

D. ADDITIONAL CORRESPONDENCE

**1. MD STREAMLINED PROCESS
COORDINATION SUMMARY/LETTERS**

STREAMLINED PROCESS AGENCY CORRESPONDENCE

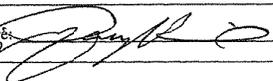
ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES		RESPONSE LOCATION (Section & Page #)
Federal Highway Administration Date: 12/24/97 (see page VI-62-DEIS) 11/16/99 (see page VI-86-DEIS) 1/28/04 (see page VI-256)	<ul style="list-style-type: none"> • Concurred with the Purpose and Need (1/22/98). • Concurred with the Alternatives Retained for Detailed Study (12/6/99). • Concurred with Selected Alternative and Conceptual Mitigation (1/28/04). 	
Maryland Dept. of Natural Resources Date: 1/26/98 (see page VI-257) 1/23/04 (see page VI-258)	<ul style="list-style-type: none"> • Concurred with the Alternatives Retained for Detailed Study (12/17/99). • Provided guidelines to help minimize project impacts. • Concurred with Selected Alternative and Conceptual Mitigation Package (1/23/04). 	
U.S. Department of the Interior Fish and Wildlife Service Date: 12/23/97 (see page VI-64-DEIS) 11/16/99 (see page VI-88-DEIS) 12/4/02 (see page VI-259) 9/9/03 (see page VI-260) 2/3/04 (see page VI-262)	<ul style="list-style-type: none"> • Concurred with the Purpose and Need (1/15/98). • No Action with the Alternatives Retained for Detailed Study (11/23/99). • No biological assessment or section 7 consultation is required. • Recommendations for stream restoration. • No objection to Selected Alternative and Conceptual Mitigation. • Concurred with minor comments on the Selected Alternative and Conceptual Mitigation (2/3/04). 	
U.S. Environmental Protection Agency Date: 12/23/97 (see page VI-66-DEIS) 1/27/98 (see page VI-263) 2/20/98 (see page VI-264) 11/16/98 (see page VI-90-DEIS) 4/22/98 (see page VI-226)	<ul style="list-style-type: none"> • Provided the following comments: further explanation and interpretation of accident data is needed. • Concurred with the Purpose and Need (4/21/98). • Concurred with the Alternatives Retained for Detailed Study (4/19/00). 	
U.S. Army Corps of Engineers Date: 12/19/97 (see page VI-267) 1/7/98 (see page VI-268) 1/14/98 (see page VI-269) 11/16/99 (see page VI-270) 9/10/03 (see page VI-271) 1/12/04 (see page VI-271)	<ul style="list-style-type: none"> • Provided the following comments: planned improvements on the MD 210 sideroads is necessary, explanation of study boundaries is necessary, ex. and prop. land use needs Chapman's Landing and National Harbor projects shown. • Concurred with the Alternatives Retained for Detailed Study (12/3/99). • Concurred with Selected Alternative and Conceptual Mitigation w/ minor comments (9/10/02). • Concurred with Selected Alternative and Conceptual Mitigation (1/12/04). 	

STREAMLINED PROCESS AGENCY CORRESPONDENCE

ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES	RESPONSE LOCATION (Section & Page #)
Maryland Department of the Environment Date: 11/16/99 (see page VI-98-DEIS)	<ul style="list-style-type: none"> • Concurred with the Alternatives Retained for Detailed Study (3/15/00).
Maryland Office of Planning Date: 1/23/98 (see page VI-272) 2/20/98 (see page VI-273) 12/15/99 (see page VI-274) 5/8/00 (see page VI-275) 2/18/04 (see page VI-277) 2/12/04 (see page VI-277a)	<ul style="list-style-type: none"> • Provided the following comments: purpose statement does not fully reflect the needs, clarify development outside of study area, discussion on land use is inadequate, not clear how cms study incorporated into study. • Provided the following comments: conduct traffic origin/destination studies, address alternative transportation solutions, additional information on how transit and park and ride facility enhancements would reduce congestion, study other TDM/TSM strategies, provide info on ridesharing programs to support HOV, assess the need for bicycle facilities, discuss Value Pricing study, developer-based improvements should be provided. • Strongly support continuing Multi-Modal study, unclear if Alternative 2 meets purpose and need, suggest further study to measure connectivity of PFA's. • Provided comments for Selected Alternative and Conceptual Mitigation (2/12/04) • Smart Growth concurrence (2/18/04).
Maryland Historical Trust Date: 2/12/04 (see page VI-277)	<ul style="list-style-type: none"> • Provided no comments for Selected Alternative and Conceptual Mitigation (2/12/04).
United States Department of Commerce National Marine Fisheries Service Date: 7/31/03 (see page VI-279)	<ul style="list-style-type: none"> • Concurred with the Selected Alternative and Conceptual Mitigation Package with conditions.
Washington Metropolitan Council of Governments Date: 1/5/04 (see page VI-280)	<ul style="list-style-type: none"> • Concurred with Selected Alternative and Conceptual Mitigation (1/5/04).
State Highway Administration Date: 12/15/03 (see page VI-281)	<ul style="list-style-type: none"> • Draft Selected Alternative and Conceptual Mitigation Package errata sheet

MD 210 Multi-Modal Study
 Selected Alternative and Conceptual Mitigation

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Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228 Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input checked="" type="checkbox"/> Federal Highway Administration <input type="checkbox"/> Environmental Protection Agency <input type="checkbox"/> Corps of Engineers	<input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> National Park Service <input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> MD Dept. of Natural Resources <input type="checkbox"/> MD Dept. of the Environment	<input type="checkbox"/>
<input checked="" type="checkbox"/> Concur (without comments) <input type="checkbox"/> Concur (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence:	
<i>Note: Do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.</i>	
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning <input type="checkbox"/> Metropolitan Planning Organization
<input type="checkbox"/> Provides Comments (below or attached) <input type="checkbox"/> Has No Comments	
Comments:	
Additional Information Needed:	
Signature: 	Date: 1/28/04

VI-256

JAN28'04 PM 2:56 DPPE



Parris N. Glendening
Governor

Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW
Tawes State Office Building
Annapolis, Maryland 21401

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

January 26, 1998

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 December 23, 1997, for Maryland Department of Natural Resources (DNR) comments on the revised Purpose and Need Statement for Project No. PG221A11, MD 210 Corridor Study from I-95/I-495 to MD 228, Prince George's County.

The Department participated in discussions of this project at the Interagency Meeting. We would like to re-emphasize the following comment which we made during that meeting: the areas served by the section of MD 210 under study appear to have high potential for traffic reducing measures such as mass transportation, ride-sharing, etc. Relatively dense residential development exists or is planned to the south, and many commuters travel to similar destinations in the District of Columbia and suburban Virginia and Maryland. Expected continuation of residential development in this area through the next several decades presents a major challenge for meeting the demand for transportation facilities. We advocate comprehensive consideration of innovative methods for reducing the number of single occupancy vehicles. Consideration should include, but not be limited to: car pool and bus lanes, enhanced bus service, commuter rail, enhanced park and ride lots, and connections to Metrorail.

We note that you have included in the Statement information which we previously provided to you regarding aquatic, natural heritage, and other natural resources in the project area. We advocate optimized

Telephone:

Gay Olsen
January 26, 1998
Page 2

protection of these resources. Also, we remind you that any potential impacts to DNR lands should be coordinated at the earliest possible time with our Resource Planning unit (contact person for this project: Wanda Cole, at 410-260-8408). Our review of wetland and waterway impacts through the interagency NEPA/404 process is a separate review, and does not fulfill DNR's requirements to review impacts to DNR property.

During our review of the Purpose and Need Statement, we identified two minor editing errors in the section on Safety (page 6). In the third paragraph, if the referenced numbers are correct, the word "lower" should be "higher". In the fifth paragraph, if the numbers are correct, the word "slightly" is incorrect and should be removed.

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., Director
Environmental Review Unit

RCD

cc: Elizabeth Cole, MHT
Elder Ghigiarelli, MDE
Christine Wells, MOP
Danielle Algazi, USEPA
Jennifer Moyer, USCOE
John Nichols, NMFS
Renee Sigel, FHWA
David Sutherland, USFWS

VI-257

FROM : ENVIRONMENTAL REVIEW UNIT

PHONE NO. : 1 410 260 8339

Jan. 23 2004 01:03PM P2



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

Maryland Department of Natural Resources

Environmental Review
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

C. Ronald Franks
Secretary
W. P. Jensen
Deputy Secretary

January 23, 2004

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 December 23, 2003, for Maryland Department of Natural Resources (DNR) concurrence with the Selected Alternative and Conceptual Mitigation (SACM) for the MD 210 Multi-Modal Planning Study, Project No. PG221A11, MD 210: I-95/495 to MD 228, Prince George's County.

The Department has participated in discussions of this project at the Interagency Meeting and at field meetings. Department comments have been provided throughout this participation. We note that you have included information regarding natural resources and the avoidance and minimization of natural resource impacts in the SACM document, as well as proposals for natural resources mitigation. The Department concurs with the Selected Alternative and Conceptual Mitigation. We advocate and support continued efforts during planning and construction of this project to optimize protection of the natural resources in the project area; several of these continued efforts are specifically referenced within the SACM document.

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)

FROM : ENVIRONMENTAL REVIEW UNIT

PHONE NO. : 1 410 260 8339

Jan. 23 2004 01:03PM P1



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

Maryland Department of Natural Resources

Environmental Review
Tawes State Office Building
Annapolis, Maryland 21401

C. Ronald Franks
Secretary
W. P. Jensen
Deputy Secretary

FAX TRANSMITTAL MEMO

Date: 1/23, 2004

We are sending 2 Pages
(Including this cover sheet)

To: Gay Olsen
Office: SHA
Fax #: 410-209-5004

Comments:

*DNR concurrence on:
SACM - MD 210*

thx
From: Ray Dintaman

Fax #: 410-260-8339

Phone #: 410-260-8331

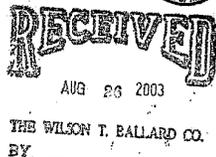
Telephone: (410) 260-8330
DNR TTY for the Deaf: (410) 260-8835

VI-258



United States Department of the Interior

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



December 4, 2002

Susie Ridenour, Chief
Environmental Programs Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attn: Rob Shreeve

Dear Ms. Ridenour:

A U.S. Fish and Wildlife biologist attended the mitigation field trip for MD 210 on August 15, 2002. Two streams were investigated for restoration potential. One stream is called Carey Branch and the other is called Tinkers Creek. Carey Branch is located next to MD 210 and south of I-95. The segment of Tinkers Creek designated for restoration is located next to the Prince Georges Air Park in Friendly, Maryland.

Carey Branch

Carey Branch has a total drainage area of three square miles and is between 2.5 and 3.0 miles in length. It is a tributary of Henson Creek. The Maryland State Highway Administration (SHA) proposes to remove two concrete trapezoid channels and stabilize two eroded stream channels.

One concrete channel is located next to Wilson Bridge Drive and is at least 2,000 feet long. The other concrete channel is located east of MD 210, is approximately 1000 feet in length, and located between 100-200 feet above its confluence with Henson Creek. One of the natural stream channels is located between the two concrete channels and the other is located at the confluence with Henson Creek.

The Service applauds SHA's efforts to pick challenging stream segments to restore but would like to take this opportunity to recommend against a major effort in restoring the Carey Branch. We do not believe the restoration of this stream will provide adequate habitat for fish and aquatic insects. The watershed is small and probably contains more than 25% impervious surface. The water quality of this stream is marginal due to low base flows and storm runoff consisting of lawn fertilizers, herbicides, insecticides, animal waste, oil, grease, and anti-freeze. The Service

cannot endorse this stream restoration project, as proposed, because it does not have the potential of providing moderate or high quality aquatic habitat when it is completed.

The Service believes that the removal of the concrete channels has the potential of increasing bank and stream bed erosion and further degrading the water quality of Carey Branch and Henson Creek. The removal of these concrete channels could also increase the frequency of flooding in the adjacent apartment complexes. Residents will also be disturbed with construction equipment and noise in their backyards. Construction traffic will impede access to residential parking lots. Equipment will tear up lawns and damage the macadam in the parking lots. The Service recommends the elimination of this project from further consideration due to its potential to increase erosion and to the excessive costs, liability and community disturbance associated with concrete channel removal.

The Service believes the pool below the most downstream concrete channel be left intact. This pool has already been scoured by pass flood flows down the concrete channels. Presently, the pool has sufficient depth and width to dissipate future flood flows. We do not see any benefits to altering the present geomorphology of this pool.

The section of natural channel located between the two concrete channels is eroding badly. This erosion has also exposed a concrete manhole. If this stream section is reconfigured and stabilized, it would reduce sediment input to Henson Creek and protect the manhole. However, we do not believe this segment of stream will ever provide good quality fish habitat.

Tinkers Creek

The Tinkers Creek restoration proposal next to the Prince Georges Air Park has a drainage area of approximately 10 square miles. This project has the potential of providing moderate value fish habitat and reducing bank erosion by a significant amount. Presently, the banks are eroding at a high rate because all the trees have been removed to provide a landing strip for airplanes. No tree roots are left to hold the banks which consist of highly erodible soils containing large amounts of sand and gravel.

The Service recommends that the stream channel be reconfigured and the stream banks planted with trees to provide long-term bank stability. A riparian buffer, at least 70 feet in width, should be established on each side of the restored stream to provide this stream bank stability and to provide a corridor for terrestrial wildlife. The outside bends of the restored stream segment will probably need to be protected with boulders or root-wads to prevent the banks from eroding until the planted trees become established.

We recommend that bare-root seedlings be used for the reforestation portion of this project and a State of Maryland certified forester be employed to oversee the planting and possible re-planting and to conduct survival surveys during the first and third years after planting.

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

Sincerely,

[Handwritten signature]
John P. Wolfen
Supervisor

cc: John Nichols, NMFS
Greg Golden, DNR
Steve Hurt, MDE
Joe DaVia, COE

Supplemental Response:

Please see USFWS letter dated September 9, 2003 page VI-260 and SHA response in the errata sheet on page VI-281.

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bs
cc 12/4/02
bz



United States Department of the Interior

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



September 9, 2003

Mr. Neil Pedersen
Administrator
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attn: Heather Amick

RE: MD 210 Selected Alternative and Conceptual Mitigation

Dear Mr. Pedersen:

The U.S. Fish and Wildlife (Service) reviewed the MD 210 Selected Alternative and Conceptual Mitigation package and would like to take this opportunity to comment on this proposal. We do not object to Maryland State Highway Administration's (SHA) selection of Alternative 5A Modified. This alternative includes the construction of six interchanges and the upgrade of three intersections. We are especially pleased that SHA selected the interchange design labeled Option G at Swan Road. Option G reduced the wetland impacts by 2.0 acres.

High Occupancy Vehicle (HOV) Lanes

We are, however disappointed that the SHA did not select Alternatives 5B or 5C which included the construction of HOV lanes. HOV lanes reduce the need for the construction of additional lanes because at least two or three people need to occupy each vehicle that uses HOV lanes. HOV lanes also reduce the amount of air pollution per person mile traveled. We believe HOV lanes on MD 210 will reduce the eventual need for having to upgrade parallel roads such as Oxon Hill Road and Livingston Road to increase vehicular capacity in the area. Parallel road upgrades will increase the impacts to wetlands, streams, and forests.

The Service recommends that SHA purchase all the necessary right-of-way adjacent to existing MD Route 210 for future HOV lane construction. We believe prior purchase can minimize the potential of the right-of-way being blocked by future commercial and residential development.

VI-260

Wetland Mitigation-Parker Farm

A Service representative visited the proposed Parker Farm mitigation site on August 13, 2003, and determined that the site has an excellent potential for providing high value wetland habitat. We are especially pleased with the 16.0 acres of high value forested floodplain of Piscataway Creek that will be preserved in perpetuity as a component of the mitigation. This site will also be used to construct approximately 7.0 acres of wetlands and restore 1.0 acre of wetlands. The preservation of the Piscataway Creek floodplain will optimize the quality of the created and restored wetlands. The Service concurs that 2.6 acres of created wetlands at Parker Farm can provide compensatory mitigation for 1.3 acres of unavoidable impacts to existing wetlands adjacent to MD 210. The Service agrees that the surplus acreage of created, restored, and preserved wetlands can be used as mitigation for future highway construction projects in Prince George's County.

Stream Restoration-More mitigation is needed to replace impacts

Alternative 5A Modified will impact 9,140 linear feet of stream channel during construction. SHA proposes to relocate 1,205 feet of Carey Branch which will be accepted as 1 to 1 in-kind mitigation. They also propose to restore 2,200 feet of Tinkers Creek adjacent to the Potomac Airfield. This leaves 5,735 linear feet of unmitigated stream channel impacts. The Service realizes that there is limited opportunity to find any more stream restoration sites in the watersheds that will be impacted by the upgrade of MD 210. Therefore, the Service has decided to propose an out-of-kind mitigation option for the remaining 5,735 linear feet of impacts. We recommend that SHA acquire the forested wetland and remaining forested upland located at the southwest quadrant of MD 210 and Swan Road and protect it with a perpetual conservation easement. This parcel of habitat could then be turned over to the adjacent Battalion South community association as a wildlife sanctuary and buffer to the traffic noise from upgraded MD 210.

A Service biologist visited the proposed Carey Branch (downstream of Kerby Hill Rd.) and Tinkers Creek mitigation sites on August 14, 2002. This biologist determined that both sites were capable of replacing the functions and values of 3,405 linear feet of stream channel that will be lost during the construction of Alternative 5A Modified.

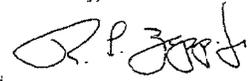
Road construction will require the relocation of 1,205 linear feet of Carey Branch downstream of Kerby Hill Road. This segment of Carey Branch is experiencing excessive erosion because 2000 feet upstream of Kerby Hill Road was placed in a cement lined rapeseed channel. This cement channel has accelerated water velocities and caused excessive erosion to this 1,205 linear feet of unarmored channel. SHA can only improve this highly degraded stream channel by relocating it and should not be required to provide additional mitigation for this impact.

The 2,200 section of Tinkers Creek proposed for restoration is eroding excessively and could eventually cause the downstream and upstream channels to start unraveling. The Service agrees that this stream section should be restored and the stream banks lowered to reconnect the incised

stream with a newly created floodplain. To ensure the success of this restoration effort, the banks and floodplain of this newly constructed channel will need to be planted with a trees and willow stakes. This tree buffer should be at least 75 feet wide as measured from the outside turns on each bank. The Service recommends that the channel be relocated further to the southwest so a mature forest can be reestablished without causing a safety hazard to planes taking off or landing at the airport.

If you have any comments or questions, please contact Bill Schultz of my staff at (410) 575-4586.

Sincerely,


for John P. Wolfen
Supervisor

VI-261

Project Name & Limits: MD 210 Multi-Modal Study - I-95/I-495 to MD 228	
Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration	<input checked="" type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> MD Dept. of Natural Resources
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> National Park Service <input type="checkbox"/> MD Dept. of the Environment
<input type="checkbox"/> Corps of Engineers	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> Concurrs (without comments)	<input checked="" type="checkbox"/> Concurrs (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur
Comments / Reasons for Non-Concurrence: <i>Thank you for agreeing to purchase the 6.5-acre forested wetland & upland parcel at MD 210 + Swan Creek Road as a component of the mitigation package. This purchase is a benefit</i>	
<i>Note: Do not provide "conditional" concurrence. You should either concur with the information as to the provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.</i> <i>environment</i>	
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning <input type="checkbox"/> Metropolitan Planning Organization
<input type="checkbox"/> Provides Comments (below or attached)	<input type="checkbox"/> Has No Comments
Comments:	
Additional Information Needed:	
Signature: <i>William Smith</i>	Date: <i>2/03/04</i>

VI-262



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 841 Chestnut Building
 Philadelphia, Pennsylvania 19107-4431

JAN 27 1998

Mr. Louis H. Ege, Jr.
 Deputy Director
 Office of Planning and Preliminary Engineering
 Maryland State Highway Administration
 P.O. Box 717
 Baltimore, Maryland 21202

RE: Project No. PG221A11 MD 210 Corridor Study from I-95/I-495 to MD 228 Prince George's County, Maryland, December 15, 1997

ATTN: Ms. Gay Olsen

Dear Mr. Ege:

The U.S. Environmental Protection Agency (EPA) has reviewed the Purpose and Need (P&N) Statement for the Maryland 210 Corridor Study from I-95/I-495 to MD 228 Prince George's County, Maryland. While we believe that traffic congestion in the project area may be a problem, the data presented does not support the safety concerns as stated in the P&N. Until the inconsistencies are clarified and a revised Purpose and Need is presented, the EPA can not concur with the MD 210 Purpose and Need Statement.

The following questions and comments should be addressed in the revised Purpose and Need document.

- Please provide further explanation to support the limits of the study area. While the EPA does not believe study limits should be defined at the P&N stage of the NEPA/404 process, we question the decision to designate the southern boundary at the MD 228 intersection.
- The P&N states that the county roads that run parallel to MD 210 that are receiving increased traffic due to congestion on MD 210. Please provide traffic accident data specific to the county roads referred to in the P&N.
- Page 6, second paragraph, the text states that the statewide average accident rate for the section of MD 210 between MD 228 and Fort Washington Road was 116.45 acc/100mvm, yet the figure in Appendix A lists the statewide average accident rate as 190.50 acc/100mvm for this same section. Please clarify which rate is correct. If the data from the appendix is correct the text should reflect that this area has a *significantly lower* accident rate than the statewide average, as stated in the appendix.
- Page 6, third paragraph states that the area of MD 210 between Fort Washington Road and Palmer/Livingston Roads accident rate was 169.36 acc/100mvm,

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compared to 155.10 acc/100mvm statewide average. It is then stated that this area's accident rate is lower than the statewide average. Please clarify.

- Page 6, fifth paragraph, the text should explain more thoroughly why the data for the section of MD 210 between the I-95 ramps and the I-95/495 interchange may not be valid. If the information is not valid, document the determination that this section had a "slightly higher than statewide accident rate."
- Please include the accident data for each of the intersections and interchanges along the MD 210 study area.
- Please provide documentation explaining how the reference points dividing MD 210 for the accident rate studies were chosen. The distance between each of these reference points should be stated in the text.
- Please provide a map depicting the accident rates at various points on the road. The map should also identify the locations of the 5 of 11 intersections that currently experience congestion with poor levels of service and the four intersection that have been designated High Accident Intersections.
- Page 7 briefly lists the intersections that were classified as High Accident Intersections for the years 1994-1996. Please document how the threshold of 14 accidents and 1.0 accident per million vehicles entering the intersection was determined. Is the threshold for High Accident Intersections the same in Charles County as it is in Prince George's County?
- Please document why Fort Washington Road, Old Fort Road (north), and Swan Creek/Livingston Roads did not remain High Accident Intersections in 1996. Did intersection improvements take place that decreased traffic accidents at these intersections?
- Page 8 and 9, the Conclusion section should summarize both of the stated purposes for this project: improved traffic flow and improved intersection safety. As it is written, only traffic congestion is addressed in the conclusion.
- Appendix B. Please identify where wetland # 11, as referred to in the text as a seasonally tidal wetland, is located on the Environmental Features Map.
- Appendix B states that portions of the project fall within the boundary of the Chesapeake Bay Critical Area. Please include this boundary on the Environmental Features map.

Thank you for the opportunity to review and comment on the Purpose and Need Statement for the MD 210 Corridor Study from I-95/495 to MD 228 Prince George's County, Maryland, December 15, 1997. We look forward to working with you to review the revised

VI-263



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

P&N. If you have any questions concerning this matter please contact Jamie Stark of my staff at (215)566-5569.

February 20, 1998

RE: Project No. PG221A11
MD 210, MD 228 to 95/495
Prince George's County

Sincerely,

Roy E. Denmark, Jr.
Deputy Director
Office of Environmental Programs

Mr. John Forren
NEPA Compliance Section (3EP30)
Environmental Protection Agency
Region III
841 Chestnut Street
Philadelphia PA 19107

ATTN: Ms. Danielle Algazi

Dear Mr. Forren:

Thank you for your comments on the original Purpose and Need statement (P/N) for MD 210. Although your January 27, 1998, comments applied to the original draft Purpose and Need statement, we believe that the revised document incorporates most of your suggestions. While accident rates are a main concern on any project, traffic congestion and operations problems along MD 210 was emphasized as the need for this project.

- The revised P/N statement will justify the study limits by citing the average daily traffic volumes drop by 46% north of I-95/495 and south of MD 228.
- Accident statistics for the county roads that parallel MD 210 were not the justification for the P/N. Congestion on MD 210 is the driving issue.
- On both comments regarding accident statistics, the appendix for this statewide average is correct. The paragraph was changed to reflect a significantly lower than statewide average ranking in the second paragraph and higher than the statewide average in the third paragraph.
- The accident data for the MD 210 section between the I-95 ramps is valid; however, because such a short section is being analyzed between a ramp and an intersection, data can sometimes be misleading. Most accident statistics are done between links that contain a longer segment.

cc: David Sutherland, USFWS
John Nichols, NMFS
Mark Radloff, MDSHA
Gay Olser, MDSHA
Elizabeth Cole, MHT
Greg Golden, MDDNR
Elder Ghigiarelli, MDE
Jennifer Moyer, COE
Christine Wells, MOP

VI-264

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
P.O. Box 747 - Baltimore, MD 21203-0717

Mr. John Forren
MD 210 Corridor Study
Page Two

- The High Accident Intersection (HAI) data sheets are available and accident data for the other intersections throughout the study area are being completed. Due to the length of the reports, it was decided to include only the vital information in the P/N.
- Reference points for roadways are selected because of changes in Average Daily Traffic (ADT) volumes on an intersection roadway. The link mileage that is in the appendix will be added to the text.
- All intersections are identified on Figure 2.
- The threshold of high accident locations is determined county by county. The number of intersections and number of accidents at those intersections determines a number that is in the middle range for that particular county. Consequently, when you have an intersection with double the rate of accidents for a similar type of intersection, it would be considered a high accident intersection. The rate for Charles County is lower (8 in 1996) than Prince George's County because of fewer overall intersections and accidents.
- No improvements were made at Fort Washington Road, Old Fort Road or Swan Creek /Livingston Road since 1994 to account for the loss of the HAI. Changes in accident statistics from one year to the next cannot always be attributed to identifiable causes.
- The statement "By providing better congestion management on the study portion of MD 210, it is hoped that frequency of accidents will decrease", will be added to the conclusion.
- The map has been modified to indicate the location of wetland #11.
- The Chesapeake Bay Critical Area boundary has been included on the Environmental Features map.

Mr. John Forren
MD 210 Corridor Study
Page Three

We hope that the revised Purpose and Need statement addresses your concerns. Should you have any additional questions, please feel free to contact either Joseph Kresslein at (410) 545-8550 or the project manager, Mark C. Radloff at (410) 545-8543.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by 
Joseph R. Kresslein
Assistant Chief
Project Planning Division

cc: Ms. Danielle Algazi
Mr. Ray Dintaman
Mr. Elder Ghigiarelli
Ms. Patricia Greene
Ms. Mary Huie
Mr. John Nichols
Ms. Gay Olsen
Mr. Mark Radloff
Ms. Cathy Rice
Mr. Robert Sanders
Ms. Cynthia D. Simpson
Ms. Christine Wells
Mr. Robert Zepp

VI-265

Mr. John Foren
MD 210 Corridor Study
Page Two

Purpose and Need Statement

Please check one:

- Concur (without comments)
- Concur (comments attached)
- Do not concur (comments attached)

VI-266

James C. Starks
Environmental Protection Agency

4/21/98
Date

LHE:PG
Attachment

- cc: Mr. Louis H. Ege, Jr.
Mr. Thomas Folse
Ms. Patricia Greene
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Renee Sigel
Ms. Cynthia Simpson
Mr. James Wynn



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

REPLY TO
ATTENTION OF

DEC 19 1997

Operations Division

Subject: CENAD-OP-RX (MD SHA/MD 210 INDIAN HEAD HIGHWAY
FROM MD 228 TO CAPITOL BELTWAY) 97-01091-11

Ms. Susan Binder
Federal Highways Administration
The Rotunda Suite 220
711 West 40th Street
Baltimore, MD 21211

Dear Ms. Binder:

The Corps of Engineers has reviewed the draft purpose and need statement for the subject project. We offer the following comments.

- Further explanation of how the study area boundaries were reached is necessary. For example, explain why the southern boundary is the MD 228 intersection. This office does not support hardened study area limits at this stage of the NEPA/404 process.
- Discussion of planned improvements on the roads intersecting with MD 210 is necessary. Will any of these roads be improved to facilitate movement of vehicles to MD 210?
- The existing and proposed land use section needs to identify the planned Chapman's Landing development, and the proposed National Harbor Development (formerly known as Port of America).
- The figures included need to be labeled, and referred to in the text.

For the purposes of satisfying the requirements of section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, this office considers the basic project purpose to be transportation improvements. The overall project purpose is defined by the Corps as: to alleviate congestion and resolve intersection delays along MD 210. The Corps also recognizes the public and private need for a solution to the transportation problems associated with MD 210. It would be helpful to include these statements in the final purpose and need document.

If you have any questions, please contact Ms. Jennifer Moyer of my staff at (410) 962-5679.

Sincerely,

KEITH A. HARRIS
Chief, Special Projects
Permit Section

Copy furnished:

Richard Spencer, USACE
Danielle Algazi, USEPA
David Sutherland, USFWS
John Nichols, NMFS
Cynthia Simpson, MDSHA
Thomas Folse, MDSHA
Elizabeth Cole, MHT
Greg Golden, MDDNR
Elder Ghigiarelli, MDE
Christine Wells, MOP

VI-267



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

REPLY TO
ATTENTION OF

JUN 07 1998

Operations Division

Subject: CENAB-OP-RX (MD SHA/MD 210 INDIAN HEAD HIGHWAY
FROM MD 228 TO CAPITOL BELTWAY) 97-01091-11

Ms. Susan Binder
Federal Highways Administration
The Rotunda Suite 220
711 West 40th Street
Baltimore, MD 21211

Dear Ms. Binder:

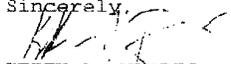
The Corps of Engineers has reviewed the purpose and need statement for the subject project. Comments were sent on December 19, 1997 that were not incorporated into the final document. We concur that there is a purpose and a need for transportation solutions on MD 210 south of the Capitol Beltway and re-offer the following comments to clarify our position.

- Further explanation of how the study area boundaries were reached is necessary. For example, explain why the southern boundary is the MD 228 intersection. This office does not support hardened study area limits at this stage of the NEPA/404 process.
- Discussion of planned improvements on the roads intersecting with MD 210 is necessary. Will any of these roads be improved to facilitate movement of vehicles to MD 210?
- The figures included need to be labeled, and referred to in the text. Figures 1 and 2 are not mentioned in the text, and the tables on pages 5 and 6 are not labeled or referenced.

For the purposes of satisfying the requirements of section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, this office considers the basic project purpose to be transportation improvements. The overall project purpose is defined by the Corps as: to alleviate congestion and resolve intersection delays on MD 210 south of I-95/I-495. The Corps also recognizes the public and private need for a solution to the transportation problems associated with MD 210. It would be helpful to include these statements in the final documentation.

If you have any questions concerning this matter, please contact Ms. Jennifer Moyer of my staff at (410) 962-5679.

Sincerely,


KEITH A. HARRIS
Chief, Special Projects
Permit Section

Copy furnished:

Renee Sigel, FWA
Danielle Algazi, USEPA
David Sutherland, USFWS
John Nichols, NMFS
Cynthia Simpson, MDSA
Thomas Folse, MDSA
Gay Olsen, MDSA
Elizabeth Cole, MHT
Greg Golden, MDDNR
Elder Ghigiarelli, MDE
Christine Wells, MOP



Maryland Department of Transportation
State Highway Administration

Paris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Keith A. Harris
Page Two

January 14, 1998

RE: Project No. PG221A11
MD 210, MD 228 to 95/495
Prince George's County

Mr. Keith A. Harris
U. S. Army Corps of Engineers- Baltimore District
CENAB-OP-FX
P. O. Box 1715
Baltimore MD 21203-1715

Dear Mr. Harris:

Thank you for your January 7, comments and concurrence on the original Purpose and Need statement for MD 210 (Ref. 97-01091-11). Although your December 19, 1997, comments applied to the original draft Purpose and Need statement, we believe that the revised document incorporates most of your suggestions.

- The revised statement justifies the study limits by citing average daily traffic volumes which drop by 46% north of I-95/495 and south of MD 228.
- The Purpose and Need statement mentioned that MD 228 is under design for reconstruction as a four-lane divided highway. The next draft will include discussions of improvements to I-95/495 south of MD 210, including the MD 210 interchange, which will be included in the design of the Woodrow Wilson Bridge replacement. In addition, other improvements to I-95/495 are currently under consideration as a separate project planning study. All of these potential improvements would facilitate the movement of vehicles to and from MD 210. None of these potential improvements are funded for construction.
- The planned Chapman's Landing development and the proposed National Harbor development were discussed in the revised statement.
- The figures were labeled and referenced in the text as appropriate. The tables on pages 5 and 6 are labeled, "Level of Service and Volume Conditions" and "Projected Level of Service", respectively. Further references to the figures will be added to the text of the next draft.

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
555 North Calvert Street • Baltimore, Maryland 21202

We hope that the revised Purpose and Need statement addresses your concerns. Should you have any additional questions, please feel free to contact either Joseph Kresslein at (410) 545-8550 or the project manager, Thomas K. Folse at (410) 545-8543.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:


Joseph R. Kresslein
Assistant Chief
Project Planning Division

LHE:TF:rt

cc: Ms. Danielle Agazi
Mr. Ray Dintaman
Mr. Thomas K. Folse
Mr. Elder Ghigiarelli
Ms. Mary Huie
Mr. John Nichols
Ms. Gay Olsen
Mr. Robert Sanders
Ms. Cynthia D. Simpson
Ms. Christine Wells
Mr. Robert Zepp

VI-269



**Maryland Department of Transportation
State Highway Administration**

November 16, 1999

Re: Project No. PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Prince George's County, Maryland

Parris M. Glendon
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

NOV 17 1999 PM 12:01 OP E

Mr. Paul Wettlaufer
Transportation Program Manager
U.S. Army Corps of Engineers
Baltimore District (CENAB-OP-R)
P.O. Box 1715
Baltimore, Maryland 21203

Dear Mr. Wettlaufer:

In accordance with the merged Environmental/Regulatory Process, the Maryland State Highway Administration (SHA) requests your concurrence on the attached description of Alternates Retained for Detailed Study for the MD 210 Multi-Modal Transportation project. The Alternates Retained for Detailed Study were presented at the Interagency Review meeting held on October 20. In response to comments from Maryland Historical Trust (MHT) and Maryland Office of Planning, the cultural resources discussion was revised and information regarding the multi-modal aspect of the project was included. In addition, changes were made to the matrix and the text to reflect a more accurate representation of Alternative 4. A new Alternatives Mapping Supplement does not accompany this mailing since no changes were made to the mapping. Please use the Supplement provided with the Draft comment/concurrence package.

Please provide us with your concurrence by December 17. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. If we do not hear from you within 30 days we will assume that you have no concerns. Should you have any questions, please call Mr. Joseph Kresslein at (410) 545-8550.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

MD 21203-0717

Mr. Paul Wettlaufer
MD 210 Multi-Modal Study
Page Two

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

Alternates Retained for Detailed Study

Please check one:

- Concur (without comments)
 Concur (comments attached)
 Do not concur (comments attached)

U.S. Army Corps of Engineers

3 Dec 99
Date:

This confirms our verbal concurrence granted on 20 Oct 99
JPK:PG-16

Attachment

cc: Mr. Bruce Grey
Ms. Patricia Greene
Mr. Joseph R. Kresslein
Ms. Heather Murphy
Ms. Gay Olsen
Ms. Pamela Stephenson
Mr. Jim Wynn

VI-270

MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

Project Name & Limits: MD 210 Multi-Modal Study - I-95/I-495 to MD 228	
Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration	<input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> MD Dept. of Natural Resources
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> National Park Service <input type="checkbox"/> MD Dept. of the Environment
<input checked="" type="checkbox"/> Corps of Engineers	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> Concur (without comments) <input checked="" type="checkbox"/> Concur (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence: <i>We recommend SHA acquire the wetland at Swan Creek Road intersection, and place it in a conservation easement. We will count it toward mitigation. We all worked hard to avoid that wetland - now let's *</i>	
Note: Do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.	
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning <input type="checkbox"/> Metropolitan Planning Organization
<input type="checkbox"/> Provides Comments (below or attached) <input type="checkbox"/> Has No Comments	
Comments:	
Additional Information Needed:	
Signature: <u>Paul Wittlauffer</u>	Date: <u>9/10/03</u>

Project Name & Limits: MD 210 Multi-Modal Study - I-95/I-495 to MD 228	
Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration	<input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> MD Dept. of Natural Resources
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> National Park Service <input type="checkbox"/> MD Dept. of the Environment
<input checked="" type="checkbox"/> Corps of Engineers	<input type="checkbox"/> National Marine Fisheries Service
<input checked="" type="checkbox"/> Concur (without comments) <input type="checkbox"/> Concur (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence:	
Note: Do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.	
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning <input type="checkbox"/> Metropolitan Planning Organization
<input type="checkbox"/> Provides Comments (below or attached) <input type="checkbox"/> Has No Comments	
Comments:	
Additional Information Needed:	
Signature: <u>Paul R. Wittlauffer</u>	Date: <u>1/12/04</u>

* ensure that it is not threatened by development.

VI-271



MARYLAND Office of Planning

Parris N. Glendening
Governor

Ronald M. Kretzner
Director

January 23, 1997 ← Note: Should be
1998. TF

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717
Attention: Ms. Gay Olsen

Dear Mr. Ege:

Staff at the Maryland Office of Planning have reviewed the information provided in the Purpose & Need Statement for the MD 210 Project (from MD 228 to I-95/495). Our comments on the adequacy of the information follow.

The purpose statement does not fully reflect the needs presented in the report. It appears that the discussion on needs focuses on the congestion and safety problems at the intersections. It seems that the purpose of the project is to relieve congestion and to improve safety at intersections so as to improve traffic operations along MD 210.]?

p.2, the second paragraph The report should clarify that development outside of the designated study area also significantly contributes to the congestion along the section of MD 210.

p.7, Existing & Proposed Land Use The discussion on land use is inadequate. It is important to adequately address land use issues since the area's growth significantly contributes to the congestion along the MD 210 corridor. An adequate analysis of land use issues will also help in the cumulative effects analysis to be done later and assist in the Smart Growth Act assessment.

A broader area including southern Prince George's County and a portion of northern Charles County should be included for the purpose of the land use analysis. The report should discuss the existing and planned land use in a greater detail including information on land use densities, types, and associated street patterns. The impacts of land use patterns on auto traffic and transit service should also be assessed. It is suggested that land use maps be included.

It is not clear from the information presented whether, or how the proposed National Harbor and Chapman's Landing projects would affect the traffic along MD 210. Have the traffic projections for MD 210 included the traffic generated from these two major developments?

The report barely mentioned that a CMS study will be included as part of the alternative development (p.9). A CMS study in a non-attainment area is "intended to support the analysis of reasonable alternatives to projects that will result in a significant increase in capacity for SOVs"

Mr. Louis H. Ege, Jr., Deputy Director
Page 2
January 23, 1997

(the 1997 Federal Final Rule for CMS). It is not clear that how a CMS study would be incorporated into this project study. Additionally, it is not clear how sufficient the study limits from MD 228 to I-95/495 would be for a CMS study.

Several statements should be corrected for accuracy. Re: p.6, the third paragraph The average accident rate of 169.36 acc/100mvm should be higher than the statewide average accident rate. On the same page, the last paragraph The accident rate of 912.19 acc/100mvm should be significantly higher than the statewide accident rate. ?

Should you have any questions regarding our comments, please do not hesitate to contact me at (410)767-4550.

Sincerely

Christine A. Wells
Principal Planner
Maryland Office of Planning

cc: Renee Sigel, FHWA
Keith Harris, COE
Attention: Vance Hobbs
John Foren, EPA
Robert Zepp, USFWS
Timothy Goodger, NMFS
Attention: John Nichols
Jeffrey Knoedler, NPS
Ray Dintaman, DNR
Elder Ghigiarelli, MDE
J. Rodney Little, MHT

VI-272



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

February 20, 1998

RE: Project No. PG221A11
MD 210, MD 228 to I-95/495
Prince George's County

Ms. Christine Wells
Maryland Office of Planning
Comprehensive Planning
301 West Preston Street
Baltimore MD 21201

Dear Ms. Wells:

Thank you for your January 27, letter in which you offered comments on the Purpose and Need Statement for MD 210 from MD 228 to I-95/495. This letter is a response to your comments.

- We agree that development outside the study area contributes to traffic congestion on MD 210. The last sentence of the second paragraph will be modified to reflect this.
- We agree that an analysis of land use would be helpful, however it is not required to establish a purpose and need for this project. Commuters on MD 210 currently experience severe traffic congestion during the peak travel hours of every working day. The need to address existing traffic and safety deficiencies is established based on existing and projected traffic volumes and accident statistics. A more detailed analysis of land use will be provided in the draft environmental document, prepared for this project.
- The traffic projections will include expected traffic volumes generated by the portion of the proposed Chapman's Landing development anticipated to be in place by 2020. The National Harbor development is not anticipated to generate significant travel demand on MD 210, except on the short section between MD 414 and I-95/495. A traffic impact study has not yet been developed for the current proposal; however, it will be reflected in updated traffic analyses completed for the draft environmental document.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

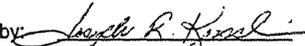
Address: P. O. Box 717 • Baltimore, MD 21203-0717

- As you noted the Purpose and Need statement mentioned that a CMS study will be required; however, the scope of the CMS study has not yet been determined. The CMS study will be done concurrently with early project planning activities.

If you have any questions, please feel free to contact the Project Manager, Mr. Mark Radloff, at (410) 545-8507.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

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

cc: Ms. Patricia Greene
Ms. Gay Olsen
Mr. Mark Radloff

VI-273



MARYLAND Office of Planning

Larry N. Glendening
Governor

December 15, 1999

Ronald M. Kreitner
Director

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

Dear Ms. Simpson:

Staff at the Maryland Office of Planning have reviewed the information provided in the **Alternatives Retained for Detailed Study Package for the MD 210 Multi-Modal Transportation Project**. Our comments on the alternatives retained follow.

Growth Management Implications

In our view, this transportation project should improve transportation accessibility to/from priority funding areas (PFAs) since we have not found that safety and other exceptions defined by the Smart Growth Areas Act are indicated as the primary purposes of the project. We note that MD 210 serves as a major road connecting the Capital Beltway vicinities with southern Prince George's County and northern Charles County. Both counties designated PFAs along the MD 210 corridor. The Capital Beltway vicinities, Fort Washington, Bryans Road/Indian Head Manor, Indian Head, and Waldorf are among the PFAs designated by the Counties. Based on the information provided, we have not found clear indication that the alternatives retained mainly benefit PFAs. We suggest that SHA conduct traffic origin/destination studies to demonstrate where the majority of traffic flows are coming from or going to, thus, helping evaluate whether and how the recommended alternatives would improve accessibility to/from those PFAs.

The proposed improvements on MD 210 could also invoke secondary development impacts on non-PFAs. We are aware that Prince George's County designated a significant amount of its southern area east of MD 5 as non-PFAs. Forests, woodlands, wetlands, creeks and streams, and low density residential uses are the prevailing existing land use features in the area. Except protected resource and environmentally sensitive areas, the County designates the rest of non-PFAs for low density residential development. The area is also considered as "High Development Pressure" land according to OP (*Atlas of Agricultural Land Preservation in Maryland: Location, Protection, Threat, and Opportunities for the Future*, Maryland Office of Planning). We believe that significant highway capacity expansion on MD 210 would particularly induce such low-density and automobile-oriented developments. At the next detailed study stage, SHA anticipat

Local Planning Assistance: 410-67-3550 Fax: 410-67-4480
301 West Preston Street • Baltimore, Maryland 21201-2305

Ms. Cynthia D. Simpson
Page 2

to recommend multiple combinations of the alternatives retained for detailed study. Given such potential secondary effects of the project, it is important to adequately address alternative transportation solutions to reduce the need for capacity expansion on MD 210. We see that the project study has built a strong base to promote alternative transportation by recommending multi-modal considerations, HOV lanes and associated intersection/interchange improvements, and TSM strategies for detailed study.

Multi-Modal Considerations

We strongly support SHA in carrying forward this multi-modal element for detailed study. The description of transit options is brief and broad. There is also no detailed information on how park & ride facilities would be enhanced. Additional information on specific options and their performances would help us to understand how transit and park & ride facility enhancements would serve to reduce congestion on MD 210. We acknowledge that, in coordination with MTA and regional and local transit agencies, SHA will continue to refine the transit enhancement options.

In addition to the mentioned transit and park & ride facility enhancements, we suggest that other TDM/TSM strategies be studied, e.g., expansion of the existing ridesharing program, telecommuting, implementation of alternative work schedules, ITS, and biking. Given that implementation of TDM/TSM strategies on the MD 210 corridor would only be part of the regional efforts, it is essential to develop such strategies in close coordination with the MDOT Headquarter, the Metropolitan Washington Council of Governments, the Tri-County Council for Southern Maryland and other associated parties. There is no information on what ridesharing program would be developed to support the recommended HOV lanes operation. The project should examine ridesharing options. Considering that more than 40% of workers commute out of the southern Maryland region ("Southern Maryland Regional Strategy," 1998, Tri-County Council for Southern Maryland), telecommuting, flexible work schedules, and ITS strategies could also be important alternatives in helping reduce dependency on SOV travel. The project should also assess the need for providing bicycle facilities along the MD 210 mainline and/or on intersecting side roads, and should address plans to accommodate bicycles.

The costs and impacts of Multi-Modal options should be assessed and included in Figure 9.

MD 210 is selected as one of the corridors to be evaluated in the MDOT's Value Pricing Study. The progress of the Value Pricing Study and its relationship with this MD 210 project should be discussed.

Mainline MD 210 Alternatives

Re: Alternative 1 (No Build), page 3. To help fully evaluate the no build alternative, a description of "the developer-based improvements" should be provided.

VI-274



MARYLAND Office of Planning

Ms. Cynthia D. Simpson
Page 3

Under Alternative 4 or Alternative 4 Revised, the proposed HOV lanes are relatively small segments of MD 210. There seems to be a lack of connections between the proposed HOV lanes and I-95/I-495 or I-295. It is questionable how sufficient these HOV lanes would be.

Other Comments

In Figure A-2, does the HOV lane figure indicate "persons per lane per hour?" To help examine how the HOV lanes would perform, SHA may also provide a consistent traffic measurement for an adjacent general use lane. It is known if HOV lanes are added on I-95/I-495 and I-295, the performance of HGV lanes on MD 210 would be impacted. Are HOV lanes on I-95/I-495 and I-295 part of the assumptions for this project? We anticipate that HOV lane performances will be further evaluated at the detailed study stage.

On page A-6, the National Harbor development project is briefly mentioned. Additional information on this project should be included (e.g., a description of the proposed land uses on the site; time frames for build-out of the development; and potential traffic impact of the development on MD 210).

Should there be questions about our comments please contact Bihui Xu or me at 410-767-4550.

Sincerely

Larry Duket
Deputy Chief
Local Planning Assistance

- cc: Jim Noonan, OP
- Bob Rosenbush, OP Regional
- Ron Young, OP
- Ray Dintaman, DNR
- John Forren, EPA
- George K. Frick, Jr. FHWA
- Elder Ghigiaelli, MDE
- Timothy Goodger, NMFS
- Attention: John Nichols
- Keith Harris, COE
- Attention: Vance Hobbs
- Jeffrey Knoedler, NPS
- J. Rodney Little, MHT
- Bob Pennington, USFWS

Parris N. Glanville
Governor
Kathleen Kennedy Townsend
Lt. Governor

Ronald M. Kreitner
Director
Ronald N. Young
Deputy Director

May 8, 2000

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 L. Olsen

**Re: MD 210 Multi-Modal Study, from I-95/I495 to MD 228
Prince George's County**

Dear Ms. Simpson:

This is in response to the request for OP's preliminary assessment of the Alternatives Retained for Detailed Study for the MD 210 Multi-Modal Study Project for consistency with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992. In December 1999, OP provided written comments on the Alternatives Retained for Detailed Study for this project. The comments addressed our concerns regarding the lack of a thorough study of multi-modal options and growth management implications posed by the project. In response to the OP comments, on March 31, 2000 SHA held a meeting with OP to provide a project update. The information presented by SHA at the March 31st meeting was helpful. We have reviewed the Planning Act Project Checklists completed by SHA and provide our comments as follows. Our comments pertain to the Planning Act consistency assessment as well as to the Smart Growth - Priority Funding Area (PFA) law compliance evaluation.

No-Build Alternative

It is our understanding that the No-Build Alternative would not improve transportation accessibility and mobility to and from planned growth areas, and thus it would not address the purpose and need of the project in any measurable ways. We consider the No-Build Alternative to be not consistent with the intent of the Planning Act.

Multi-Modal Considerations

At the March 31st meeting, SHA informed us that, working with WMATA, MTA and local citizens, SHA is investigating a potential bus transit network along the MD 210 corridor. SHA is also studying potential park and ride lots and exclusive ramps connecting HOV lanes to support HOV lane evaluation. The State growth management policies encourage alternative

SEE SHA RESPONSE TO COMMENTS ON PAGES VI-279-285

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Tel: 410-767-4500 • Fax: 410-767-4480 • Toll Free 1-877-767-6272 • TTY Users: Maryland Relay
Internet: www.op.state.md.us

VI-275

transportation solutions to SOV travel. We strongly support continuing this multi-modal study and would hope to be continually informed on the status of the multi-modal alternatives study.

Alternative 2

Overall, Alternative 2 would provide various at-grade or interchange intersection improvements, thus improving traffic operations at intersections and along mainline MD 210 without adding significant highway capacity. We are unclear, however, whether Alternative 2 alone would meet the purpose and need of the project. An indication of whether meeting the project purpose and need should be provided to assist our assessment of Alternative 2 for consistency with the Planning Act.

Sidewalks and bikeways, particularly on side roads crossing between the east and west sides of MD 210, must be considered. Plans for improving pedestrian and bicycle accessibility should be reviewed and incorporated thoroughly. At the March 31st meeting, SHA stated that pedestrian and bicycle access is being considered. An example given by SHA is that Option 3B-Location D under Alternative 2 is considered to be an unfriendly design which may discourage biking and walking; therefore, the Option is unlikely to be selected.

Technically, all intersections proposed for improvements appear to be located either within or at the edges of certified Prince George's County PFAs. Among the intersections, Farmington Road - Location H and MD 373 - Location I are located in a strip PFA surrounded by non-PFAs featuring low density residential uses, forests, woodlands, creeks and streams and wetlands. Highway improvements at these two intersections could have potential secondary development impacts. We support the proposed minimum at-grade improvements at the two intersections, in that we believe secondary impacts would be minimum.

Alternative 3

Alternative 3 would consist of an additional general lane in each direction along a portion of MD 210 and interchanges for the northernmost intersections of the project area. The alternative is a typical highway capacity expansion proposal. As discussed in our December 15, 1999 letter, we believe that significant highway capacity expansion on MD 210 would serve to facilitate low density and automobile-oriented residential developments that are planned by the Prince George's County for the southernmost project area. These types of secondary development impacts will be assessed at the Detailed Study stage. Through the SHA's Streamlined Environmental and Regulatory Process, we would provide our input to the analysis of secondary and cumulative effects of the project.

Alternative 3 is a growth related capital project with capacity improvements that are located outside of PFAs. OP and SHA should evaluate this alternative for compliance with the Priority Funding Area law. As suggested in our December 15, 1999 letter, we think that improving transportation accessibility and mobility to and from PFAs, or in other words, "serving to connect Priority Funding Areas," could be considered as a potential exception for this project under the PFA law. At the March 31st meeting, SHA presented the results of a licence plate

survey that indicated the trip origins of vehicles traveling on MD 210 at a zip-code level. The zip-code level data can only portray a broad travel pattern and do not clearly demonstrate whether most of the trips are generated from PFAs. SHA staff pointed out that they would continue to contact MVA for more detailed data that could serve to indicate more specific trip origin locations. To study whether this project would serve to connect PFAs, we suggest SHA look at the following issues:

- Do most of the trips on MD 210 currently come from and to PFAs?
- Would current traffic origin/destination patterns likely be changed in the future with this alternative? With the proposed MD 210 expansion, would the majority of the traffic on MD 210 come from and to PFAs or from outside of PFAs?

So far, OP and SHA have not reached a consensus on what criteria constitute "connecting PFAs." We suggest that SHA and OP work collaboratively to develop criteria to measure this, not only for this project but also as general guidelines for the PFA law compliance evaluation.

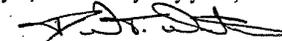
Alternative 4 and Alternative 5 - A, B, and C

All of these alternatives (except Alternative 5A, which would only consist of interchange improvements at six locations from Kerby Hill Road to Old Fort Road) would provide various HOV lane options and associated interchange or at-grade intersection improvements. SHA is evaluating how these HOV lane options would improve MD 210 traffic operation. As stated in the previous discussion on Multi-Modal Considerations, we support continuing study of HOV lanes in this corridor and expect that such options will be adequately evaluated.

The proposed HOV lane improvements are growth related capital projects and located outside of PFAs. As discussed under Alternative 3, we suggest that a similar PFA law evaluation method be considered for Alternative 4, Alternative 5 - B or C.

Should you have any questions with regard to our comments, please do not hesitate to contact me or Bihui Xu at 410-767-4551.

Thank you, I remain very truly yours,



David T. Whitaker, AICP
Principal Planner

cc: Ron Young, OP
Jim Noonan, OP
Bob Rosenbush, OP Regional
Nelson Castellanos, FHWA
Attention: Pam Stephenson



Maryland Department of Planning

Robert L. Ebrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Audrey E. Scott
Secretary

Florence E. Burtan
Deputy Secretary

February 18, 2004

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Ms. Marsha Kaiser, Director
Attn: Mr. Don Halligan
Office of Planning & Capital Programs
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: **Smart Growth Concurrence – MD210: I-95/I495 (Capital Beltway) to MD28
Prince George's County**

Dear Ms. Kaiser:

This letter is in response to your request to provide Smart Growth consistency concurrence for the MD210: I-95/I-495 (Capital Beltway) to MD228, Prince George's County, Maryland.

The information provided in your letter of February 5, 2004 describes the proposed improvements to MD210 along an approximately 9.5 mile corridor. The letter includes a map depicting the MD210 project, Prince George's County Priority Funding Areas (PFA's), a table indicating PFA lane length, and justification for the four segments that are either outside or that border PFA's along the project corridor. As currently planned, the MD210 project will maintain the existing three through lanes, both northbound and southbound, and will convert six at-grade intersections to grade-separated interchanges. The project also includes limited mainline widening in the vicinity of the interchanges to provide for acceleration and deceleration lanes. The total lane feet of the entire project is approximately 73.3 miles while the proposed lane feet of the project that are outside of certified PFA's is approximately 9.6 miles. This is less than the 20% threshold that is stated in the approved Linear Features regulations.

Based on this, the Maryland Department of Planning concurs that the proposed MD210: I-95/I-495 (Capital Beltway) to MD228 project is consistent with the Linear Features Regulations and is Smart Growth consistent. Should you have any questions with regard to this concurrence, please do not hesitate to contact me at 410-767-4564 or by email at cwhitaker@mdp.state.md.us.

Sincerely,

David T. Whitaker, AICP
Manager, Transportation Planning

cc: Mr. Tom Rimrodt, Assistant Secretary, MDP Planning Services
Mr. Jim Noonan, Director – MDP Infrastructure Planning

VI-277

MD 210 Multi-Modal Study
 Selected Alternative and Conceptual Mitigation

Project Name & Limits: MD 210 Multi-Modal Study - I-95/I-495 to MD 228	
Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration	<input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> MD Dept. of Natural Resources
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> National Park Service <input type="checkbox"/> MD Dept. of the Environment
<input type="checkbox"/> Corps of Engineers	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> Concur (without comments) <input type="checkbox"/> Concur (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence:	
<i>Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.</i>	
<input type="checkbox"/> MD Historical Trust	<input checked="" type="checkbox"/> MD Department of Planning <input type="checkbox"/> Metropolitan Planning Organization
<input checked="" type="checkbox"/> Provides Comments (below or attached) <input type="checkbox"/> Has No Comments	
Comments: <i>Please see attached comments.</i>	
Additional Information Needed:	
Signature: 	Date: <i>Feb. 12, 2004</i>

*David T. Whitaker, AICP
 Planner - Transportation Planning
 Maryland Department of Planning
 301 West Preston St., Suite 1101
 Baltimore, MD 21201*

MD 210 Multi-Modal Study
 Selected Alternative and Conceptual Mitigation
 February 12, 2004

MDP Comments on the MD 210 Selected Alternative

Maryland Department of Planning supports the identification of Alternative 5A Modified as the Selected Alternative for the MD 210 project. We note that the MD 210 Alternative 5A Modified includes the following features:

- Six interchanges from Kerby Hill Road to Old Ford Road South with no mainline widening;
- Wider median on MD 210 in the vicinity of the interchanges so as to include adequate space for future mainline capacity improvements;
- Coordination with Prince George's County to ensure adequate right-of-way on MD 210 is preserved through the County's development review process;
- Designated bicycle lanes within the roadway along the facility and sidewalks behind the curbs with interchange improvements; and
- Coordination with transit agencies to minimize disruption to existing transit services during construction of MD 210.

MDP is coordinating with MDOT/SHA to address the Smart Growth/Priority Funding Area law compliance issue. We thank you for the opportunity to review and comment on the Selected Alternate for this multi-modal project.

VI-277A

20040212 10:00:03



THE WILSON T. BALLARD CO.
BY _____

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
904 South Morris Street
Oxford, Maryland 21654

July 31, 2003

AUG04'03 PM 1:43 DPPE

Cynthia D. Simpson
Deputy Director, Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Attn: Gay Olsen

Dear Ms. Simpson:

This pertains to the selected alternate and conceptual mitigation plan, dated July 16, 2003, and additional information summarizing environmental impacts for the Maryland Route 210 (I-95/I-495 to Maryland Route 228) Multi-Modal Study. We offer our concurrence on the selected alternate (i.e., Alternate 5A Modified), and the conceptual mitigation plan (Parker Farm Wetland Mitigation, and, Tinkers Creek Stream Restoration), provided that the following mitigation measures are incorporated into the authorized federal permit for this project, and used during project construction to minimize impacts to our trust resources.

The reach of Henson Creek affected by this project is a documented spawning and nursery ground for alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*) (O'Dell et al., 1975). Consequently, we are very concerned about potential disruption of alosid spawning activities, including adult and juvenile migration, that could result from instream work associated with upgrading of the existing Route 210 bridge over Henson Creek mainstem. We, therefore, strongly recommend that, within the Henson Creek mainstem, instream work [i.e., work that will: 1) introduce re-suspended sediments to instream waters; 2) produce noise or shock waves below the surface of instream waters, such as driving of sheet piles; or, 3) require the presence of heavy equipment or other significant disturbances within the stream bed] be restricted from March 1 through June 15, of any year, to protect alosid spawning activities.

If instream work is to involve construction of cofferdams, then installation and dismantling of cofferdams within the stream should be restricted from March 1 through June 15. However, once cofferdams are in place, work occurring within areas enclosed by the cofferdams may occur during the latter restriction period. Additionally, work areas enclosed by cofferdams should leave at least 50% of the width of the stream open, to allow for unimpeded passage of migratory fish. Width of the stream should be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season.

The tributary to Broad Creek that will be affected by this project (i.e., near the Fort Washington Road intersection with Route 210) is a potential alosid and white perch spawning ground, although reaches above Route 210 are generally too small to support migratory fish runs. However, measures should be taken to ensure that the project does not result in secondary impacts to lower portions this watershed. For example, the proposed relocation of Broad Creek near the Fort Washington Road intersection will result in the permanent loss of approximately 585 linear feet of stream channel and associated riparian habitat. Reduction of stream channel length and sinuosity, if done without corrective measures for managing flows within the relocated channel, will increase flow velocities in stream reaches below the relocated section. Therefore, channel design measures should be used for the newly constructed channel and adjacent reaches to ensure that flow parameters (i.e., velocity and discharge) replicate those of the existing stream channel, to ensure that stream bank erosion and channel incising are not exacerbated in downstream areas.

During stream relocation activities, loss and disturbance to riparian woodlands should be minimized within areas where the newly constructed stream will be located (i.e., future riparian zone) to minimize adverse changes to instream hydrology, and avoid excessive export of nutrients and sediments to downstream areas. Mitigative measures should include: 1) minimizing tree and shrub removal in the work zone, and avoiding, where practicable, cutting of the canopy provided by larger trees; and, 2) installing protective fencing around individual trees or groups of trees that are to be conserved, so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment.

Finally, Best Management Practices should be used during all actions affecting instream waters.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5723.

Sincerely,

Timothy E. Goodger
Officer in Charge
Oxford Habitat Office

cc: Greg Golden, Environmental Review Unit, MD DNR
Bill Schultz, FWS, Annapolis
Barbara Rudnick, EPA, Regional III Office, Philadelphia
Paul Wettlaufer, Baltimore District COE

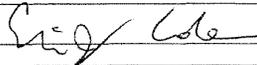
VI-278



LITERATURE CITED

O'Dell, Jay, J. Cabor, and R. Dintaman. 1975. Survey of anadromous fish spawning areas. Completion Report, Project AFC-8, for: Potomac River Drainage. Maryland Department of Natural Resources, Annapolis.

MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228	
Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration	<input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> MD Dept. of Natural Resources
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> National Park Service <input type="checkbox"/> MD Dept. of the Environment
<input type="checkbox"/> Corps of Engineers	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> Concurs (without comments) <input type="checkbox"/> Concurs (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence:	
<i>Note: Do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.</i>	
<input checked="" type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning <input type="checkbox"/> Metropolitan Planning Organization
<input type="checkbox"/> Provides Comments (below or attached) <input checked="" type="checkbox"/> Has No Comments	
Comments:	
Additional Information Needed:	
Signature: <u></u>	Date: <u>2/12/04</u>

VI-279

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MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

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Project Name & Limits: MD 210 Multi-Modal Study - I-95/I-495 to MD 228	
Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration <input type="checkbox"/> Environmental Protection Agency <input type="checkbox"/> Corps of Engineers	<input type="checkbox"/> Fish and Wildlife Service <input type="checkbox"/> National Park Service <input type="checkbox"/> National Marine Fisheries Service <input type="checkbox"/> MD Dept. of Natural Resources <input type="checkbox"/> MD Dept. of the Environment
<input type="checkbox"/> Concur (without comments) <input type="checkbox"/> Concur (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence:	
<i>Note: Do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.</i>	
<input type="checkbox"/> MD Historical Trust <input type="checkbox"/> Provides Comments (below or attached)	<input checked="" type="checkbox"/> MD Department of Planning <input checked="" type="checkbox"/> Metropolitan Planning Organization <input checked="" type="checkbox"/> Has No Comments
Comments:	
Additional Information Needed:	
Signature: <u>Ronala Skyley</u> Date: <u>1/5/04</u>	

VI-280

MD 210 Multi-Modal Study Draft Selected Alternative and Conceptual Mitigation Package Errata Sheet Dec-03			
Agency	Comment	Response	Page Number
EPA (via email)	1. Look into preservation of the Swan Creek wetland.	In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions.	21
	2. Regarding Tinkers Creek: be sure that the evaluation of the cause of the down cutting is fully understood so that the restoration is not quickly degraded.	During final design of the stream mitigation project, the designer will develop a more detailed understanding of the causes of instability than is possible or needed at the conceptual level. We do know that the causes include urbanization, riparian buffer disturbance and large sources of gravel from upstream mining. The final design will determine if the channel incision has reached its final elevation or if grade control measures are required. More importantly, at final design the severe bank erosion and sediment transport discontinuity will also be taken into account.	20
NMES	We offer our concurrence on the selected alternate and the conceptual mitigation plan provided that the following mitigation measures are incorporated into the authorized federal permit for this project, and used during project construction to minimize impacts to our trust resources.		
	1. ...within the Henson Creek mainstem, instream work [i.e., work that will: 1) introduce re-suspended sediments to instream waters; 2) produce noise or shock waves below the surface of instream waters, such as driving of sheet piles; or, 3) require the presence of heavy equipment or other significant disturbances within the stream bed] be restricted from March 1 through June 15, of any year, to protect alosid spawning activities.	Instream work within the Henson Creek mainstem will be restricted from March 1 through June 15 of any year. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package and will be included in the Final Environmental Impact Statement and federal permit.	14
	2. If instream work is to involve construction of cofferdams, then installation and dismantling of cofferdams within the stream should be restricted from March 1 through June 15. However, once cofferdams are in place, work occurring within areas enclosed by the cofferdams may occur during the latter restriction period. Additionally, work areas enclosed by cofferdams should leave at least 50% of the width of the stream open, to allow for unimpeded passage of migratory fish. Width of the stream should be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season.	If instream work is to involve construction of cofferdams, installation and dismantling of cofferdams within the stream will be restricted from the closure period appropriate to the stream impacted by the work. Should cofferdams be utilized, the diversion channel established by the cofferdam will be sized according to hydraulic requirements. Wherever possible, SHA will maintain at least 50% of the width of the stream open to allow for the passage of migratory fish. Width of the stream will be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season.	14-15

NMES	<p>3. ...measures should be taken to ensure that the project does not result in secondary impacts to lower portions of the watershed. For example, the proposed relocation of Broad Creek near the Fort Washington Road intersection will result in the permanent loss of approximately 585 linear feet of stream channel and associated riparian habitat. Reduction of stream channel length and sinuosity, if done without corrective measures for managing flows within the relocated channel, will increase flow velocities in stream reaches below the relocated section....channel design measures should be used for the newly constructed channel and adjacent reaches to ensure that flow parameters (i.e., velocity and discharge) replicate those of the existing stream channel, to ensure that stream bank erosion and channel incising are not exacerbated in downstream areas.</p>	<p>During the design phase of the project, studies will be undertaken to assess potential secondary impacts to the lower portion of the watershed resulting from proposed stream relocation included in the project. SHA will make every attempt to replicate the sinuosity and stream channel length in order to ensure that stream bank erosion and channel incising will not be exacerbated in downstream areas. If replication is not feasible, other measures such as instream structures (e.g, J-Hooks, cross vanes) will be considered. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package and will be included in the Final Environmental Impact Statement and federal permit.</p>	15
	<p>4. During stream relocation activities, loss and disturbance to riparian woodlands should be minimized within areas where the newly constructed stream will be located (i.e., future riparian zone) to minimize adverse changes to instream hydrology, and avoid excessive export of nutrients and sediments to downstream areas. Mitigative measures should include: 1) minimizing tree and shrub removal in the work zone, and avoiding, where practicable, cutting of the canopy provided by larger trees; and, 2) installing protective fencing around individual trees or groups of trees that are to be conserved, so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment.</p>	<p>In order to minimize adverse changes to instream hydrology and avoid excessive export of nutrients and sediments to downstream areas mitigative measures will be employed. Tree and shrub removal in the work zone will be minimized and the cutting of the canopy provided by larger trees will be avoided wherever possible. In addition, protective fencing will be installed around individual trees or groups of trees that are to be conserved so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package and will be included in the Final Environmental Impact Statement and federal permit.</p>	15
	<p>5. Best Management Practices should be used during all actions affecting instream waters.</p>	<p>Best Management Practices will be used during all actions affecting instream waters.</p>	15
COE	<p>Concurrence with minor comments</p>		
	<p>1. Recommend SHA acquire the wetland [parcel] at the MD 210/Swan Creek Road intersection, and place it into a conservation easement. COE would count this toward mitigation.</p>	<p>In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions.</p>	21
USFWS	<p>1. The Service is disappointed that the SHA did not select Alternatives 5B or 5C which included the construction of HOV lanes.</p>	<p>Alternatives 5B and 5C were not selected primarily because strenuous opposition was voiced by the public to HOV lanes. In addition, these alternatives had higher impacts and costs than Alternative 5A Modified and would have provided more roadway capacity than would be needed for the design year traffic.</p>	10

USFWS	<p>2. The Service recommends that SHA purchase all the necessary right-of-way adjacent to existing MD Route 210 for future HOV lane construction.</p>	<p>Alternative 5A Modified includes the necessary right-of-way to accommodate future HOV lanes in the vicinity of the interchanges. Between the interchanges, very little additional right-of-way would be required in the future to widen MD 210 to provide HOV lanes. SHA is coordinating with Prince George's County to be certain that adequate right-of-way is preserved so as not to preclude such future options as widening for HOV.</p>	10
	<p>3. The Service has decided to propose an out-of-kind mitigation option for the remaining 5,735 linear feet of impacts [the remainder of the 9,140 LF of total stream impact not mitigated by the 1,205 LF of Carey Branch relocation and 2,200 LF of Tinkers Creek mitigation]. We recommend that SHA acquire the forested wetland and remaining forested upland located at the southwest quadrant of MD 210 and Swan Road and protect it with a perpetual conservation easement. This parcel of habitat could then be turned over to the adjacent Tantallon South community association as a wildlife sanctuary and buffer to the traffic noise from upgraded MD 210.</p>	<p>In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions.</p>	21
	<p>4. To ensure the success of [the Tinkers Creek] restoration effort, the banks and floodplain of this newly constructed channel will need to be planted with a trees and willow stakes. This tree buffer should be at least 75 feet wide as measured from the outside turns on each bank. The Service recommends that the channel be relocated further to the southwest so a mature forest can be reestablished without causing a safety hazard to planes taking off or landing at the airport.</p>	<p>SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation. However, final design commitments on any of these project elements would not be appropriate until further detailed assessment and property ownership issues are investigated. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package.</p>	20

2. INTERAGENCY MEETING MINUTES

INTERAGENCY MEETING MINUTES

		RESPONSE LOCATION (Section & Page #)
<p>Interagency Field Review Date: 4/20/98 (see page VI-285) 4/22/03 (see page VI-304)</p>	<ul style="list-style-type: none"> • Introduce project to agencies 2nd conduct an on-site overview. • Review areas involving possible stream relocation, stream channel lining changes, stream crossings or other major structures to verify the engineering and environmental analysis has been sufficient. 	
<p>Jurisdictional Wetland Field Delineation Date: 4/25/00 (see page VI-288) 4/28/00 (see page VI-288)</p>	<ul style="list-style-type: none"> • Jurisdictional wetland field delineation with the U.S. Army Corps of Engineers and the Maryland Department of the Environment. 	
<p>Maryland - National Capital Park and Planning Commission Date: 7/20/01 (see page VI-292)</p>	<ul style="list-style-type: none"> • Field meeting to discuss issues pertaining to potential impacts to the Henson Creek Stream Valley Park and trail crossing of MD 210. 	
<p>Wetland Mitigation Site Evaluation Date: 8/23/01 (see page VI-294) 9/18/01 (see page VI-294)</p>	<ul style="list-style-type: none"> • Field review to identify six potential wetland mitigation sites. 	
<p>Stream Mitigation Site Search Date: 7/22/02 (see page VI-299) 8/14/02 (see page VI-299)</p>	<ul style="list-style-type: none"> • Field review to visit potential stream mitigation sites. 	
<p>Interagency Field Meeting Invitation Date: 4/4/03 (see page VI-303)</p>	<ul style="list-style-type: none"> • Invitation to an Interagency/SHA Field Meeting to discuss issues related to potential commitments in the FEIS and Joint Federal/State wetlands permit. 	
<p>Interagency Review Meeting Date: 7/16/03 (see page VI-307)</p>	<ul style="list-style-type: none"> • SHA reviewed the Selected Alternative and Conceptual Mitigation package. 	
<p>Prince George's County Department of Public Works and Transportation Date: 6/25/02 (see page VI-312)</p>	<ul style="list-style-type: none"> • Present Alternative 5A Modified to Prince George's County officials. 	
<p>Maryland Office of Planning Date: 3/31/00 (see page VI-314) 8/15/00 (see page VI-315) 8/29/00 (see page VI-316)</p>	<ul style="list-style-type: none"> • Meetings held to discuss the project and what SHA needs to do to respond to a letter regarding ARDS. 	See pages VI-157 VI-159



Maryland Department of Transportation
State Highway Administration

MEMORANDUM

Parris N. Glending
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Louis H. Ege, Jr.
MD 210 Project Planning Study
Interagency Field Review Meeting
Page 2

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Mark Radloff *MR*
Project Manager
Project Planning Division

DATE: May 11, 1998

SUBJECT: Project # PG221A11
MD 210 Project Planning Study
MD 228 to I-95/I-495, Prince George's County

RE: April 20, 1998
MD 210 Interagency Field Review Meeting

Mark Radloff provided an introduction which included the following points:

- This project planning study serves as a follow-up to the HOV feasibility study completed by SHA in 1997. Although HOV lanes will still be considered in this study, intersection improvements will be the emphasis. Generally, low impact solutions will be considered along with overpasses/interchanges in some areas. No budget amount for the improvements has been established at this time.
- The need for the project is based on heavy peak hour congestion, causing side road traffic at intersections to be delayed through several signal cycles. Traffic attempts to bypass MD 210 by using parallel residential county routes that were not designed for such traffic.
- An alternate meeting/workshop is planned for late fall/early winter 1998.
- MIS requirements will apply; therefore, a full range of solutions will be considered, including a water ferry system on the Potomac River, enhanced bus service, park and ride lots, HOV, etc. The MD 210 corridor is a good candidate for HOV given the higher than usual vehicle occupancy rates that are present.
- A Focus Group has been established with the first meeting to be held on April 28th.
- This study will take into consideration the proposed MD 228 improvements which are funded for construction.

On Monday, April 20, 1998, an interagency field review meeting was held to introduce the MD 210 project to various agencies and conduct a on site overview. The meeting began at M-NPPC offices in Upper Marlboro and included a discussion of the study purpose, major project issues and potential improvements to be considered. Handouts included vicinity maps, topo maps and ADT charts. The following people attended:

Mark Radloff, SHA Project Planning Division	(410) 545-8512
Bill Carver, SHA Project Planning Division	(410) 545-8515
Scott Holcomb, SHA Project Planning Division	(410) 545-5644
Lisa Shemer, SHA Project Planning Division	(410) 545-5642
Patricia Greene, SHA Project Planning Division	(410) 545-8528
Barbara Allera Bohlen, SHA Env. Programs Division	(410) 545-8633
Glen Burton, M-NCEPC	(301) 952-3577
Kelly Hathinson, FHWA	(410) 962 4342
Mary Huie, FHWA	(410) 962 4342
Jamie Stark, EPA	(215) 566 5569
Bob Bull, The Wilson T. Ballard Company	(410) 363-0150
Mark Lotz, The Wilson T. Ballard Company	(410) 363-0150

As summarized by Ms. Green, the project area has several environmental concerns, including: several parks (including stream valley parks), historic districts, floodplains and wetlands. The southern portion of the project area is in the Chesapeake Bay Critical Area. SHA will obtain significance determinations for historic properties through coordination with the Maryland Historical Trust and the county's historic preservation division.

Glen Burton suggested that a graphic be prepared at the first Focus Group meeting to determine the geographical representation of the Focus Group.

The meeting continued with a van tour/field visit of the project area. Stops were made at each signalized intersection and observations were made as follows:

The MD 210/Oxon Hill Road Intersection

- This intersection will be addressed primarily as part of the Woodrow Wilson Bridge Project.
- The MD 210 Study Team will remain in close coordination with that project to determine if any additional improvements are needed.

Intersection #1 - Wilson Bridge Drive

- This is a three-way intersection in close proximity to the I-495/I-295/MD 210 interchange. Possible improvements to be considered include a fourth through lane

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NB and/or SB and a "Florida tee", allowing left turns to be made without stopping NB traffic.

Intersection #2 - Kerby Hill Road/Livingston Road

- A Variable Message Sign is provided just north of the intersection for NB traffic.
- Major overhead utilities are present.
- A 2'-3' grade difference between the SB roadway and service road is a constraint to slip ramp connection between the two.
- A right turn lane from Kerby Hill Road onto SB MD 210 would be beneficial.
- The geometry of the Kerby Hill Road approach is poor and low impact at-grade solutions may not be available due to the close proximity of existing development and environmental features.
- An at-grade solution which realigns Kerby Hill Road and provides additional lanes at each approach will be considered; it would result in at least two residential displacements. A grade-separated alternative will also be developed which will follow generally the same alignment as the at-grade alternative and includes interchange ramps in the vacant northeast quadrant.

Intersection #3 - Livingston Road/Palmer Road

- Similar to Kerby Hill Road, the geometry of the Livingston Road approach is poor, and low impact at-grade or grade-separated solutions that provide major level of service improvement may not be available due to the close proximity of existing development and environmental features.
- Solutions that will be developed primarily consist of lane additions at the intersection approaches and provision of fourth through lanes NB and SB. The merits of accel lanes NB and SB will also be considered.

Intersection #4 - Old Fort Road (North)

- Traffic counts will be conducted to determine how the service roads are utilized. Alternatives may be considered which push these service roads further back from the intersection and connect to the next cross road north and/or south.
- An overpass may also be considered; however, the grade west of the intersection may be too steep to tie-in to, and it will not be desirable to provide improvements which increase traffic volumes on the county road system.
- At-grade alternatives will consist primarily of lane additions at the approaches to the intersection and a fourth through lane NB and SB.

Intersection #5 - Fort Washington Road

- The Fort Washington Memorial Church sits at the top of a steep slope just east of MD 210. Easterly relocation of the service roads to allow lane additions at the approaches and improved operations for traffic between the service roads and MD 210 would impact church property and a large cross at the top of the slope.

- The service road north of the intersection serves nothing other than the church parking lot and a vacant parcel that is for sale. South of the intersection, the service road serves Grace Lutheran Church and Potomac Knolls subdivision and continues down to the next intersection—Livingston Road. Service road traffic counts will be made at this intersection.
- In addition to service road modifications, at-grade alternatives will consider lane additions at the approaches.
- The steep grade to the west of MD 210 will likely prohibit grade-separated alternatives.

Intersection #6 - Swan Creek Road/Livingston Road

- The 20-foot wide grassed median in the Swan Creek approach provides a good opportunity for an additional left turn lane. Other improvements that will be included in the at-grade alternative include four through lanes, an additional eastbound through lane and a free right turn from NB MD 210 onto Livingston Road.
- Service road issues will be analyzed in conjunction with the Fort Washington Road intersection. Also, traffic counts/observations will be made to determine traffic patterns related to SB MD 210, north of the intersection, Livingston Road and the entrance/exit to/from Old Fort Village Shopping Center and the nearby hospital.
- Signing to the hospital appears confusing.

Intersection #7 - Old Fort Road South

- Traffic volumes drop off significantly south of Swan Creek Road.
- Although conditions lend themselves well to a grade-separation at this intersection, an at-grade solution may be satisfactory.
- The at-grade solution will include an additional left turn lane for each approach and fourth through lanes.

Intersection #8 - Farmington Road

- At-grade solutions would provide very acceptable levels of service (LOS B) for current traffic. Although topography may lend itself well to grade separations at this and other southern segment intersections, it would be prudent to put money into the northern intersections.
- At-grade solutions will include an additional lane for the westbound approach and additional lane on the west side of the intersection to allow left and left/through lanes on the western approach.

Intersection #9 - MD 373

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- The MD 210 HOV Feasibility Study stated that the existing park and ride in the northeast quadrant will be relocated. This needs to be confirmed. A Food Lion is under construction in this quadrant.
- At-grade solutions will include the widening of the westbound approaches to allow double left turn onto SB MD 210.

Intersection #10 - MD 228

- Substantial at-grade improvements are funded for construction at this intersection as part of a separate project to dualize MD 228 east of MD 210.
- These improvements will be evaluated and further modifications will be considered as part of this study, as warranted.

The SHA thanks the agencies for participating in this Interagency Field Review. This tour was beneficial for the group to get an introduction to the project and potential issues/improvement alternatives. If you should have any questions or comments, please contact Mark Radloff, the SHA Project Manager at (410) 545-8512, or toll free in Maryland at (800) 548-5026.

cc: Attendees
PPD ADC's
Distribution List
Mr. Neil J. Pedersen
Mr. Charlie Watkins

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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

ATTN: Ms. Heather Murphy
Project Manager

FROM: Joseph R. Kresslein *JK*
Assistant Division Chief
Project Planning Division

DATE: November 20, 2000 (Revised from May 22, 2000)

RE: Contract No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228

A jurisdictional wetland field delineation (JD) for the MD 210 Multi-Modal Study took place on April 25 and April 28, with the U.S. Army Corps of Engineers (COE) and the Maryland Department of the Environment (MDE) in attendance. A supplemental jurisdictional delineation took place on August 1 with MDE in attendance. The purpose of the meetings was to complete the jurisdictional determination (JD) for the entire MD 210 project area.

The first meeting on April 25 included a review of the area adjacent to southbound MD 210. The following people attended:

Heather Amick	SHA Project Planning Division
Barbara Allera-Bohlen	SHA Environmental Programs
Bob Bull	The Wilson T. Ballard Company (WTB)
Alex Dolgos	U.S. Army Corps of Engineers (COE)
Joe Hamilton	Maryland Dept. of the Environment (MDE)
George Harrison	U.S. Army Corps of Engineers (COE)
Mark Lotz	The Wilson T. Ballard Company (WTB)
Jane Wagner	SHA Project Planning Division

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The review began at the northern end of the corridor and progressed along southbound MD 210. Comments and/or conclusions regarding each of the wetland areas are summarized as follows, with certain Waters of the U.S. locations addressed in accordance with any field comments noted.

Waters of the U.S. CB1 (Carey Branch)

At the time of the field review, a connection between the Wilson Towers Apartments parking area and Oxon Hill Road, west of the apartments, was being considered which required a crossing of CB1. With the exact location and nature of the crossing unknown, George Harrison requested that the crossing be provided in a straight segment of the stream and with an alignment as close to perpendicular to the stream as possible. This proposed connection has been dropped from the MD 210 project since the time of the field review.

South of Karby Hill Road, the Carey Branch Stream channel moves closer to MD 210 and goes through a box culvert that was constructed as part of a now abandoned roadway. South of this box culvert, the stream is parallel to and immediately adjacent to MD 210. The proposed widening of MD 210 under Alternative 5B or 5C would require relocation of approximately 600 feet of the stream channel, unless a retaining wall is constructed.

Mr. Harrison stated the COE's strong preference for a retaining wall at this location. In addition to alleviating the need for stream relocation, a wall could probably be designed in such a way as to remediate the exposed 12 inch ± water main along the stream channel. It was also concluded that there were several opportunities for stream channel enhancement in this area, including removal of the box culvert to widen the channel, reduce velocities and correct its course; and removal of some large cobbles and slabs of concrete in the channel.

Mr. Harrison noted in general, that shading of Waters of the U.S. and wetlands will not be considered an impact with this project.

Wetland W-S2

Accepted as flagged.

Wetland W-S3A/Waters of the U.S. CB7

Wetland W-S3A is part of a man-made stormwater management pond. The fenced area, preliminarily designated as entirely jurisdictional wetland, was largely re-designated as Waters of the U.S., with three small pockets remaining as a jurisdictional wetland.

In the vicinity of the Waters of the U.S./wetland system is a low-lying 10+ acre area that appears to have been excavated as a borrow pit at one time. The clear consensus was that this is a prime area for wetland mitigation.

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WTB will obtain additional topographic mapping and submit mapping to SHA for additional studies (e.g., archeology).

W-S3B

Determined not to be a wetland based on lack of hydric soils.

W-S4A, S4B, S4C and S4D

Accepted as flagged.

BC-1 (West Side of MD 210)

In conjunction with an option associated with the full diamond interchange (Option C), which is being considered at Old Fort Road North, a lowered mainline grade (6 to 8 feet) is also being considered in order to reduce the steepness of the grade coming west off the overpass and better accommodate the entrance to the Livingston Square Shopping Center. Lowering the mainline MD 210 grade by 6 to 8 feet at the overpass would also require lowering of the invert of the tributary to Broad Creek, both for the pipe under MD 210 and the outfall channel. It appears that this stream channel is heavily silted, and water velocities and flow quantities are relatively low.

Mr. Harrison stated that lowering a stream channel invert is undesirable in general. However, it may be permissible in this situation if an adequate case can be made for lowering the grade based on the safety benefit of reducing the grades on the overpass.

An additional wetland area, to be designed wetland W-S5A, was found adjacent to the Broad Creek tributary west of MD 210. The boundary of this wetland principally follows the 50-foot contour.

W-S5, W-S6 and W-S7

Accepted as flagged.

Concern was raised over the 80" diameter Tulip Poplar just south of Broad Creek. Every effort should be made to not impact this specimen tree. Although it appears to be just beyond the limits of the taper for the Fort Washington Road interchange ramp the mainline widening grading may impact the tree unless a retaining wall is constructed.

W-S8

Accepted as flagged.

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W-S9 and W-S10

COE representatives found wetlands more extensive in the southwest MD 210/Swan Creek Road quadrant than was indicated by the preliminary delineation flagging. Because of the inclement weather, it was decided not to re-work the boundaries on this day, but wetland ecologists from WTB would re-evaluate the area prior to a follow-up COE for review.

On April 27, this area was completely re-evaluated, including extensive soil probes, and was re-flagged to allow further review by COE representatives. Refer to the section below containing the minutes of the April 28 portion of the JD field review.

W-S11

Accepted as flagged.

W-S12

Accepted as flagged.

W-S13

COE representatives directed that this area be expanded, generally to include additional area along Fannington Road and some of Waters of the U.S. area PC-8. In the vicinity of W-S13 is a 5+ acre old field area that may be considered as a potential wetland mitigation site.

Day 2 of the JD Field Review occurred on April 28, 2000. The following attended:

Heather Amick
Bob Bull
Alex Dolgos
Joe Hamilton
George Harrison
Mark Lotz
Heather Murphy

SHA Project Planning Division
The Wilson T. Ballard Company
U.S. Army Corps of Engineers
Maryland Dept. of the Environment
U.S. Army Corps of Engineers
The Wilson T. Ballard Company
SHA Project Planning Division

W-S9 and W-S10

The second day began with an additional review of Wetlands W-S9 and W-S10, which had been re-flagged to include as wetland a larger portion of the southwest MD 210/Swan Creek intersection quadrant that had been preliminarily determined. COE representatives agreed in general with new delineation; however, final boundary concurrence was withheld until the boundaries could be surveyed, plotted on large-scale mapping and reviewed with a COE representative. WTB will proceed with surveying and plotting the re-flagged W-S9 and W-S10

boundaries as soon as possible. The Summary/Follow-up section below contains a summary of the supplemental JD Field Review held for these wetland areas on August 1, 2000.

It appears that there are no practical avoidance alternatives at this location. COE representatives requested that notes be put in the construction specifications prohibiting disturbance outside the footprint of the ramps, and the footprint of the ramps should be minimized as much as possible.

W-N1A

Following the W-S9/W-S10 discussion, the second day JD review proceeded onto northbound MD 210 with the southern-most wetland, W-N1A. W-N1A was accepted as flagged.

W-N1, PC-7

W-N1 was accepted as flagged. All agreed that the area around W-N1 provided an excellent potential wetland mitigation site. The mitigation site would be created by removing the unused 600-foot long portion of the service road paving south of Chatsworth Drive, allowing the expansion of wetland W-N1 to fill in the 1+ acre area between MD 210 and the residential properties along Jenkins Court South.

Mr. Harrison used water courses in this area to describe how the distinction should be made between roadside drainage, Waters of the U.S. that are not streams and Waters of the U.S. that are streams. Since the COE was in the process of drafting new guidelines for Waters of the U.S. to be adopted later this year, Mr. Harrison stated his intention to research this issue with other COE staff and get back to SHA with some guidance. On June 14, 2000, Mr. Paul Wettlaufer of the COE provided the following supplemental information to clarify these guidelines:

- *Ditches that connect at both ends to a water of the U.S., including wetlands; are jurisdictional.*
- *Ditches that do not connect to a water of the U.S. at both ends can also be jurisdictional provided they intercept groundwater and have an ordinary high water mark.*
- *A ditch that is constructed in a wetland remains a water of the U.S. (i.e., is jurisdictional) provided a high water mark is still present.*

Based on the discussions in the field and the supplemental guidance, the limits of Waters of the U.S. PC-7 were revised and scaled back considerably, as shown on Figure 19 of the JD Mapping Handout (Wetland Report Mapping).

W-N2

This large wetland system associated with Piscataway Creek was accepted as flagged without detailed review since no impacts are anticipated.

W-NA

Accepted as flagged.

W-N3A, W-N3B

Accepted as flagged.

W-N4

Boundaries were accepted as flagged. One option under consideration would have provided a right-in/right-out connection at MD 210/Aragona Boulevard and maintained a full connection between Aragona Boulevard and the service road. It was decided to drop this option from consideration based on the projected 1.07-acre wetland impact that would have resulted without substantial benefit in traffic operations.

W-NBC/BC-2

Minor adjustments were made to the boundary of W-NBC, expanding the area generally to the east. No impacts to this wetland are anticipated.

A substantial amount of review and discussion took place regarding Waters of the U.S. BC-2. The stream channel comprising BC-2 parallels MD 210 and would be impacted by the proposed ramp connecting the relocated Fort Washington Road overpass to northbound MD 210. Some portions of the channel are concrete lined others are natural but incised, while others are in good condition. This area presents a good opportunity for stream enhancement. COE representatives directed that this area be evaluated thoroughly. Ramp alignment shifts, retaining walls, reducing the number of stream crossings and providing velocity dissipaters should be among the stream protection measures considered.

The idea of reconfiguring the interchange to eliminate the ramp in the northeast quadrant and replacing it with a loop in the southeast quadrant was discussed. It appears that this option would result in more right of way, woodland impacts and earthwork without eliminating all stream impacts. Mr. Harrison recommended that this option be addressed briefly in the document as a minimization measure, but dismissed for the above reasons.

W-NBC2

The boundary of this wetland, along Old Fort Road North was expanded to the west and south. No impacts to this wetland are anticipated unless it is decided to not displace the residence in the southeast quadrant of the intersection, in which case a driveway across the wetland would be required.

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W-N5

Accepted as flagged.

CB-5

Waters of the U.S. CB-5, a severely entrenched stream channel that will need to be culverted with the Livingston Road/Kerby Hill Road interchange, was reviewed. This stream could offer limited enhancement opportunity.

Summary/Follow-up

At the conclusion of the field reviews, agency representatives declined the offer to discuss wetland functions and values and review data sheets that had been completed.

On August 1, a supplemental JD review was held to reconcile the boundaries of W-S9 and W-S10. Mr. Joe Hamilton of MDE was the only resource agency representative in attendance. Mr. Hamilton concurred with the revised boundary, which had been re-flagged based on comments from the April, 2000 field reviews. The MD 210 Wetland Report mapping depicts the results of the wetland survey.

If there are any additions or deletions to these minutes, please contact Ms. Heather Amick at 410-545-8526.

cc: Attendees
Mr. Mark Duvall, SHA
Mr. Greg Golden, DNR
Ms. Jamie Stark, EPA
Mr. Robert Zepp, USFWS

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