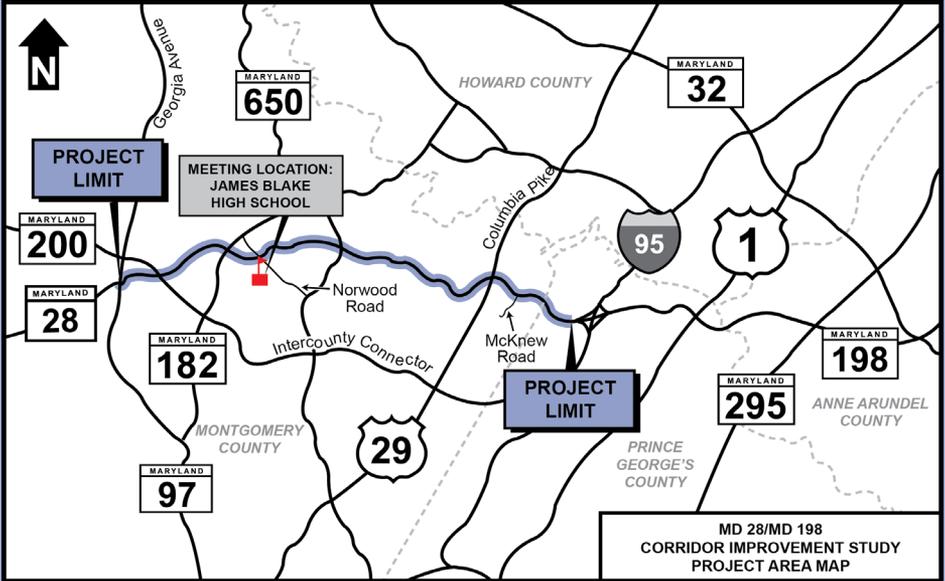


MD 28/MD 198 Corridor Improvement Study from MD 97 to I-95

ALTERNATIVES PUBLIC WORKSHOP



Thursday, March 19, 2015
5:30 PM - 8:00 PM
(There will be no formal presentation.)

James Blake High School - Cafeteria
300 Norwood Road, Silver Spring, MD 20905

***Snow Date – Thursday, March 26, 2015**

**Meeting will be held on snow date if county public schools are closed or if the county's snow emergency plan is in effect.*

Project Planning Team

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For additional information on this project please visit our website at www.roads.maryland.gov and click on **Projects and Studies, SHA Projects Page, Montgomery County**, and **MD 28 (Norbeck Road)/MD 198 (Spencerville Road) MD 97 to I-95**, or use the QR Code below.



Introduction

The Maryland State Highway Administration (SHA) and the Federal Highway Administration are conducting a project planning study on the MD 28/MD 198 Corridor between MD 97 (Georgia Avenue) and I-95, a distance of approximately 10.6 miles. The study area is located in Montgomery and Prince George's counties.

Purpose of the Study

The purpose of the MD 28/MD 198 Corridor Improvement Study is to:

- Improve local traffic safety and operations for motorists, bicyclists, and pedestrians traveling along the MD 28/MD 198 corridor and across intersecting roads, while managing access; and
- Preserve the rural and suburban quality of life by addressing localized traffic issues, while considering local planning visions and state growth policies for communities along the corridor.

Approved area master plans for the study corridor describe visions, goals, and objectives for the roadway and recommend features for the adjacent communities. Objectives include retaining the rural character of adjacent communities and protecting sensitive environmental areas. Recommended features include the construction of hiker-biker trails and sidewalks and the addition of landscaping. In locations where a proposed alternative for this study would differ from the approved area master plans, the environmental document will assess the impact of such change on development patterns, surrounding communities, and sensitive environmental areas, including the Patuxent River Watershed and the Upper Paint Branch Special Protection Area.

This project is funded for Project Planning only; it is not currently funded for Final Design, ***Right-of-Way**** Acquisition, or Construction. This project is in Stage 1 of the Project Planning Process, which consists of three stages:

- Stage 1--develop preliminary alternatives and select ***Alternatives Retained for Detailed Study (ARDS)***;
- Stage 2--conduct detailed analyses, assess environmental impacts of the ARDS, and hold a public hearing; and
- Stage 3--select a Preferred Alternative, complete a final environmental document, and obtain ***Location and Design Approvals***.

*All terms that appear in ***bold italics*** are defined in the glossary at the back of this brochure.

Purpose of the Workshop

The purpose of the Alternatives Public Workshop is to familiarize interested persons with the project planning process and the **Purpose and Need Statement**, display the preliminary alternatives, present the preliminary findings of the study, and receive public comments.

The workshop is being conducted in an interactive open house format to enable attendees to conduct self-paced reviews of project information. Maps and other exhibits depicting preliminary alternatives under consideration, traffic data, and potential environmental impacts will be on display for public viewing from 5:30 PM to 8:00 PM. Team members will be available to answer project-related questions and receive comments. **There will be no formal presentation.** You may arrive at any time during workshop hours.

How to Comment on the Project

SHA encourages your participation in the workshop and during the project planning process. Please use the postage-paid return mailer included in the brochure to submit your comments. Additional copies of the mailer will be available at the reception desk during the workshop. You may also provide spoken and written comments to project representatives during the workshop. To contact Ms. Danielle Black, SHA Project Manager, please refer to the information on the inside front cover of the brochure. **The project team will evaluate your comments and consider them as the project moves forward.**

Project Mailing List

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

Project Need

MD 28 and MD 198 are operating near capacity in areas between I-95 and MD 97. The project will address local operational and capacity deficiencies projected to result from planned and future development in and around the study area. The resulting congestion is expected to cause stop-and-go conditions along the roadways, especially at study-area intersections projected to experience failing conditions by 2040. The roadway segments between the intersections will experience **peak-hour** capacity constraints imposed by:

- projected traffic volumes
- the absence of mid-block through lanes on two-lane roadways
- the absence of storage lanes for left turns
- the absence of deceleration lanes for right turns

Although the 2010-2012 study-corridor crash rate was lower than the statewide average for similar types of roadways, the crash type defined as “other” occurred along portions of the corridor at a rate significantly higher than the statewide average. At 34 percent, rear-end crashes occur most frequently and result from congested conditions along the corridor. The MD 28/MD 198 study corridor also lacks continuous sidewalks and bicycle facilities, which are not called for in some area master plans.

Project Background

SHA initiated the MD 28/MD 198 Corridor Improvement Study in winter/spring 2001 and selected the Alternatives Retained for Detailed Study (ARDS) in summer 2003. From 2004-2008, SHA coordinated project information with the Intercounty Connector (ICC) project team and concluded with an unpublished draft environmental document. In 2009, the study was put on hold due to the economic downturn and resumed in 2013 when funding became available under the Maryland Transportation Infrastructure Investment Act. Traffic data have now been updated, and the resource analysis and the ARDS have been revisited to ensure that they are compatible with the ICC, which opened to traffic between I-370 and I-95 in 2011.

Existing Conditions

The existing **typical sections** of MD 28 and MD 198 vary along the study corridor. MD 198 (Spencerville/Sandy Spring Road) is a six-lane divided section from Van Dusen Road (east of I-95) to just west of I-95 in Prince George’s County. From that point west to US 29 in Montgomery County, MD 198 is a four-lane divided section. The existing typical section for MD 198 transitions from a four-lane undivided section in Burtonsville west of US 29, to a two-lane section west of Burtonsville to MD 650 (New Hampshire Avenue). The existing typical section of Norbeck Road is a four-lane divided highway at the intersection of MD 198 and MD 650. Just west of MD 650, Norbeck Road transitions to a two-lane roadway until just east of Norwood Road, where it transitions back to a four-lane divided highway to just west of MD 182 (Layhill Road). MD 28 from just west of MD 182 to MD 97 (Georgia Avenue) is a two-lane roadway.

These roadways provide uncontrolled access throughout the 10.6-mile study corridor with 296 access points, most of which are private residential driveways (See Table 1).

Table 1: Summary of Existing Access Points along MD 28/MD 198

Roadway Segment	Length (mi)	Residential	Commercial	Government	Public Street
MD 97 to MD 650	4.97	54	8	1	22
MD 650 to US 29	3.38	72	53	2	18
US 29 to I-95	2.28	26	17	7	16
TOTAL	10.63	152	78	10	56

Traffic Operations

For this study, SHA developed **Annual Average Daily Traffic (AADT)** along with AM and PM peak-hour volumes. Traffic on Norbeck Road is projected to increase between 28-53 percent by 2040. Traffic on MD 198 is projected to increase between 30-50 percent by 2040.

Table 2: MD 28/MD 198 Annual Average Daily Traffic (AADT)

MD 28/MD 198 Segment	AADT			
	2013	2040	Increase	% Increase
MD 115 to MD 97	35,350	45,175	9,825	28%
MD 97 to MD 182	19,300	24,725	5,425	28%
MD 182 to MD 650	15,800	24,125	8,325	53%
MD 650 to Good Hope Road	19,925	29,800	9,875	50%
Good Hope Road to Old Columbia Pike	22,350	33,375	11,025	49%
Old Columbia Pike to US 29	30,775	43,750	12,975	42%
US 29 to I-95	37,900	49,125	11,225	30%
I-95 to Van Dusen Road	45,250	58,900	13,650	30%

SHA conducted a Level of Service (LOS) analysis for existing (2013) and forecasted (2040) No-Build and Build conditions for the preliminary alternatives. LOS, which is normally determined for the peak hours of a typical weekday, measures the freedom of mobility or severity of congestion experienced by drivers and ranges from A to F. LOS A represents free-flow traffic movement, with little or no congestion. LOS F represents failure, with stop-and-go conditions and long lines of traffic. LOS D, which occurs when traffic flow becomes unstable, is generally considered acceptable during peak hours on urban and suburban roadways. At LOS E, the roadway is operating near capacity, and day-to-day delays are unpredictable.

Summary of Table 3, Table 4, and Table 5

Table 3 (page 8) and Table 4 (page 9) summarize the results of an analysis of roadway capacity and LOS conducted for the 14 intersections and eight link segments along the MD 28/MD 198 corridor. Under 2013 conditions, most intersections along MD 28 and MD 198 operate at LOS E or better during AM and PM peak hours. Under 2040 No-Build conditions, nearly half of the studied intersections are projected to approach or exceed capacity. Most of the two-lane segments along the study corridor west of Old Columbia Pike operate at LOS D and are projected to become slightly more congested by 2040. By 2040, geometric improvements associated with the interchange proposed for MD 28 at MD 97 should result in improved LOS and **delay** at intersections and along the roadway near MD 28 at MD 97 and MD 28 at Norbeck Boulevard.

Table 5 (page 10) presents the Gainesville Method for Bicycle and Pedestrian Level of Comfort (LOC) for the corridor. The Gainesville Method for Bicycle and Pedestrian LOC evaluates corridors using a point system of 1 to 21 that results in LOS ratings from A to F. This method can be used as a diagnostic tool to assess and improve pedestrian and bicyclist levels of comfort and safety by modifying the design and/or operational features of the roadway. Under 2013 Existing and 2040 No-Build conditions, more than half the corridor experiences LOS E or worse. By 2040, the incorporation of pedestrian and bicycle features along the corridor would result in LOS D or better.

Table 3: MD 28/MD 198 Intersections - Delay & LOS Analysis Results

Intersection LOS (Delay)	2013 Existing		2040 No-Build		2040 Alternative 2		2040 Alternative 3	
	Delay (Seconds per Vehicle)							
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
MD 28 at MD 115	D (49)	D (37)	D (35)	D (38)	C (33)	D (39)	F (103)	E (80)
MD 28 at MD 97*	F (82)	F (89)	B (19) [^]	B (16) [^]	C (23) [^]	B (17) [^]	C (28) [^]	C (25) [^]
			B (10) ^{^^}	B (15) ^{^^}	B (10) ^{^^}	B (14) ^{^^}	B (11) ^{^^}	B (19) ^{^^}
MD 28 at Norbeck Boulevard	B (20)	C (27)	B (11)	A (9)	B (14)	B (11)	A (6)	A (8)
MD 28 at Wintergate Drive	E (59)	C (21)	F (115)	D (41)	F (109)	D (38)	B (18)	B (11)
MD 28 at MD 182	B (19)	C (23)	B (19)	C (22)	C (26)	C (22)	C (32)	C (34)
MD 28 at Norwood Road	D (38)	D (37)	E (61)	E (57)	E (57)	D (54)	E (73)	E (63)
MD 28/MD 198 at MD 650	D (37)	D (36)	D (51)	E (52)	D (45)	D (40)	D (44)	D (36)
MD 198 at S Old Columbia Pike	C (27)	C (24)	F (84)	D (41)	F (88)	D (37)	E (64)	E (73)
MD 198 at US 29 SB Ramps	C (33)	C (33)	C (31)	C (28)	C (24)	C (34)	C (32)	D (38)
MD 198 at US 29 NB Ramps	C (28)	C (34)	B (16)	B (19)	B (19)	B (17)	C (33)	C (35)
MD 198 at McKnew Road	D (42)	C (23)	F (97)	C (24)	F (102)	C (25)	D (44)	B (10)
MD 198 at Birmingham Drive								
MD 198 at Old Gunpowder Road	C (27)	B (16)	C (25)	B (15)	C (31)	B (14)	C (32)	C (23)
MD 198 at Sweitzer Lane	D (35)	D (41)	D (36)	D (49)	C (34)	D (46)	D (46)	D (38)
MD 198 at Van Dusen Road	D (37)	D (45)	E (64)	E (79)	E (58)	E (79)	E (64)	F (111)

*Under 2040 No-Build, MD 28 at MD 97 is assumed to be reconstructed as an interchange

[^] LOS for SB (southbound) Ramps intersection within MD 97 Interchange

^{^^} LOS for NB (northbound) Ramps intersection within MD 97 Interchange

Table 4: MD 28/MD 198 Roadway Link - LOS Analysis Results

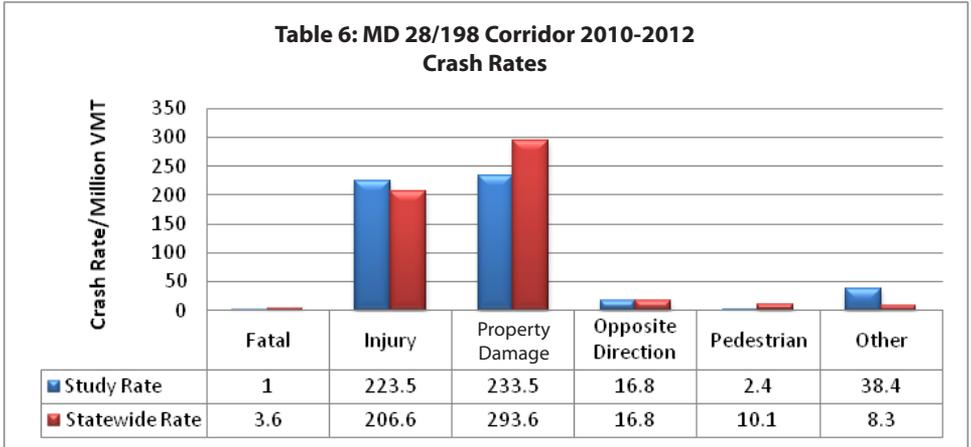
Roadway Segment	# of Travel Lanes for Existing, No-Build and Alternative 2	2013 Existing		2040 No-Build		2040 Alternative 2		2040 Alternative 3	
		AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
MD 28 (eastbound) at:									
MD 115 to MD 97	4/5	F	F	C	E	C	F	C	F
MD 97 to Wintergate Drive	2	C	D	B	F	B	F	B	E
Wintergate Drive to MD 182	2	B	B	B	C	B	C	C	D
Norbeck Road (eastbound) at:									
MD 650 to Old Columbia Pike	2	B	B	B	B	B	B	F	F
Old Columbia Pike to US 29 NB Ramps	4	C	C	C	C	C	C	F	F
US 29 NB Ramps to Sweitzer Lane	4	C	C	D	D	F	C	F	F
Sweitzer Lane to Van Dusen Road	4/6	C	D	D	D	B	C	B	C
MD 198 (westbound) at:									
Van Dusen Road to Sweitzer Lane	4/6	B	B	B	B	B	C	C	B
Sweitzer Lane to US 29 NB Ramps	4	C	C	D	C	E	D	D	C
US 29 NB Ramps to Old Columbia Pike	4	D	D	F	F	F	F	F	D
Old Columbia Pike to MD 650	2	B	B	B	B	B	B	D	B
Norbeck Road (westbound) at:									
MD 650 to MD 182	2/4	B	C	C	C	C	C	C	C
MD 28 (westbound) at:									
MD 182 to Wintergate Drive	2	B	B	D	B	D	B	C	C
Wintergate Drive to MD 97	2	D	D	B	B	B	B	C	C
MD 97 to MD 115	4/5	F	E	D	D	D	C	E	C

Table 5: Gainesville Method for Bicycle and Pedestrian Level of Comfort (LOC)

Roadway Segment	2013 Existing		2040 No-Build		2040 Alternative 2		2040 Alternative 3	
	Bicycle LOC	Pedestrian LOC	Bicycle LOC	Pedestrian LOC	Bicycle LOC	Pedestrian LOC	Bicycle LOC	Pedestrian LOC
MD 28 at:								
MD 115 to MD 97	F	D	F	D	D	D	D	D
MD 97 to Wintergate Drive	F	E	F	F	B	C	B	C
Wintergate Drive to MD 182	F	E	F	F	B	C	B	C
Norbeck Road at:								
MD 182 to MD 650	B	C	B	C	B	C	B	C
MD 198 at:								
MD 650 to Old Columbia Pike	E	E	E	E	B	C	C	D
Old Columbia Pike to US 29 NB Ramps	F	F	F	F	C	D	C	D
US 29 NB Ramps to Sweitzer Lane	E	E	F	E	C	C	C	C
Sweitzer Lane to Van Dusen Road	F	F	F	F	C	C	C	C

Safety

From 2010 through 2012, the MD 28/MD 198 Corridor experienced 458 police-reported crashes. The highest number of crashes was recorded on MD 28 from MD 115 to MD 182, and on MD 198 from MD 650 to the Prince George's County line. Of the 458 police-reported crashes that occurred along the project corridor, approximately 45 percent resulted in injuries, and one resulted in a fatality. As seen in the chart below, the rate for other crashes (38.4 crashes per Million Vehicle Miles Traveled) is significantly higher than the statewide average.



ALTERNATIVES AND OPTIONS UNDER CONSIDERATION

Preliminary Conceptual Alternatives

Recognizing the unique characteristics of the existing roadway features and adjacent communities along the corridor, SHA separated the corridor into five similar segments (Segments A through E) during the development of the conceptual Build Alternatives. The proposed Build Alternative improvements are presented below by corridor segment, with baseline alternatives and options along the corridor. **Detailed mapping will be available online and at the meeting.**

Alternative 1 – No-Build

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

Alternative 2 – Transportation Systems Management (TSM)/Transportation Demand Management (TDM)

Alternative 2 provides bicycle and pedestrian improvements as a base alternative, with access management and intersection improvement options.

Segment A: MD 97 to MD 182

The base alternative provides the following improvements:

- Ties into the planned MD 97/MD 28 Interchange improvements;
- Constructs continuous shoulders in each direction to accommodate on-road bicycles;
- Adds a shared-use path on the north side;
- Adds sidewalk on the south side from Norbeck Boulevard to Bailey's Lane East; and
- Shifts the alignment from Barn Ridge Drive to Whitehaven Road.

The access management option adds three access roads:

- North Side - Coolidge Avenue to East Norbeck Park
- North Side - Wintergate Drive to 2801 Norbeck Road
- South Side - Keltrip Court to Woods Center Road (one-way westbound)

The intersection improvement option provides a roundabout at Wintergate Drive.

Segment B: MD 182 to MD 650

The base alternative widens the existing eight-foot-wide shared-use path to 10 feet along the north side. The intersection improvement option improves the turning lanes at Norwood Road.

Segment C: MD 650 to Old Columbia Pike

The base alternative provides the following improvements:

- Constructs a continuous shoulder in each direction to accommodate on-road bicycles;
- Adds a shared-use path on the south side; and
- Shifts the alignment east of Burtonsville Drive to Santini Road.

The access management option provides a closed-section three-lane roadway with a continuous two-way center left lane or six-foot-wide median, while accommodating on-road bicycles.

The intersection improvement option provides the following improvements:

- Improves turning lanes at MD 650; and
- Constructs a roundabout at Good Hope Road, Thompson Road, and/or Peach Orchard Road.

Segment D: Old Columbia Pike to US 29

The base alternative provides the following improvements:

- Constructs a continuous shoulder in each direction to accommodate on-road bicycles;
- Adds a sidewalk along the north side of MD 198; and
- Constructs a shared-use path along the south side of MD 198.

The intersection improvement option improves the turning lanes at Old Columbia Pike.

Segment E: US 29 to I-95

The base alternative provides a shared-use path along the south side of MD 198.

The intersection improvement option improves turning lanes at McKnew Road.

Alternative 3 – Typical Section Improvements (by Corridor Segment)

Alternative 3 provides bicycle/pedestrian/roadway improvements as a base alternative, with access management and intersection improvement options.

Segment A: MD 97 to MD 182

The base alternative provides the following improvements:

- Ties into the planned MD 97/MD 28 Interchange improvements;
- Constructs a four-lane, divided, closed-section roadway with continuous shoulders in each direction to accommodate on-road bicycles;
- Adds a sidewalk on the south side from Norbeck Boulevard to Bailey's Lane East;
- Adds a shared-use path on the north side; and
- Shifts the alignment from Barn Ridge Drive to Whitehaven Road.

The access management option adds three access roads:

- North Side - Coolidge Avenue to East Norbeck Park
- North Side - Wintergate Drive to 2801 Norbeck Road
- South Side - 2412 Norbeck Road to Woods Center Road

The intersection improvement option provides a roundabout at Wintergate Drive.

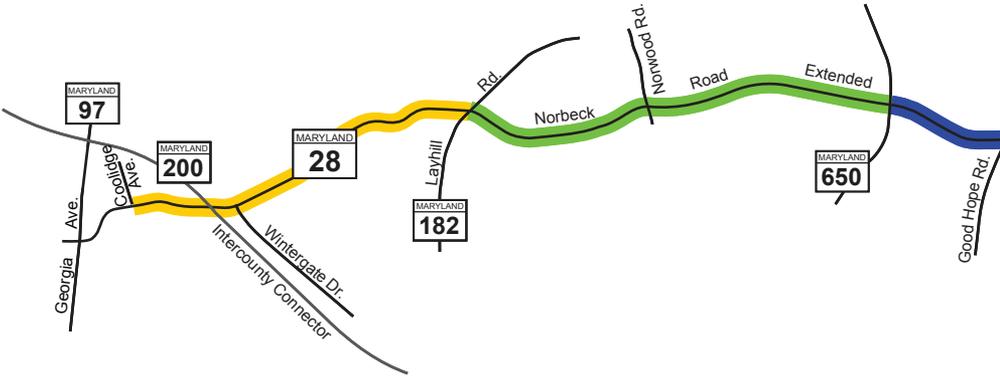
Segment B: MD 182 to MD 650

The base alternative provides the following improvements:

- Creates a four-lane, divided, open-section roadway; and
- Widens the existing eight-foot-wide shared-use path to 10 feet along the north side.

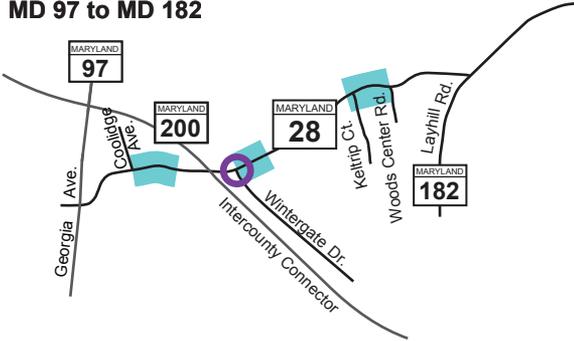
The intersection improvement option improves the turning lanes at Norwood Road.

ALTERNATIVES 2 and 3



SEGMENT A

MD 97 to MD 182



Option Improvements

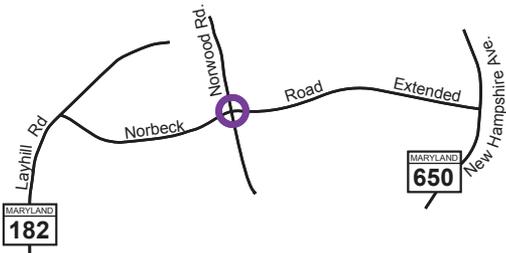
SEGMENT D

Old Columbia Pike to US 29

MARYLAND 198

SEGMENT B

MD 182 to MD 650

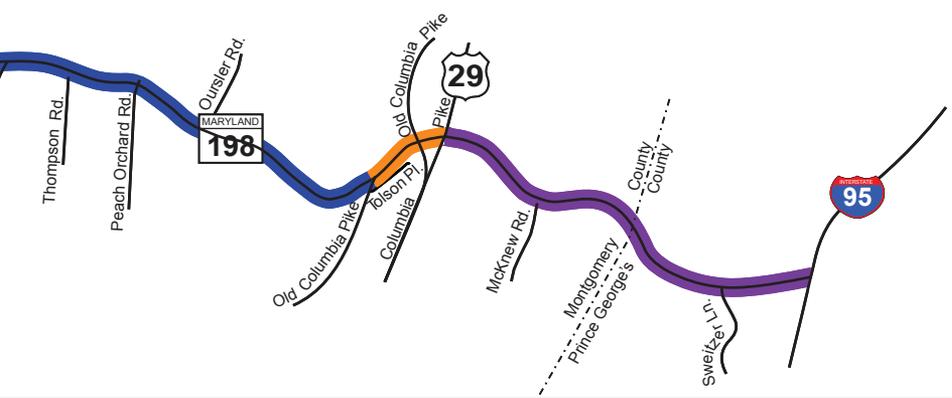


KEY

-  Intersection Improvement
-  Access Management

OPTION LOCATIONS

NOT TO SCALE



SEGMENT C

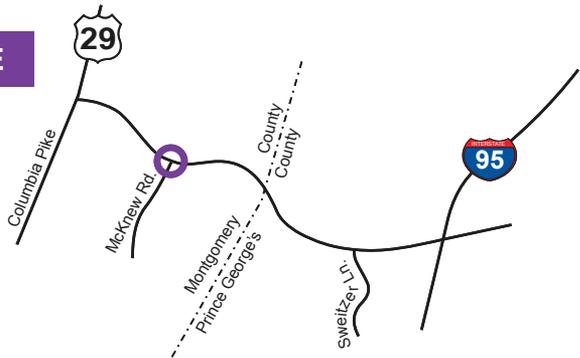
MD 650 to Old Columbia Pike



Access Management Option for Alternative 3 Only

SEGMENT E

US 29 to I-95



Y
ement Option
t Option

Note: Detailed descriptions of the Alternatives and Options can be found on pages 11 to 18.

Segment C: MD 650 to Old Columbia Pike

The base alternative provides the following improvements:

- Constructs a combination of a four-lane, divided, open-section roadway and a closed-section roadway with a continuous shoulder in each direction to accommodate on-road bicycles;
- Adds a shared-use path along the south side; and
- Shifts the alignment east of Burtonsville Drive to Santini Road.

The access management option provides a closed-section four-lane roadway with a continuous two-way center left-turn lane or six-foot-wide median, while accommodating on-road bicycles.

The intersection improvement option provides the following improvements:

- Improves turning lanes at MD 650; and
- Constructs a roundabout at Good Hope Road, Thompson Road, and/or Peach Orchard Road.

Segment D: Old Columbia Pike to US 29

The base alternative provides the following improvements:

- Constructs a five-lane closed-section roadway with a continuous center two-way left-turn lane, while accommodating on-road bicycles;
- Adds a sidewalk along the north side of MD 198; and
- Adds a shared-use path along the south side of MD 198.

The access management option provides a closed-section four-lane roadway with an 18-foot-wide median, while accommodating on-road bicycles.

The intersection improvement option improves the turning lanes at Old Columbia Pike.

Segment E: US 29 to I-95

The base alternative provides the following improvements:

- Constructs a four-lane and six-lane divided roadway that accommodates on-road bicycles; and
- Adds a shared-use path along the south side of MD 198.

The intersection improvement option improves turning lanes at McKnew Road.

Environmental Summary

SHA has conducted research and field reviews to identify conditions and resources within the study area. A preliminary assessment of impacts that could result from the ARDS will be available at the workshop. SHA will perform an in-depth evaluation of environmental impacts associated with each of the alternatives retained for detailed study as part of the next stage of the project planning process.

Land Use

The study area encompasses five master planning areas, each of which calls for the widening of MD 28/MD 198 to improve safety and alleviate traffic congestion along the study corridor. One master plan is associated with the portion of the study area in Prince George's County: "Subregion I," while the other four master plans are associated with the portion of the study area in Montgomery County: Aspen Hill (1994), Cloverly (1997), Fairland (1997), and Olney (2005). The MD 28/MD 198 study corridor includes a mix of suburban, industrial, and commercial land uses. Large-lot single-family homes make up most of the residential uses, with the highest density at the Leisure World community at the western end of the study area.

The *Smart Growth Priority Funding Areas Act of 1997* was enacted to limit sprawl and direct state funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). PFAs are geographic growth areas defined by State law and designated by local jurisdictions as targets for economic development. The eastern and western project limits are located within existing PFAs. The mid-section of the MD 28/MD 198 study corridor between MD 182 (Layhill Road) and Burtonsville is not located within a PFA. Before the project receives state funding for construction and/or engineering and right-of-way acquisition, the Maryland Department of Transportation (MDOT) and the Maryland Department of Planning will evaluate the project for compliance with the 1997 *Smart Growth and Neighborhood Conservation – Priority Funding Areas Act*.

Socioeconomic Resources

The SHA-owned right-of-way along the MD 28/MD 198 study corridor varies in width from 20 feet to approximately 180 feet. Additional right-of-way along the study corridor would be required to accommodate proposed roadway reconfigurations that address the project's purpose and need. Estimates of the amount of right-of-way and the number of potential displacements required for the alternatives will be available at the workshop and online and will be revised during the detailed study stage of the project planning process.

SHA has identified one public school (Burtonsville Elementary), one private school (Spencerville Adventist), 11 religious facilities, two cemeteries (Union Cemetery and Merson Cemetery), and four publicly owned public parks and recreation areas (East Norbeck Local Park, Hampshire Greens Golf Course, Northwest Branch Recreational Park, and Burtonsville Local Park) within the study corridor. SHA has identified other community resources, including libraries, emergency services providers, and government agencies, which are near the study area but not adjacent to the project corridor.

In compliance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*, SHA will avoid disproportionately high and/or adverse effects on minority and/or low-income populations throughout the study area. A preliminary review of Census data reveals the presence of minority and low-income populations within the project study area. Further public outreach and additional research of

study area demographic and economic characteristics will be completed as the study progresses.

Cultural Resources

An assessment of historic resources within the study corridor identified 10 historic standing structures within the **Area of Potential Effects (APE)** that are eligible for listing on the **National Register of Historic Places (NRHP)**:

- White's Hardware
- Llewelyn Fields
- Drayton
- Edgewood II
- Free Methodist Church Camp Meeting Ground
- George Bennett House
- Holland Store-James Holland House
- Spencer-Carr House
- William Phair Property
- Isaac Burton, Jr. House

The **Montgomery County Heritage Area** and the **Anacostia Trails Heritage Area** (in Prince George's County) intersect the MD 28/MD 198 study corridor. These organizations continue to coordinate with the **Maryland Historical Trust (MHT)** to identify additional resources in the APE that have not been previously evaluated for NRHP eligibility and to determine the impacts of the project on significant cultural resources within the study area.

An assessment of archeological potential for the study corridor identified three archeological sites that were determined to be potentially significant for the information they may contain and that will likely require additional archeological evaluations. Depending upon the outcome of any additional evaluations, data recovery excavations may be warranted. As design plans for the area are further developed, SHA will continue to coordinate with MHT to determine the possible impacts the alternatives may have on significant historic or archeological sites, as required under **36 CFR 800.4**. In accordance with the **Section 106 procedures of the National Historic Preservation Act**, this workshop provides the opportunity for public comment regarding project impacts on historic properties.

Natural Environmental Features

SHA has identified **wetlands**, streams, forests, and **100-year floodplains** within the study area. Streams include: Bel Pre Creek, Batchellors Run, Left and Right Fork of the Northwest Branch, Nursery Run and unnamed tributaries, Paint Branch and two unnamed tributaries, Little Paint Branch, Bear Branch, Walker Branch, and unnamed tributaries to the Patuxent River/Reservoir. Any in-stream construction or impacts to wetlands would require construction permits from the Maryland Department of the Environment and the US Army Corps of Engineers.

Approximately 2.7 miles of MD 198 east of MD 650 are within the Montgomery County designated Upper Paint Branch Special Protection Area (SPA), which encompasses the Paint Branch *mainstem* and tributaries, between MD 650 and Old Columbia Pike. The SPA includes the headwaters of Paint Branch, which is designated as a naturally reproducing trout stream. SHA will coordinate with the Maryland-National Capital Park and Planning Commission (M-NCPPEC) regarding proposed improvements and mitigation for impacts within the SPA.

Coordination with the US Fish and Wildlife Service (FWS), MD Department of Natural Resources Integrated Policy and Review Unit (DNR-IPRU), and DNR-Wildlife and Heritage Services (DNR-WHS) has been initiated to identify the presence of any federal- or state-listed rare, threatened, or endangered species (RTES) within the project area. FWS indicated that no federally proposed or listed endangered or threatened species occur within the project area. The DNR-IPRU recommended conservation measures to avoid and minimize impacts on the Paint Branch and unnamed tributaries.

The DNR-WHS indicated areas of potential concern within the study area and emphasized the importance of maintaining water quality and *hydrology*, given that the RTES are associated with wetland habitats. The areas and associated plant species are listed below:

- McKnew Bog: state-listed threatened Halberd-leaved Greenbrier
- Spencerville Seeps: state-listed threatened Featherbells
- Good Hope Spring, Asa Road Spring, Whitehaven Seep, Batchellors Run Road Spring, and Belle Cote Drive Springs: watchlisted Potomac Stygobromid

Anticipated increases in traffic volumes within the project area may lead to increased traffic noise and vehicle emissions. SHA will complete an assessment of potential noise- and air-quality impacts during the detailed study stage of the project planning process.

A hazardous materials site inventory identified 100 locations within the MD 28/MD 198 study corridor that may warrant further investigation for one or more of the following:

- underground storage tanks
- leaking underground storage tanks
- properties that may be of concern (e.g., gas stations), and
- reported spills of oil and hazardous substances.

If required, coordination with MDE will occur before and/or during construction to minimize the potential for adverse effects as a result of treatment, storage, cleanup, or disposal of hazardous waste.

Stakeholders Group

After coordinating with local elected officials, SHA formed a Stakeholders Group of study area residents, community leaders, and business representatives and met with the members in February 2015 to discuss the project. The group provided comments and suggestions that have been evaluated and incorporated into the alternatives whenever possible. Coordination with the Stakeholders Group will continue until the project planning process is completed.

Project Schedule

- Conduct Alternatives Public Workshop – March 19, 2015
- Conduct Location/Design Public Hearing – Winter/Spring 2016
- Complete Project Planning – Fall 2017

Related Transportation Projects

Several SHA projects that propose transportation improvements near the MD 28/MD 198 study area are in the planning and design phases. These projects are included in MDOT's **Consolidated Transportation Program (CTP)**:

Development and Evaluation Program

- MD 97 at MD 28 – Study to construct improvements at MD 28/MD 97
- MD 97 Georgia Avenue – Bus Rapid Transit Study from Glenmont Metro Station to Olney
- US 29 Interchanges – Interchanges at Stewart Lane, Tech Road, Musgrove Road, Fairland Road, Greencastle Road, and Blackburn Road

Non-Discrimination in Federally Assisted and State-Aid Programs

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

Ms. Wanda Dade, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-406
Baltimore, Maryland 21202
Telephone: (410) 545-0315
Toll-free in Maryland: 1-888-545-0098
Email: wdade@sha.state.md.us

Right-Of-Way and Relocation Assistance

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

Mr. Paul Lednak
District 3, Office of Real Estate
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7466
Toll-free in Maryland: 1-800-749-0737
Email: plednak@sha.state.md.us

Public Involvement

SHA will maintain public involvement throughout the MD 28/MD 198 Corridor Improvement Study. Agency representatives are available to meet with community groups, civic associations, and other organizations. To request a meeting, please contact Ms. Danielle Black, using the information provided inside the front cover of the brochure.

The MD Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech disabilities or assistance with the English language, should contact Ms. Danielle Black by March 12.

Media Used for Meeting Notification

<u>Publication</u>	<u>Dates</u>
Gazette	March 4, 2015
The Washington Post	March 5, 2015

Your Opinion Matters

This workshop offers members of the public the opportunity to discuss their opinions and concerns about the project and to provide spoken and written comments. We will carefully review and consider project concerns and preferences expressed at the workshop. To assist you in providing comments, we have included in this brochure a postage-paid mailer and the contact information for members of the Project Planning Team.

Questions or comments following the workshop may be addressed to any of the project team members listed inside the front cover of the brochure.



Glossary

Alternatives - Potential transportation solutions that are evaluated to determine whether they will address the purpose and need of the project. **Alternatives Retained for Detailed Study (ARDS)** are proposed alternatives that have been judged to merit further analysis and from which the preferred alternative is likely to be chosen.

Anacostia Trails Heritage Area – One of 12 Heritage Areas certified by the State of Maryland under the Maryland Heritage Areas Authority. Established in 1997 and certified in 2001, the organization seeks to preserve nearly 84 square miles of Northern Prince George's County.

Annual Average Daily Traffic (AADT) - The average number of vehicles that pass a given location on a roadway during a 24-hour period.

Area of Potential Effects (APE) - The geographical area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties. The APE is influenced by the scale and nature of the undertaking.

Consolidated Transportation Program (CTP) – Maryland's six-year capital budget for transportation projects. The CTP includes projects that are generally new, expanded, or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisition, construction, or the purchase of essential equipment related to the facility or service.

Delay – The average delay, measured in seconds per vehicle, which is experienced at each intersection due to the presence of the traffic signal.

Hydrology – The science dealing with the waters of the earth, their distribution on the surface and underground, and the cycle involving evaporation, precipitation, and flow to the seas.

Intermodal Connectivity – Connections that allow passengers to switch from one type (mode) of transportation to another to complete a trip. Interconnecting modes of transportation (e.g., trains, buses, automobiles) would give travelers transportation alternatives that unconnected, parallel systems do not offer and would allow the transportation system to operate more efficiently.

Mainstem – In hydrology, a main stem is the primary downstream segment of a river, as contrasted to its tributaries.

Maryland Historical Trust (MHT) – The state agency dedicated to preserving and interpreting the legacy of Maryland's past. Through research, conservation, and education, MHT assists the people of Maryland in understanding their historical and cultural heritage.

Montgomery County Heritage Area – Part of the Maryland Heritage Areas Program. Each of Maryland’s 13 locally designated Heritage Areas has a distinct focus or theme that represents a unique aspect of Maryland’s character and creates place-based experiences for visitors and residents. Heritage Areas are places where the stories of the people, land, and waters of the state are told and where individuals, businesses, non-profits, and government form partnerships to preserve the best of Maryland’s historic sites and towns, unspoiled natural landscapes, and traditions. The program is governed by the Maryland Heritage Areas Authority and administered by MHT.

National Register of Historic Places (NRHP) – The official list of the nation’s historic places that are worthy of preservation. Authorized by the *National Historic Preservation Act*, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America’s historic and archeological resources.

NB – northbound

100-Year Floodplain – A floodplain is the flat or nearly flat land along a river or stream in tidal areas that is covered by water during a flood. A **100-year floodplain** is such an area in which a flood has a 1 percent chance of being equaled or exceeded in any given year.

Peak hours – Time during which a highway carries its greatest volume of traffic, usually during the morning and evening rush periods, when commuters travel to and from work.

Purpose and Need Statement - A document that establishes the reason(s) a project is proposed and determines whether the proposed alternatives meet the area’s needs. The Purpose and Need Statement is developed in consultation with local, state, and federal agencies and members of the public.

Right-of-Way - Land or property (often in a strip) required for transportation purposes, such as roadway widening or improvements.

Section 106 Procedures – Derived from Section 106 of the *National Historic Preservation Act of 1966*, which governs the identification, evaluation, and protection of historical and archaeological resources affected by state and federal transportation projects. Principal areas include the presence or absence of sites, their eligibility based on National Register of Historic Places criteria, and the significance and effect of a proposed project upon such sites.

SB – Southbound

Transportation Demand Management (TDM) - Actions that reduce peak-period and/or overall traffic congestion. Examples of TDM include high-occupancy vehicles, cycling, and walking.

Transportation Systems Management (TSM) – A transportation alternative that consists of spot improvements and access management to address short-term safety, operational, and public concerns at specific locations along a roadway. TSM improvements generally seek to reduce traffic congestion without significantly altering the existing roadway.

Typical Section – A graphic representation (drawing) that depicts the physical shape and relationship of the various highway elements that are present at or proposed for a normal (typical) interval (section) along a highway.

Wetlands – Areas that are regularly wet or flooded, with vegetation adapted for life under those soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas.

36 CFR 800.4 (Identification of historic properties) – Federal regulations implementing Section 106 of the *National Historic Preservation Act of 1966*. 36 CFR 800.4 takes into account the effects of the undertakings of federal agencies on historic properties and addresses the following:

- Determine the scope of identification efforts
- Identify historic properties
- Evaluate historic significance
- Results of identification and evaluation



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