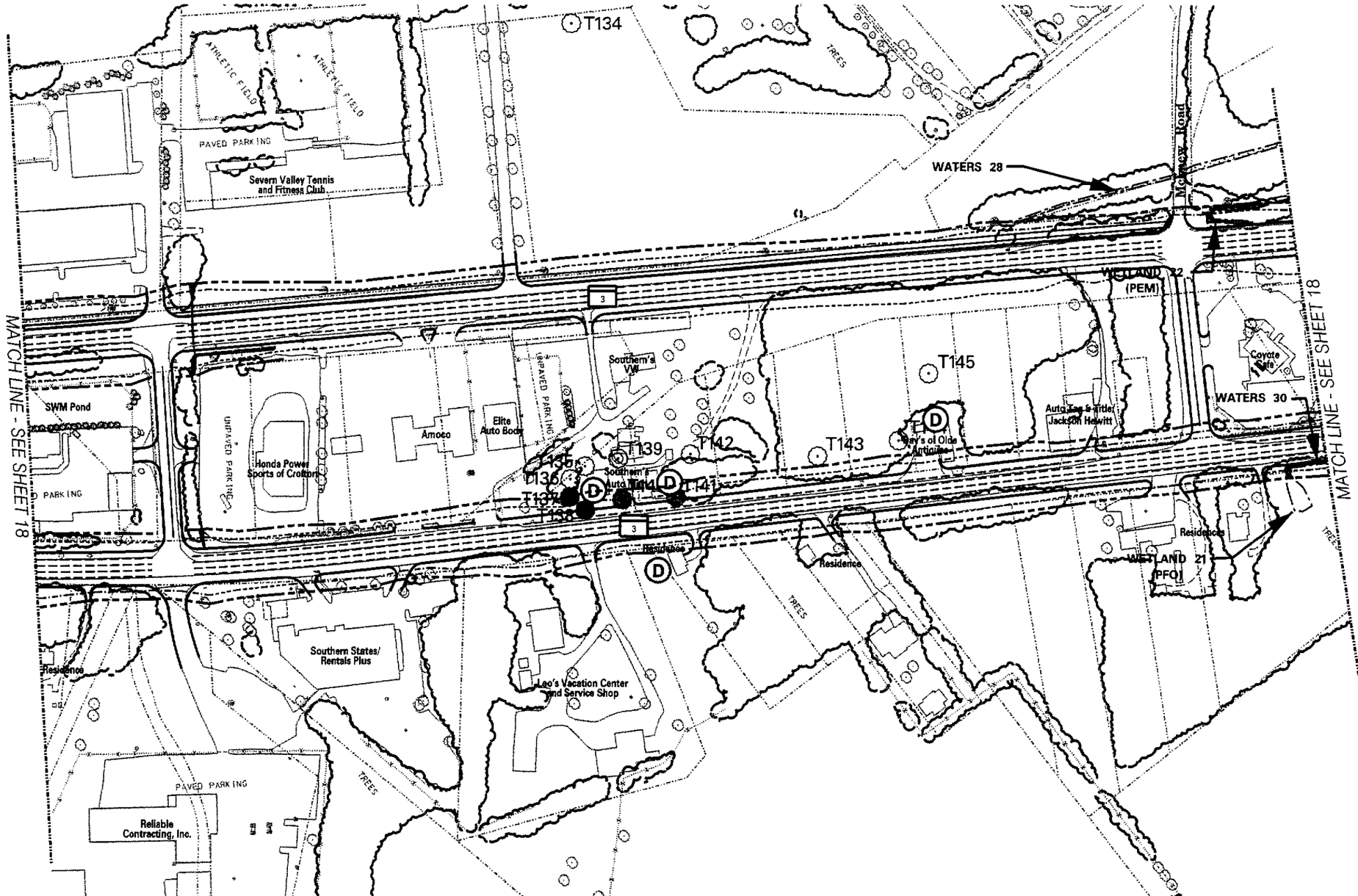

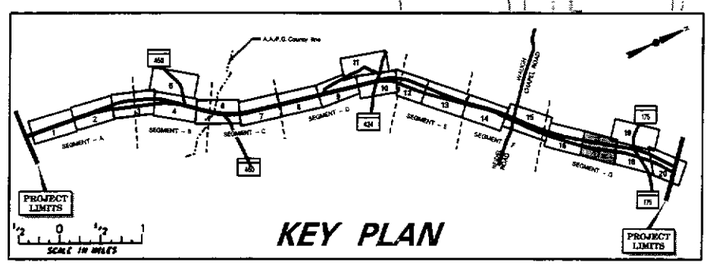

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ALTERNATE 3 W/OPTION A

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MATCH LINE - SEE SHEET 19

T15

WATERS 31

WATERS 79

Residence

Electrical Sales Association

Residence

Residences

Residence

Residence

Residence/ Antique Shop

Kensington Road

Suburban Propane

MATCH LINE - SEE SHEET 17

MATCH LINE - SEE SHEET 20

WATERS 29

T16

WATERS 28

T18

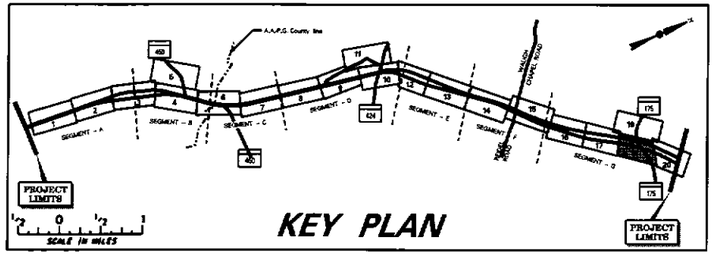
Maryland Minder

Millersville Rd.

Hanger Drive

MILLERSVILLE

TREES



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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-18

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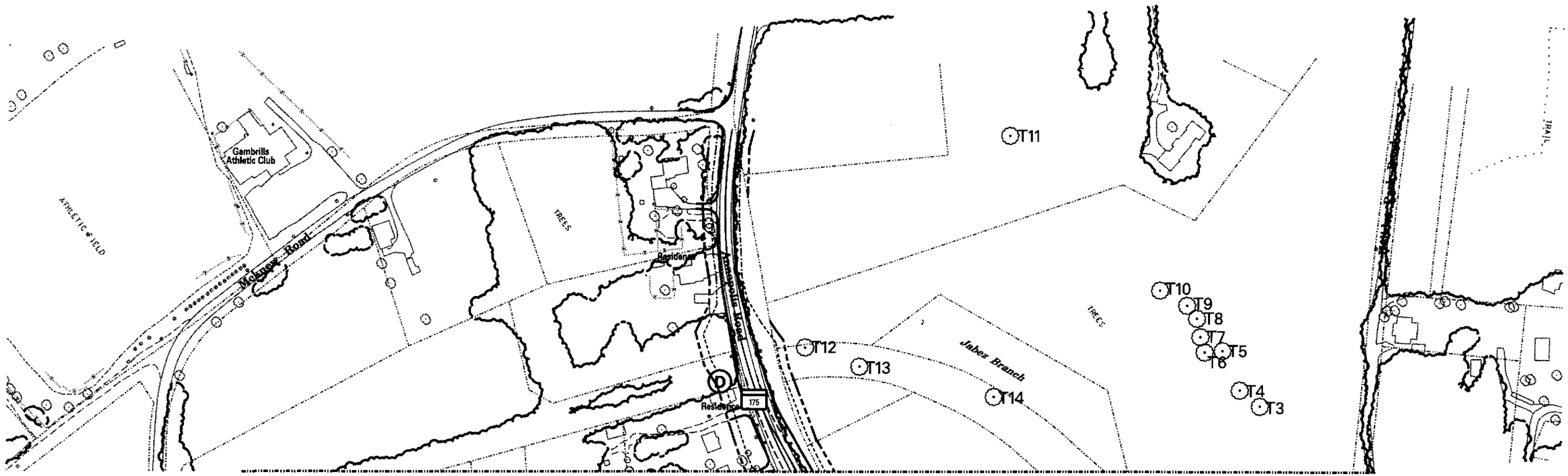

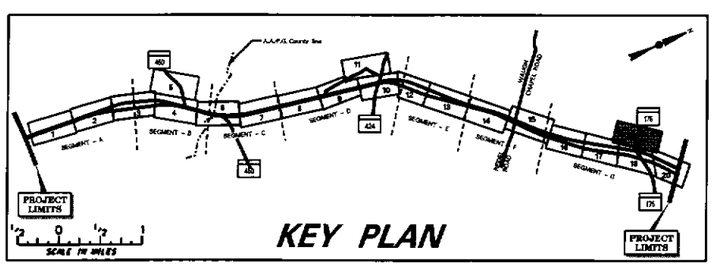

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees>30" DBH
- Property Displacement/ Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees>30" DBH

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-19

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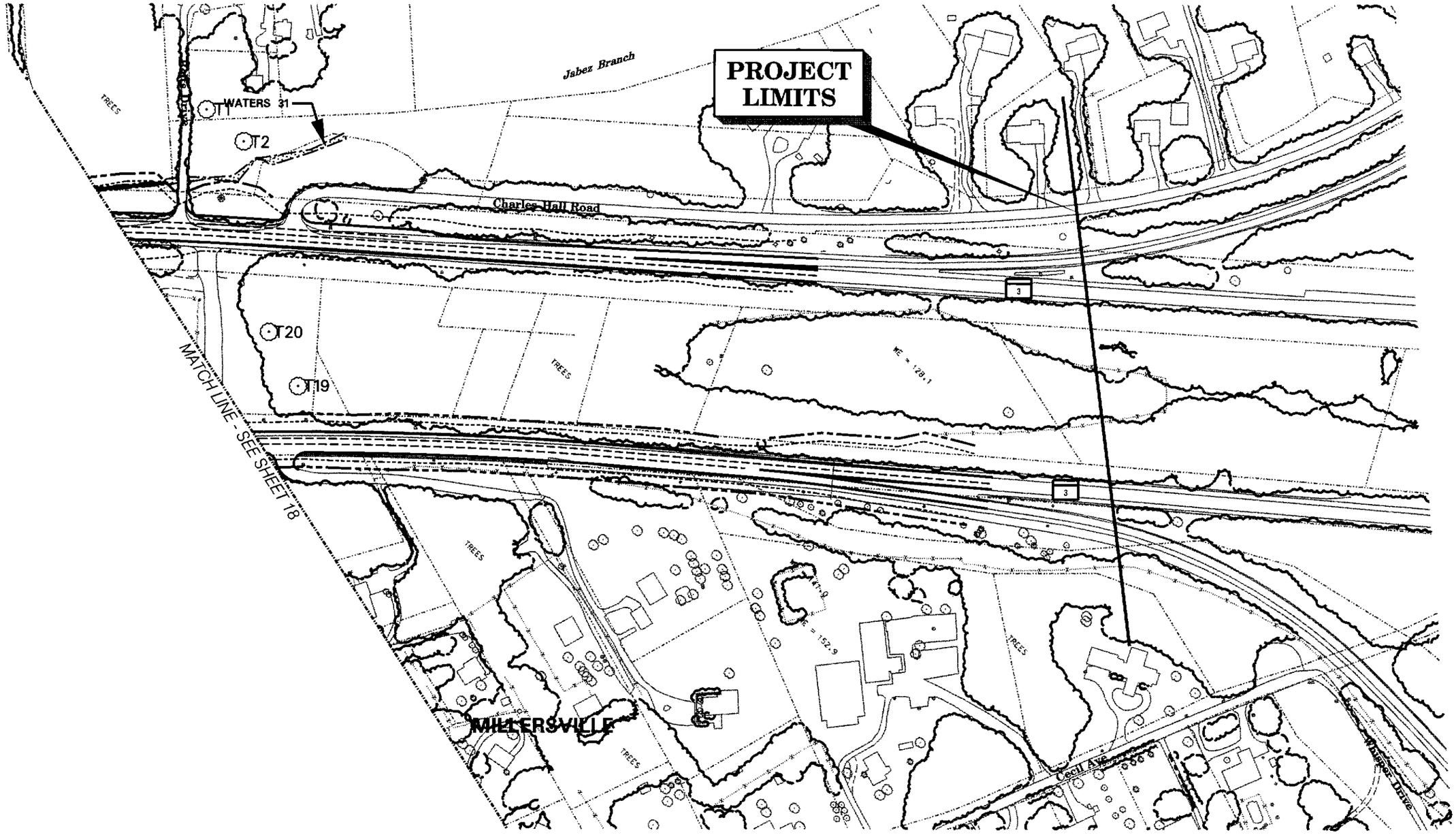

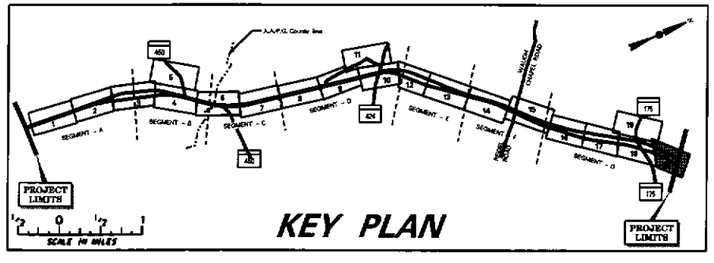

LEGEND

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100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 3 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	3A-20

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WHITE MARSH BRANCH RECREATIONAL AREA

White Marsh Park Dr.

Sylvan Dr.

Pressel Dr.

The Church of Jesus Christ Latter Day Saints

Residence

Beall Funeral Home

Bowie Motor Company

SHA Salt Dome

Motel

WATERS 13

WETLAND 27

WETLAND 9

WETLAND 4 (PFO)

Columbian Way

Knights of Columbus

Brandywine Auto Parts

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4

T53 T54 T55 T56 T57 T58 T59 T60 T61 T62 T63 T64 T65 T66 T67 T68 T69 T70 T71 T72 T73 T74 T75 T76 T77 T78 T79 T80 T81 T82 T83 T84 T85 T86 T87 T88 T89 T90 T91 T92 T93 T94 T95 T96 T97 T98 T99 T100 T101 T102

KEY PLAN

PROJECT LIMITS

SCALE IN MILES

LEGEND

- Existing Park Boundary
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100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-03

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MATCH LINE - SEE SHEET 5

WETLAND 5 (PAB/PEM)

WETLAND 6 (PSS/PEM)

BGE Substation

POND 1 (POW WITH PEM/PSS FRINGE)

Annapolis Rd

Farmers Market

U-Haul

Chevron

BEL AIR LANDFILL

WETLAND 3 (PFO/PEM)

WATERS 14

T104

T106

T108

T109

T102

T111

T110

WETLAND 9

T103 (PFO)

MATCH LINE - SEE SHEET 3

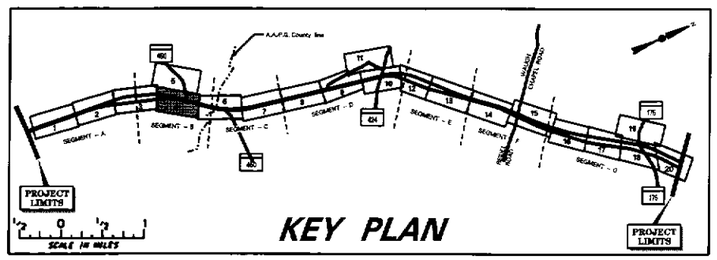
MATCH LINE - SEE SHEET 6

WETLAND 4 (PFO)

WETLAND 4 (PFO)

WETLAND 4b (PEM/POW)

WETLAND 4 (PFO)



LEGEND

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100 0 100 200

1 INCH = 200 FT.

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-04

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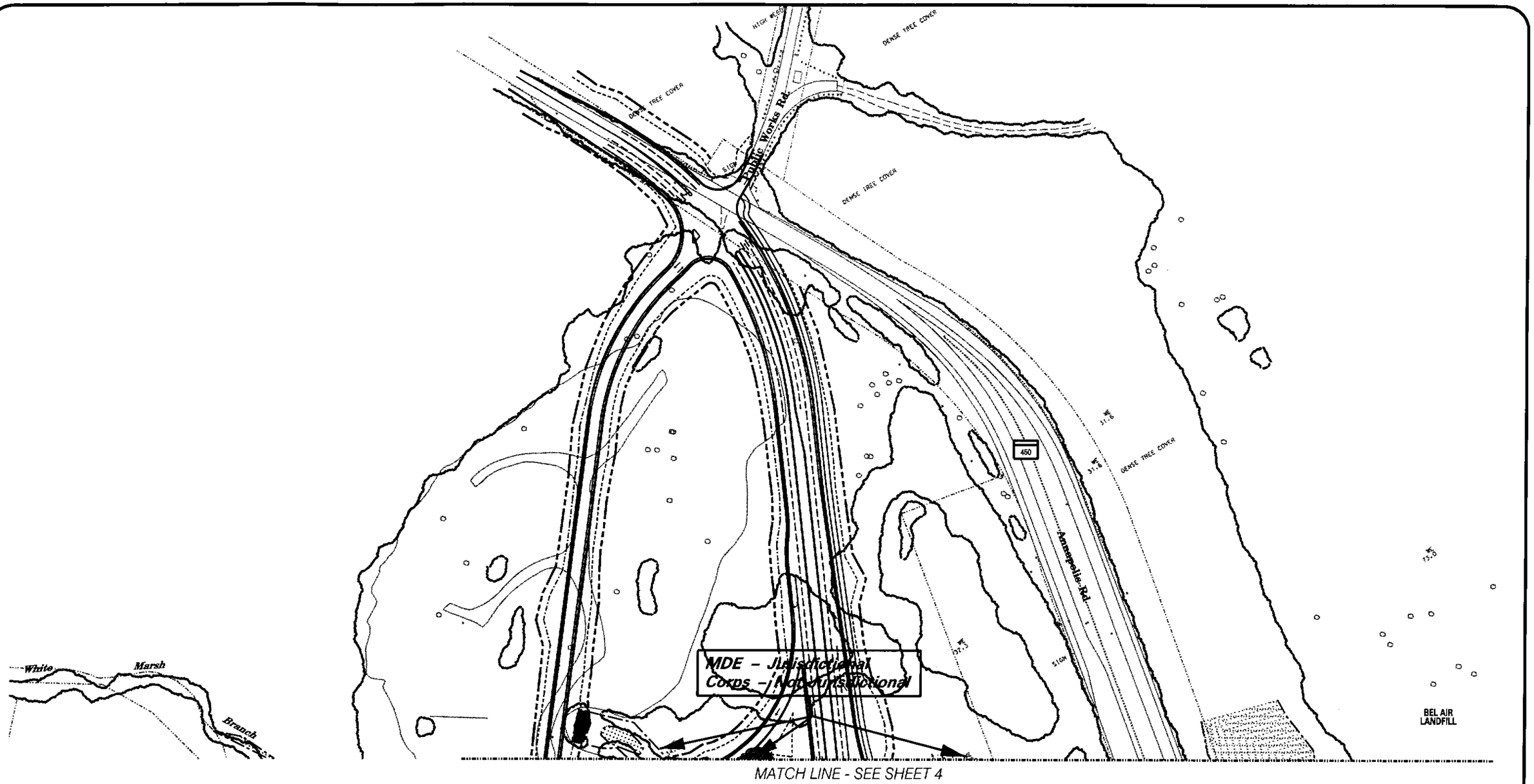

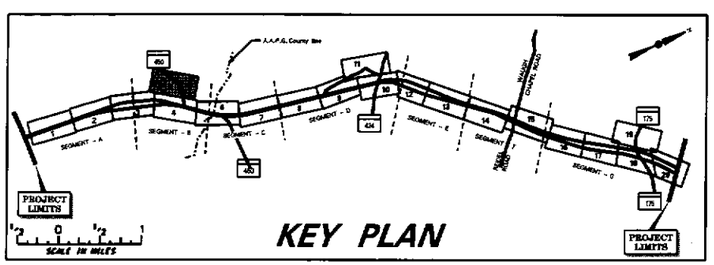

LEGEND

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100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-05

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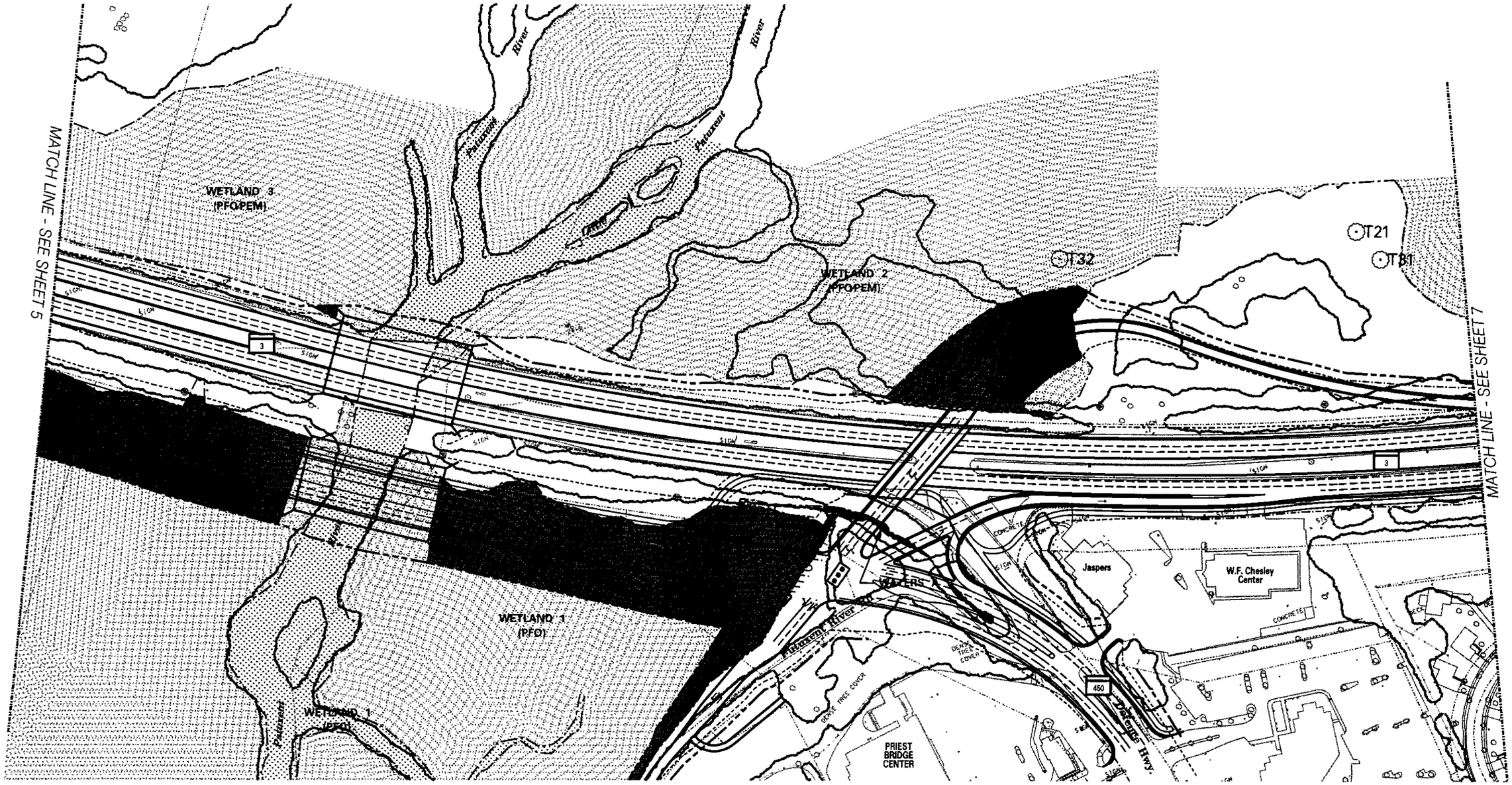

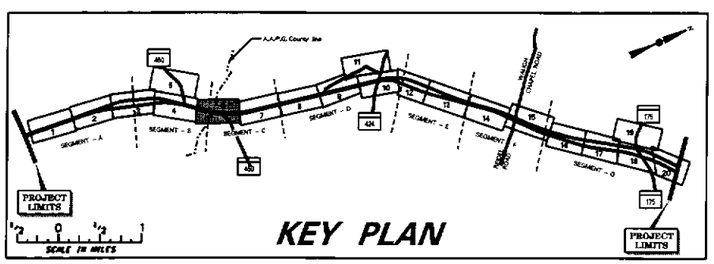

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100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-06

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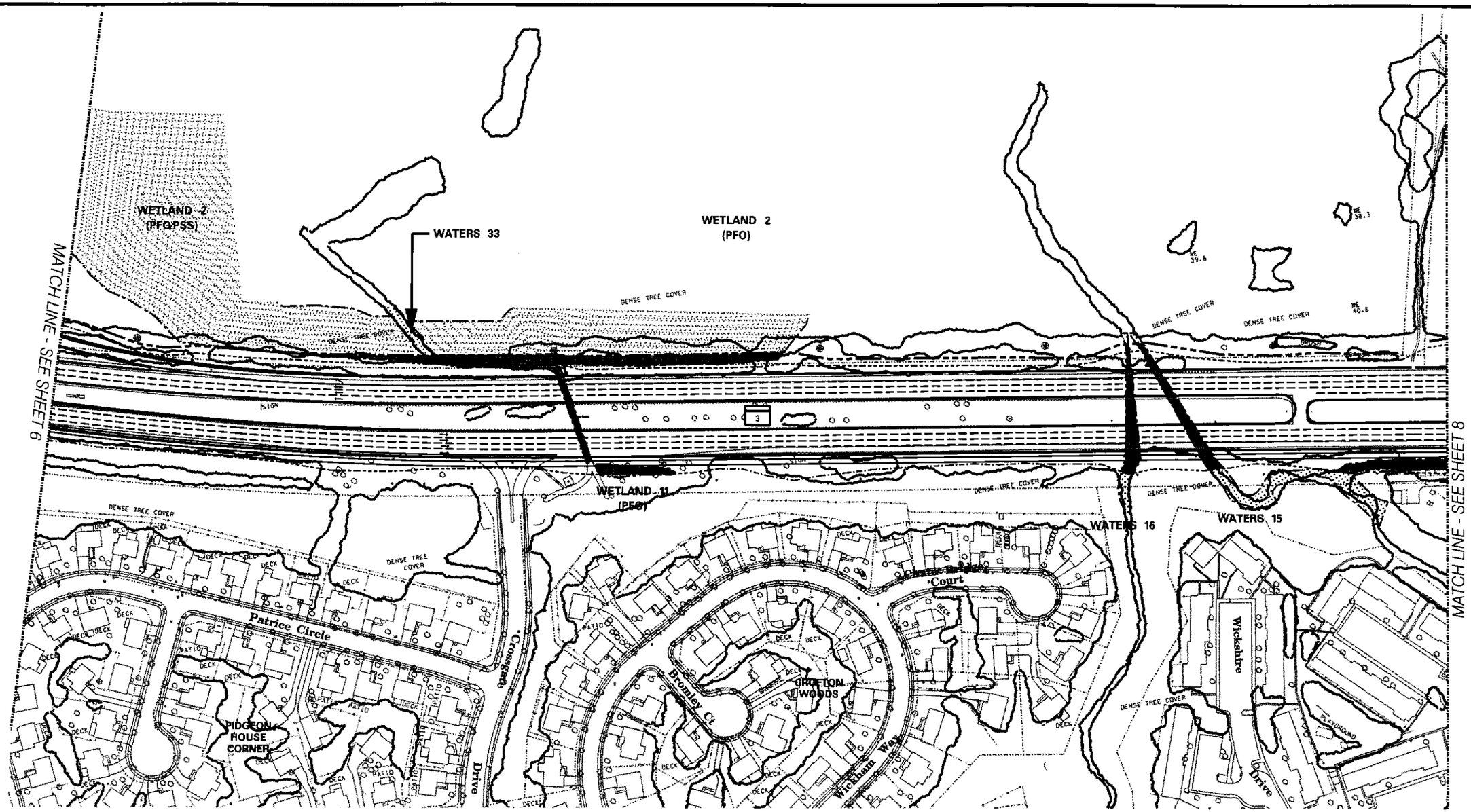

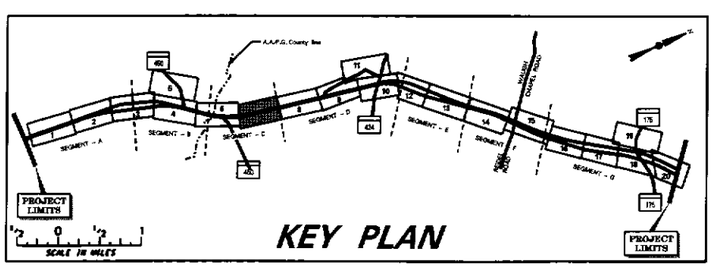

LEGEND

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N

100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-07

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MATCH LINE - SEE SHEET 7

MATCH LINE - SEE SHEET 9

WATERS 17

Pumping Station

WETLAND 24

DENSE TREE COVER

Uncle Nicky's

ROUTE THREE SHOPPING CENTER

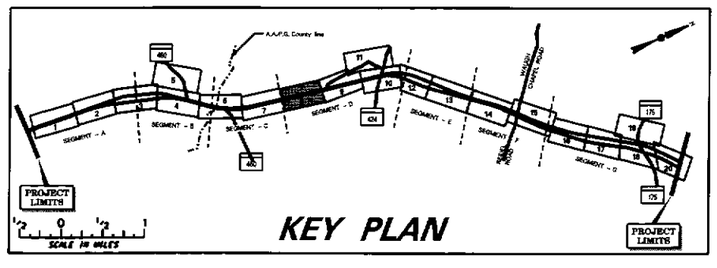
Club House Gate

Walleye Drive

Crawford Blvd.

Crofton Parkway

CROFTON



LEGEND

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N

100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-08

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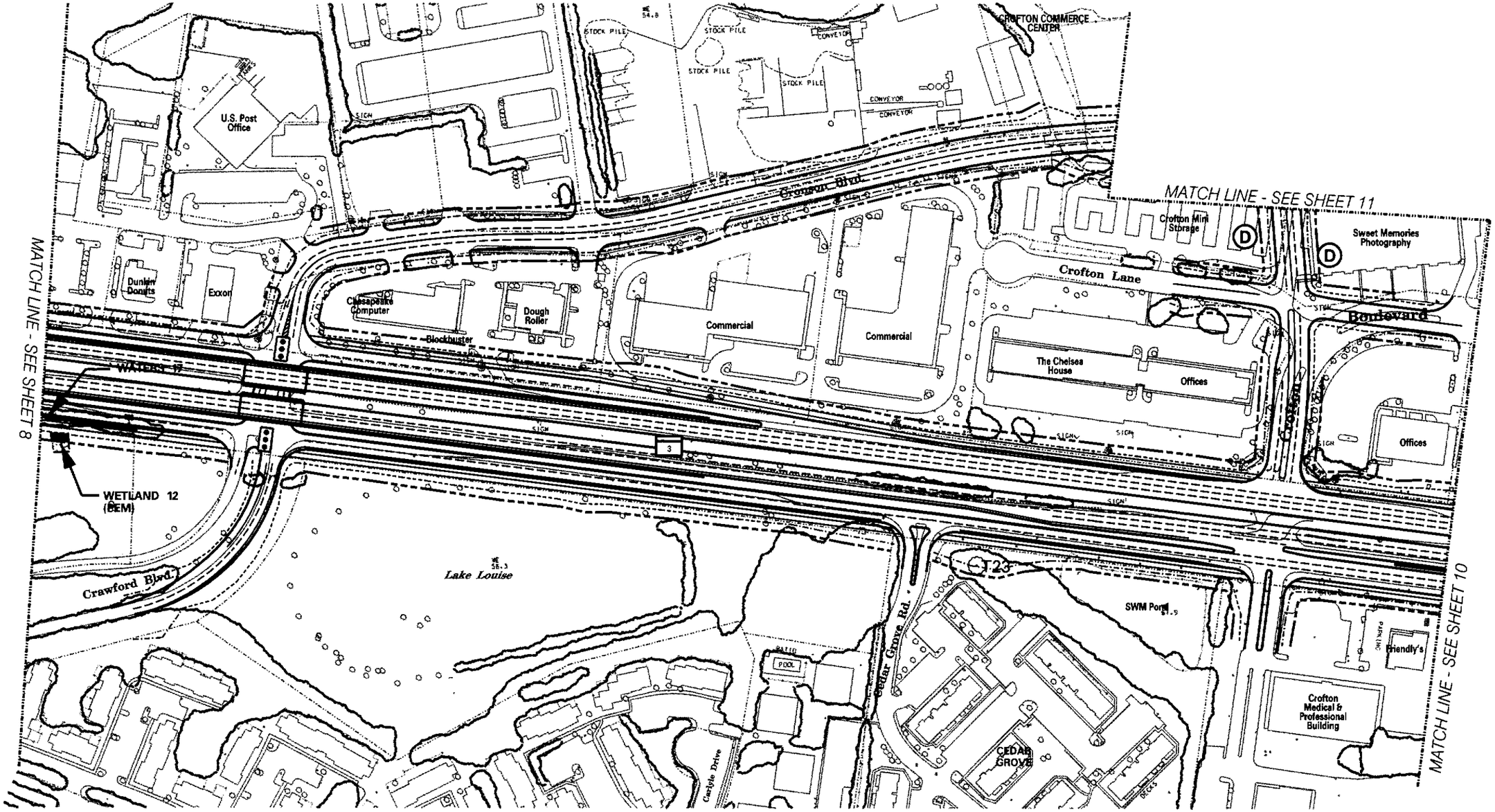

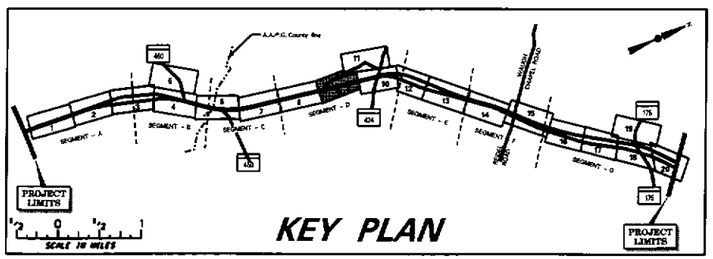

KEY PLAN

LEGEND

- Existing Park Boundary
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- Wetland
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- Waters of the U.S. Impact
- Impacted Parkland
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N

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-09

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MATCH LINE - SEE SHEET 11

Crofton Boulevard

Offices

Brinkley Autoparts

T110

Residence

T117

T116

T118

T115

WATERS 18

DENSE TREE COVER

MATCH LINE - SEE SHEET 9

The Washington Bank

Wachovia Bank

Gold's Gym

CROFTON CENTRE

Shoppers Food Warehouse

Kmart

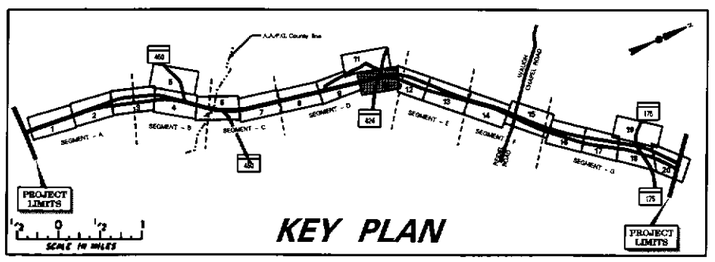
CROFTON STATION

Giant

La Fiesta Restaurant

Carver Road

MATCH LINE - SEE SHEET 12



KEY PLAN

LEGEND

- Existing Park Boundary
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100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-10

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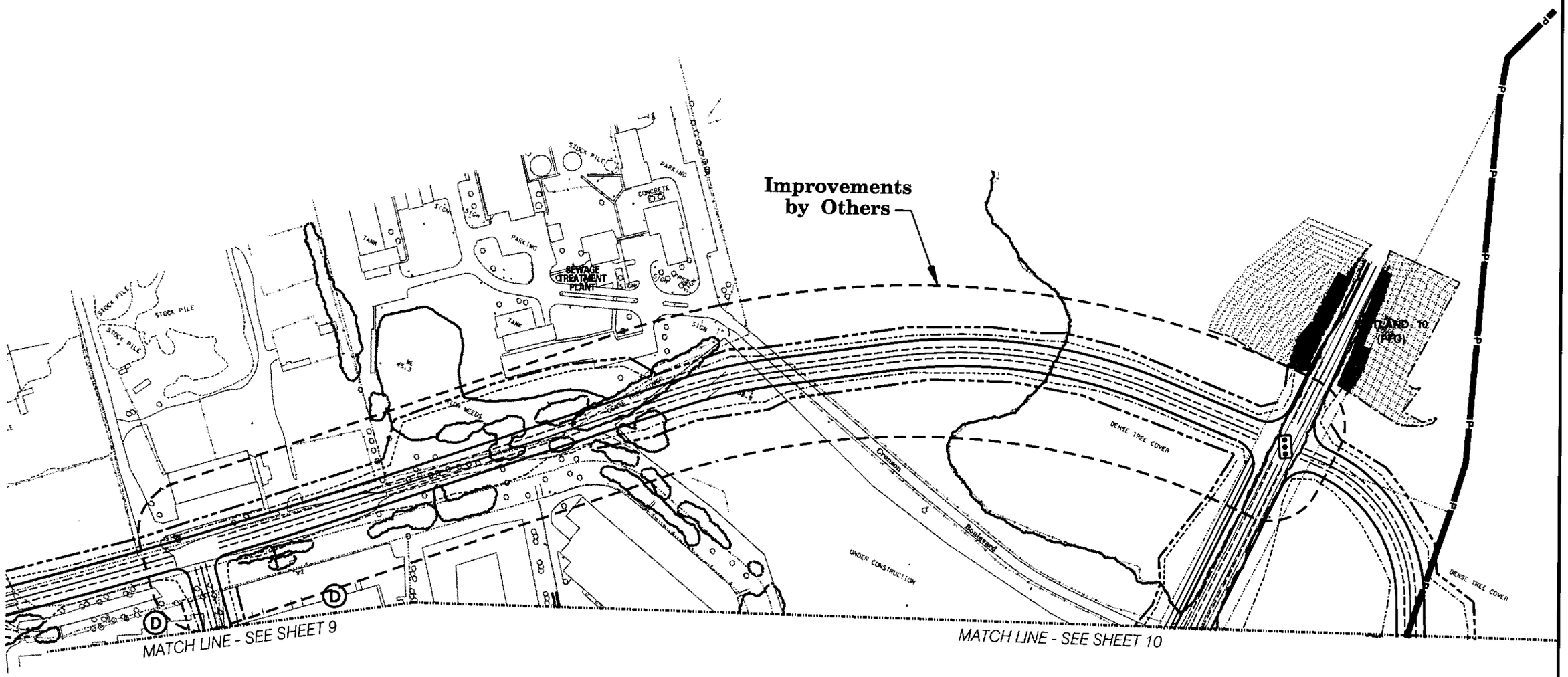

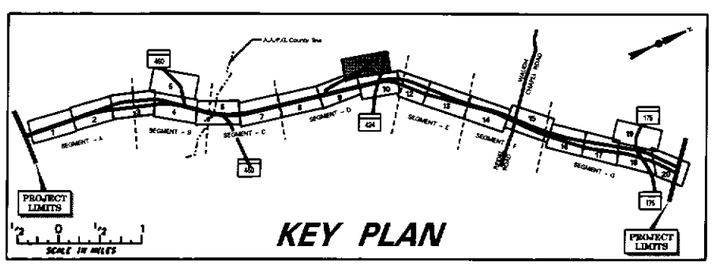

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100 0 100 200

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DRAFT: WORK IN PROGRESS

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-11

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PATUXENT RIVER PARK

MATCH LINE - SEE SHEET 10

MATCH LINE - SEE SHEET 13

Archery Club

Roller Rink

Raceway Road

WATERS 19

Long Fence

McDonald's

Crofton Auto Park

Popeye's

Taco Bell

Boston Market

T120

T121

T122

T123

T124

T125

T126

T25

T26

T27

Ministry of the Word

Residence

Residence

Wilson Memorial United Methodist Church

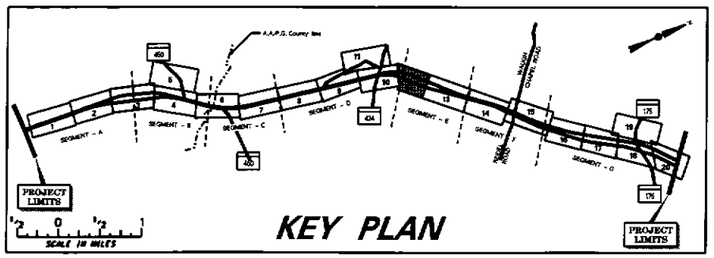
Carvel Street

DENSE TREE COVER

STOCK PILE

TRASH PILE

BRUSH



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100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-12

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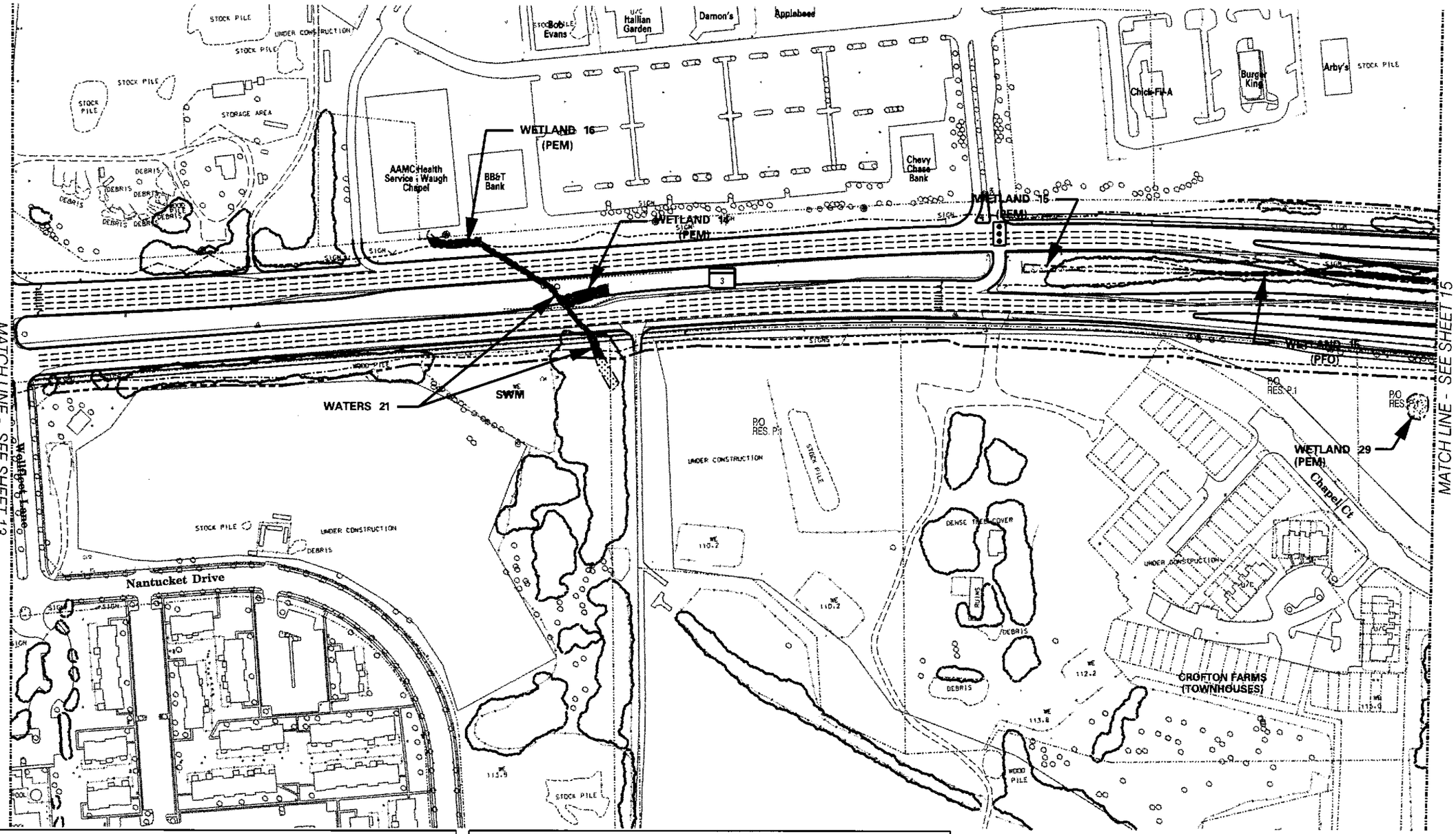

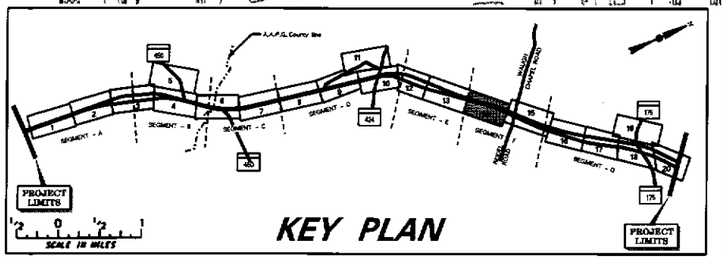

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100 0 100 200

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-14

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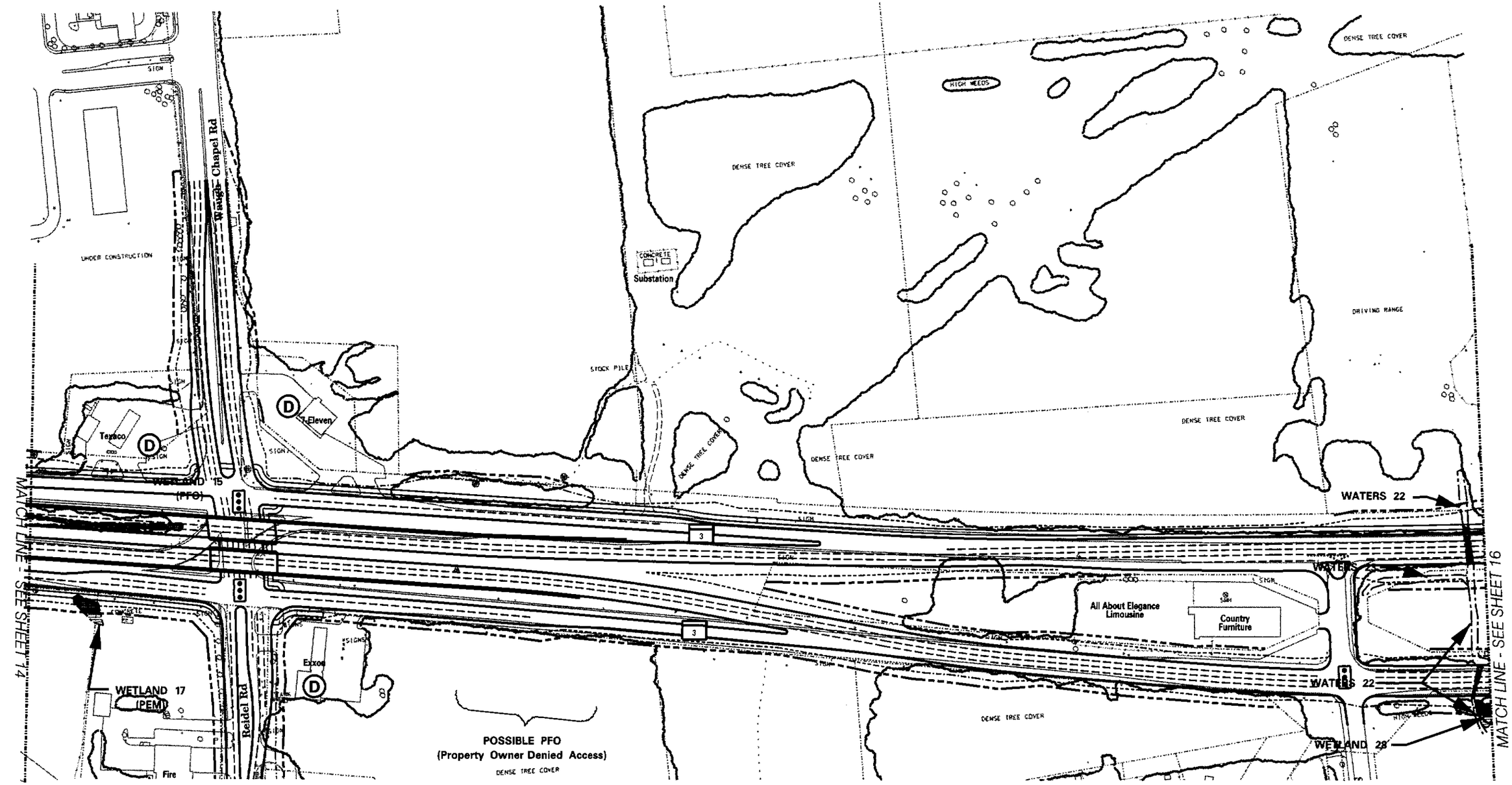

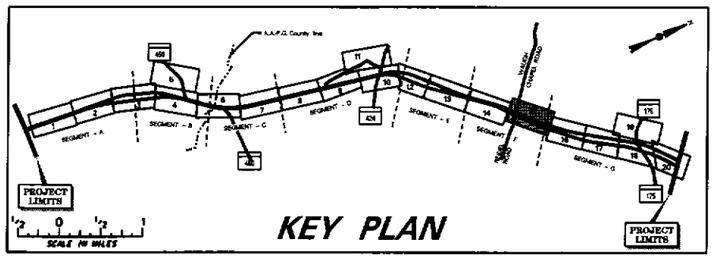

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100 0 100 200

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ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-15

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MATCH LINE - SEE SHEET 19

T15

WATERS 31

WATERS 30

WATERS 29

MATCH LINE - SEE SHEET 17

MATCH LINE - SEE SHEET 20

Residence

Electrical Sales Associates

Residence

Residence

Residence

Residence/ Antique Shop

Annapolis Road

Suburban Propane

Maryland Mulder

Millersville Rd.

Hamel Drive

T16

WATERS 32

T18

TREES

MILLERSVILLE

KEY PLAN

PROJECT LIMITS

SCALE IN MILES

LEGEND

- Existing Park Boundary
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SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-18

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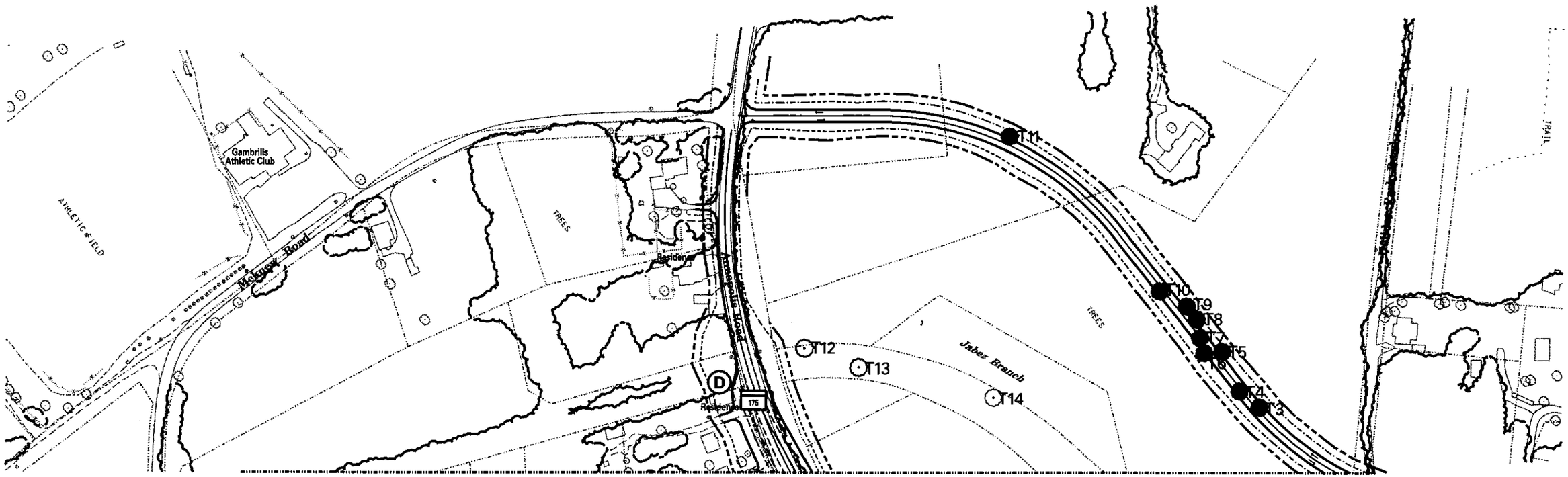
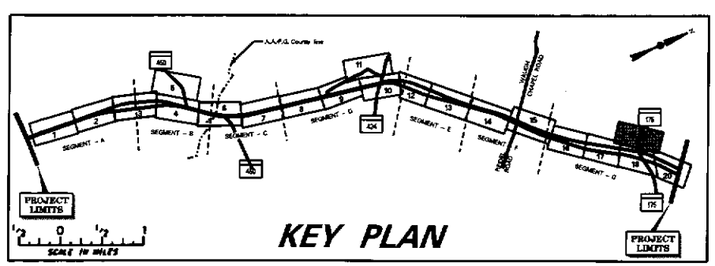
NOTE: SIGNIFICANT TREES ONLY IDENTIFIED
IN AREA OF PROPOSED ROADWAY.



MATCH LINE - SEE SHEET 18



LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees>30" DBH
- D Property Displacement / Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees>30" DBH

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-19

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PROJECT LIMITS

Jabez Branch

WATERS 31

T1

T2

Charles Hall Road

T20

T19

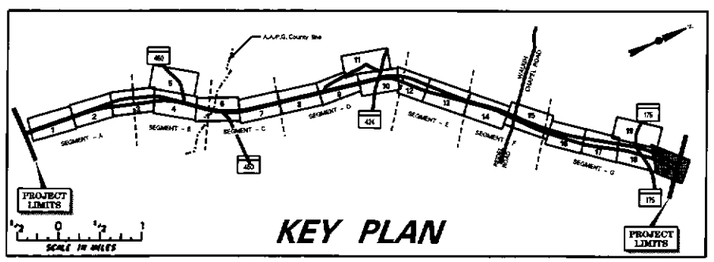
MATCH LINE - SEE SHEET 18

TREES

MILLERSVILLE

Cecil Ave

Chestnut Drive



KEY PLAN

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees>30" DBH
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- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees>30" DBH

N

100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	3B-20

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WHITE MARSH BRANCH RECREATIONAL AREA

White Marsh Park Dr.

Sylvan Dr.

Forest Dr.

The Church of Jesus Christ Latter Day Saints

Residence

Beall Funeral Home

Bowie Motor Company

Residence

SHA Salt Dome

Motel

WATERS 13

WETLAND 27

WETLAND 9 (PFO)

WETLAND 8 (PFO)

Columbian Way

Knights of Columbus

Brandywine Auto Parts

HIGH WEEDS

JUNKYARD

DENSE TREE COVER

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4

T53 T54 T55 T56 T57 T58 T59 T60 T61 T62 T63 T64 T65 T66 T67 T68 T69 T70 T71 T72 T73 T74 T75 T76 T77 T78 T79 T80 T81 T82 T83 T84 T85 T86 T87 T88 T89 T90 T91 T92 T93 T94 T95 T96 T97 T98 T99 T100 T101 T102

KEY PLAN

PROJECT LIMITS

SCALE IN MILES

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees > 30" DBH
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- Proposed Limit of Disturbance
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- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees > 30" DBH

N

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-03

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MATCH LINE - SEE SHEET 5

WETLAND 5 (POW/PEM)

WETLAND 6 (PSS/PEM)

BGE Substation

POND 1 (POW WITH PEM/PSS FRINGE)

U-Haul

Chevron

Shell

BEL AIR LANDFILL

WETLAND 3 (PFO/PEM)

WATERS 14

T104

T106

T107

T108

T109

T112

T111

T105

T110

WETLAND 9 (PFO)

T103

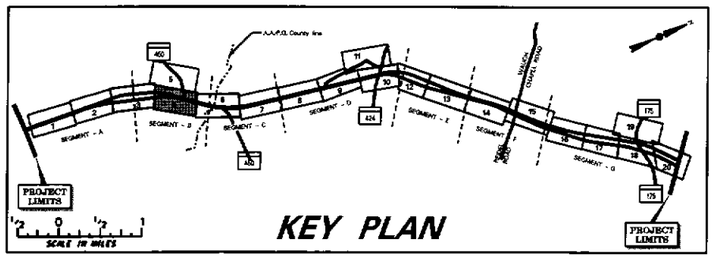
WETLAND 4 (PFO)

WETLAND 4 (PFO)

WETLAND 4 (PFO)

MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 6



KEY PLAN

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
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- Impacted Farmland
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100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-04

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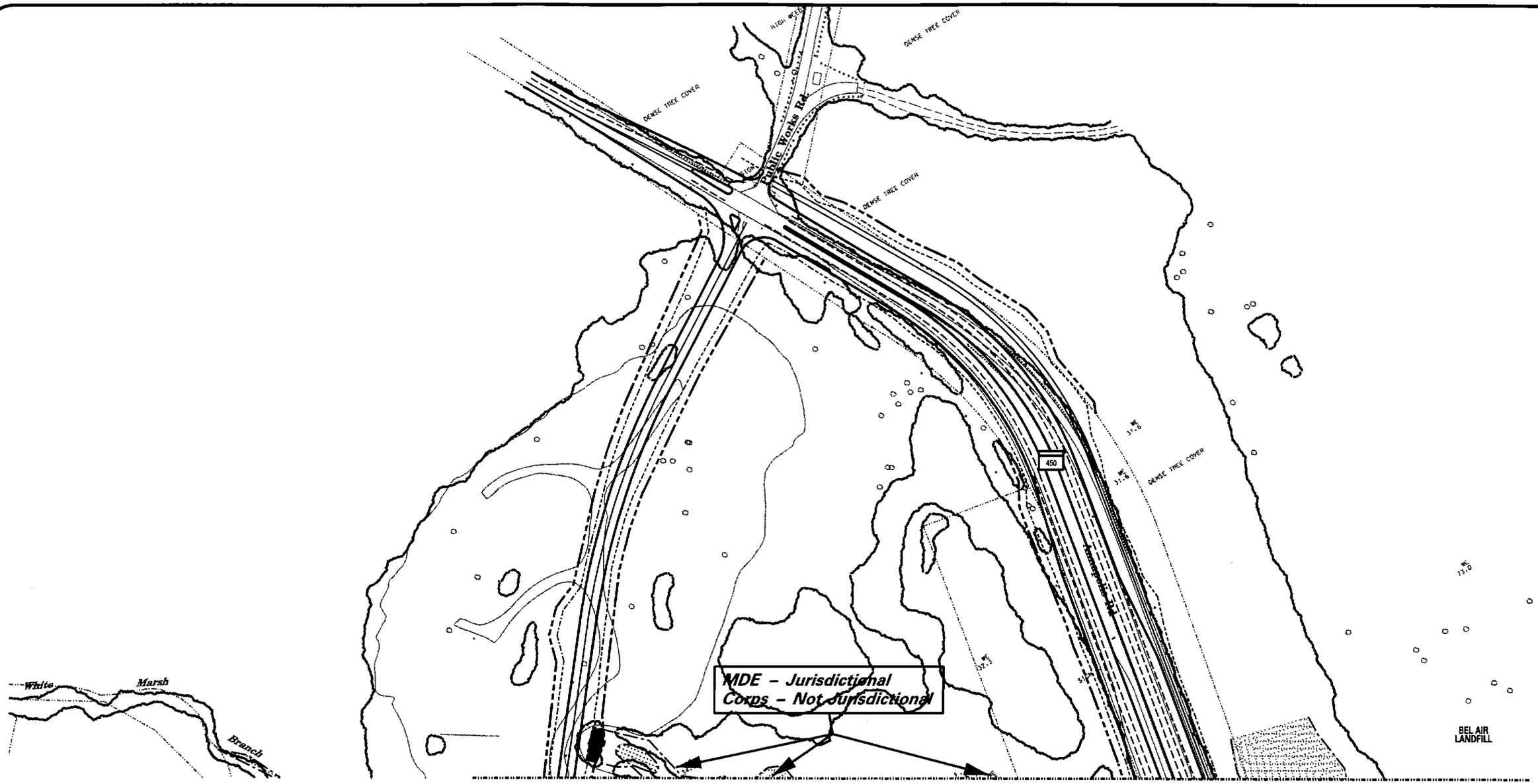

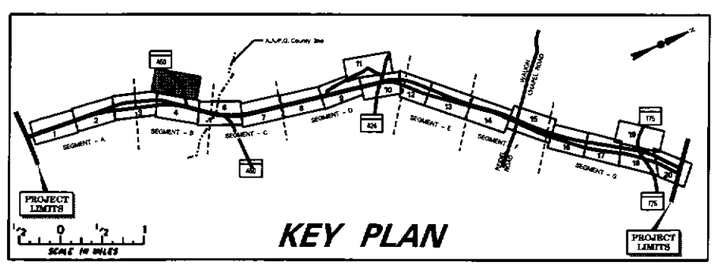

LEGEND

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- Waters of the U.S.
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- Impacted Parkland
- T22 Impacted Trees>30" DBH

N

100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-05

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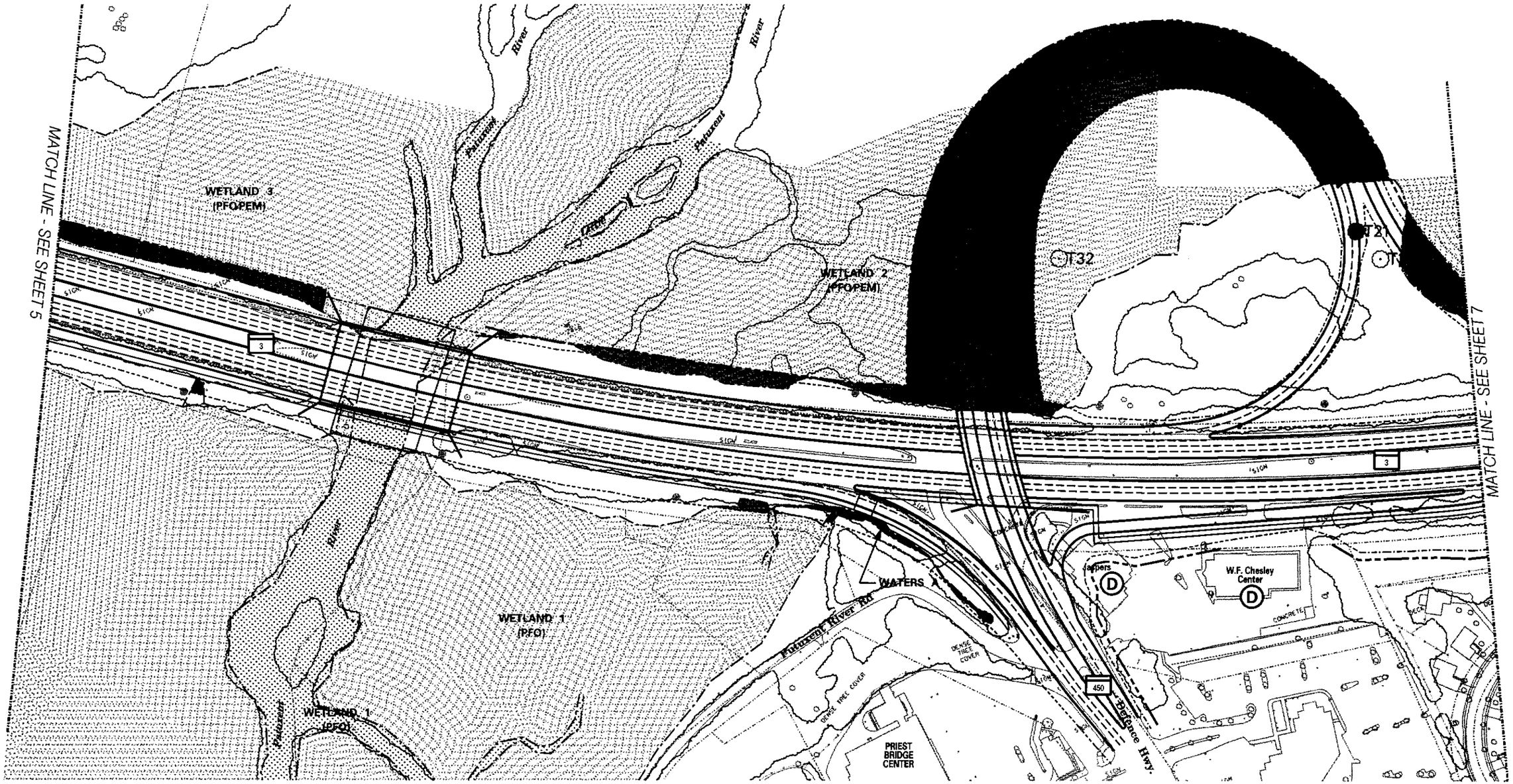

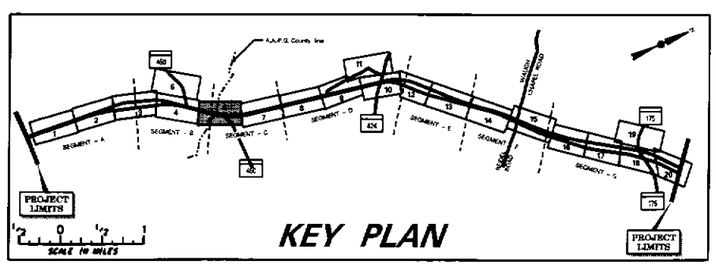

LEGEND

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100 0 100 200

1 INCH = 200 FT.

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-06

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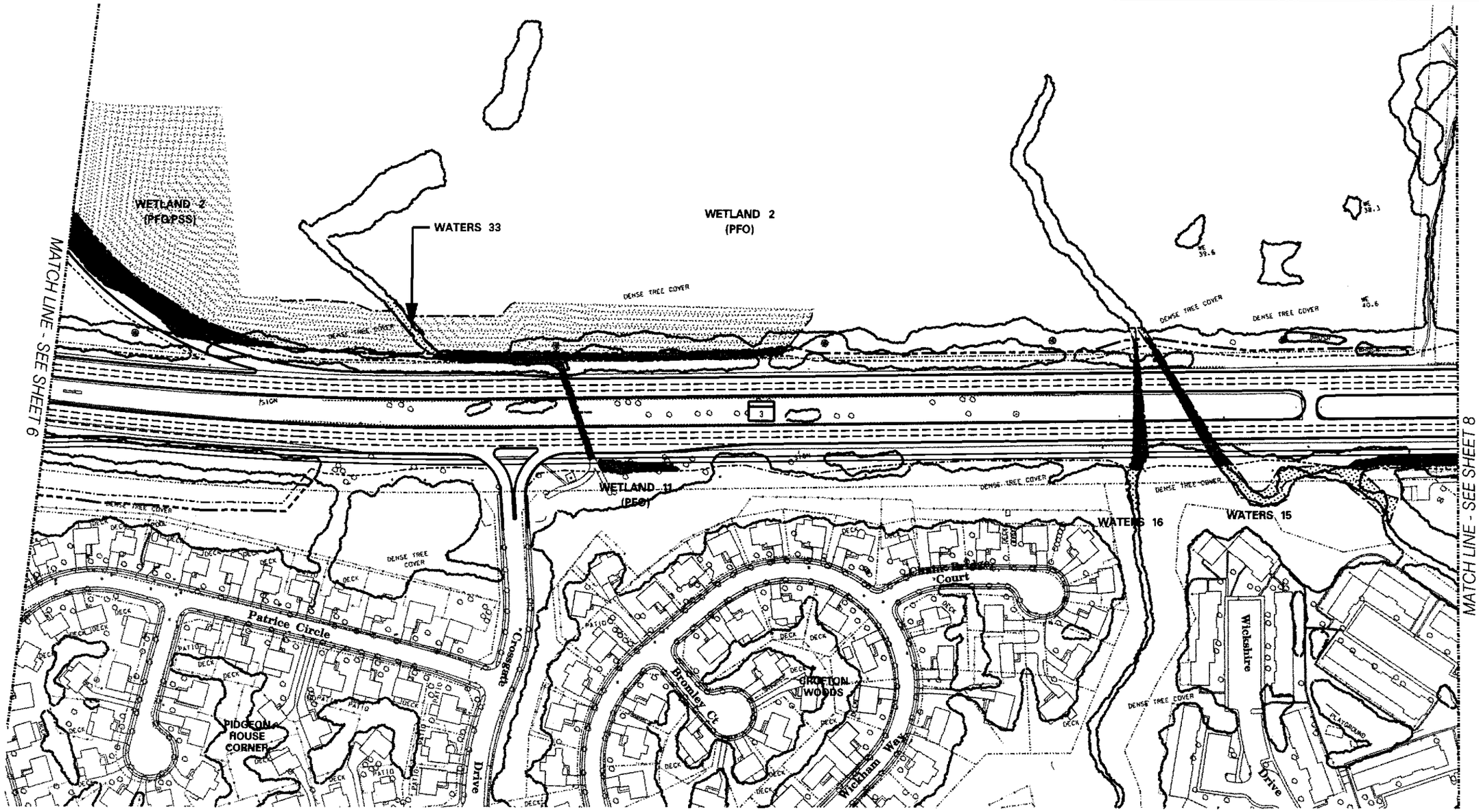

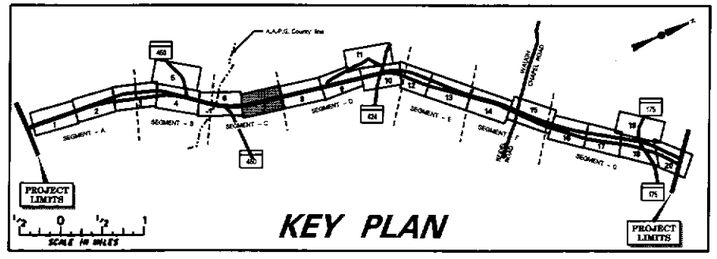

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100 0 100 200

1 INCH = 200 FT.

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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-07

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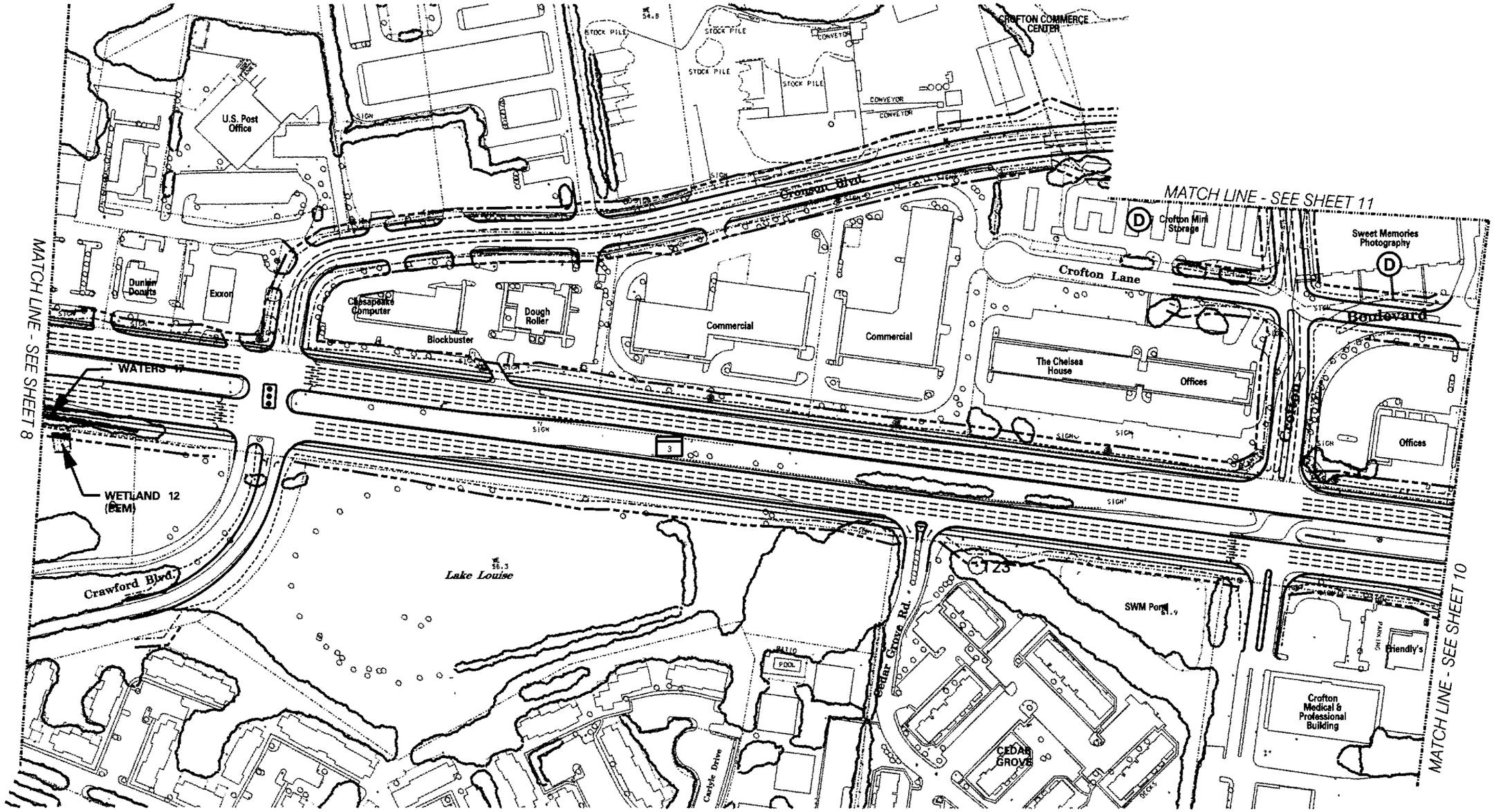

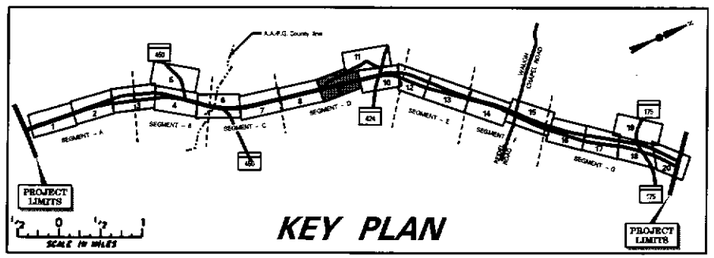

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N

100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-09

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MATCH LINE - SEE SHEET 11

Crofton Boulevard

Offices

Brinkley Autoparts

DENSE TREE COVER

WATERS 18

T110

T117

T118

T119

T116

T114

T115

Residence

Conway Rd.

The Washington Bank

HEDGE

Wachovia Bank

Gold's Gym

CROFTON CENTRE

Shoppers Food Warehouse

Kmart

Davidsonville Rd.

PARKING

CROFTON STATION

AMOCO

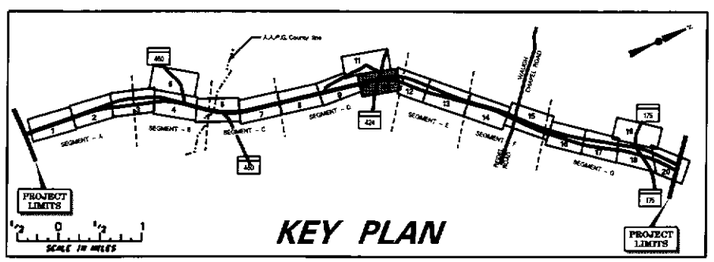
Giant

La Fiesta Restaurant

Carver Road

MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 12



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100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-10

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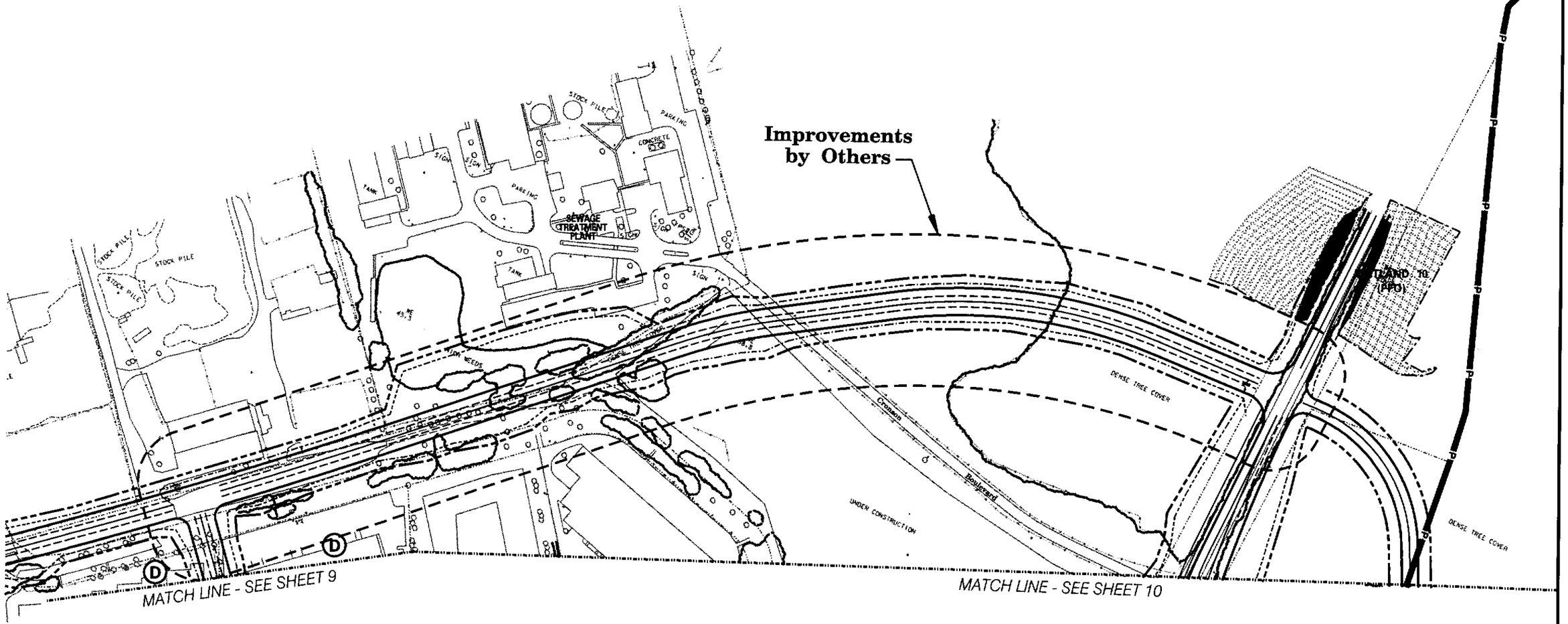

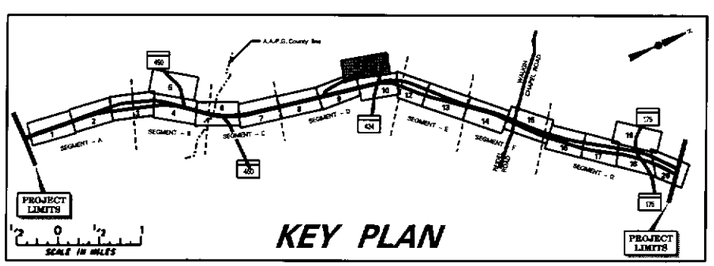

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100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-11

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PATUXENT RIVER PARK

MATCH LINE - SEE SHEET 10

MATCH LINE - SEE SHEET 13

Archery Club

Roller Rink

Raceway Road

WATERS 19

Long Fence

McDonald's

Crofton Auto Park

Popeye's

Taco Bell

Boston Market

T120

T121

T122

T123

T124

T125

T126

T27

T26

T25

Ministry of the Word

Residence

Residence

Wilson Memorial United Methodist Church

Carver Street

DENSE TREE COVER

RUINS

STOCK PILE

TRASH PILE

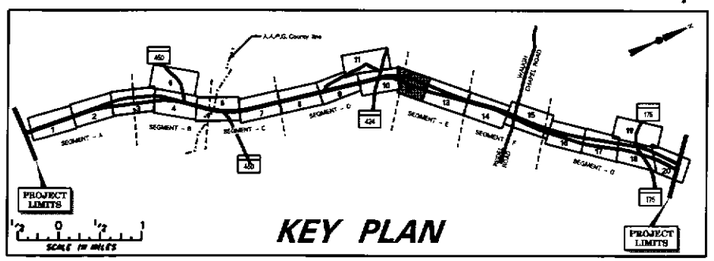
BRUSH

PATIO

CONCRETE

PARKING

SIGN



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100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-12

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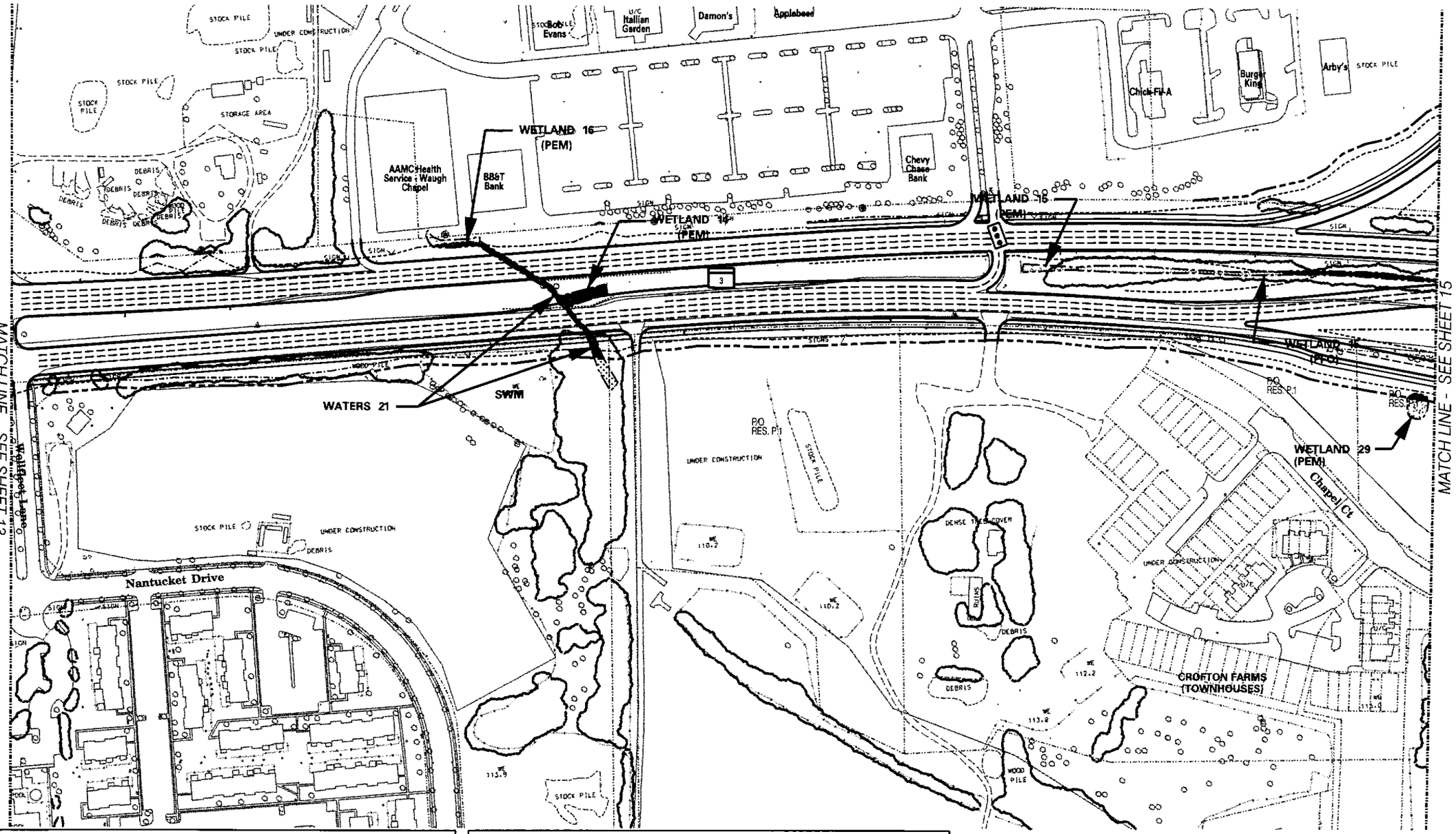

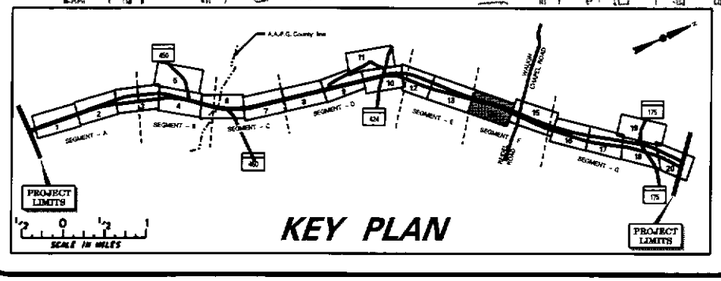

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DRAFT: WORK IN PROGRESS

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STATE HIGHWAY ADMINISTRATION

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-14

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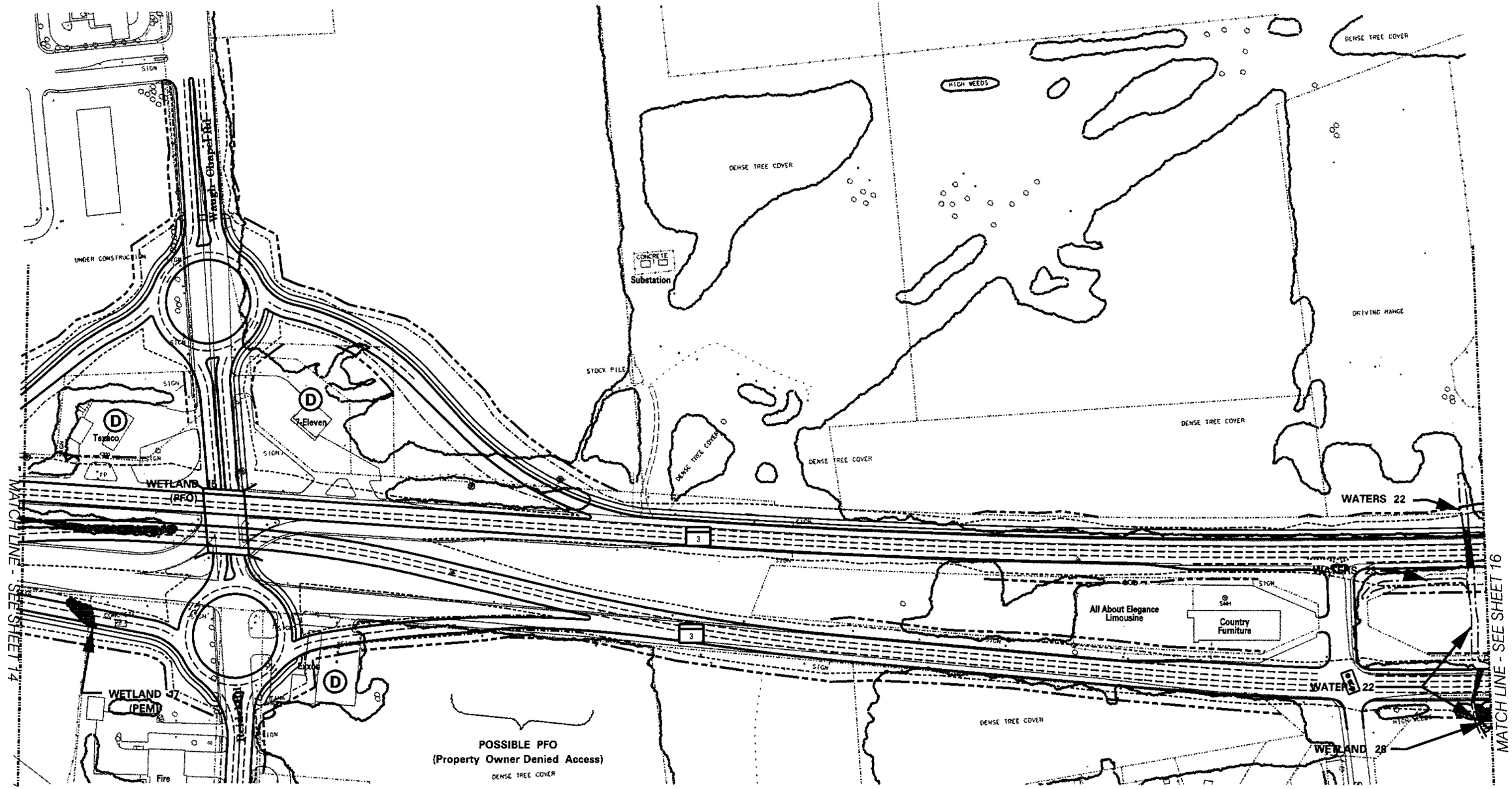

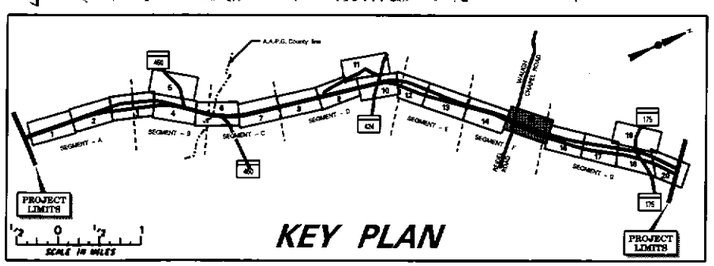

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DRAFT: WORK IN PROGRESS

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ALTERNATE 3 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	3C-15

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WHITE MARSH BRANCH RECREATIONAL AREA

White Marsh Park Dr.

Sylvan Dr.

The Church of Jesus Christ Latter Day Saints

Residence

Beall Funeral Home

Bowie Motor Company

SHA Salt Dome

Motel

WATERS 13

WATERS 14

WETLAND 27

WETLAND 9 (PFO)

WETLAND 4 (PFO)

Columbian Way

Knights of Columbus

Brandywine Auto Parts

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4

T53 T54 T55 T56 T57 T58 T59 T60 T61 T62 T63 T64 T65 T66 T67 T68 T69 T70 T71 T72 T73 T74 T75 T76 T77 T78 T79 T80 T81 T82 T83 T84 T85 T86 T87 T88 T89 T90 T91 T92 T93 T94 T95 T96 T97 T98 T99 T100 T101 T102

KEY PLAN

PROJECT LIMITS

SCALE IN MILES

LEGEND

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-03

garmer 03/12/2004 o:\surf\dl0000107\01\cad-ords\report exhibits - dels\dels-ex5a-03md3.dgn 04:21:28 PM

MATCH LINE - SEE SHEET 5

WETLAND 5 (POW/PEM)

WETLAND 6 (PSS/PEM)

BGE Substation

POND 1 (NOW WITH PEM/PSS FRINGE)

Annapolis Rd

Farmers Market

U-Haul

Chevron

Shell

BEL AIR LANDFILL

WETLAND 3 (PFO/PEM)

WATERS 14

White Marsh Branch

T104 T106 T107 T108 T109 T112 T111 T105 T110 T103

WETLAND 9 (PFO)

MATCH LINE - SEE SHEET 3

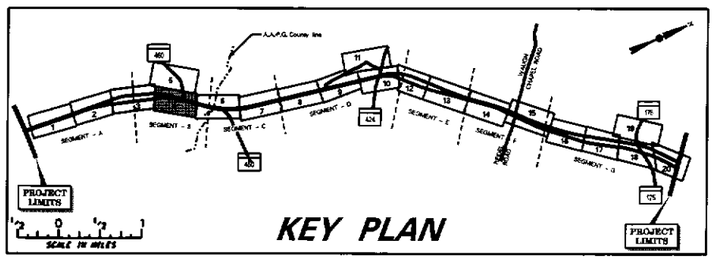
MATCH LINE - SEE SHEET 6

WETLAND 4 (PFO)

WETLAND 4 (PFO)

WETLAND 4b (PEM/POW)

WETLAND 4 (PFO)



KEY PLAN

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees > 30" DBH
- Property Displacement / Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees > 30" DBH

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

SHA State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-04

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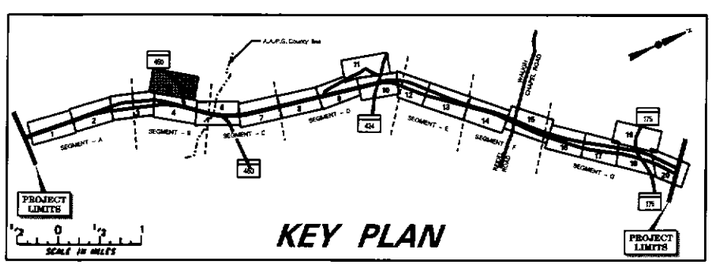

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100 0 100 200

1 INCH = 200 FT.

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SCALE	DATE	FIGURE
As Shown	March 2004	5A-05

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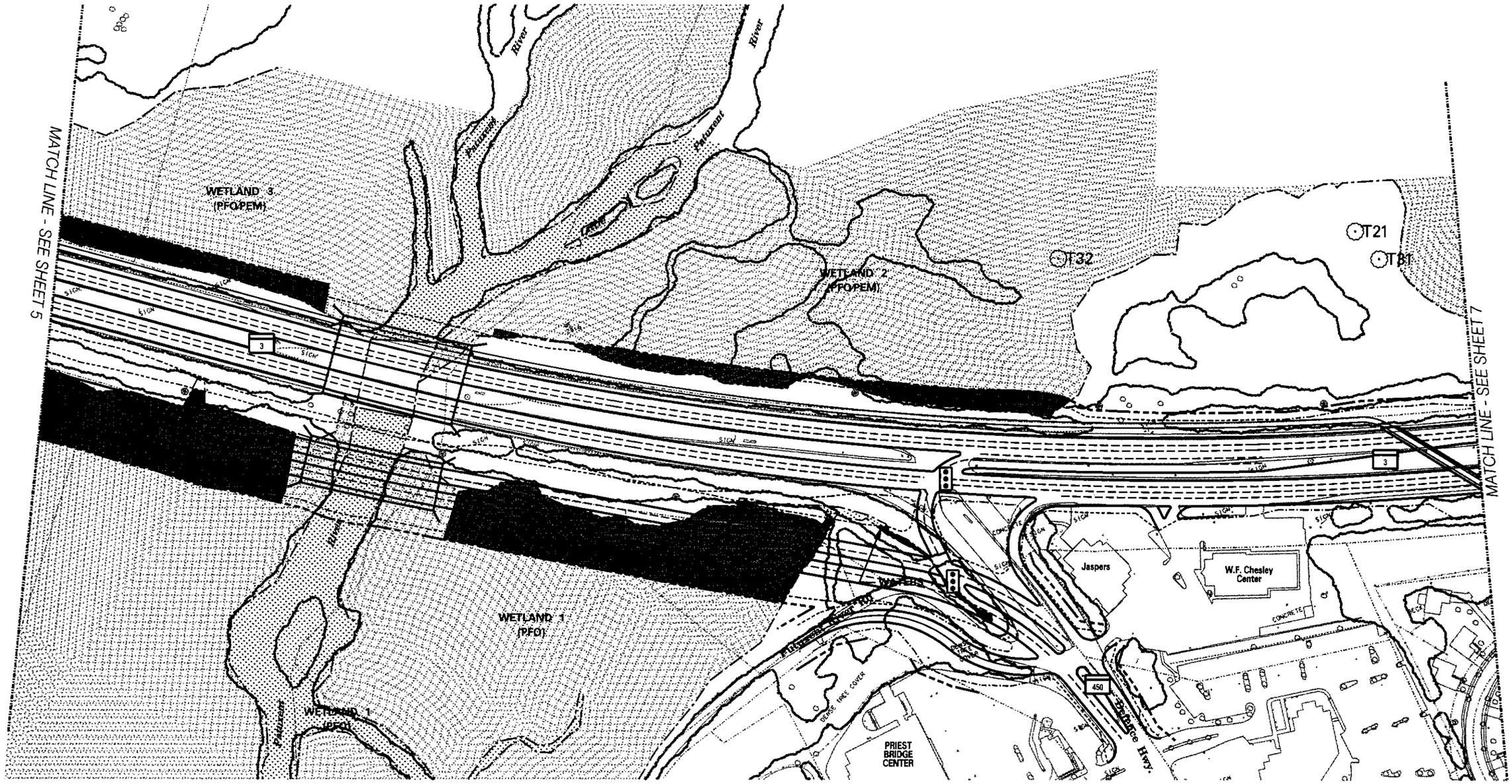

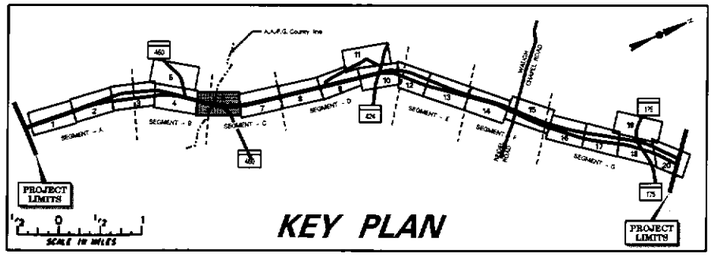

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ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-06

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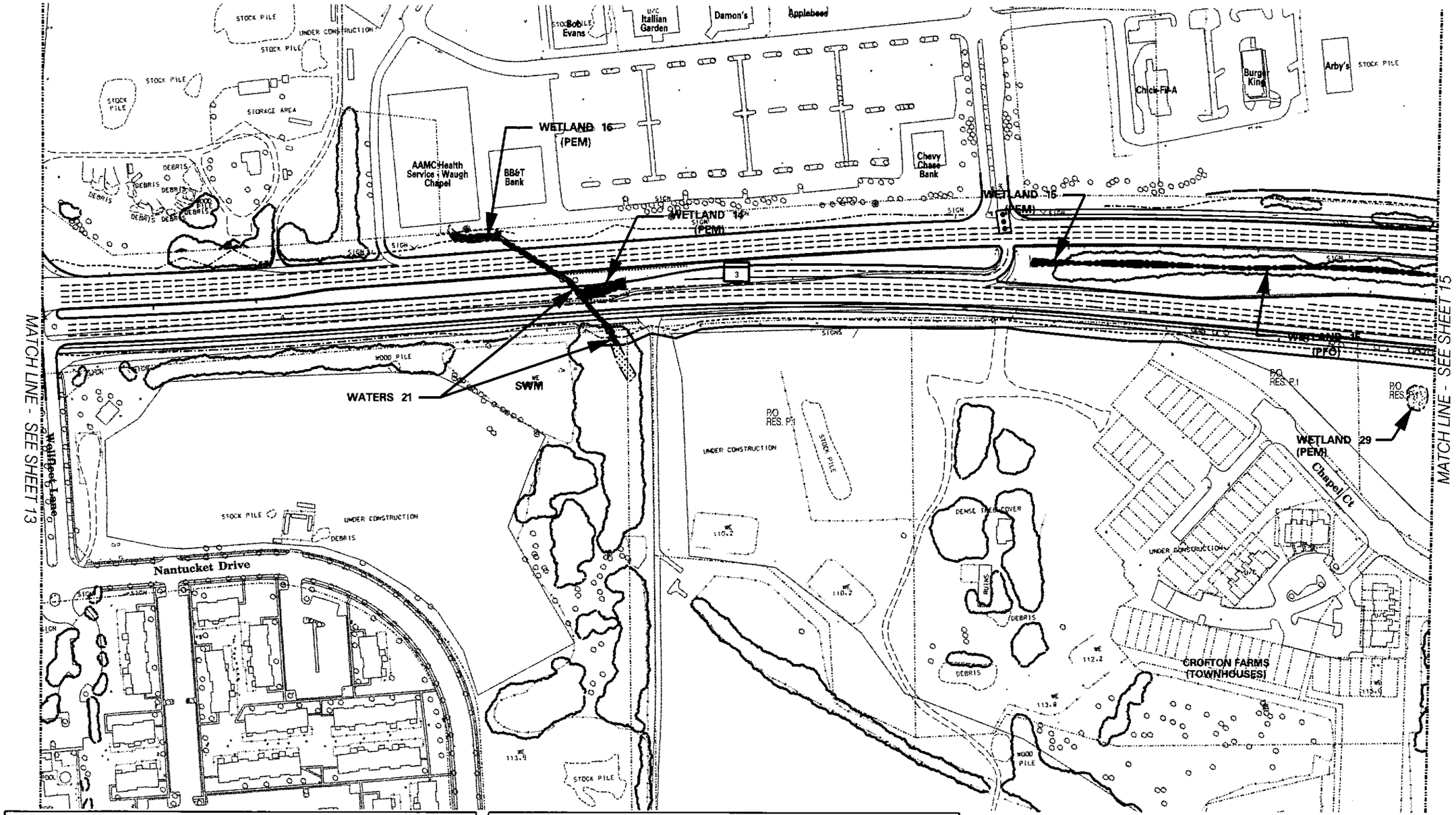

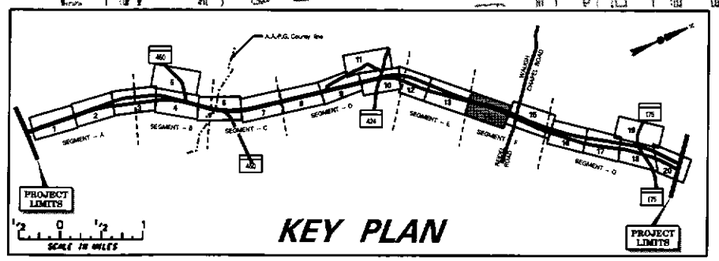

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ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-14

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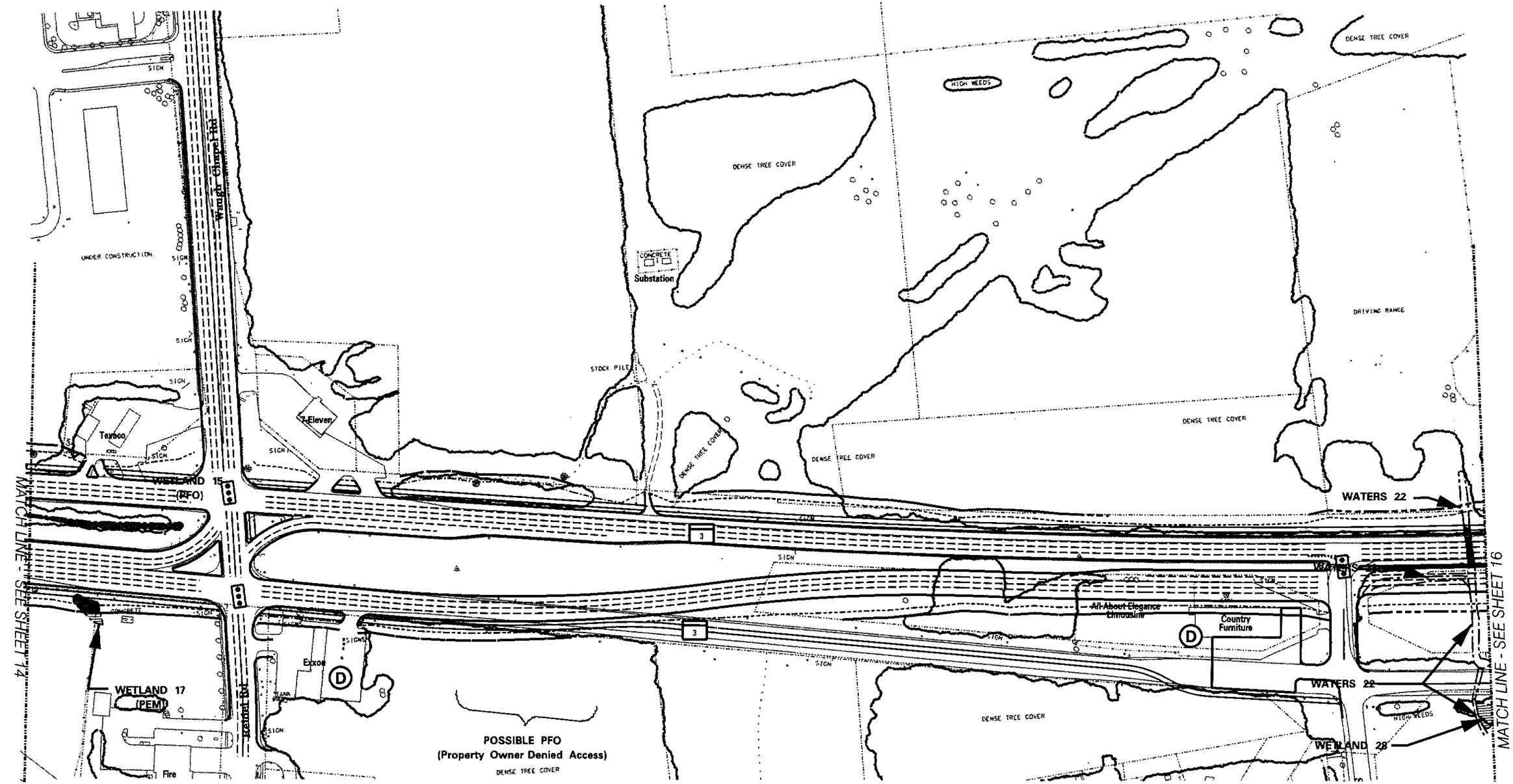

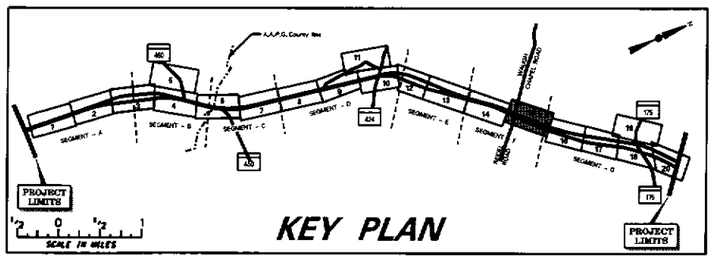

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-15

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MATCH LINE - SEE SHEET 19

T15

WATERS 31

WATERS 28

3

175

Annapolis Road

Residence

Residence

Residences

Residence

Residence

Residence/ Antique Shop

Electrical Sales Associate

Suburban Propane

MATCH LINE - SEE SHEET 17

MATCH LINE - SEE SHEET 20

WATERS 29

WATERS 27

T16

T17

T18

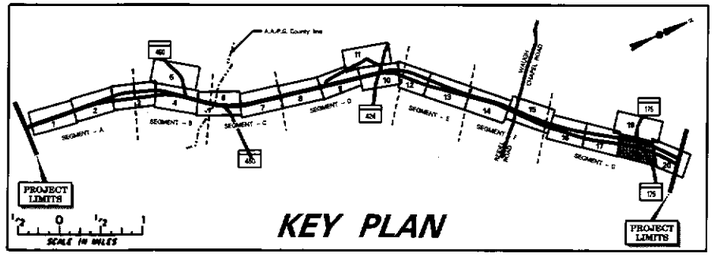
Maryland Muffler

Millersville Rd.

Hanover Drive

TREES

MILLERSVILLE



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N

100 0 100 200

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ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-18

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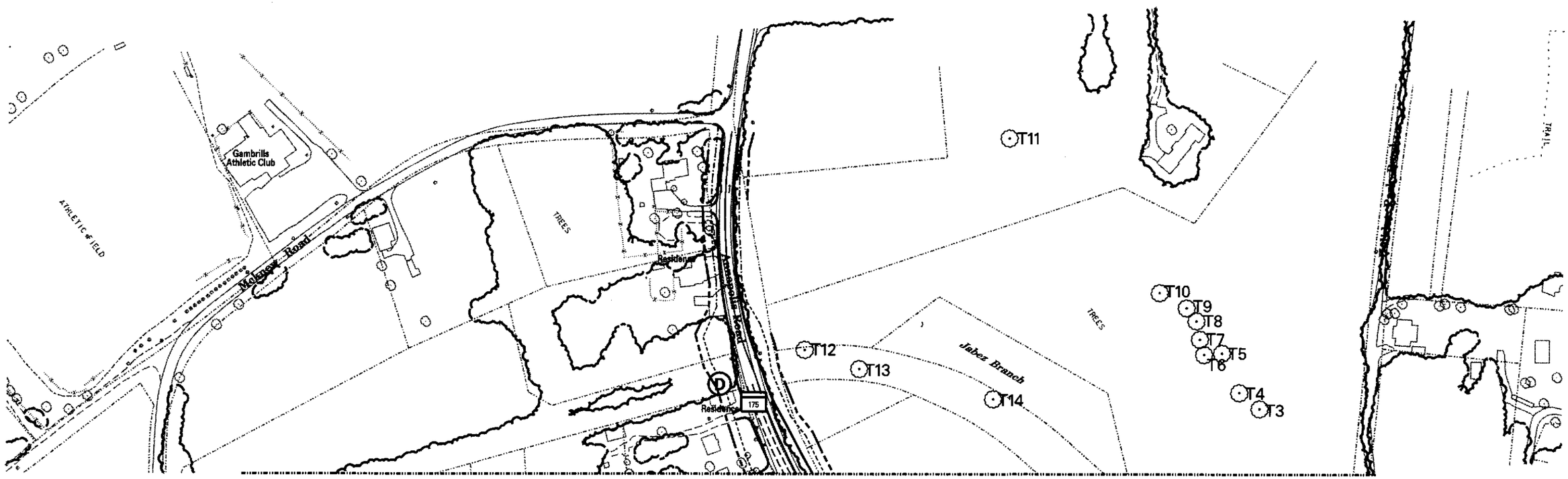

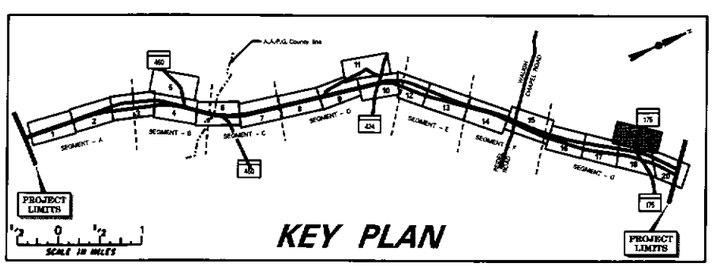

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ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-19

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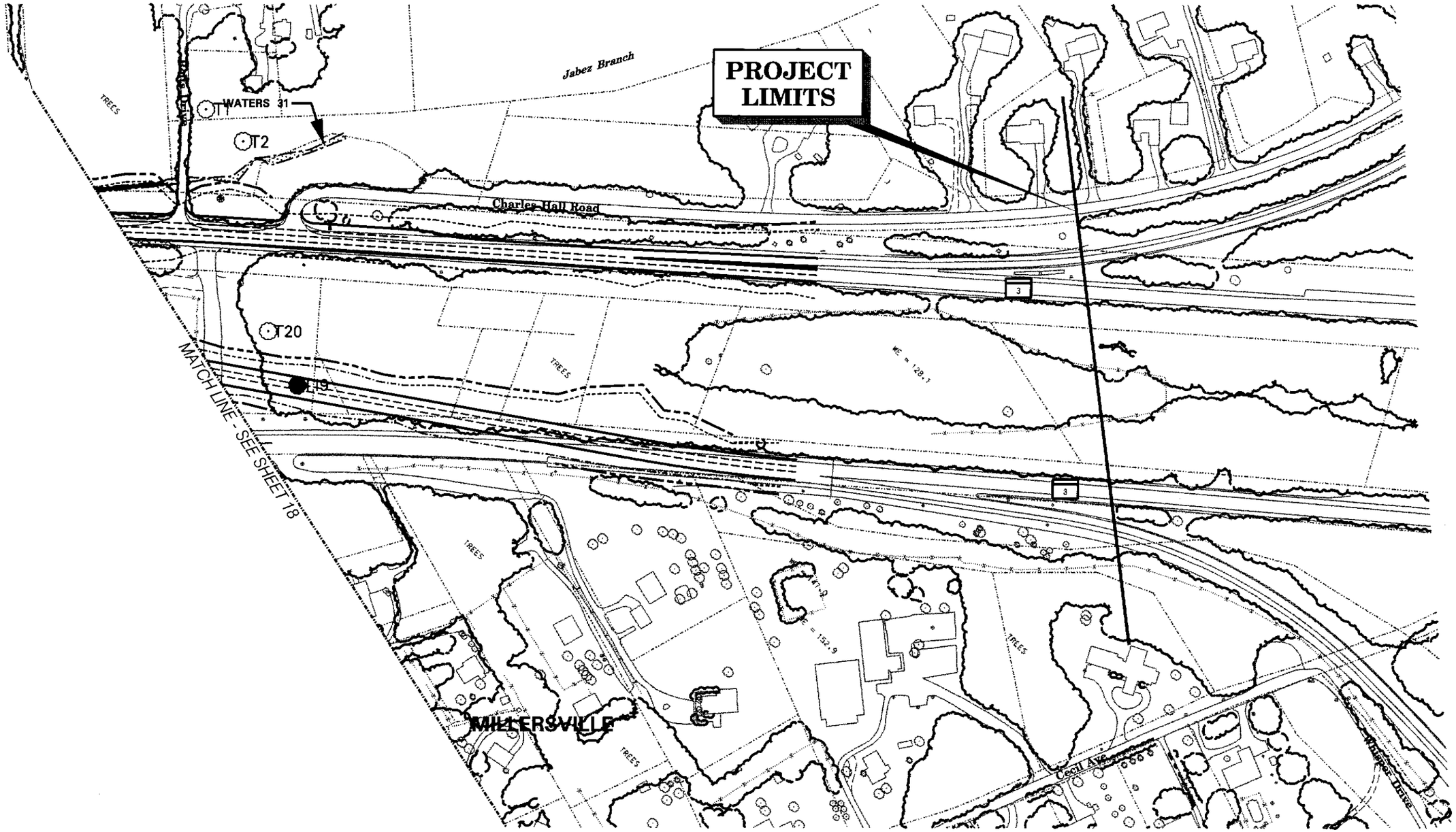

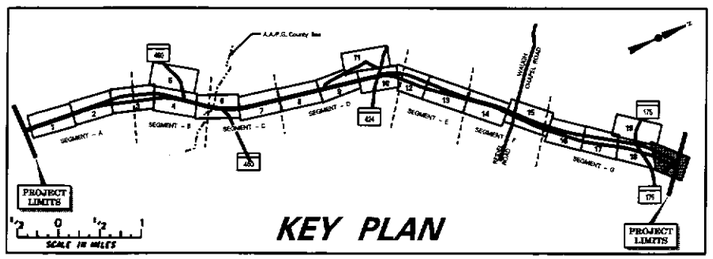

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ALTERNATE 5 MODIFIED W/OPTION A

SCALE	DATE	FIGURE
As Shown	March 2004	5A-20

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PROJECT LIMITS

Beechtree Lane

BELAIR DR.

DENSE TREE COVER

WATERS 3

WETLAND 9 (PEM)

BRUSH

3

STOCK PILE

WETLAND 7 (PEM)

HIGH WEEDS

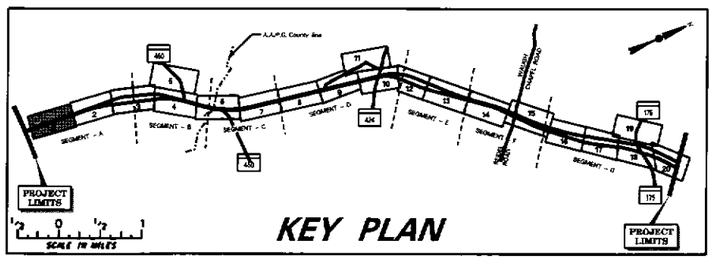
114.5

140.6

SIGN

Sherwood Manor Drive

MATCH LINE - SEE SHEET 2



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N

100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-01

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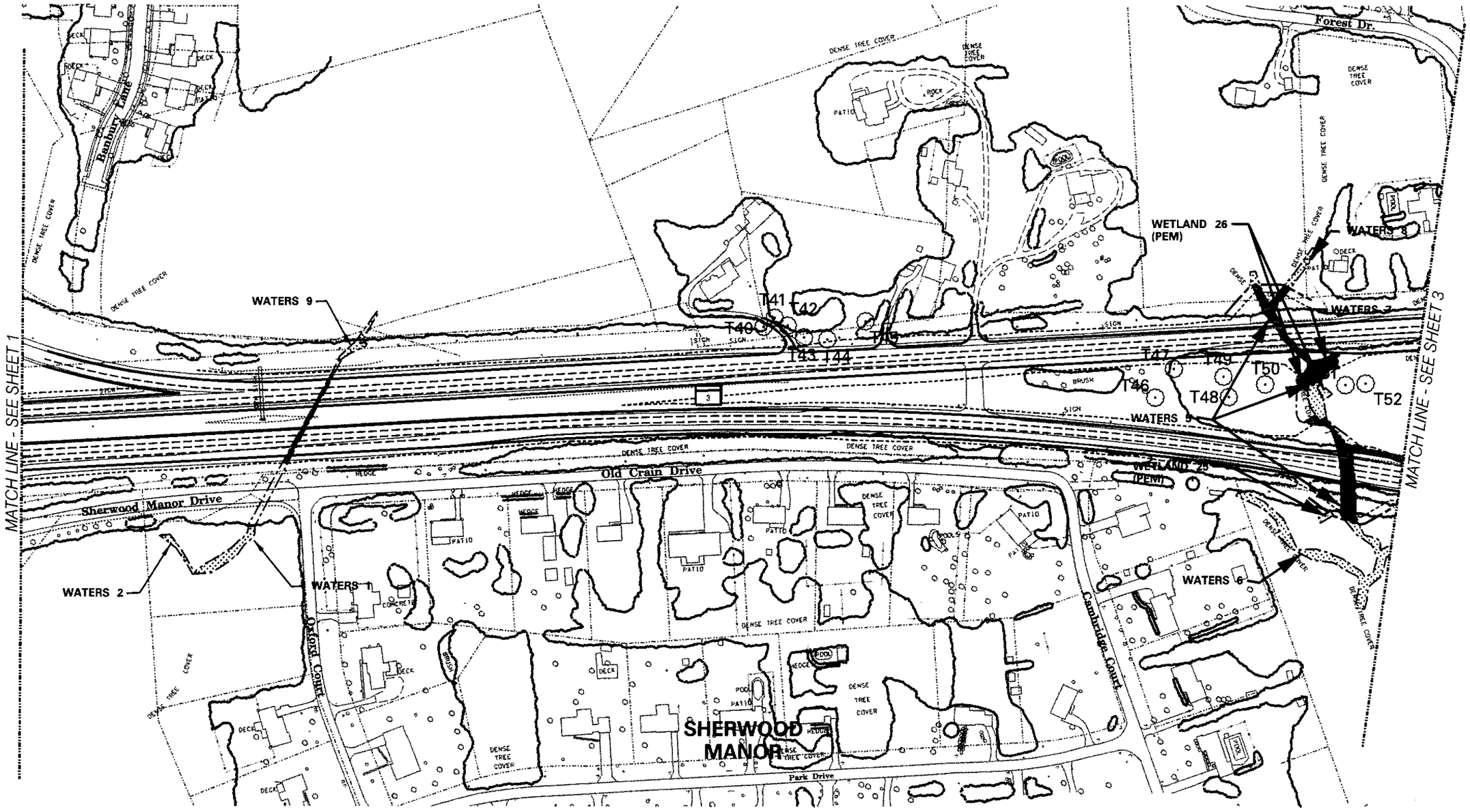

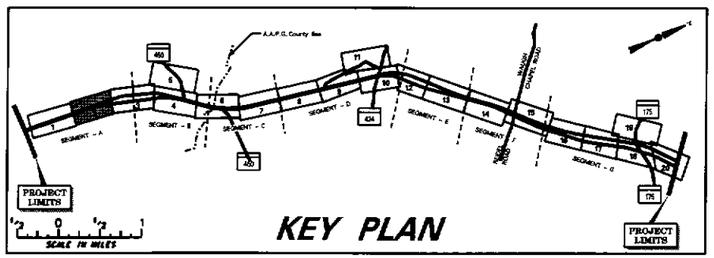

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N

100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-02

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WHITE MARSH BRANCH RECREATIONAL AREA

White Marsh Park Dr.

Sylvan Dr.

The Church of Jesus Christ Latter Day Saints

Residence

Beall Funeral Home

Bowie Motor Company

SHA Salt Dome

Motel

Residence

Knights of Columbus

Brandywine Auto Parts

Columbian Way

WATERS 13

WATERS 14

WETLAND 27

WETLAND 9 (PFO)

WETLAND 4 (PFO)

T53 T54 T55 T56 T57 T58 T59 T60 T61 T62 T63 T64 T65 T66 T67 T68 T69 T70 T71 T72 T73 T74 T75 T76 T77 T78 T79 T80 T81 T82 T83 T84 T85 T86 T87 T88 T89 T90 T91 T92 T93 T94 T95 T96 T97 T98 T99 T100 T101 T102

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4

KEY PLAN

PROJECT LIMITS

SCALE IN MILES

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SCALE	DATE	FIGURE
As Shown	March 2004	5B-03

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MATCH LINE - SEE SHEET 5

WETLAND 5 (POW/PEM)

WETLAND 6 (PSS/PEM)

BGE Substation

POND 1 (POW WITH PEM/PSS FRINGE)

Annapolis Rd

Farmers Market

U-Haul

Chevron

BEL AIR LANDFILL

WETLAND 3 (PFO/PEM)

WATERS 14

White Marsh Branch

T104 T106 T107 T108 T109 T112 T111 T105 T110 T103

WETLAND 9 (PFO)

MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 6

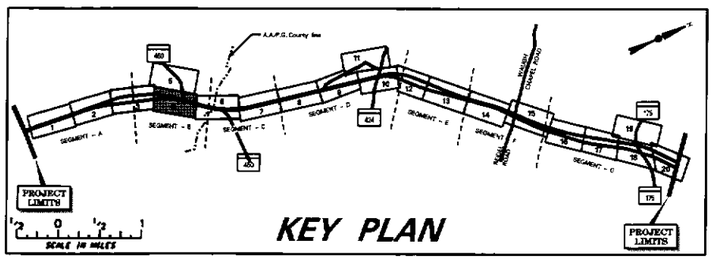
WETLAND 4 (PFO)

WETLAND 4 (PFO)

WETLAND 4b (PEM/POW)

WETLAND 4 (PFO)

WETLAND 4 (PFO)



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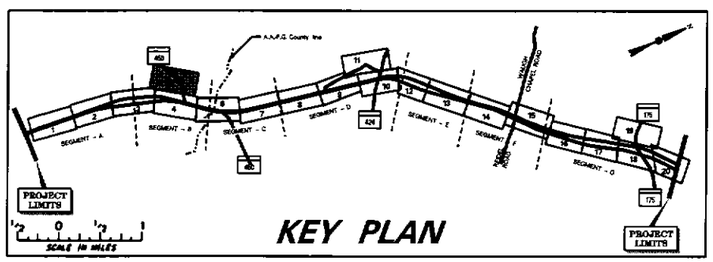

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N

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SCALE	DATE	FIGURE
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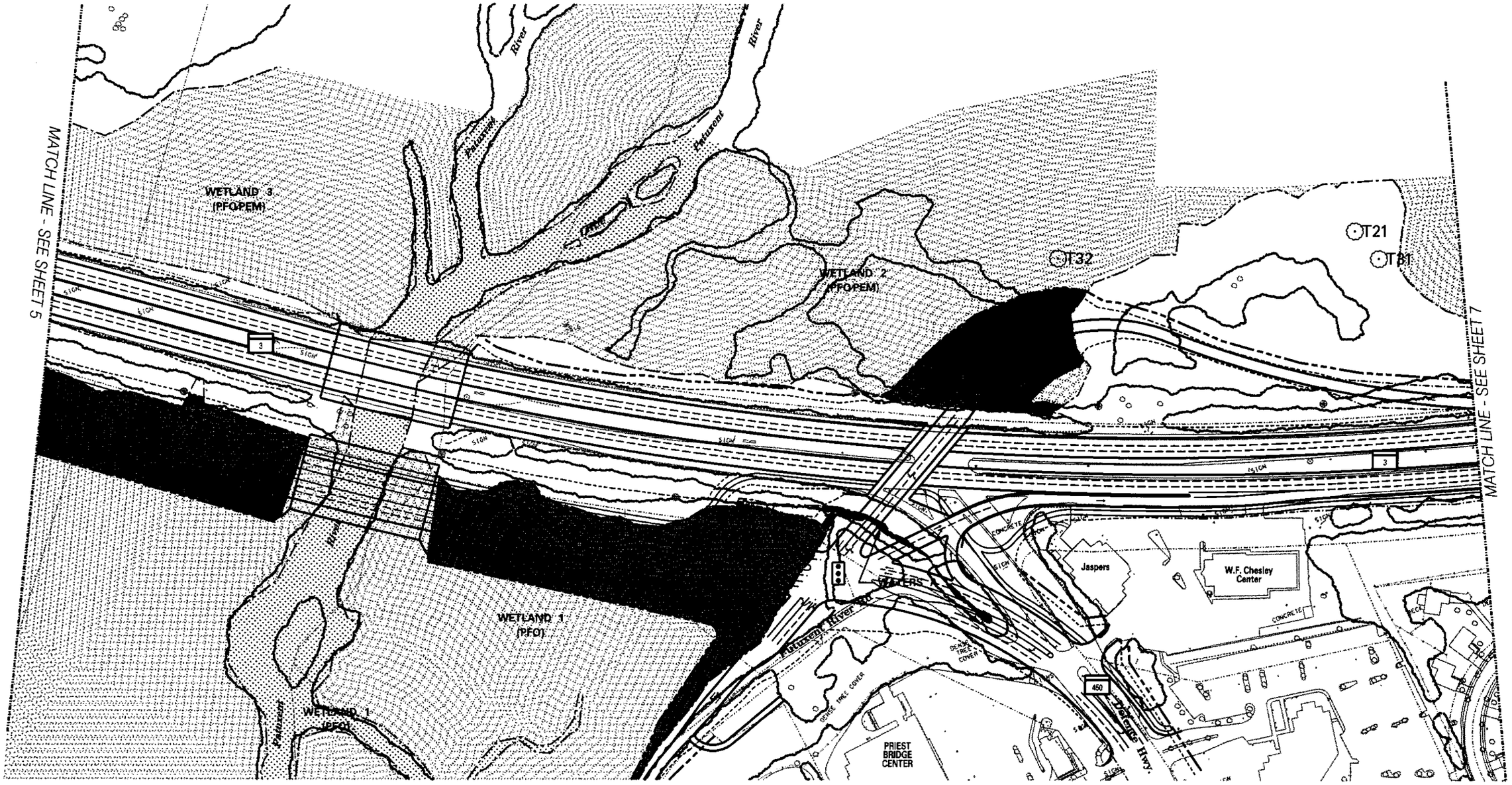

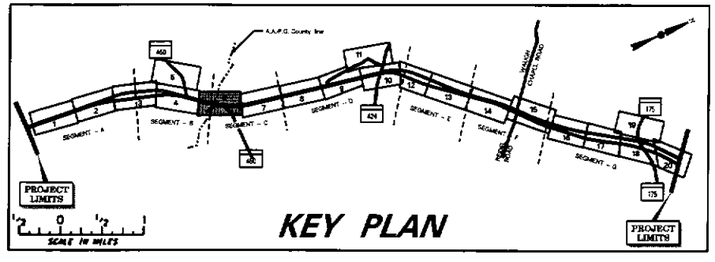

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SCALE	DATE	FIGURE
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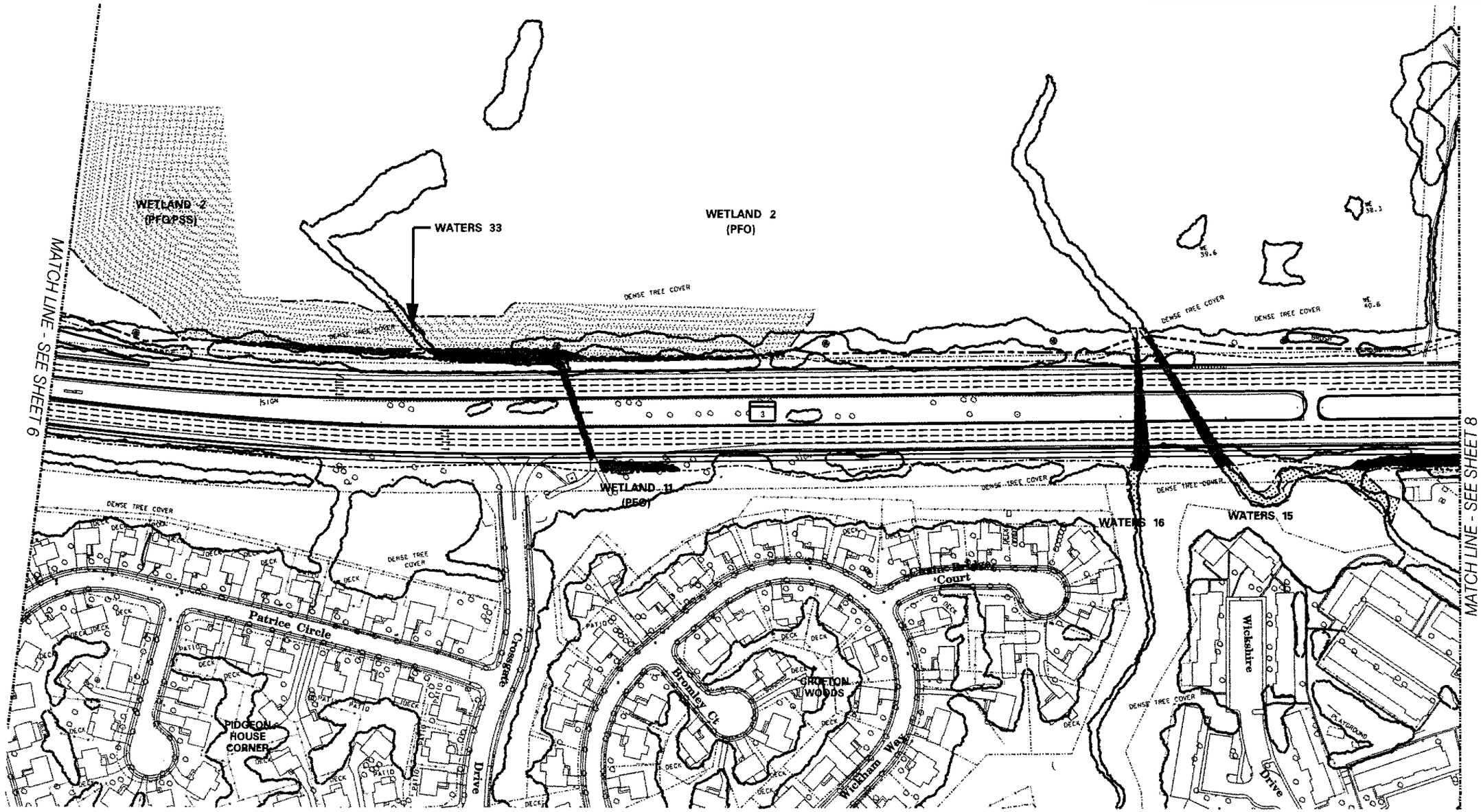

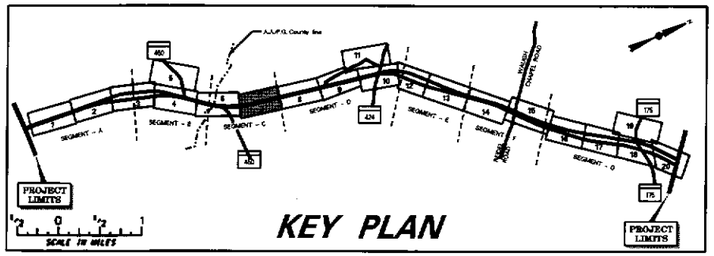

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SCALE	DATE	FIGURE
As Shown	March 2004	5B-07

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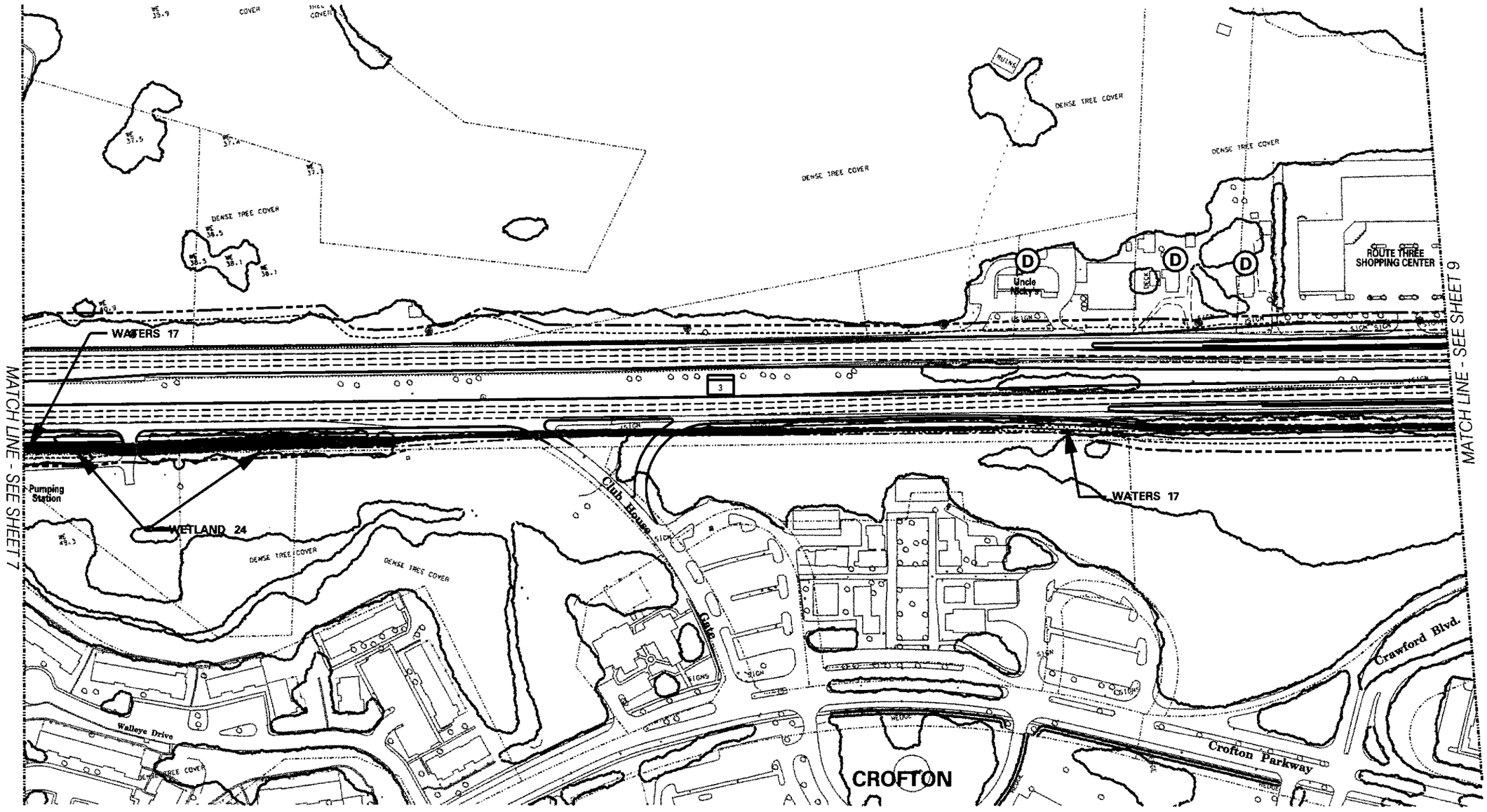

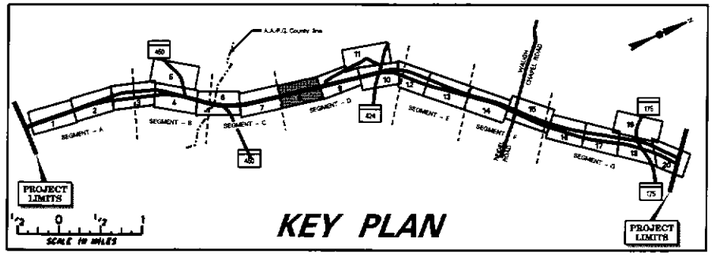

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees > 30" DBH
- Property Displacement / Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees > 30" DBH

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-08

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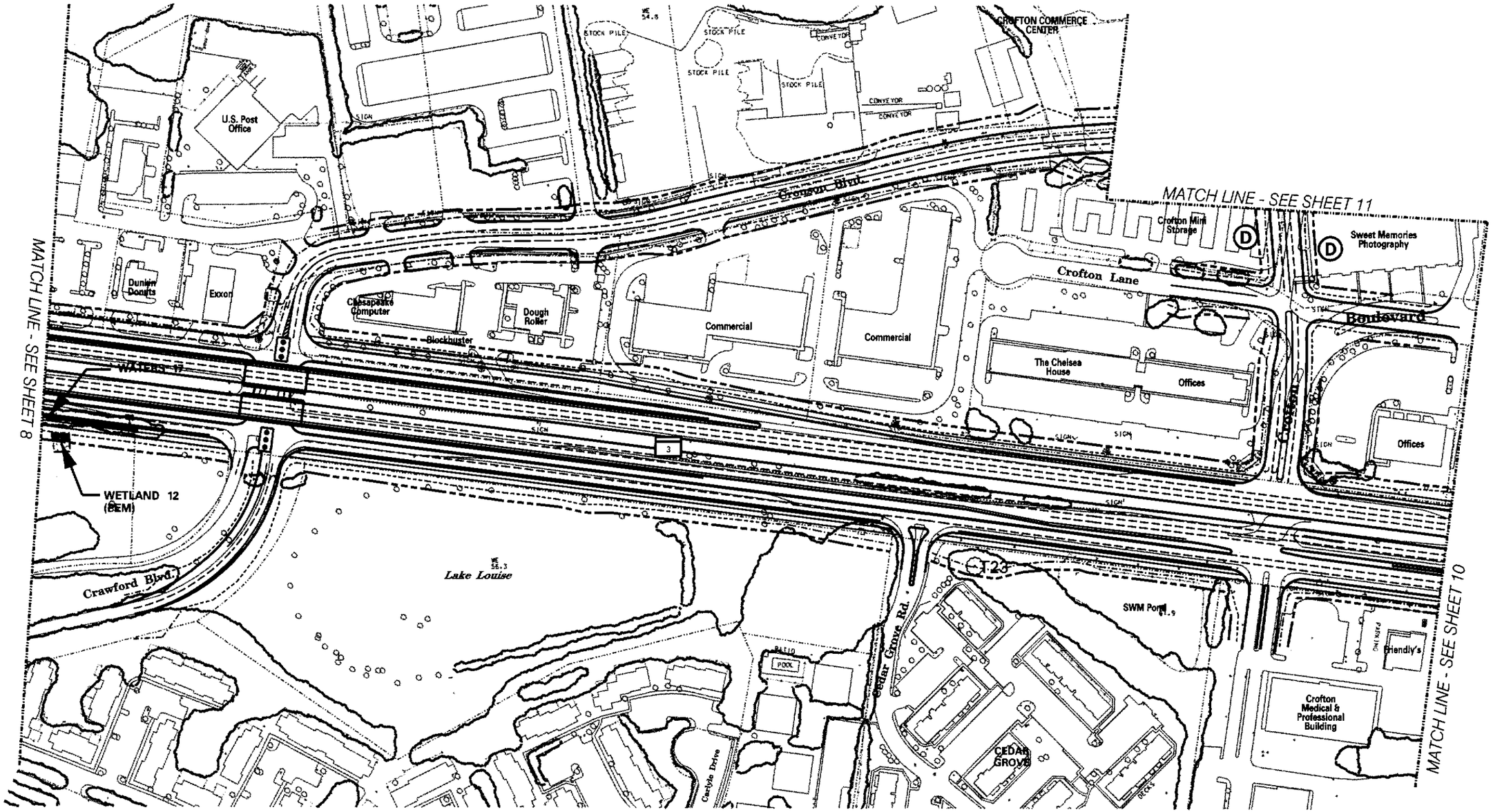

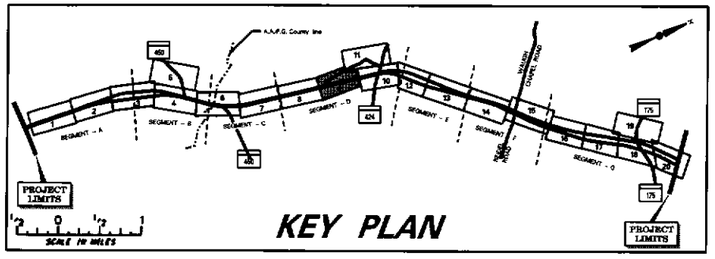

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100 0 100 200

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MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-09

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MATCH LINE - SEE SHEET 11

Crofton Boulevard

Offices

Brinkley Autoparts

300TH

DENSE TREE COVER

T110

Residence

T117

T116

T118

T115

WATERS 18

3

The Washington Bank

HEDGE

Wachovia Bank

Gold's Gym

424

CROFTON CENTRE

Shoppers Food Warehouse

Kmart

Davidsonville Rd

PARKING

CROFTON STATION

Giant

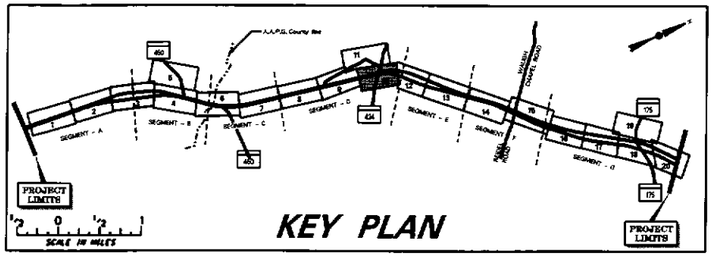
CONOCO

La Fiesta Restaurant

Carver Road

MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 12



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100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-10

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Improvements by Others

SEWAGE TREATMENT PLANT

STOCK PILE

PARKING

CONCRETE

TANK

SIGN

DENSE TREE COVER

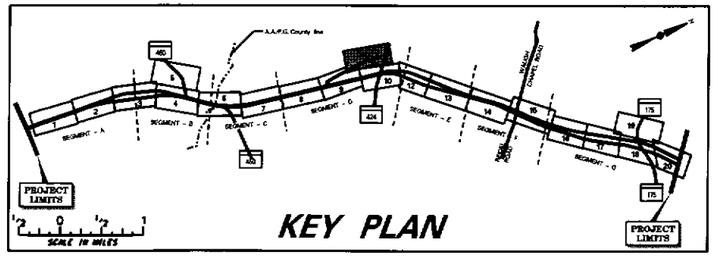
UNDER CONSTRUCTION

Crain Boulevard

WETLAND 10 (PFO)

MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 10



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100 0 100 200

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-11

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PATUXENT RIVER PARK

MATCH LINE - SEE SHEET 10

MATCH LINE - SEE SHEET 13

Archery Club

Roller Rink

Railroad Road

WATERS 13

Long Fence

McDonald's

Crofton Auto Park

Popeye's

Taco Bell

Boston Market

T120

T121

T122

T123

T124

T125

T126

T24

T25

T26

T27

Ministry of the Word

Residence

Residence

Wilson Memorial United Methodist Church

Carver Street

DENSE TREE COVER

STORAGE AREA

PARKING

HIGH WEEDS

RUINS

STOCK PILE

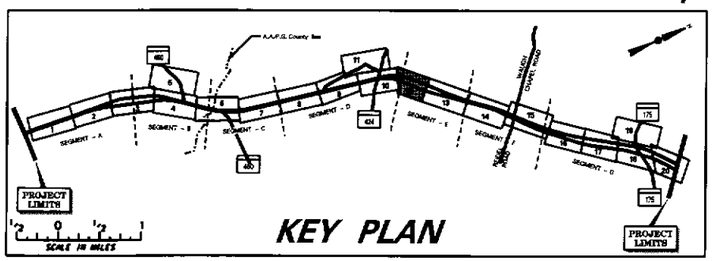
TRASH PILE

BRUSH

PATIO

CONCRETE

SIGN



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100 0 100 200

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-12

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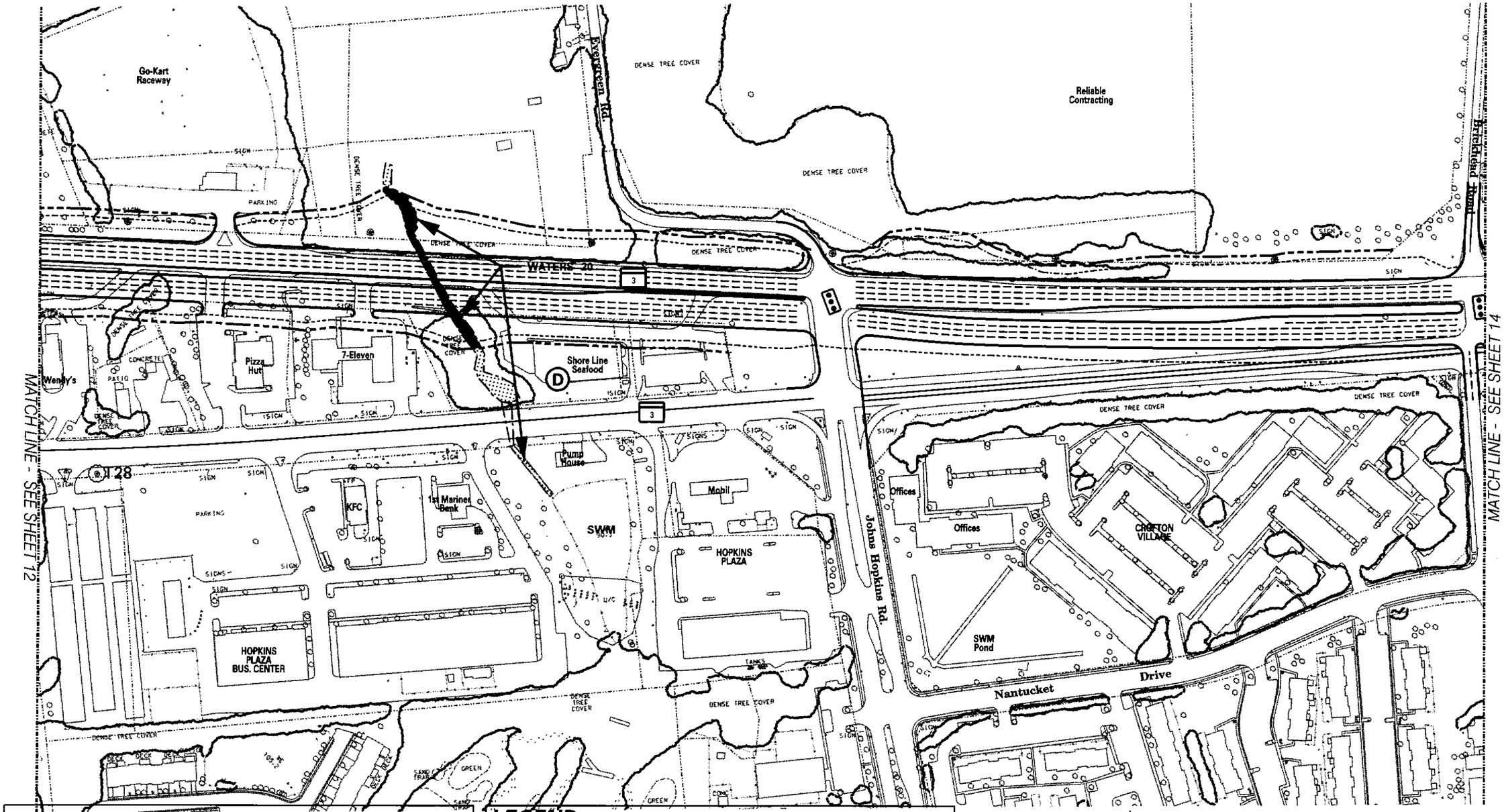

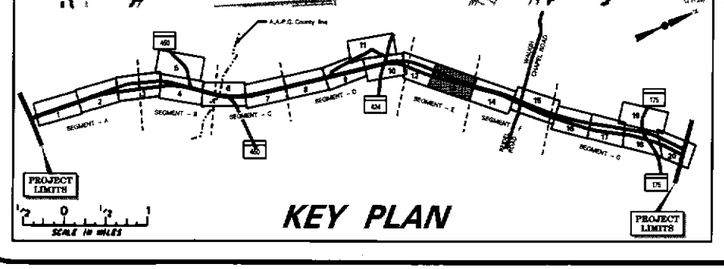

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Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-13

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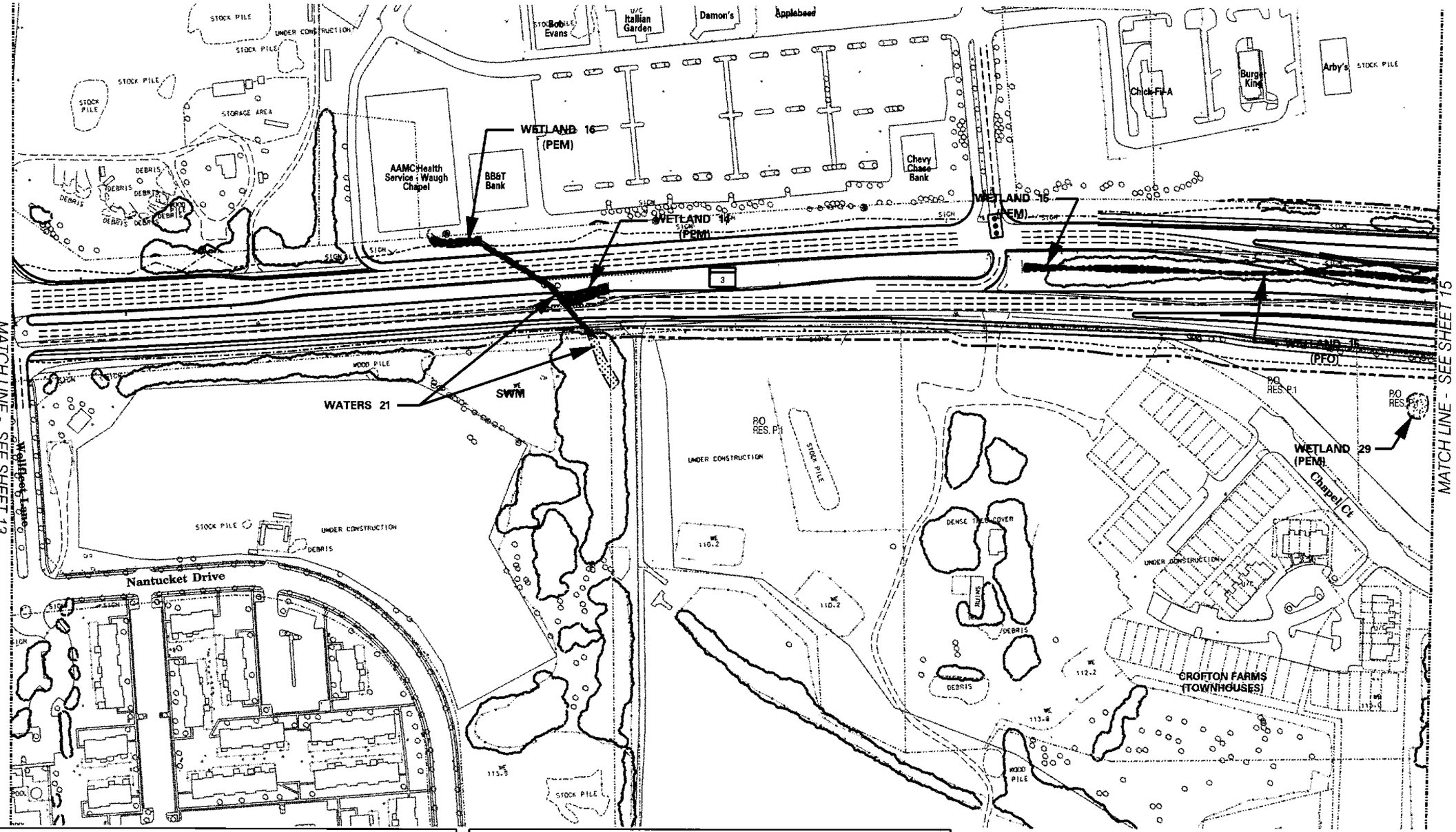

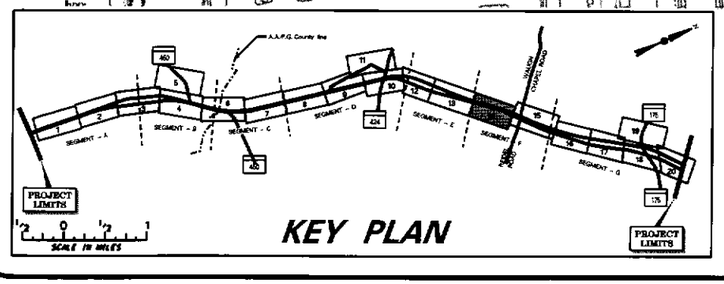

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100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-14

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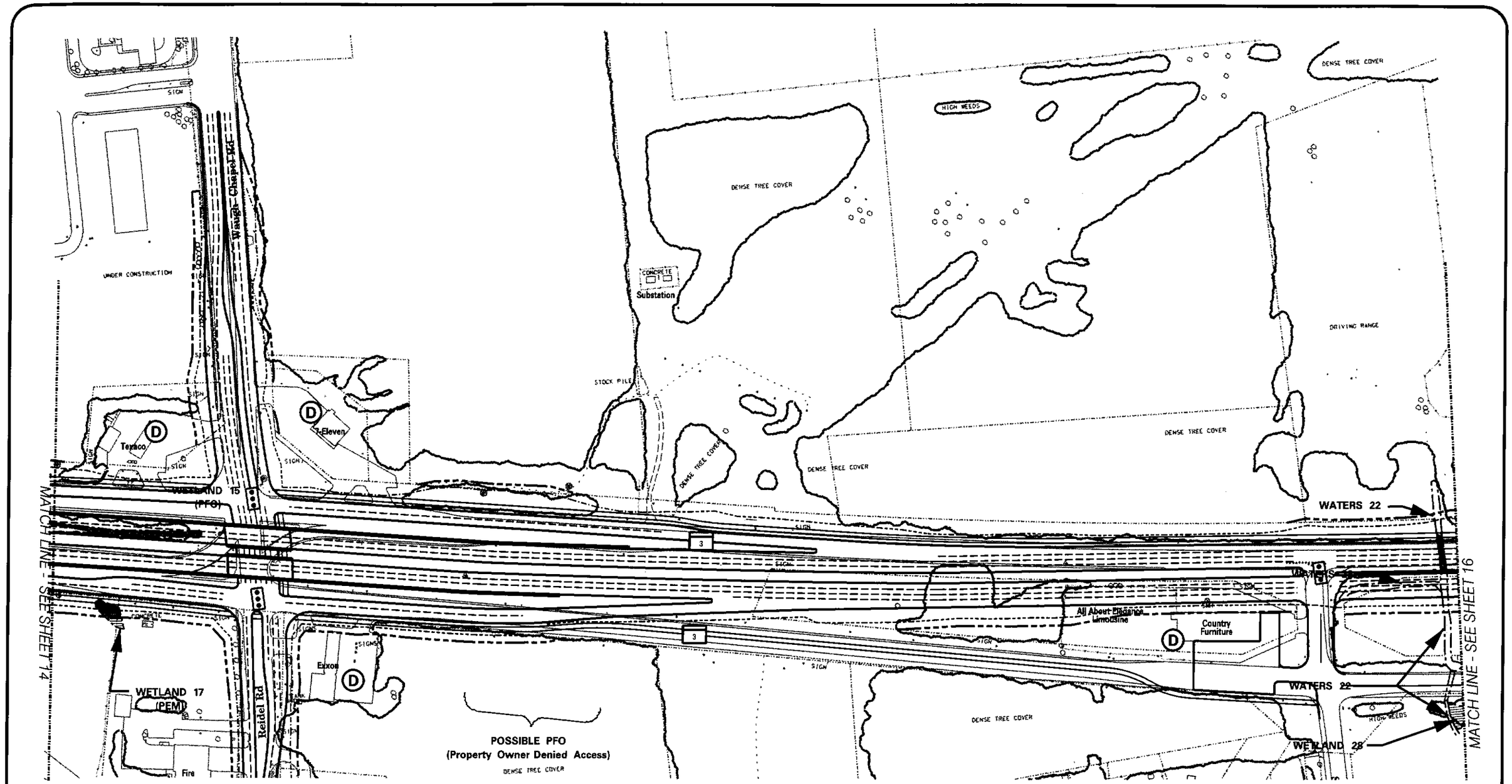

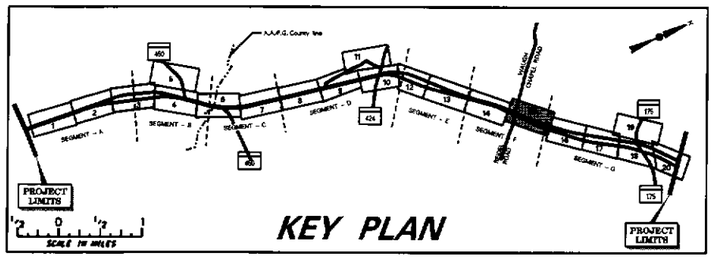

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100 0 100 200

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STATE HIGHWAY ADMINISTRATION

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ALTERNATE 5 W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-15

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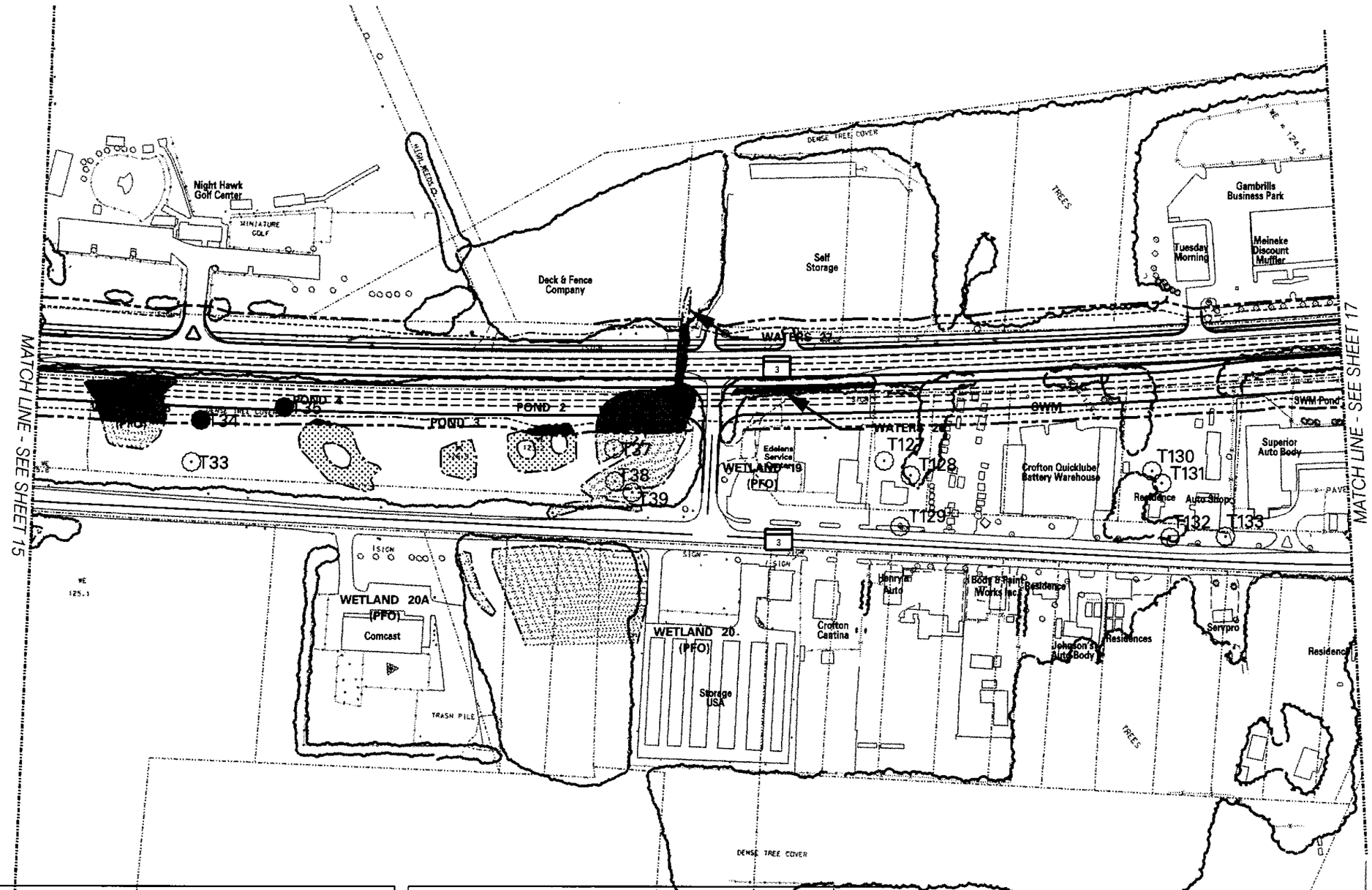

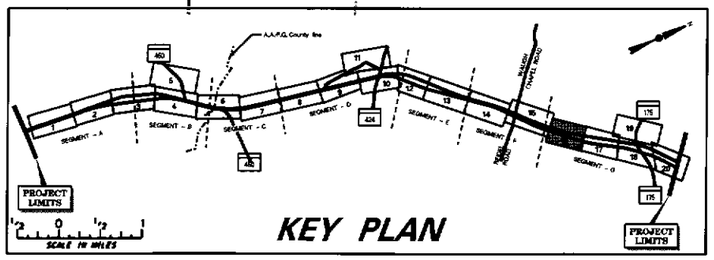

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100 0 100 200

1 INCH = 200 FT.

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-16

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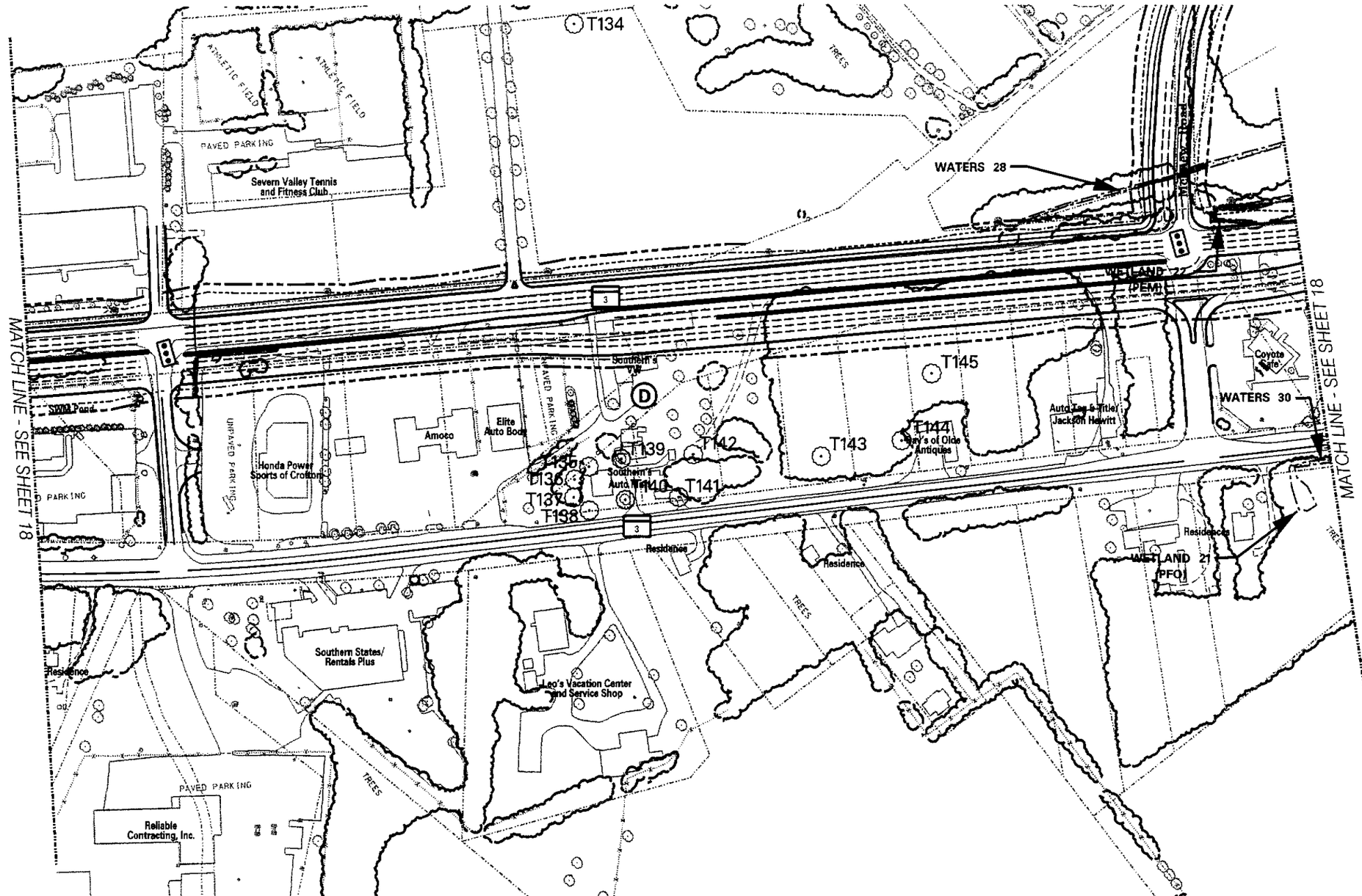

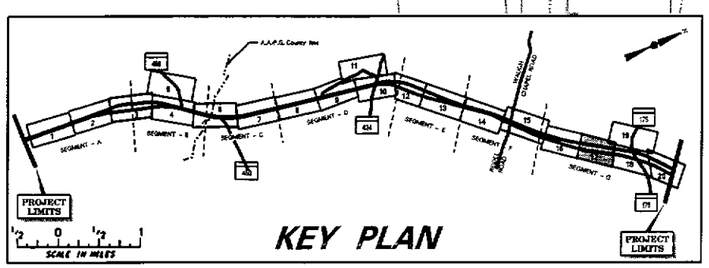

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100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-17

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MATCH LINE - SEE SHEET 19

T15

WATERS 31

WATERS 27

WATERS 29

3

175

Annapolis Road

Residence

Residences

Residence

Residence

Residence/ Antique Shop

Electrical Sales Associate

Suburban Propane

Maryland Mulder

Millersville Rd.

Hansel Drive

T16

T17

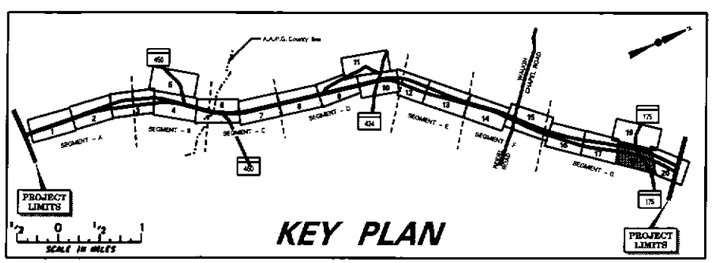
T18

MATCH LINE - SEE SHEET 17

MATCH LINE - SEE SHEET 20

TREES

MILLERSVILLE



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N

100 0 100 200

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-18

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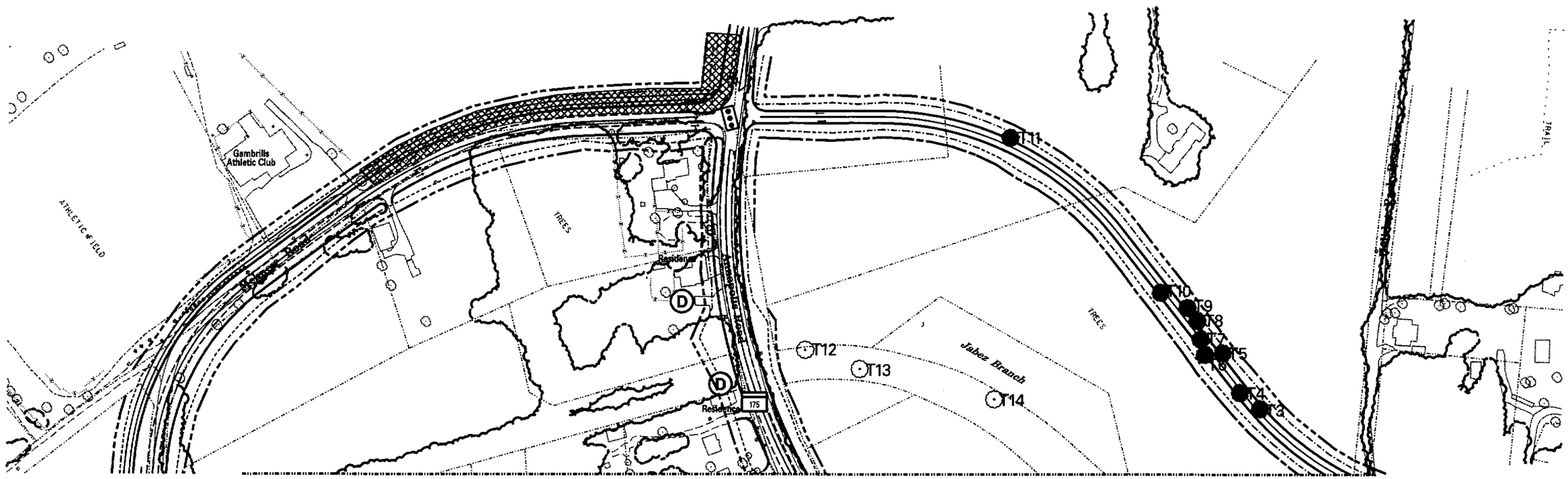
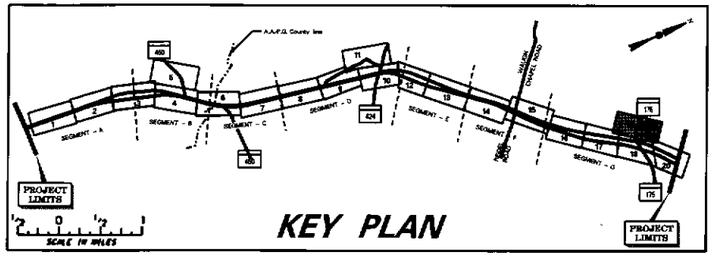
NOTE: SIGNIFICANT TREES ONLY IDENTIFIED
IN AREA OF PROPOSED ROADWAY.





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N

100 0 100 200

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-19

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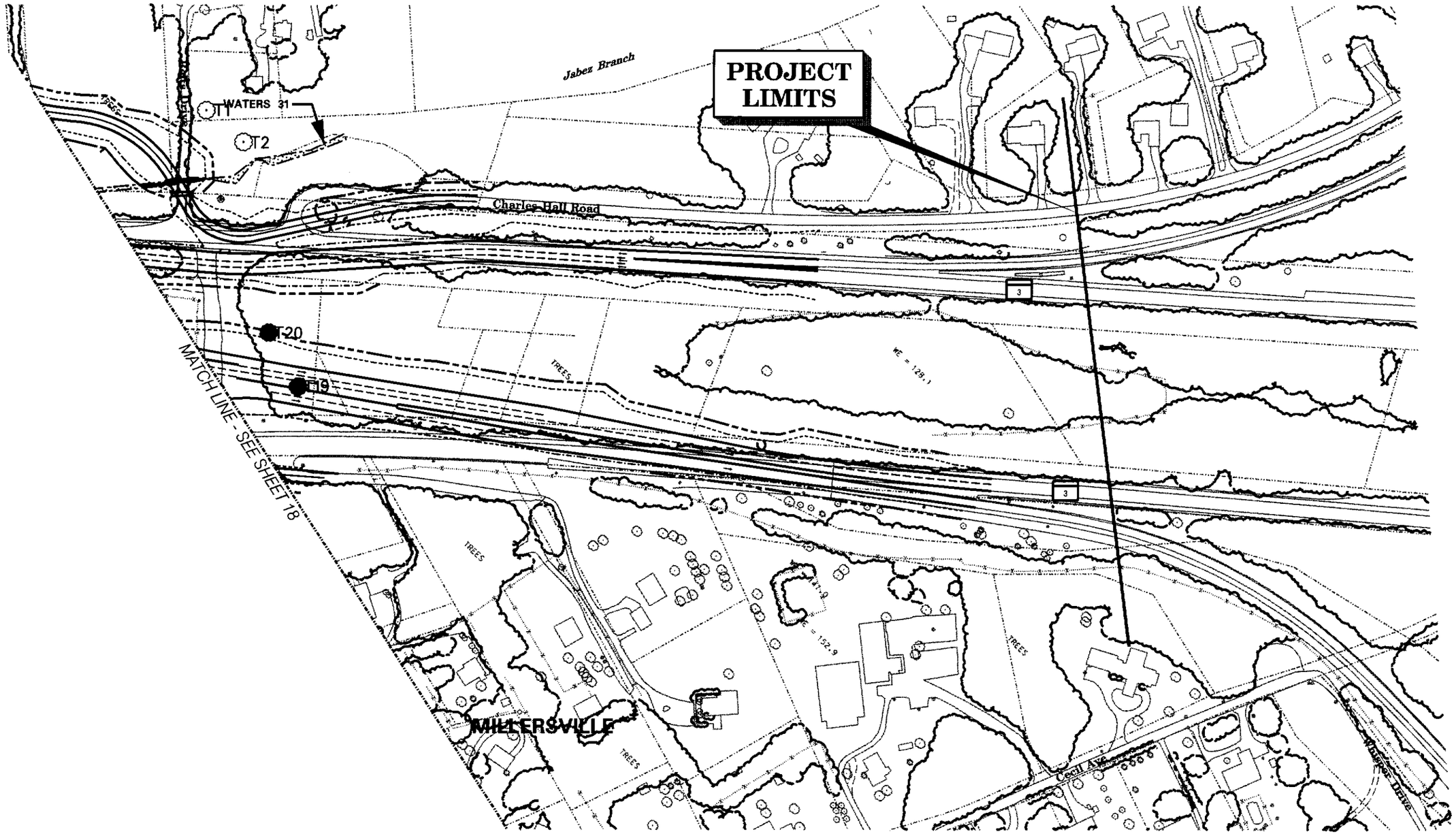

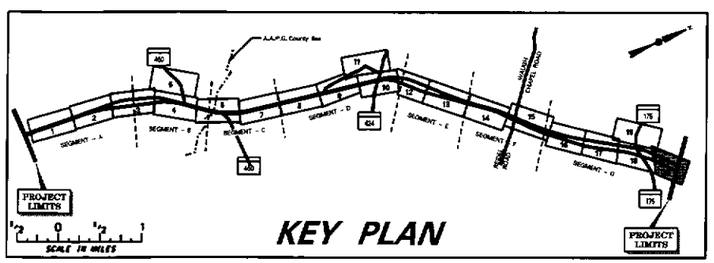

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ALTERNATE 5 MODIFIED W/OPTION B

SCALE	DATE	FIGURE
As Shown	March 2004	5B-20

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WHITE MARSH BRANCH RECREATIONAL AREA

White Marsh Park Dr.

Sylvan Dr.

The Church of Jesus Christ Latter Day Saints

Residence

Beall Funeral Home

Bowie Motor Company

Residence

SHA Salt Dome

Motel

WATERS 1

WETLAND 27

WATERS 13

WETLAND 9 (PFO)

WETLAND 4 (PFO)

Columbian Way

WATERS 4

Knights of Columbus

Brandywine Auto Parts

HIGH WEEDS

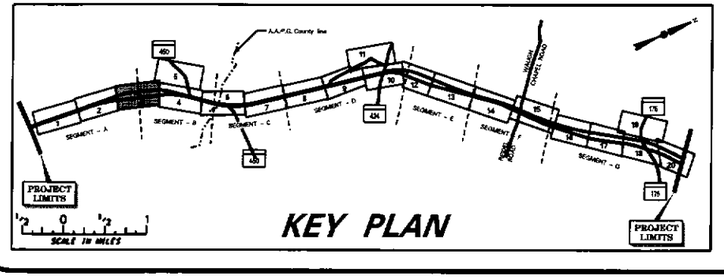
JUNKYARD

DENSE TREE COVER

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4

T53 T54 T55 T56 T57 T58 T59 T60 T61 T62 T63 T64 T65 T66 T67 T68 T69 T70 T71 T72 T73 T74 T75 T76 T77 T78 T79 T80 T81 T82 T83 T84 T85 T86 T87 T88 T89 T90 T91 T92 T93 T94 T95 T96 T97 T98 T99 T100 T101 T102



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MD 3 PROJECT PLANNING STUDY

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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-03

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MATCH LINE - SEE SHEET 5

WETLAND 5 (POW/PEM)

WETLAND 6 (PSS/PEM)

BGE Substation

POND 1 (POW WITH PEM/PSS FRINGE)

U-Haul

Farmers Market

Chevron

Shell

Annapolis Rd

450

BEL AIR LANDFILL

WETLAND 3 (PFO/PEM)

WATERS 14

White Marsh Branch

T104

T106

T107

T108

T109

T112

T111

T110

T105

T103

WETLAND 9 (PFO)

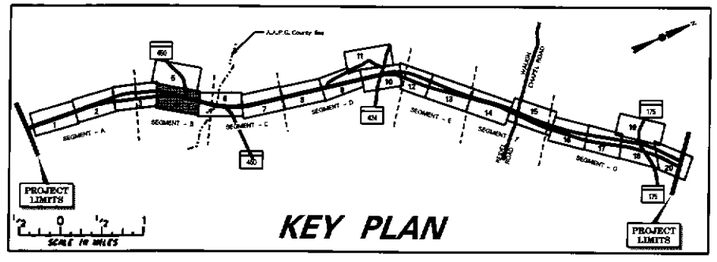
WETLAND 4 (PFO)

WETLAND 4 (PFO)

WETLAND 4 (PFO)

MATCH LINE - SEE SHEET 3

MATCH LINE - SEE SHEET 6



KEY PLAN

LEGEND

- Existing Park Boundary
- Existing Right-Of-Way Line
- Wetland
- Waters of the U.S.
- Impacted Farmland
- T77 Trees > 30" DBH
- Property Displacement/ Relocation
- Proposed Limit of Disturbance
- Proposed Right-Of-Way
- Wetland Impact
- Waters of the U.S. Impact
- Impacted Parkland
- T22 Impacted Trees > 30" DBH

100 0 100 200

1 INCH = 200 FT.

DRAFT: WORK IN PROGRESS

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STATE HIGHWAY ADMINISTRATION

MD 3 PROJECT PLANNING STUDY

Draft Environmental Impact Statement / Section 4(f) Evaluation

ALTERNATE 5 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-04

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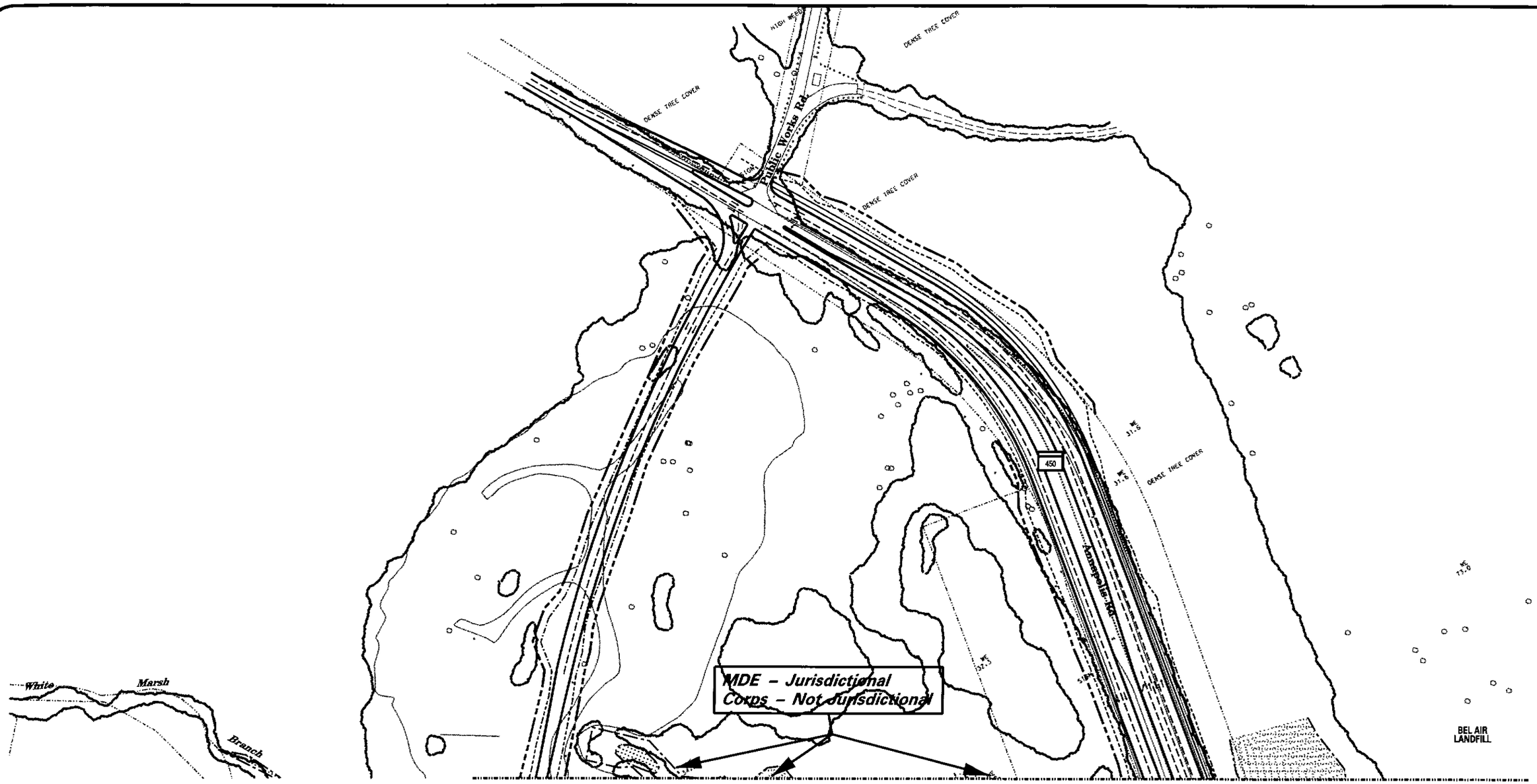

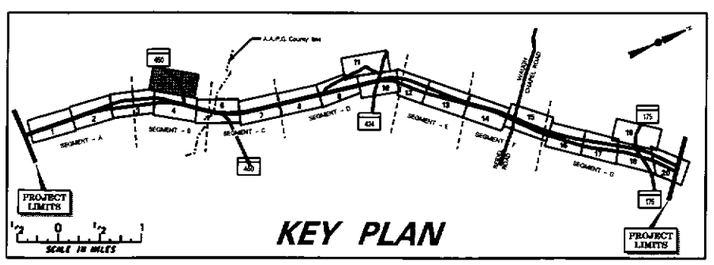

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100 0 100 200

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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-05

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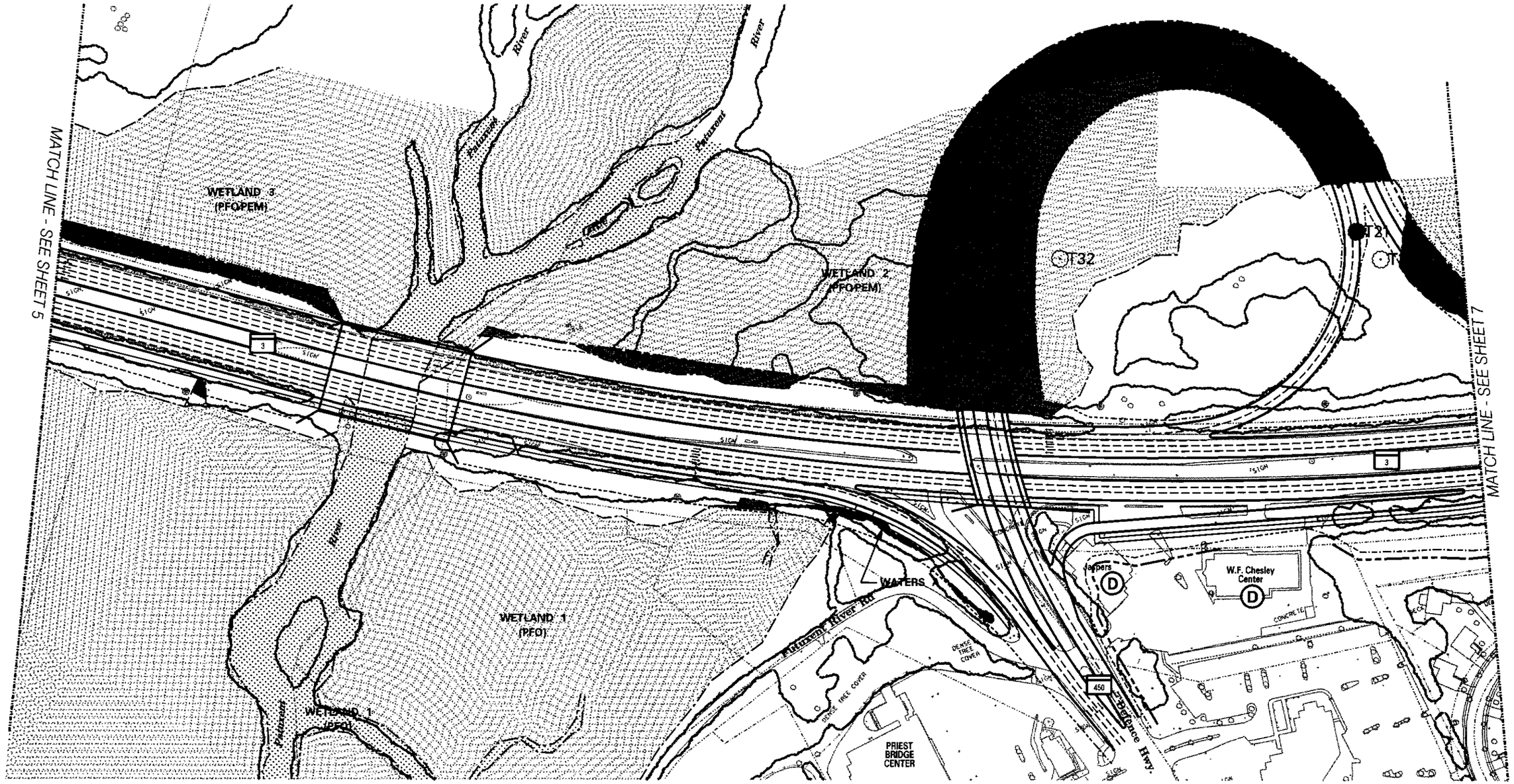

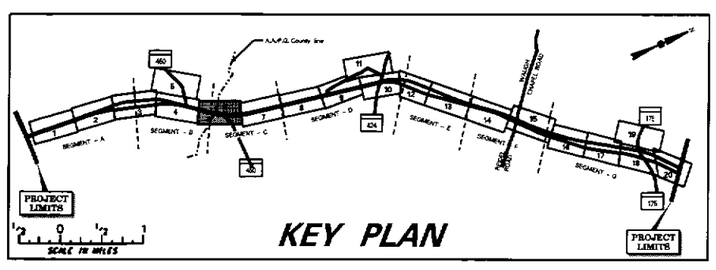

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N

100 0 100 200

1 INCH = 200 FT.

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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-06

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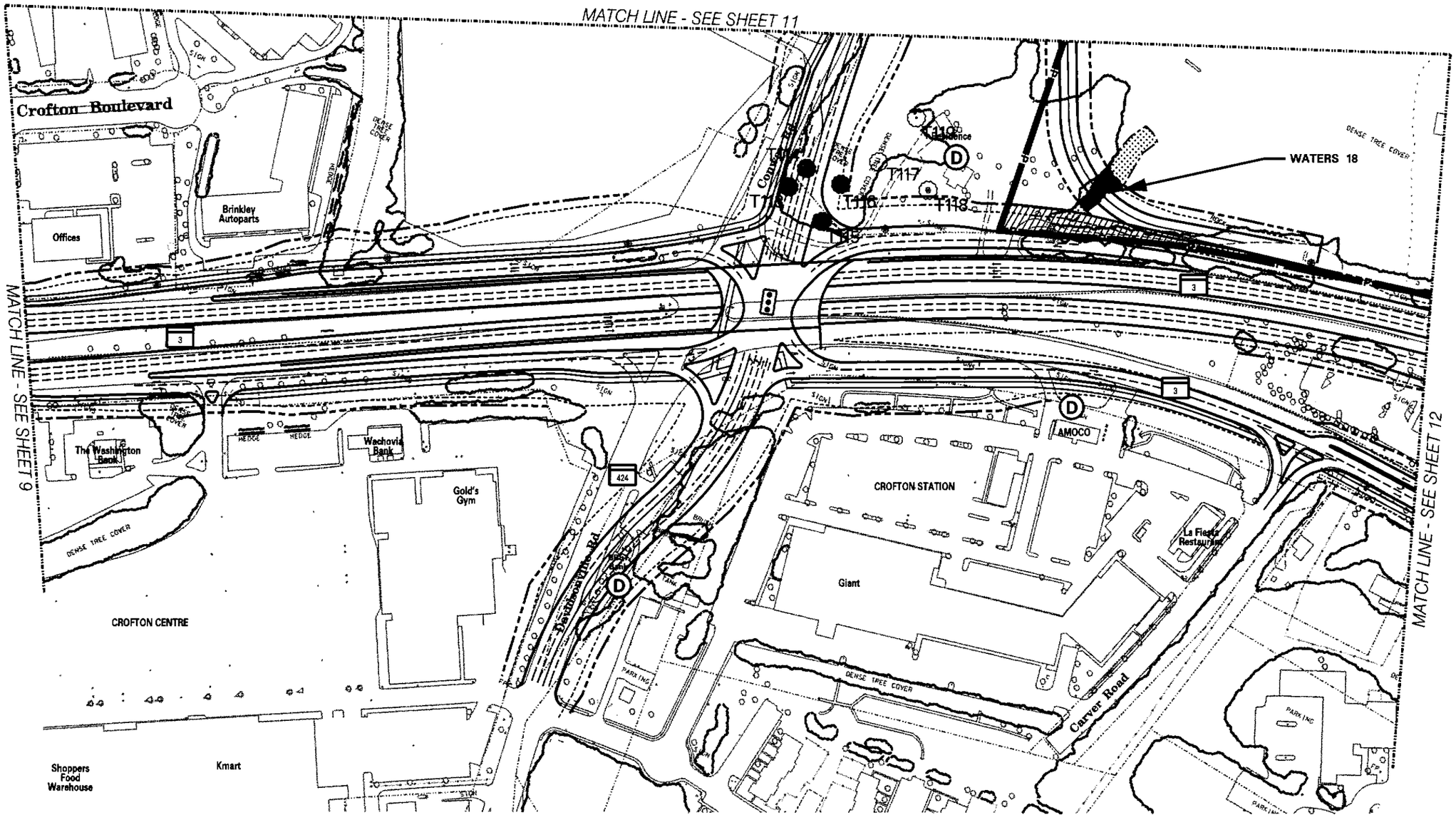

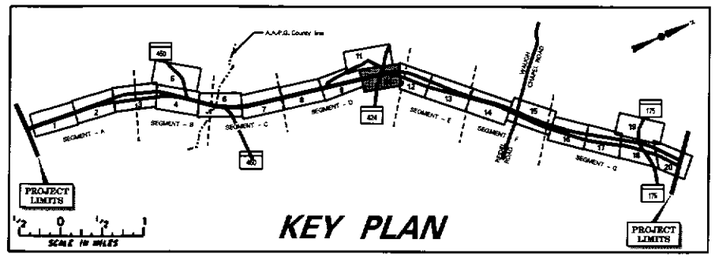

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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-10

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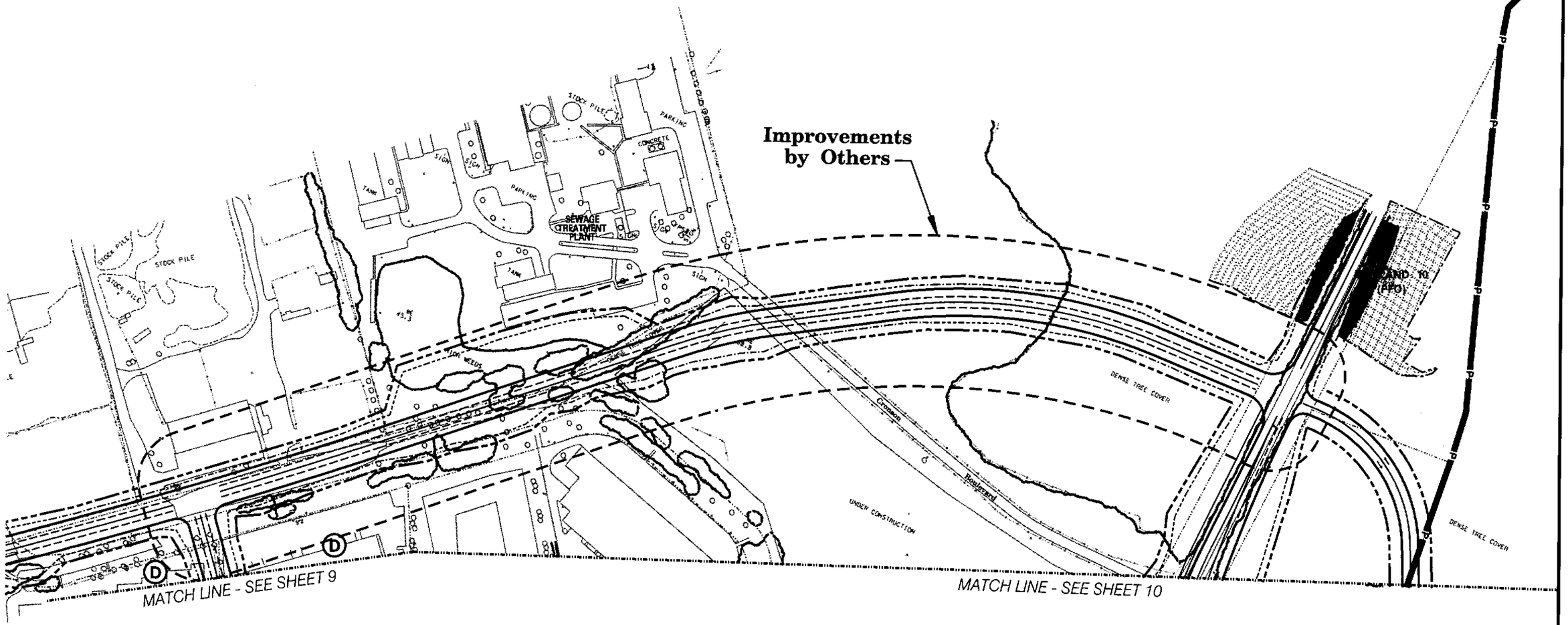

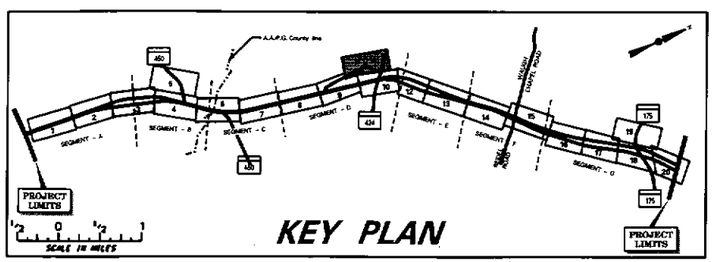

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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-11

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PATUXENT RIVER PARK

MATCH LINE - SEE SHEET 10

MATCH LINE - SEE SHEET 13

Archery Club

Raceway Road

Roller Rink

WATERS 19

Long Fence

Crofton Auto Park

McDonald's

Popeye's

Taco Bell

Boston Market

Carver Street

Wilson Memorial United Methodist Church

Ministry of the Word

Residence

Residences

T121 T122 T123 T124 T125 T126 T24 T25 T26 T27

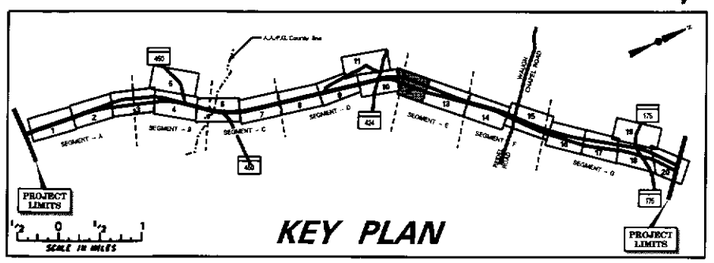
DENSE TREE COVER

STOCK PILE

TRASH PILE

BRUSH

PATIO



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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-12

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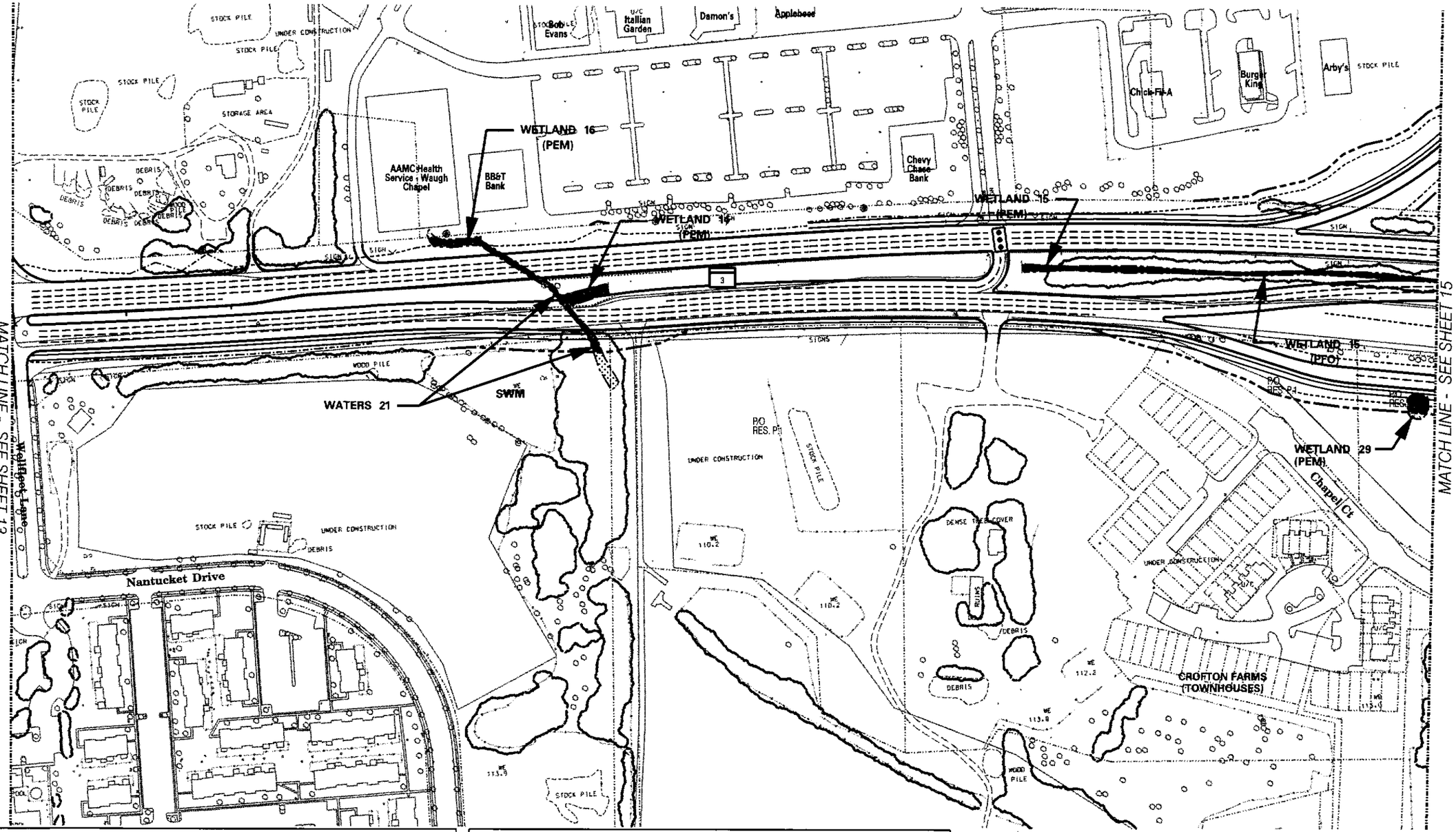

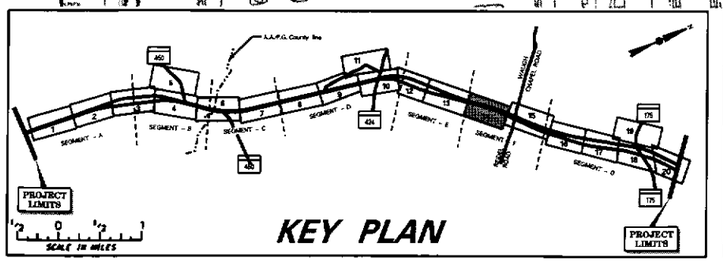

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ALTERNATE 5 MODIFIED W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-14

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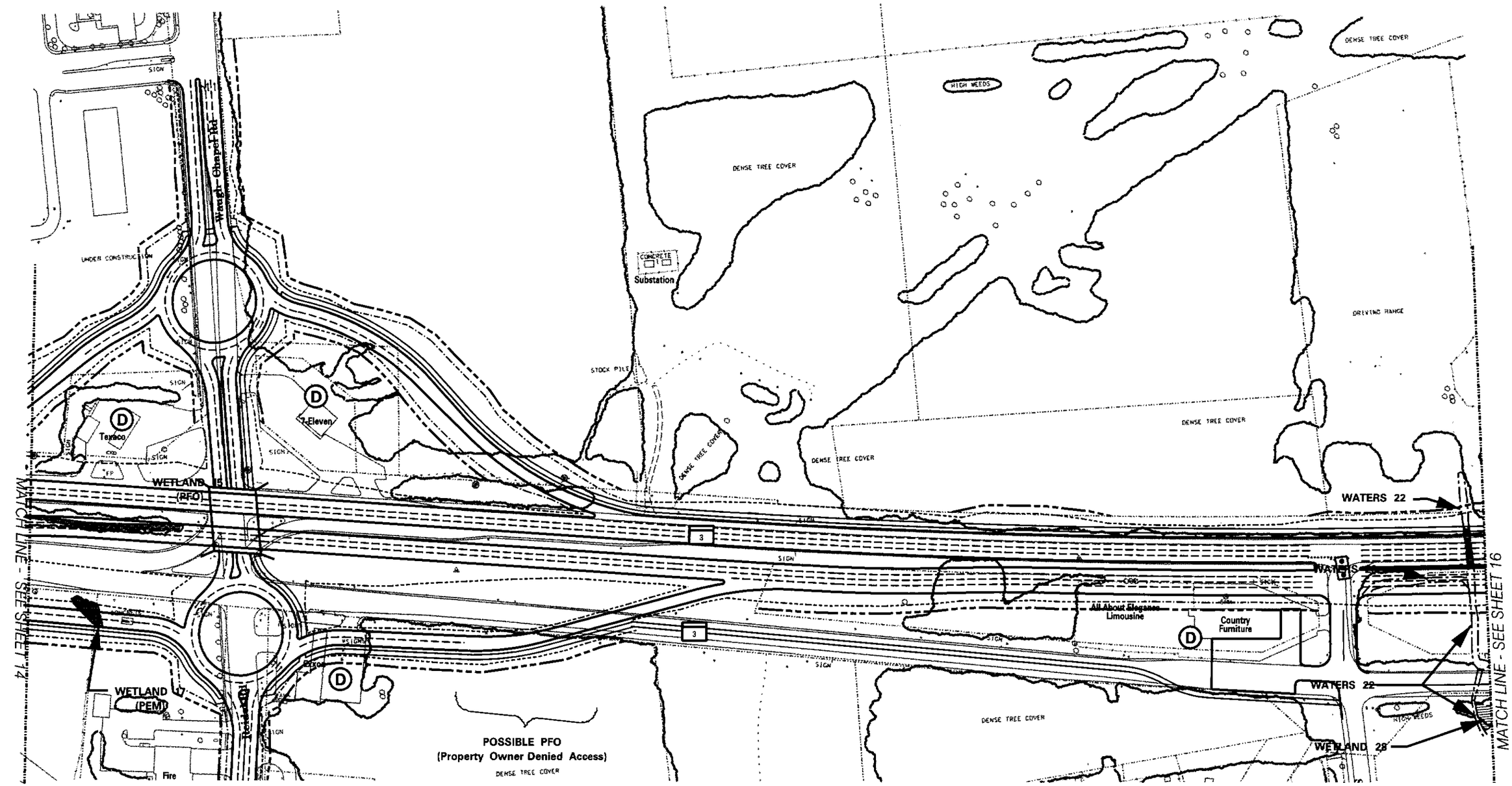

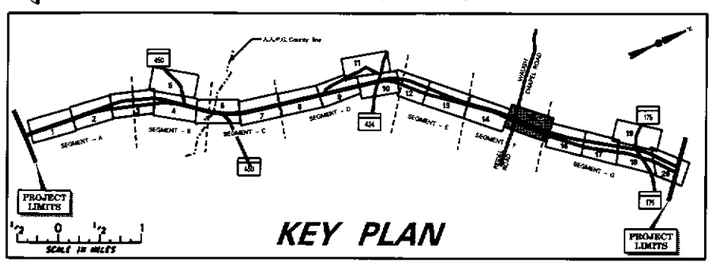

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ALTERNATE 5 W/OPTION C

SCALE	DATE	FIGURE
As Shown	March 2004	5C-15

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