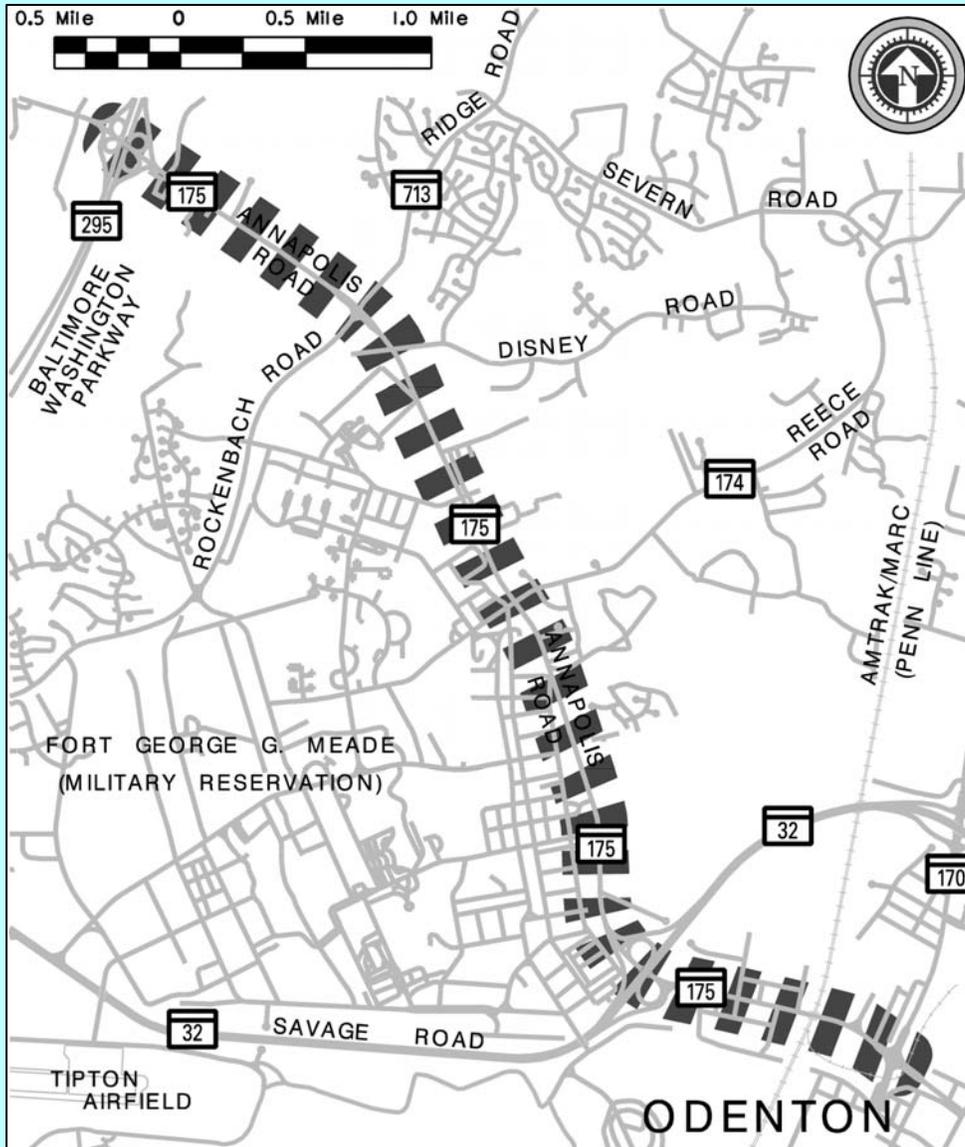


Environmental Assessment/ Section 4(f) Evaluation

SHA Project Number AA436B11

MD 175 (Annapolis Road) Project Planning Study

From MD 295 (Baltimore/Washington Parkway) to MD 170 (Telegraph Road)
in Anne Arundel County, Maryland



Prepared by:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
DELMAR DIVISION

MD 175 (Annapolis Road) PROJECT PLANNING STUDY

From MD 295 (Baltimore/Washington Parkway) to MD 170 (Telegraph Road)
in Anne Arundel County, Maryland

ADMINISTRATIVE ACTION

ENVIRONMENTAL ASSESSMENT
SECTION 4(F) EVALUATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and

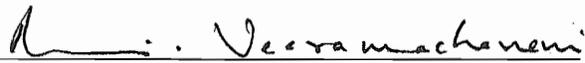
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted Pursuant to: 42 U.S.C. 4332(2)(c); 49 U.S.C. 303
23 U.S.C. 128(a) and CEQ Regulations (40 CFR 1500 et seq)

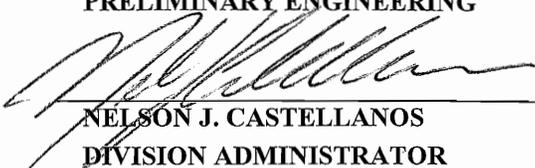
Cooperating Agencies: ENVIRONMENTAL PROTECTION AGENCY
FORT GEORGE G. MEADE
MARYLAND DEPARTMENT OF THE ENVIRONMENT
NATIONAL PARK SERVICE
U.S. ARMY CORPS OF ENGINEERS

NEIL J. PEDERSEN
ADMINISTRATOR

6/2/2008
DATE


RAJA VEERAMACHANENI
DIRECTOR
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING

6/3/08
DATE


NELSON J. CASTELLANOS
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

Summary

SUMMARY

A. Administrative Action

- Environmental Impact Statement
- Environmental Assessment
- Finding of No Significant Impact
- Section 4(f) Evaluation

B. Additional Information

Additional information pertaining to this project may be obtained by contacting either:

Mr. Bruce Grey

Deputy Director

Office of Planning and Preliminary Engineering

State Highway Administration

707 North Calvert Street

Baltimore, Maryland 21202

Hours: 8:00 a.m. to 4:30 p.m.

Phone: (410) 545-8500

Mr. Ian Cavanaugh

Area Engineer

Federal Highway Administration

DelMar Division

10 South Howard Street, Suite 2450

Baltimore, Maryland 21201

Hours: 8:00 a.m. to 4:30 p.m.

Phone: (410) 779-7147

C. Description of Proposed Action/Purpose and Need

The purpose of the MD 175 project is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area. Currently, MD 175 serves as primary access to Fort Meade and Odenton from MD 295 and MD 32 (Figure S-1). In addition, this project will serve to accommodate future transportation needs in and around Fort Meade, and it will improve connectivity between Odenton and MD 295.

The area around Fort Meade is one of the fastest growing areas of Anne Arundel County. Fort Meade and the National Security Agency (NSA) combined represent the largest employers in the State of Maryland. Fort Meade's workforce is comprised of more than 39,000 military, civilian, and contractor personnel. Numerous developments including Arundel Mills Mall, growth in the Baltimore/Washington International Thurgood Marshall Airport (BWI) Business District, and growth at Fort Meade have contributed to increased traffic volumes in the area. As a result of the 2005 Base Realignment and Closure process (BRAC) recommendations, Fort Meade is expected to grow dramatically. Approximately 5,300 employees will be relocated to Fort Meade, as well as 7,500 employees at NSA by 2010. As many as 20,000 or more private sector jobs are also anticipated as a result of the new jobs at both Federal installations, primarily in the defense and support industries.

The project will address projected operational and safety deficiencies as a result of planned and future development in and around the study area. The study area is expected to see an increase in population, housing, and jobs with an accompanying increase in vehicular traffic.

D. Alternatives Retained for Detailed Study

Below is a description of the Alternatives Retained for Detailed Study. Alternatives mapping is located in Appendix A (bound separately). For detailed descriptions of all alternatives considered for this project, see Section II of this report.

Alternative 1 - No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 – Transportation Systems Management (TSM) (Appendix A: Figures A2-1 to A2-7)

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. The TSM improvements generally could be constructed with relatively low costs, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

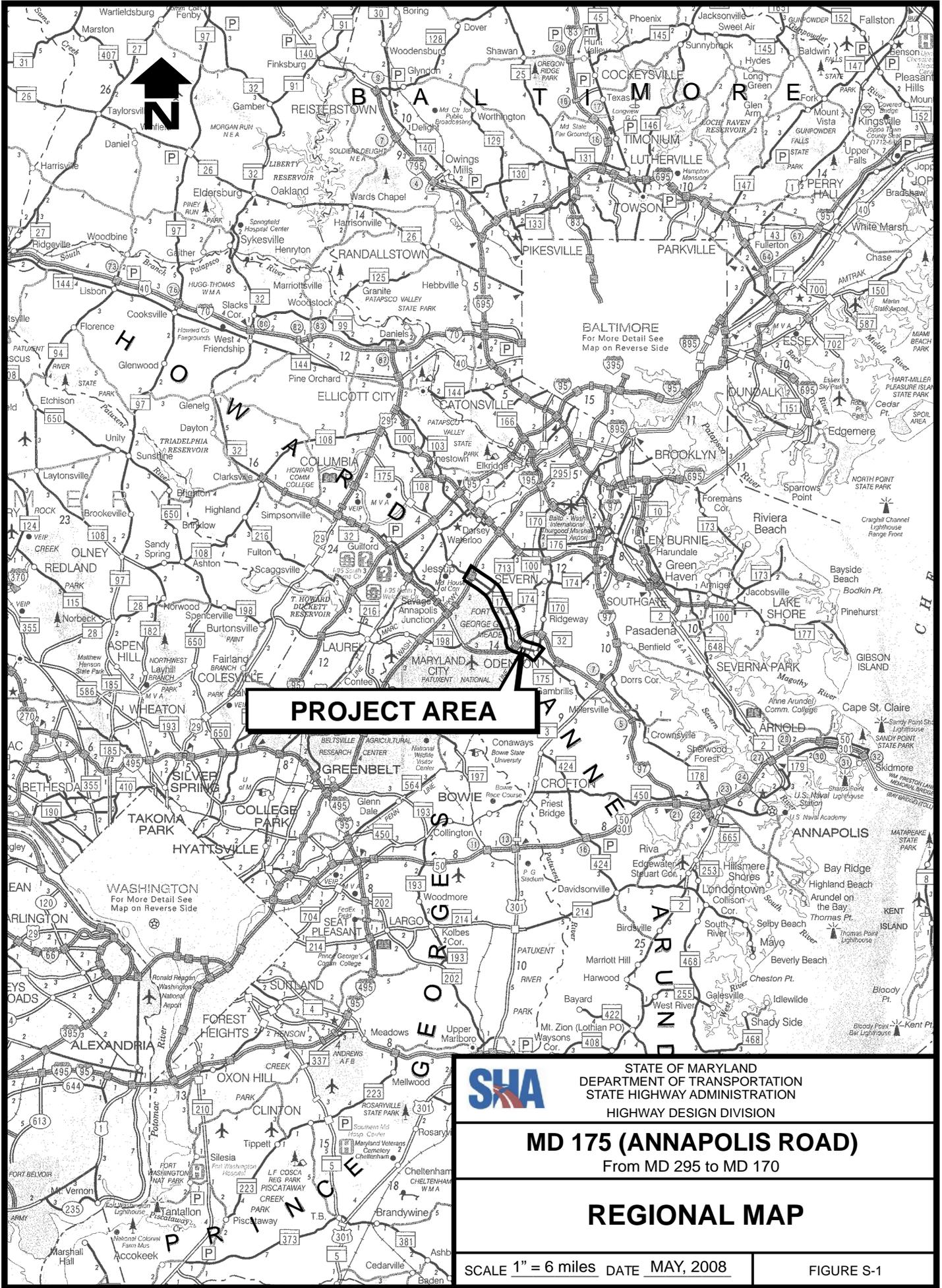
- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- Geometric improvements to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Providing auxiliary lanes to improve current traffic operations.

MD 175 MAINLINE BUILD ALTERNATIVES

Each of the MD 175 mainline build alternatives includes widening MD 175, MD 175/MD 295 interchange modifications and Fort Meade access improvement options.

Alternative 3 – Six-Lane Roadway on Existing Centerline (Figure II-2 and Appendix A: Figures A3-1 to A3-7)

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road and Telegraph Road/Piney Orchard Parkway (MD 170) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction), separated by an 18-foot median. Alternative 3 can tie into Alternative 4 or Alternative 5 west of Sellner/Race Road. Pedestrian and bicycle accommodations would be included as part of this alternative. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX Railroad, close to their current alignment.



PROJECT AREA



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

REGIONAL MAP

SCALE 1" = 6 miles DATE MAY, 2008

FIGURE S-1

Alternative 4 Modified – Four-Lane Divided Roadway West of Reece Road (Figure II-3 and Appendix A: Figures A4/3-1 to A4/3-4)

Alternative 4 Modified applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and MD 174 (Reece Road). The proposed typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane in each direction), separated by an 18-foot median. This alternative is similar to Alternative 4 except the 18-foot median extends from Brock Bridge Road to Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative. The proposed Alternative 4 Modified alignment would widen the roadway to four lanes, generally following the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 at Reece Road.

Alternative 5 – Five-Lane Roadway w/Center Turn Lane West of Reece Road (Figure II-3 and Appendix A: Figures A5/3-1 to A5/3-4)

Alternative 5 applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66-foot wide roadway (two 11-foot travel lanes and five-foot bike lanes in each direction, and one continuous 12-foot vehicle center turn lane). The proposed Alternative 5 alignment would widen the roadway to five lanes (including a center turn lane), generally following the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 at Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative.

Alternative 6 – Six-Lane Roadway on Shifted Centerline (Figure II-3 and Appendix A: Figures A6-1 to A6-7)

Alternative 6 would incorporate all of the improvements of Alternative 3 but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. Pedestrian and bicycle accommodations would be included as part of this alternative. The Alternative 6 alignment proposes new bridges at two locations, namely MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad.

Option: 21 ½ Street Shift – Four, Five or Six-Lane Roadway on Shifted Centerline (Figure II-3 and Appendix A: Figures A6-3a to A6-4a)

The alignment shift is compatible with a four, five or six-lane typical section that proposes a southern alignment shift from east of MD 713 (Rockenbach Road) to Reece Road in order to provide the minimum standoff distance from existing Fort Meade buildings to the proposed roadway edge. The alignment shift will avoid the need to blast proof the existing buildings that fall within the guideline standoff distance.

Alternative 6A – Resource Minimization Alignment - (Appendix A: Figures A6-6a to A6-7a)

Alternative 6A includes the same typical section and utilizes the same alignment as Alternative 6 between Sellner/Race Road and MD 32, but Alternative 6A proposes a northern alignment shift to minimize or avoid environmental impacts and/or commercial displacements along the south side of MD 175. The shifted alignment proposes a new bridge at MD 175 over the MARC/CSX Railroad.

MD 175/MD 295 INTERCHANGE OPTIONS

Option A2 (Appendix A: Figure A6-1a)

Alternative 6 Interchange Option A2 utilizes a mainline shift to the north with the Single Point Urban Interchange (SPUI) in which all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge over MD 295 to control all conflicting movements.

Option E (Appendix A: Figure A6-1)

Alternative 6 Interchange Option E utilizes a northerly shift in the alignment of MD 175 with the full diamond interchange that would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants.

Option F (Appendix A: Figure A3-1)

Compatible with Alternative 3, this partial cloverleaf interchange option would hold the existing southern edge of the roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively.

Max Blobs Option A (Appendix A: Figure A6-1b)

With this option, the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blob's Park Road would exit mid-ramp onto Max Blob's Park Road, and for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection.

Max Blobs Option B (Appendix A: Figure A6-1b)

With this option, the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blob's Park Road and MD 175 eastbound would exit mid-ramp onto Max Blob's Park Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection.

FORT MEADE ACCESS OPTIONS

General Fort Meade Access Option A (Appendix A)

This option consists of at-grade intersection widening at Rockenbach Road, Reece Road, Mapes Road and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

General Fort Meade Access Option B (Appendix A: Figures A6-4b and A6-5a)

This continuous flow intersection option consists of an at-grade intersection improvement at either MD 174 (Reece Road) or Mapes Road. The result is a reduction in travel delays and increased capacity at the intersection.

Mapes Road Option B (Appendix A: Figure A6-5b)

This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road/MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

Reece Road Option B Modified (Appendix A: Figure A6-4c)

This option would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Fort Meade officials have requested that the proposed MD 175 eastbound ramp into the facility be eliminated thereby not requiring new gate control. All of the other MD 175 entrances into Fort Meade, including Reece Road would remain in operation and would be widened.

E. Summary of Environmental Impacts

Tables S-1 and S-2 contain a comparative summary of impacts associated with the No-Build and build alternatives. These impacts are briefly described below (note that impacts associated with the Transportation Systems Management (TSM) Alternative are separated from the other build alternatives):

- The build alternatives, including the TSM Alternative, would have no impact to the functionality of any publicly-owned public school recreational facilities.
- A maximum of four to five residential displacements (including one historic residence) would occur with each build alternative. The TSM Alternative would not result in any residential displacements.
- Commercial displacements, ranging from 6 to 41, would occur with each build alternative. The TSM Alternative would not result in any commercial displacements.
- Total right-of-way required for the build alternatives would range from 60.1 acres to 127.9 acres, with a maximum of 19.0 acres residential (including 2.5 acres of historic residential property), 52.3 acres commercial (including 0.9 acre of church property), and 57.1 acres of Fort Meade. The TSM Alternative would require 6.1 acres of right-of-way.
- The build alternatives would improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area.
- The project will serve to accommodate future transportation needs in and around Fort Meade, and it will improve connectivity between Odenton and MD 295.
- The build alternatives (including options) would impact wetlands, ranging from 1.15 to 2.26 acres, and require seven stream crossings. The TSM Alternative would impact 0.2 acre of wetlands, and not require any stream crossings.
- Waters of the U.S. impacted by the build alternatives range from 585 to 1,635 linear feet. The TSM Alternative would not impact any Waters of the U.S.

- The build alternatives would impact 0.6 acre of 100-year floodplains. The TSM Alternative would not impact any 100-year floodplains.
- All build alternatives would impact woodlands, ranging from 11.7 to 32.2 acres. The TSM Alternative would impact 1.0 acre of woodlands.
- Two plants, one of which is State endangered and Federally threatened, and the other of which is State threatened, may occur within suitable habitats in the project area. In addition, Fort Meade has known habitat for 11 State-listed rare, threatened, and endangered species.
- The build alternatives would directly impact 7.78 to 15.66 acres of prime farmland soils and Soils of Statewide Importance; however, none of these soils areas are located in agriculturally zones areas. The TSM Alternative would not impact any prime farmland soils or Soils of Statewide Importance.
- Impacts to the land owned by the National Park Service associated with Baltimore-Washington Parkway would range from 1.4 to 3.9 acres among the build alternatives. The portion of the Parkway south of MD 175 is also on the National Register of Historic Places. The TSM Alternative would not impact the land owned by the National Park Service.
- Alternatives 3, 4, 5, 6 and 6A and MD 175/MD 295 Interchange Options A2 and E would have adverse effects on historic properties within the study area.
- The build alternatives, excluding the TSM Alternative, may impact the Nichols-Bethel Cemetery.
- The project would have no major indirect or cumulative effects on socio-economic, cultural, or natural environmental resources.
- There are up to 80 properties with potential for hazardous materials that could be affected by the build alternatives, and 10 properties with potential for hazardous materials that could be affected by the TSM Alternative. Depending on the area required for acquisition, further investigations of some or all of these sites could be required and would be conducted prior to acquisition.
- The State/National Ambient Air Quality Standards would not be exceeded by any of the build alternatives, including the TSM Alternative.
- Some noise sensitive areas would experience build year noise levels equal to or exceeding noise abatement criteria as a result of the build alternatives.
- The build alternatives would not cause any disproportionately high and adverse effects on environmental justice communities within the study area.

Table S-1. Summary of Impacts of the Alternatives Retained for Detailed Study.

		ALTERNATIVES						Resource Minimization Alignment
		1	2	3	4 (Modified)	5	6	
RESOURCES		No-Build	TSM	Six-Lane Roadway on Existing Centerline ²	Four-Lane Divided Roadway West of Reece Road ¹	Five-Lane Undivided Roadway with Center Turn Lane West of Reece Rd ¹	Six-Lane Roadway on Shifted Centerline ³	
1	Displacements							
	a. Residential	0	0	4	2-4	2-4	4	4
	b. Business/Commercial	0	0	41	6-40	6-40	17	16
	c. Historical	0	0	1	0-1	0-1	1	0
TOTAL DISPLACEMENTS		0	0	46	8-45	8-45	22	20
2	No. of Properties & Resources Affected							
	a. Residential	0	10	37	32-39	30-37	39	37
	b. Business/Commercial	0	7	118	36-118	36-118	111	103
	c. Fort Meade	0	2	2	2	2	2	2
	d. NPS Property/Recreation Area	0	0	1 ⁴	1 ⁴	1 ⁴	1 ⁴	1 ⁴
	e. Church/School	0	2	4	3-4	3-4	4	4
	f. Historical/Archeological	0	2	8 ⁴	4-8 ⁴	4-8 ⁴	8 ⁴	6 ⁴
TOTAL PROPERTIES		0	23	169⁴	77-171⁴	75-169⁴	164⁴	152⁴
3	Right-of-Way Required - Acres							
	a. Residential	0	0.4	15.4	12.0-15.2	11.1-14.5	16.5	16.5
	b. Business/Commercial	0	1.0	51.3	18.7-50.9	18.7-50.9	34.0	33.6
	c. Fort Meade	0	4.1	41.7	28.2-40.9	27.9-40.9	42.1	42.1
	d. NPS Property/Recreation Area	0	0	1.4 ⁴	1.4-3.6 ⁴	1.4-3.6 ⁴	3.6 ⁴	3.6 ⁴
	e. Church/School	0	0.1	0.9	0.6-2.0	0.5-2.0	0.7	1.8
	f. Historical/Archeological	0	0.5	3.3 ⁴	2.0-5.9 ⁴	1.9-5.8 ⁴	5.9 ⁴	4.9 ⁴
TOTAL ACRES		0	6.1	112.6⁴	61.5-114.9⁴	60.1-114.1⁴	99.2⁴	98.9⁴
1	Number of Stream Crossings	0	0	7	3-7	3-7	7	7
2	Linear Feet of Stream	0	0	1355	590-1610	585-1615	1630	1635
3	100-Year Floodplain Affected (acres)	0	0	0.6	0.0-0.6	0.0-0.6	0.6	0.6
4	Wetlands Affected (acres)	0	0.2	1.92	1.30-1.85	1.15-1.72	1.94	2.25
5	Woodlands Affected (acres)	0	1.0	20.1	11.9-23.4	11.7-23.4	23.9	25.1
6	Area of Prime Farmland & Soils of Statewide Importance Affected (acres)	0	0	12.78	8.21-12.32	7.78-11.94	14.27	13.37
Total Cost (\$million)⁵		0	\$20	\$579	\$275 - \$563	\$272 - \$559	\$456	\$472

See Table S-2 for a Summary of Impacts for the various design options under consideration with the main build alternatives summarized above.

Notes:

¹ Alternative 4 (Modified) & 5 extends from Brock Bridge Road to Reece Road. The range of impacts include Alternative 2 (TSM), 3, 6 and 6A from Reece Road to MD 170.

² Alternative 3 Base Alternative contains 4-Lane Divided typical section from Brock Bridge Road to Sellner/Race Road, MD 295 Interchange Option F and General Fort Meade Access Option A intersection improvements.

³ Alternative 6 Base Alternative contains 4-Lane Divided typical section from Brock Bridge Road to Sellner/Race Road, MD 295 Interchange Option E and General Fort Meade Access Option A intersection improvements.

⁴ The NPS Property impact shown has also been accounted for in the Historical/Archeological impacts but has only been added once to create the total impact.

⁵ Total Cost includes construction and right-of-way costs

Table S-2. Summary of Impacts of the MD 175 Options to the Alternatives Retained for Detailed Study.

RESOURCES		MD 175/MD 295 Interchange Options			Fort Meade Access Options			Mainline Alternative Alignment Shift
		Interchange Option A2*	Max Blobs Option A**	Max Blobs Option B**	General Fort Meade Access Option B (CFI) ***	Mapes Road Option B ***	Reece Road Option B Modified ***	21 ½ Street Shift*
1	Displacements							
	a. Residential	0	0	0	0	0	0	0
	b. Business/Commercial	0	0	0	0	0	0	0
	c. Historical	0	0	0	0	0	0	0
TOTAL DISPLACEMENTS		0	0	0	0	0	0	0
2	No. of Properties & Resources Affected							
	a. Residential	0	0	0	0	0	0	0
	b. Business/Commercial	-1	+1	+1	0	0	0	0
	c. Fort Meade	0	0	0	0	0	0	0
	d. NPS Property/Recreation Area	0	0	0	0	0	0	0
	e. Church/School	0	0	0	0	0	0	0
	f. Historical/Archeological	0	0	0	0	0	0	0
TOTAL PROPERTIES		-1	+1	+1	0	0	0	0
3	Right-of-Way Required - Acres							
	a. Residential	0	0	0	0	0	0	0
	b. Business/Commercial	-0.1	+0.1	+0.1	0	0	0	0
	c. Fort Meade	0	0	0	+3.8	+8.9	+7.5	+6.1
	d. NPS Property/Recreation Area	+0.3 ⁴	+0.2 ⁴	+0.2 ⁴	0	0	0	0
	e. Church/School	0	0	0	0	0	0	0
	f. Historical/Archeological	+0.3 ⁴	+0.2 ⁴	+0.2 ⁴	0	0	0	0
TOTAL ACRES		+0.2⁴	+0.3⁴	+0.3⁴	+3.8	+8.9	+7.5	+6.1
1	Number of Stream Crossings	0	0	0	0	0	0	0
2	Linear Feet of Stream	-70	0	0	0	0	0	-160
3	100-Year Floodplain Affected (acres)	0	0	0	0	0	0	0
4	Wetlands Affected (acres)	0	0	0	0	0	0	+0.01
5	Woodlands Affected (acres)	+1.2	0	0	0	0	+1.4	+4.5
6	Area of Prime Farmland Affected (ac)	0	0	0	0	0	0	+1.39
Total Cost (\$million)⁵		\$6	\$2	\$2	\$8	\$25	\$15	\$9

How to Use Tables S-1 and S-2: Table S-2 is to be used together with Table S-1 in determining the impacts for design options that have been developed to work in combination with the basic alternatives presented in Table S-1. The numbers above do not represent total impacts for the option, rather the numbers above indicate what value to add to or subtract from the impacts in corresponding impact categories on Table S-1. **Example:** Determine the amount of right-of-way required from Fort Meade with “Mapes Road Option B for Alternative 6”. In Table S-1, the Alternative 6 column shows that 42.1 acres of land are required from Fort Meade property. In Table S-2, the “Mapes Road Option B” column shows that an additional 8.9 acres of land are needed for this option; therefore, the resulting total right-of-way required from Fort Meade with “Mapes Road Option B for Alternative 6” is 42.1 acres plus 8.9 acres, or 51.0 acres.

*This option is only compatible with Alternatives 4 Modified, 5, 6 and 6a.;

** This option is only compatible with Alternatives 4 Modified, 5, 6 and 6a with Interchange Option E and Alternative 3, 4 Modified and 5 with Interchange Option F;

*** This option is only compatible with Alternatives 3,6 and 6A

ENVIRONMENTAL ASSESSMENT FORM

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

The checklist identifies specific areas of the natural and social-economic environment that have been considered while preparing this Environmental Assessment (EA). The reviewer can refer to the appropriate section of the document, as indicated in the “Comment” column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse, that the action may incur. The “No” column indicates that during the scoping and early coordination processes, a specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

**Improvements to MD 175 (Annapolis Road)
from MD 295 (Baltimore/Washington Parkway) to MD 170 (Telegraph Road)
in Anne Arundel County, Maryland
Project # AA436B11**

ENVIRONMENTAL ASSESSMENT FORM	Yes	No	Comments
A. Land Use Considerations			
1. Will the action be within the 100-year floodplain?	<u>X</u>	<u> </u>	<u>See Section III.E.3</u>
2. Will the action require a permit for construction or alteration within the 50 year floodplain?	<u> </u>	<u>X</u>	
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?	<u>X</u>	<u> </u>	<u>See Section III.E.2.c</u>
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	<u> </u>	<u>X</u>	
5. Will the action occur on slopes exceeding 15%?	<u>X</u>	<u> </u>	<u>See Section III.E.1</u>
6. Will the action require a grading plan or a sediment control permit?	<u>X</u>	<u> </u>	<u>See Sections III.E.2.c and III.M</u>
7. Will the action require a mining permit for deep or surface mining?	<u> </u>	<u>X</u>	
8. Will the action require a permit for drilling a gas or oil well?	<u> </u>	<u>X</u>	
9. Will the action require a permit for airport construction?	<u> </u>	<u>X</u>	
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?	<u> </u>	<u>X</u>	
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	<u>X</u>	<u> </u>	<u>See Sections III D.1, III.I.2, and IV.C.</u>
12. Will the action affect the use of any natural or manmade features that are unique to the county, state, or nation?	<u> </u>	<u>X</u>	
13. Will the action affect the use of an archeological or historical site or structure?	<u>X</u>	<u> </u>	<u>See Sections III.D and IV.C.</u>

ENVIRONMENTAL ASSESSMENT FORM	Yes	No	Comments
B. Water Use Considerations			
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	<u>X</u>	_____	<u>See Section III.E.2.</u>
15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?	_____	<u>X</u>	_____
16. Will the action change the overland flow of stormwater or reduce the absorption capacity of the ground?	<u>X</u>	_____	<u>See Sections III.E.2 and III.I.2.c.</u>
17. Will the action require a permit for the drilling of a water well?	_____	<u>X</u>	_____
18. Will the action require a permit for water appropriation?	_____	<u>X</u>	_____
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	_____	<u>X</u>	_____
20. Will the project require a permit for the construction and operation of facilities for treatment and/or land disposal of liquid waste derivatives?	_____	<u>X</u>	_____
21. Will the action result in any discharge into surface or sub-surface water?	<u>X</u>	_____	<u>See Section III.E.2.</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	<u>X</u>	_____	<u>See Section III.E.2.b.</u>
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u>X</u>	_____	<u>See Section III.F.</u>
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u>X</u>	_____	<u>See Section III.F.</u>
25. Will the action generate additional noise, which differs in character or level from present conditions?	<u>X</u>	_____	<u>See Section III.G.</u>
26. Will the action preclude future use of related air space?	_____	<u>X</u>	_____
27. Will the action generate any radiological, electrical, magnetic, or light influences?	_____	<u>X</u>	_____

ENVIRONMENTAL ASSESSMENT FORM	Yes	No	Comments
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	_____	_____	<u>See Section III.E.4.</u>
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	_____	_____	<u>See Section III.E.4.</u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	_____	<u>X</u>	
E. Socioeconomic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u>X</u>	_____	<u>See Section III.B.</u>
32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?	<u>X</u>	_____	<u>See Section III.A.2.</u>
33. Will the action alter land values?	<u>X</u>		<u>See Section III.C.</u>
34. Will the action affect traffic flow and volume?	<u>X</u>		<u>See Section I.C.</u>
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	_____	<u>X</u>	
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	_____	<u>X</u>	
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans—including zoning?	<u>X</u>	_____	<u>See Section III.C.3.</u>
38. Will the action affect the employment opportunities for persons in the area?	<u>X</u>	_____	<u>See Section III.B.1.</u>
39. Will the action affect the ability of the area to attract new sources of tax revenue?	<u>X</u>		<u>See Section III.B.4.</u>
40. Will the action discourage present sources of tax revenue from remaining in the area to attract new sources of tax revenue?	_____	<u>X</u>	

ENVIRONMENTAL ASSESSMENT FORM	Yes	No	Comments
41. Will the action affect the ability of the area to attract tourism?	_____	<u>X</u>	_____
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	_____	<u>X</u>	_____
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	_____	<u>X</u>	_____
44. Will the action be of statewide significance?	_____	<u>X</u>	_____
45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action, could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?	<u>X</u>	_____	<u>See Section III.I.2.</u>
46. Will the action require additional power generation or transmission capacity?	_____	<u>X</u>	_____
47. This agency will develop a complete environmental effects report on the propose action.	<u>X</u>	_____	<u>See Environmental Assessment</u>

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LIST OF ACRONYMS

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ATI	Area of Traffic Influence
BMC	Baltimore Metropolitan Council
BRAC	Base Realignment and Closure
BWI	Baltimore/Washington International Thurgood Marshall Airport
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFI	Continuous Flow Intersection
CFR	Code of Federal Regulations
CGT	Continuous Green-T
CO	Carbon Monoxide
CSIL	Candidate Safety Improvement Location
CTP	Consolidated Transportation Plan
dBA	A-weighted decibel scale
DHHS	Department of Health and Health Services
EA	Environmental Assessment
EAF	Environmental Assessment Form
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EUL	Enhanced Use Lease
FCA	Maryland Forest Conservation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GIS	Geographic Information System
ICE	Indirect and Cumulative Effects Analysis
Leq	A-weighted equivalent sound level
LOS	Level of Service
MARC	Maryland Rail Commuter Services
MBSS	Maryland Biological Stream Survey
MD DNR	Maryland Department of Natural Resources
MDE	Maryland Department of the Environment
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MEPA	Maryland Environmental Policy Act
MHT	Maryland Historical Trust
MIHP	Maryland Inventory of Historic Properties
MSATs	Mobile Source Air Toxics
MTA	Maryland Transportation Administration
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NPL	National Priority Level
NRHP	National Register of Historic Places
NSA	National Security Agency
NSA	Noise Sensitive Area

PFA	Priority Funding Area
PM _{2.5}	Particulate matter of 2.5 micrometers or smaller in size
Ppm	Parts per million
RCRA	Resource Conservation and Recovery Act
ROW	Right-of-way
SHA	Maryland State Highway Administration
SIP	State Implementation Plan
SPUI	Single Point Urban Interchange
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan
TIP	Transportation Improvement Plan
TNM	Traffic Noise Model
TSM	Transportation Systems Management
USDPT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VPD	Vehicles per day
WB&A	Washington, Baltimore & Annapolis Trail Park
WUS	“Waters of the U.S.”

Purpose and Need

I. PURPOSE AND NEED

A. Project Location and Description

The project area encompasses MD 175 (Annapolis Road) from west of MD 295 (Baltimore/Washington Parkway) to MD 170 (Telegraph Road) in northwestern Anne Arundel County (County) (Figure I-1). MD 175 is located just south of Baltimore-Washington International Thurgood Marshall Airport (BWI), about 20 miles from Baltimore and 30 miles from Washington, DC. MD 175 is a major east-west corridor serving the Fort George G. Meade Military Reservation (Fort Meade) and Odenton Town Center. This roadway supports commuters, military personnel, commercial, and residential traffic. Within the study limits, MD 175 intersects MD 295 and MD 32 with grade separated interchanges and MD 170 and MD 713 with at-grade intersections.

The typical section for MD 175, from MD 295 to Rockenbach/Ridge Road, is a two-lane undivided roadway with a speed limit of 45 mph. From Rockenbach/Ridge to Disney Road, MD 175 widens briefly to five lanes to accommodate a turn lane and commercial traffic. At Rockenbach/Ridge Road, MD 175 becomes part of the property owned by Fort Meade. From just east of Disney Road, MD 175 returns to a two-lane roadway with no median and extends to the main gate for Fort Meade at Reece Road (MD 174). MD 174 is owned and maintained by Fort Meade from the intersection with MD 175 east to Jacobs Road, approximately 0.6 mile. From Reece Road to MD 32, MD 175 is a five-lane roadway with a continuous left turn lane. From MD 32 to Telegraph Road (MD 170), MD 175 is a four-lane roadway with no median. The existing MD 175 typical sections are illustrated on Figure II-1.

B. Purpose of the Project

The purpose of the MD 175 project is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area. Currently, MD 175 serves as primary access to Fort Meade and Odenton from MD 295 and MD 32. In addition, this project will serve to accommodate future transportation needs in and around Fort Meade and assist in revitalizing the commercial district in North Odenton. By improving MD 175, the project will improve connectivity between Odenton and MD 295.

C. Need for the Project

The study area is expected to see an increase in population, housing, and jobs with an accompanying increase in vehicular traffic. The area around Fort Meade is one of the fastest growing areas of Anne Arundel County. Fort Meade and the National Security Agency (NSA) combined represent the largest employers in the State of Maryland. Fort Meade's workforce is comprised of more than 39,000 military, civilian, and contractor personnel. Numerous developments including Arundel Mills Mall, growth in the BWI Business District, and growth at Fort Meade have contributed to increased traffic volumes in the area. As a result of the 2005 Base Realignment and Closure process (BRAC) recommendations, Fort Meade is expected to grow dramatically. Approximately 5,300 employees will be relocated to Fort Meade, as well as 7,500 employees at NSA by 2010. As many as 20,000 or more private sector jobs are also anticipated as a result of the new jobs at both Federal installations, primarily in the defense and support industries. The MD 175 project will address projected operational and safety deficiencies as a result of planned and future development in and around the study area.

The adequacy of roadway capacity is determined using a measure called the volume-to-capacity (v/c) ratio. The v/c ratio is the ratio of the peak hour volume carried by a roadway or intersection and its hourly capacity expressed in vehicles per hour. Roadways may have traffic volumes that exceed or are forecasted to exceed capacity. This would result in a v/c ratio that exceeds 1.00 and indicates the need for capacity improvements. If existing or future capacity levels are sufficient, the v/c ratio will be less than 1.00.

Level of Service (LOS) is a scale measuring the freedom of mobility or severity of congestion experienced by drivers. The LOS scale ranges from A to F. LOS A represents free flow movements of traffic with little or no congestion. LOS F represents failure with stop-and-go conditions and long queues of traffic. LOS D occurs near a critical boundary where traffic flows become unstable. This level is generally considered acceptable during peak hours of traffic flow on streets and highways in urban and suburban areas. At LOS E, the roadway is operating near capacity with unpredictable daily delays. LOS is normally determined for the peak hours of the typical weekday. These levels have been determined through traffic research and are related to measurable traffic characteristics such as delays, speeds, traffic density, or v/c ratios.

2004 Existing Conditions

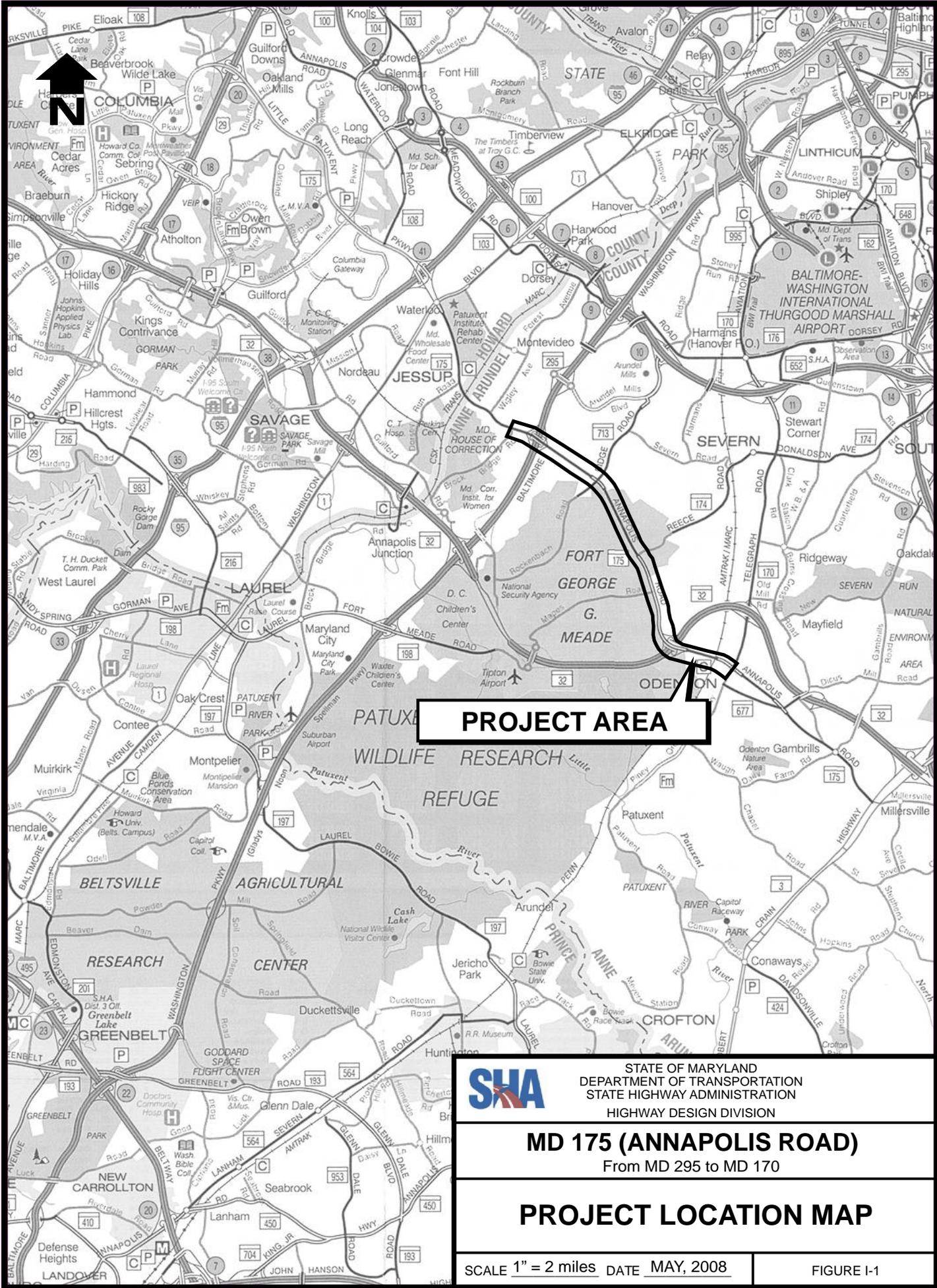
The current 2004 LOS ranges from A to F at the study area intersections with existing Average Daily Traffic (ADT) volumes within the study ranging from 23,500 to 50,400 vehicles per day (VPD). The truck percentages along MD 175 are 10 percent west of MD 295 and 4 percent east of MD 713. The two highest ADT's in the study area occur on MD 32 on the westbound (WB) and eastbound (EB) ramp. These volumes are 37,600 and 50,400 respectively. The highest ADT on MD 175 occurs at the MD 175 intersection with MD 170. Table I-1 summarizes the results of an analysis of roadway capacity and level of service conducted for interchanges and intersections in the study area under the existing condition.

Based on the traffic analysis, three intersections within the study area currently operate at a failing LOS under current traffic conditions during the AM and PM peak hours. The intersections of MD 175 at Brock Bridge Road, MD 175 at Sellner/Race Road and MD 175 at Clark/Max Blob's Park Road have a failing LOS in either or both the AM and PM peak hours. While there is some variation, the AM peak hour is between 7am and 8am, with the PM peak hour between 5pm and 6pm. Only two signalized intersections within the study area are approaching failing conditions with a LOS E during either the AM or PM peak hour. These intersections are MD 175 at Rockenbach/Ridge Road and Piney Orchard/Telegraph Road (MD 170).

2030 No-Build Conditions

The projected 2030 LOS for the project ranges the full LOS scale, from A to F, with ADT volumes within the study area ranging from 35,600 to 71,500, with the highest volume occurring at the MD 175 intersection with Winmeyer Avenue. This represents approximately 64 percent increase in the ADT, or approximately 2.5 percent per year. The LOS analysis shows all of the signalized intersections will have a failing LOS in either or both the AM and PM peak hours, with the exception of the MD 175/MD 32 Interchange. Table I-2 summarizes the results of the analysis of roadway capacity and level of service analysis conducted for interchanges and intersections in the study area under the 2030 No-Build condition.

M:\md 175\CORELE\Fig-1_Loc Map.CDR



PROJECT AREA

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

PROJECT LOCATION MAP

SCALE 1" = 2 miles DATE MAY, 2008

FIGURE I-1

Table I-1. 2004 Existing Level of Service

Intersection of MD 175 and (from west to east)	AM Peak LOS	V/C	PM Peak LOS	V/C	ADT
Brock Bridge Road	D	0.87	F	1.14	28,400
Sellner/Race Road	F	1.04	F	1.21	29,600
Clark/Max Blob's Park Road	F	1.15	F	1.01	31,500
Rockenbach/Ridge Road	E	0.95	E	0.96	27,800
Disney Road/26 th Street	B	0.63	C	0.72	24,600
Reece Road	B	0.68	D	0.87	23,500
Mapes Road/Charter Oaks Boulevard	A	0.58	C	0.74	24,900
Llewellyn Avenue/Blue Water Boulevard	D	0.82	D	0.89	33,800
MD 32 Ramp W (WB)	A	0.32	A	0.48	37,600
MD 32 Ramp W (EB)	A	0.59	B	0.70	50,400
Morgan Road/Town Center Boulevard	A	0.55	C	0.77	34,400
Winnmeyer Ave.	A	0.61	B	0.68	34,800
MD 170	C	0.77	E	0.96	35,300

Note: All intersections are signalized except Sellner/Race Road and Clark/Max Blob's Park Road (which has a flashing light to allow access to the fire station).

Safety

A crash analysis was completed for the MD 175 project area for a three-year period from January 1, 2002 through December 31, 2004. This information includes summaries of crash types and severities for major roadway segments, and the crash rates per 100 million vehicle miles of travel versus the comparable weighted statewide rates for similarly designed state maintained highways. Statistically significant high crash categories were noted, as were any Candidate Safety Improvement Locations (CSIL's), which occurred during the three-year period.

The crash history for the MD 175 corridor is divided in 4 segments: MD 170 to MD 32, MD 32 to MD 174, MD 174 to MD 713, and MD 713 to MD 295 and is summarized in Table I-3. As shown in the table, the average total crash rates for the four roadway segments were between 252.3 and 282.7 per 100 million vehicle miles, with the segment from MD 713 to MD 295 significantly higher than the statewide rate.

The section from MD 713 to MD 295 has two crash types that are significantly higher than the statewide rate: injury and left turn. Crashes of these types are generally indicative of high volumes of turning traffic at unsignalized side roads and/or driveway entrances combined with relatively high speeds. Other crash types that were slightly higher than the statewide rate, but not significantly higher than the statewide rate include opposite direction, sideswipe, and pedestrian. In addition, in 2002 and 2004, the MD 175/MD 713 intersection met the criteria for a CSIL.

Table I-2. 2030 No-Build Level of Service

Intersection of MD 175 and (from west to east)	AM Peak LOS	V/C	PM Peak LOS	V/C	ADT
Brock Bridge Road	F	1.14	F	1.20	40,500
Sellner/Race Road	F	1.92	F	2.10	43,350
MD 295 WB Merge	F	1.17	F	1.03	43,350
MD 295 WB Weave	F	51.9*	F	50.9*	112,700
MD 295 EB Merge	F	1.54	F	1.45	57,900
MD 295 EB Weave	F	56.5*	F	69.1*	100,300
Clark Road	F	2.03	F	2.31	57,900
Rockenbach/Ridge Road	F	1.61	F	1.55	43,800
Disney Road	D	0.84	F	1.15	38,400
Reece Road	F	2.27	F	1.97	35,600
Mapes Road	F	1.55	F	1.68	39,400
Llewellyn Ave.	F	1.24	D	0.90	50,000
MD 32 Ramp W (WB)	A	0.54	B	0.69	65,400
MD 32 Ramp W (EB)	D	0.89	D	0.82	71,500
Morgan Road/Town Center Boulevard	F	1.32	F	1.62	42,200
Winmeyer Ave.	F	1.16	E	0.99	52,800
MD 170	F	1.28	F	1.09	50,200

*Segment density as reported by the Highway Capacity Manual (passenger cars/mile/lane)

Note: All intersections are signalized except the intersections of MD 175/Sellner/Race Road, MD 175/MD 295, and MD 175/Clark Road, which has a flashing light to allow access to the fire station.

The section from MD 174 to MD 713 has a left-turn crash rate that is significantly higher than the statewide rate. Crashes of this type are generally indicative of high volumes of turning traffic at unsignalized side roads and/or driveway entrances. The three-year crash rate for this section is greater than the statewide rate; however, it is not significantly higher than the statewide rate. Other crash types that were slightly higher than the statewide rate, but not significantly higher than the statewide rate include sideswipe, pedestrian, and angle.

The other sections of MD 175 crash rates that are significantly higher than the statewide rate; however, for the section from MD 170 to MD 32, opposite direction and left turn are slightly higher than the statewide rate, but not significantly higher. In addition, from 2002 to 2004, the MD 175/MD 170 intersection has met the criteria for a CSIL. In the segment from MD 32 to MD 174, fixed object crashes are slightly higher than the statewide rate, but not significantly higher.

**Table I-3. Crash Summary – MD 175 from MD 170 to MD 295
(January 1, 2002 through December 31, 2004)**

MD 175 Sections	3-Year Average Total Crash Rate (Per 100 Million Vehicle Miles)	Statewide Average Total Crash Rate for Similar Roadways (Per 100 Million Vehicle Miles)	Individual Crash Types Significantly Higher than Statewide Rate
MD 170 to MD 32	265.4	307.8	None
MD 32 to MD 174	282.7	343.1	None
MD 174 to MD 713	252.5	218.5	Left Turn
MD 713 to MD 295	252.3*	195.3	Injury, Left Turn

* Sections have Significantly High Total Crash Rates

Alternatives Considered

II. ALTERNATIVES CONSIDERED

A. Alternatives Presented to the Public at the Alternates Workshop

Six build alternatives along with the No-Build Alternative were presented at the Alternates Public Workshop on March 28, 2007. Mapping for alternatives and options presented in this section are depicted in the *Alternatives Retained for Detailed Study (SHA 2008)* document. The following alternatives were presented:

Alternative 1 - No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 - Transportation Systems Management (TSM)

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. TSM improvements generally could be constructed with relatively low costs and few environmental impacts, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- A geometric improvement to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points with acceleration or deceleration lanes and/or reductions in the number of entrances onto MD 175 through construction of medians, roundabouts/jug handles and/or consolidation of entrances onto service roads.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Providing auxiliary lanes to improve current traffic operations in areas that would not have substantial environmental impacts.

MD 175 MAINLINE BUILD ALTERNATIVES

Each of the build alternatives will include the following three basic elements:

- MD 175 Mainline Widening
- MD 175/MD 295 Interchange Modifications
- Fort Meade Access Improvement Options to provide improvements in the access to and from Fort Meade from and to MD 175

Plans depicting each of the build alternatives typical sections and preliminary plans of the alternatives were presented at the workshop. Each of the build alternatives include the widening of MD 175 to improve safety, traffic capacity and overall operations.

Alternative 3 – Six-Lane Roadway on Existing Centerline

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road to Telegraph Road/Piney Orchard Parkway (MD 170) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot wide roadways (one 12-foot travel lane, two 11-foot travel lanes and five-foot bike lane in each direction) separated by an 18-foot median. Pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the six-lane section is 126 feet. The proposed Alternative 3 alignment follows the existing centerline of MD 175 and can tie into Alternative 4 (four-lane section) or Alternative 5 (five-lane section) west of Sellner/Race Road. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX Railroad, close to their current alignment.

Alternative 4 – Four-Lane Roadway West of Reece Road

Alternative 4 applies only to the western 3.0-mile long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. From Brock Bridge Road to MD 295, the proposed typical section consists of a 54-foot wide roadway (two 11-foot travel lanes and a five-foot bike lane in each direction). Additionally, on the north side of the roadway is a five-foot sidewalk; on the south side of the roadway is an eight-foot trail. The proposed right-of-way width for the four-lane section is 84 feet.

From MD 295 to west of Reece Road, the typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane in each direction), separated by an 18-foot median. Pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the four-lane divided section is 104 feet.

The proposed Alternative 4 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 or Alternative 6 east of Reece Road. Analyses are currently being conducted to see if Alternative 4 can accommodate future traffic projections.

Alternative 5 – Five-Lane Roadway with Center Turn Lane West of Reece Road

Alternative 5 applies only to the western 3.0-mile long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66-foot wide roadway (two 11-foot travel lanes and five-foot bike lanes in each direction; additionally, the section includes one continuous 12-foot vehicle center turn lane). Pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the five-lane section is 96 feet. The proposed Alternative 5 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 or Alternative 6 east of Reece Road. Analyses are currently being conducted to see if Alternative 5 can accommodate future traffic projections.

Alternative 6 – Six-Lane Roadway on Shifted Centerline

Alternative 6 includes the same typical section as Alternative 3. The proposed centerline for Alternative 6 uses the existing centerline in some locations but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. The Alternative 6 alignment proposes new bridges at two locations, MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad. Pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning.

MD 175/MD 295 INTERCHANGE OPTIONS

The five options under consideration for the improvement of the MD 175/MD 295 Interchange are briefly summarized as follows:

Option A (Option A1 and Option A2)

With the Single Point Urban Interchange (SPUI) all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge over MD 295 to control all conflicting movements. Option A consists of two options. The first option, Option A1, is centered on existing alignment. The second option, Option A2, mainline is shifted to the north. Option A1 and Option A2 are compatible with all the build alternatives.

Option B

This Partial Cloverleaf Interchange option would eliminate the loop ramps in the northeast and southwest quadrants and relocate the traffic movements provided by these loop ramps onto left turns at signalized intersections with MD 175 in the southeast and northwest quadrants, respectively. Option B is centered on existing alignment and is compatible with all build alternatives.

Option C

This Partial Cloverleaf Interchange option would eliminate the loop ramps in northwest and southeast quadrants and relocate the traffic movements provided by these loop ramps onto left turns at signalized intersections with MD 175 in the southwest and northeast quadrants, respectively. Option C is centered on existing alignment and compatible with all build alternatives.

Option D

This Full Diamond Interchange option would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants. So named because of the diamond-like appearance resulting from the interchange geometry, this option would result in the most compact design of the options under consideration. Option D is centered on existing alignment and is compatible with all the build alternatives.

Option E

This option would be similar to Option D, except it includes a northerly shift in the alignment of MD 175 at the overpass of MD 295 to better maintain traffic during construction and further reduce impacts to adjacent properties. Option E is compatible with all the build alternatives.

FORT MEADE ACCESS OPTIONS

Various combinations of improved intersections, possibly including interchanges at several locations, will be considered at/near the four MD 175 intersections where access to Fort Meade is provided:

- MD 713 (Rockenbach Road)
- MD 174 (Reece Road)
- Mapes Road
- Llewellyn Avenue

SHA is working closely with Fort Meade to develop intersection improvements along MD 175 that work in combination with Fort Meade gate access improvements and internal roadway improvements, security needs, and increasing traffic volumes forecast for the post. Each of the preliminary intersection improvement options under consideration is compatible with Mainline Alternatives 3, 4, 5 or 6. The options are described below:

General Fort Meade Access Option A

This option consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174 (Reece Road), Mapes Road, and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

Mapes Road Intersection Options**Option A**

This option would provide an additional MD 175 access point to and from Fort Meade at a new signalized intersection between Mapes Road and Llewellyn Avenue. Traffic could turn left into Fort Meade from westbound MD 175, but could not turn left out of this entrance. Traffic exiting Fort Meade could use the improved Mapes Road gate. All of the other MD 175 entrances to Fort Meade would remain in operation and would be widened. This new intersection would be considered as partially signalized since only the eastbound MD 175 through traffic and westbound left turn traffic movements would stop; all other movements would flow continuously.

Option B

This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road and MD 175, as with

current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

Reece Road Intersection Options

Option A

This option would provide an additional MD 175 access point to and from Fort Meade at a new signalized intersection at 19th Street, west of Reece Road. Only eastbound MD 175 traffic would be able to enter at this location; westbound MD 175 entering the Fort would do so by turning left at a widened Reece Road intersection. Traffic would exit Fort Meade at this new intersection location onto westbound MD 175 using a special intersection configuration, known as the “Continuous Green-T (CGT)”. The CGT intersection would include a traffic signal that would stop only eastbound MD 175 traffic to allow traffic to turn left out of Fort Meade. Westbound MD 175 would have a continuous green light condition, and traffic turning left out of Fort Meade would merge into the westbound stream from the left hand side.

Option B

This option would provide a new exit from Fort Meade at 18th Street. Drivers traveling westbound exiting Fort Meade would use a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Neither direction of MD 175 would have to stop for this movement. Drivers entering Fort Meade from the east and exiting to the east would still use Reece Road. All of the other MD 175 entrances to Fort Meade, including Reece Road would remain in operation and would be widened.

Option C

This option would provide an additional access point to and from Fort Meade at 19th street without any additional traffic signals on MD 175. Westbound traffic entering Fort Meade would exit MD 175 from the right and use a ramp that would pass over both eastbound and westbound MD 175 into the Fort. Eastbound traffic to and from Fort Meade would be able to use this new access point, while westbound MD 175 exiting Fort Meade would need to use the signalized and widened Reece Road intersection.

Option D

This option would be similar to Option C, except that this new access point would be dedicated to traffic entering Fort Meade only. All exiting traffic would need to use the signalized and widened Reece Road intersection.

Option E

This option would also be similar to Option C except that westbound traffic entering Fort Meade would exit from the left side of the roadway. Retaining walls would be constructed in the MD 175 median, allowing the westbound left turn lane to elevate above MD 175, and curve over the eastbound roadway to enter Fort Meade at 20th Street, west of Reece Road. Eastbound traffic to and from Fort Meade would be able to use this new access point, while westbound MD 175 exiting Fort Meade would need to use the signalized and widened Reece Road intersection.

B. Alternatives Developed Subsequent to the Alternates Public Workshop

MD 175 MAINLINE

In response to a request from the local community along MD 175 in the area between Brock Bridge Road and Reece Road to have a safer and more aesthetically pleasing roadway, the study team developed Alternative 4 Modified, a four-lane divided roadway west of Reece Road.

Alternative 4 Modified – Four-Lane Divided Roadway West of Reece Road

Alternative 4 Modified applies only to the western 3.0-mile long segment of the MD 175 Study Area, between Brock Bridge Road and Reece Road. From Brock Bridge Road to west of Reece Road, the typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane in each direction), separated by an 18-foot median. This alternative is similar to Alternative 4 except the 18-foot median extends from Brock Bridge Road to Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative. This could include sidewalks and/or multi-use trail. The specific provisions and actual location of these facilities would be determined in the next stage of Project Planning. The proposed right-of-way width for the four-lane divided section is 104 feet.

The proposed Alternative 4 Modified alignment generally follows the existing centerline of MD 175 and can tie into Alternative 3 or Alternative 6 east of Reece Road. Analyses are currently being conducted to see if Alternative 4 can accommodate future traffic projections.

Alternative 6A, which is described below, was developed by the study team as an avoidance/minimization option to avoid environmental impacts and/or commercial displacements along the south side of MD 175:

Alternative 6A – Resource Minimization Alignment

Alternative 6A includes the same typical section and utilizes the same alignment as Alternative 6 between Sellner/Race Road and MD 32, but Alternative 6A but proposes a northern alignment shift to minimize or avoid environmental impacts and/or commercial displacements along the south side of MD 175, between MD 32 and MD 170. The shifted alignment proposes a new bridge at MD 175, CSX Railroad.

Developed at the request of Fort Meade as an optional alignment, the following Option is based on Fort Meade Force Barrier Protection standards.

Alternative 6 Option: 21 ½ Street Shift - Four, Five or Six-Lane Roadway on Shifted Centerline – The alignment shift is compatible with a four, five or six-lane typical section that proposes a southern alignment shift from east of Rockenbach Road to Reece Road in order to provide the minimum standoff distance from existing Fort Meade buildings to the proposed roadway edge. The alignment shift will avoid the need to blast proof the existing buildings that fall within the guideline standoff distance.

MD 175/MD 295 INTERCHANGE OPTIONS/MODIFICATIONS

Interchange Option F was developed at the request of the SHA Planning Director as an option that could potentially lower overall interchange costs and minimizes maintenance of traffic concerns. Interchange Option F is briefly summarized as follows:

Interchange Option F

This partial cloverleaf interchange option would hold the existing southern edge of roadway in the interchange area and would eliminate the loop ramps in northeast and northwest quadrants. Traffic movements provided by these loop ramps would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively. Option F is only compatible with Alternative 3.

Two additional ramp options, Max Blob Options A and B were developed in response to projected traffic volumes and weaving concerns for vehicles destined to make a left turn at the MD 175/Clark Road intersection from the MD 295 northbound to MD 175 eastbound interchange ramp. These two interchange options are located in the southeast quadrant of the interchange and they are compatible with Interchange Options E or F. The Max Blobs options are briefly summarized as follows:

Max Blobs Option A

With this option, the proposed outer ramp, in the southeast quadrant, would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blobs Road would exit mid-ramp onto Max Blobs Road and, for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated ramp to the MD 175 intersection. This ramp configuration should diminish eastbound weave concerns on MD 175 from MD 295 to Clark/Max Blobs Road.

Max Blobs Option B

With this option, the proposed outer ramp, in the southeast quadrant, would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blobs Road and MD 175 eastbound would exit mid-ramp onto Max Blobs Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated ramp to the MD 175 intersection. This ramp configuration should diminish eastbound weave concerns on MD 175 from MD 295 to Clark/Max Blobs Road.

FORT MEADE ACCESS OPTIONS

The Continuous Flow Intersection (CFI) concept was added to the range of at-grade intersection improvements being considered at the MD 175 intersections with Reece Road, Mapes Road and Llewellyn Drive as part of the General Fort Meade Access Option. The CFI has been added at the request of the SHA Planning Director as a possible at-grade solution that maximizes available capacity within the constrained footprint, addressing the heavy left turn volumes characteristic of the Fort Meade entrances.

General Fort Meade Access Option B

This continuous flow intersection option consists of an at-grade intersection improvement at either MD 174 (Reece Road) or Mapes Road. Left turning vehicles begin their turn several hundred feet prior to the main intersection at the signalized “crossover” intersection and move into separated lanes to the right of the opposing through movement. The protected left turns are completed simultaneously with the through movements, allowing simple two-phase intersection signal control enabling a reduction in overall cycle lengths and maximizing through-movement green times. The result is a reduction in travel delays and increased capacity at the intersection.

The following Option was developed at Fort Meade's request to eliminate the MD 175 eastbound ramp into the facility, which was proposed in the original Reece Road Option B. Elimination of this ramp would remove the need for new gate control.

Reece Road Option B Modified

This option would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. All of the other MD 175 entrances into Fort Meade, including Reece Road would remain in operation and would be widened.

C. Alternatives Not Recommended for Detailed Study

MD 175 MAINLINE WIDENING

Alternative 4 – Four-Lane west of Reece Road was dropped from further consideration due to the safety issues of not having a median to divide two-way traffic and allow for pedestrian refuge.

MD 175/MD 295 INTERCHANGE OPTIONS/MODIFICATIONS

MD 175/MD 295 Options A1 & D on existing centerline were dropped because of the disruption to traffic flow, number of stages required and costs for maintenance of traffic during construction would be significantly greater than that for interchange options associated with a shifted alignment. Options A1 and D were similar to other options and offer no traffic operational advantages over those options, while having more maintenance of traffic concerns and displacements. In addition, there was a potential displacement, with associated community opposition, of Saint Lawrence Catholic Church in the southwest quadrant of the MD 175/MD 295 Interchange.

MD 175/MD 295 Interchange Option B was dropped from further consideration due to safety and traffic operations issues that will continue to occur because of the proximity of the MD 295 ramps to the adjacent intersections, namely Race/Sellner Road and Clark/Max Blobs Park Road, which will experience substantial increases in traffic volumes due to numerous pending developments. Outside of proposed BRAC and Enhanced Use Lease (EUL) development within or near Fort Meade, the most significant development and new traffic generators in the MD 175 Study Area will occur within the immediate vicinity of the of the MD 175/MD 295 interchange. Option B did not provide adequate spacing between the interchange ramp terminals, Race/Sellner Road and Clark/Max Blobs Park Road to adequately address the increased weaving and capacity needs. Additionally, Option B was not recommended for detailed study because of the potential displacement, with associated community opposition, of Saint Lawrence Catholic Church, located in the southwest quadrant of the MD 175/MD 295 interchange. Finally, since Option B was centered on the existing alignment at the bridge over MD 295, the disruption to traffic flow, number of stages required and costs for maintenance of traffic during construction under Option B would be significantly greater than that for interchange options associated with a shifted alignment.

MD 175/MD 295 Interchange Option C was dropped from further consideration due to safety and traffic operations issues that will continue to occur because of the proximity of the MD 295 ramps to the adjacent intersections, namely Race/Sellner Road and Clark/Max Blobs Park Road,

which will experience substantial increases in traffic volumes due to numerous pending developments. Outside of proposed BRAC and Enhanced Use Lease (EUL) development within or near Fort Meade, the most significant development and new traffic generators in the MD 175 Study Area will occur within the immediate vicinity of the MD 175/MD 295 interchange. Option B did not provide adequate spacing between the interchange ramp terminals, Race/Sellner Road and Clark/Max Blobs Park Road to adequately address the increased weaving and capacity needs. Additionally, Option C was not recommended for detailed study because of the potential displacement, with associated community opposition, of Saint Lawrence Catholic Church, located in the southwest quadrant of the MD 175/MD 295 interchange. The widening of the ramp connecting MD 175 to southbound MD 295 would need to occur to the outside of the ramp, because of the remaining southwest quadrant loop ramp, and would result in additional right-of-way, wetland and woodland impacts. Finally, since Option C was centered on the existing alignment at the bridge over MD 295, the disruption to traffic flow, number of stages required and costs for maintenance of traffic during construction under Option C would be significantly greater than that for interchange options associated with a shifted alignment.

FORT MEADE ACCESS OPTIONS

Mapes Road Access Option A was eliminated from further consideration because a new gate control would be required. Fort Meade is opposed to adding any additional gates along MD 175 to the ones that are already operational at Rockenbach Road, Reece Road, Mapes Road and Llewellyn Avenue.

Reece Road Access Options A, C, D and E were dropped from further consideration because new gate controls would be required. Additionally, projected 2030 traffic volumes for the Reece Road intersection still fail with the addition of any of the proposed options.

D. Alternatives Retained for Detailed Study

After considering a number of issues, including environmental and community impacts, traffic operations, and comments from regulatory agencies and the public, the Maryland State Highway Administration has selected the Alternatives Retained for Detailed Study (ARDS), which are described below. Alternatives mapping for all Alternatives Retained for Detailed Study is located in Appendix A (bound separately).

Alternative 1 - No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 – Transportation Systems Management (TSM) (Appendix A: Figures A2-1 to A2-7)

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. The TSM improvements generally could be constructed with relatively low costs, but would provide no substantial improvements in capacity or operations to

address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- Geometric improvements to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Providing auxiliary lanes to improve current traffic operations.

MD 175 MAINLINE BUILD ALTERNATIVES

Each of the MD 175 mainline build alternatives includes widening MD 175, MD 175/MD 295 Interchange modifications and Fort Meade access improvement options.

Alternative 3 – Six-Lane Roadway on Existing Centerline (Figure II-2 and Appendix A: Figures A3-1 to A3-7)

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road and Telegraph Road/Piney Orchard Parkway (MD 170) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction), separated by an 18-foot median. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX, close to their current alignment. This alternative can tie into Alternative 4 or Alternative 5 west of Sellner/Race Road. Pedestrian and bicycle accommodations would be included as part of this alternative.

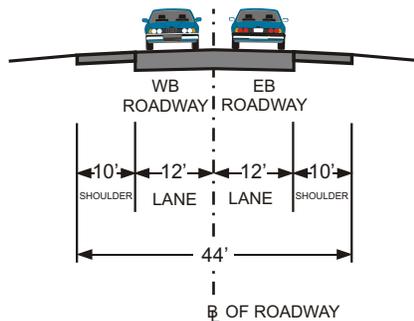
Alternative 4 Modified – Four-Lane Divided Roadway West of Reece Road (Figure II-3 and Appendix A: Figures A4/3-1 to A4/3-4)

Alternative 4 Modified applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. The proposed typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane in each direction), separated by an 18-foot median. This alternative is similar to Alternative 4 except the 18-foot median extends from Brock Bridge Road to Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative. The proposed Alternative 4 Modified alignment would widen the roadway to four lanes, generally following the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 at Reece Road.

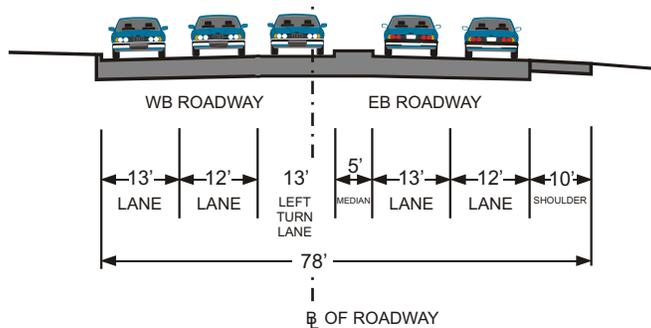
Alternative 5 – Five-Lane Roadway w/Center Turn Lane West of Reece Road (Figure II-3 and Appendix A: Figures A5/3-1 to A5/3-4)

Alternative 5 applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66-foot wide roadway (two 11-foot travel lanes and five-foot bike lanes in each direction, and one continuous 12-foot vehicle center turn lane). The proposed Alternative 5 alignment would widen

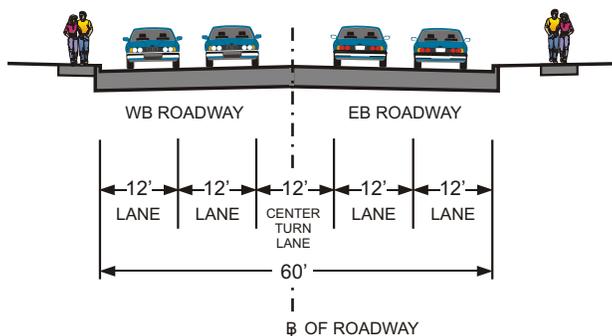
WEST OF MD 295 TO ROCKENBACH / RIDGE ROAD DISNEY ROAD TO REECE ROAD



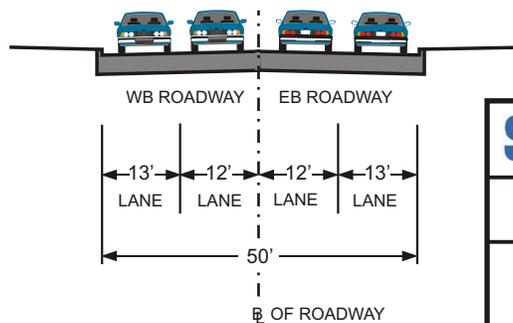
ROCKENBACH / RIDGE ROAD TO DISNEY ROAD



REECE ROAD TO MD 32



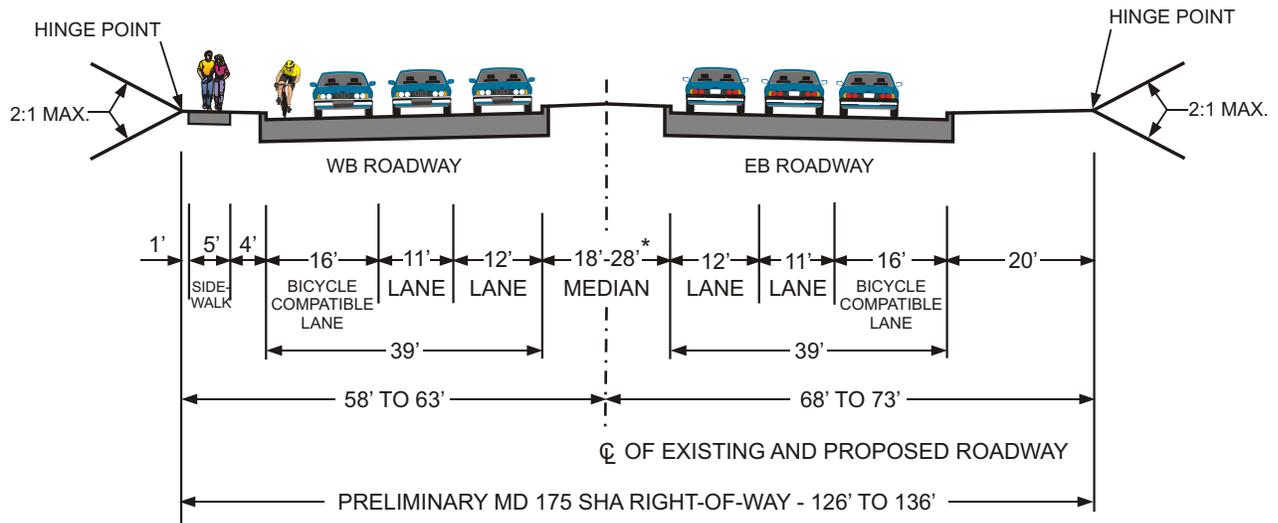
MD 32 TO MD 170



LEGEND	
	EXISTING ROADWAY

 STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
EXISTING TYPICAL SECTIONS	
SCALE NO SCALE	DATE MAY, 2008
FIGURE II-1	

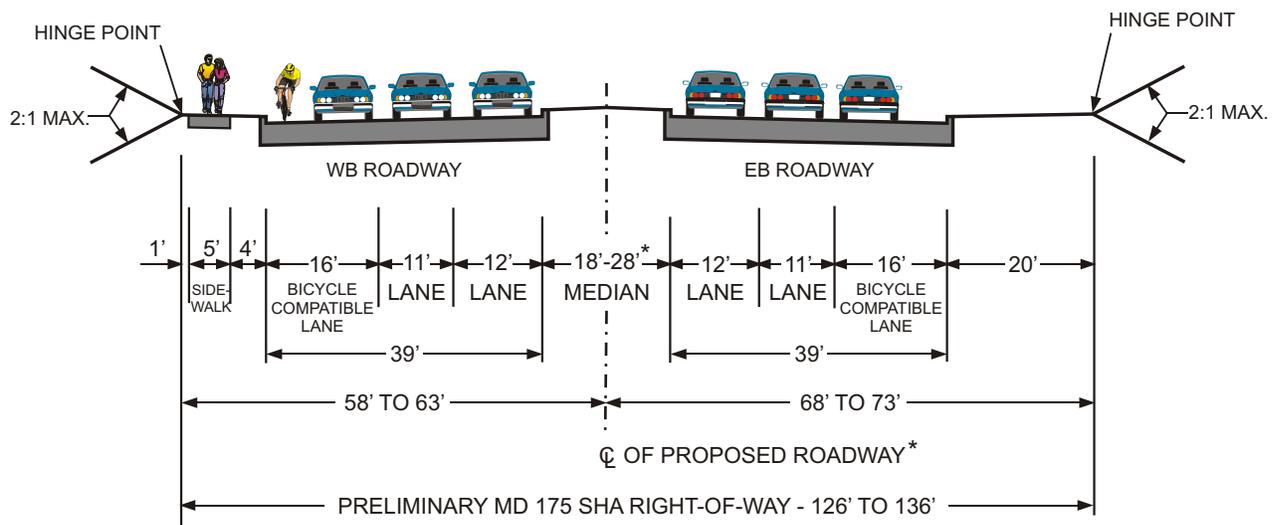
ALTERNATIVE 3: 6-LANE TYPICAL SECTION



SELLNER / RACE ROAD TO MD 170

* NOTE:
THE WIDER (28') MEDIAN IS NEEDED AT THE APPROACHES TO INTERSECTIONS WHERE DOUBLE LEFT TURN LANES ARE PROPOSED.

ALTERNATIVE 6 / 6A: 6-LANE TYPICAL SECTION



SELLNER / RACE ROAD TO MD 170

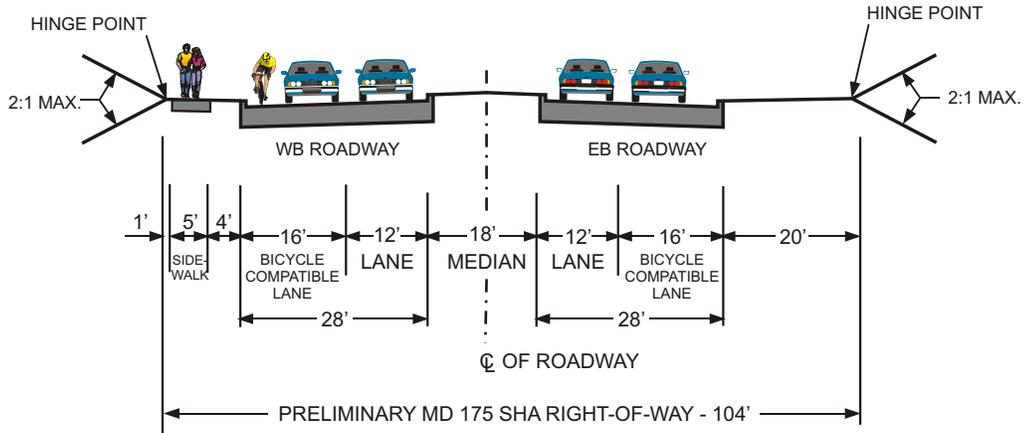
* NOTES:

1. THE PROPOSED ALTERNATIVE 6/6A CENTERLINE WOULD BE SHIFTED FROM THE EXISTING ROADWAY CENTERLINE TO REDUCE IMPACTS TO RESIDENTIAL AND BUSINESS PROPERTIES, AS COMPARED TO ALTERNATIVE 3.
2. THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING THE COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING SUBSEQUENT STAGES OF PLANNING AND THE FINAL DESIGN PHASE.



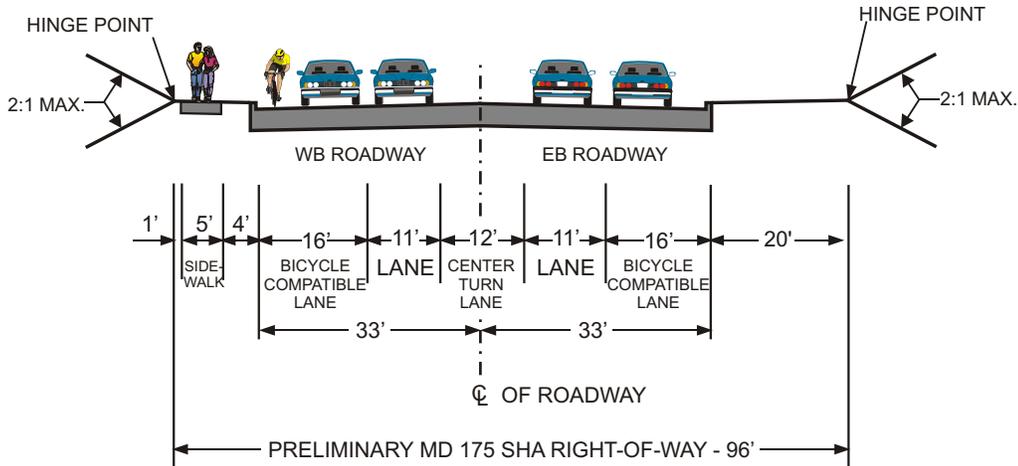
	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170	
TYPICAL SECTIONS ALTERNATIVES 3 and 6 / 6A	
SCALE <u>NO SCALE</u> DATE <u>MAY, 2008</u>	FIGURE II-2

ALTERNATIVE 4 MODIFIED: 4-LANE TYPICAL SECTION



**BROCK BRIDGE ROAD TO SELLNER / RACE ROAD
MAX BLOB`S PARK / CLARK ROAD TO REECE ROAD**

ALTERNATIVE 5: 5-LANE TYPICAL SECTION



**BROCK BRIDGE ROAD TO SELLNER / RACE ROAD
MAX BLOB`S PARK / CLARK ROAD TO REECE ROAD**

*** NOTES:**

1. THE PROPOSED ALTERNATIVE 6/6A CENTERLINE WOULD BE SHIFTED FROM THE EXISTING ROADWAY CENTERLINE TO REDUCE IMPACTS TO RESIDENTIAL AND BUSINESS PROPERTIES, AS COMPARED TO ALTERNATIVE 3.
2. THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING THE COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING SUBSEQUENT STAGES OF PLANNING AND THE FINAL DESIGN PHASE.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

**TYPICAL SECTIONS
ALTERNATIVES 4 and 5**

SCALE NO SCALE DATE MAY, 2008

FIGURE II-3

the roadway to five lanes (including a center turn lane), generally following the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 at Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative.

Alternative 6 – Six-Lane Roadway on Shifted Centerline (Figure II-3 and Appendix A: Figures A6-1 to A6-7)

Alternative 6 would incorporate all of the improvements of Alternative 3 but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. Pedestrian and bicycle accommodations would be included as part of this alternative. The Alternative 6 alignment proposes new bridges at two locations, namely MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad.

Alternative 6 Option: 21 ½ Street Shift – Four, Five or Six-Lane Roadway on Shifted Centerline (Figure II-3 and Appendix A: Figure A6-3a to A6-4a) – The alignment shift is compatible with a four, five or six-lane typical section that proposes a southern alignment shift from east of Rockenbach Road to Reece Road in order to provide the minimum standoff distance from existing Fort Meade buildings to the proposed roadway edge. The alignment shift will avoid the need to blast proof the existing buildings that fall within the guideline standoff distance.

Alternative 6A – Resource Minimization Alignment - (Appendix A: Figures A6-6a to A6-7a)

Alternative 6A includes the same typical section and utilizes the same alignment as Alternative 6 between Sellner/Race Road and MD 32, but Alternative 6A proposes a northern alignment shift to minimize or avoid environmental impacts and/or commercial displacements along the south side of MD 175 between MD 32 and MD 170. The shifted alignment proposes a new bridge at MD 175 over the MARC/CSX Railroad.

MD 175/MD 295 INTERCHANGE OPTIONS

Option A2 (Appendix A: Figure A6-1a)

Alternative 6 Interchange Option A2 utilizes a mainline shift to the north with the Single Point Urban Interchange (SPUI) in which all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge over MD 295 to control all conflicting movements.

Option E (Appendix A: Figure A6-1)

Alternative 6 Interchange Option E utilizes a northerly shift in the alignment of MD 175 with the full diamond interchange that would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants.

Option F (Appendix A: Figure A3-1)

Compatible with Alternative 3, this partial cloverleaf interchange option would hold the existing southern edge of the roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively.

Max Blobs Option A (Appendix A: Figure A6-1b)

With this option, the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blob's Park Road would exit mid-ramp onto Max Blob's Park Road, and for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection.

Max Blobs Option B (Appendix A: Figure A6-1b)

With this option, the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blob's Park Road and MD 175 eastbound would exit mid-ramp onto Max Blob's Park Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection.

FORT MEADE ACCESS OPTIONS**General Fort Meade Access Option A (Appendix A)**

This option consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174 (Reece Road), Mapes Road and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

General Fort Meade Access Option B (Appendix A: Figures A6-4b and A6-5a)

This continuous flow intersection option consists of an at-grade intersection improvement at either MD 174 (Reece Road) or Mapes Road. The result is a reduction in travel delays and increased capacity at the intersection.

Mapes Road Option B (Appendix A: Figure A6-5b)

This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road/MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

Reece Road Option B Modified (Appendix A: Figure A6-4c)

This option would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Fort Meade officials have requested that the proposed MD 175 eastbound ramp into the facility be eliminated thereby not requiring new gate control. All of the other MD 175 entrances into Fort Meade, including Reece Road would remain in operation and would be widened.

Existing Environment and Impacts

III. EXISTING ENVIRONMENT AND IMPACTS

This section describes the existing conditions in the study area and the potential impacts of the proposed improvements to MD 175.

A. Social Characteristics

As part of the MD 175 Study, a socio-economic inventory was conducted and is summarized below. For additional details, refer to the *MD 175 Community Effects Assessment* (SHA 2008).

Data collection and evaluation included population, racial characteristics, age, gender, income levels and housing data available through the U.S. Census Bureau, Census 2000. Data were collected at the census tract, block group level. The study area census tract block groups are shown on Figure III-1. The socio-economic inventory also included identification of communities and community facilities within the study area.

1. Population and Housing

Table III-1 shows population statistics for Anne Arundel County and the study area.

Table III-1. Population Characteristics: 2000

Characteristic		Anne Arundel County	Study Area
Total Population		489,656	52,825
Projected Population for 2030		571,700 ¹	N/A
Racial Distribution	White	81.2%	57.3%
	Black/African American	13.6%	33.5%
	American Indian/Alaskan Native	0.3%	0.4%
	Asian/Pacific Islander	2.4%	3.8%
	Some Other Race	0.9%	1.7%
	Two or More Races	1.7%	3.3%
% Hispanic or Latino		2.6	5.0
% Minorities		18.9	42.7
Median Household Income ²		\$61,768	\$26,023 to \$81,178 ⁴
% with Low-Income ^{2,3}		5.1	6.2

Source: U.S. Census Bureau

¹Projection prepared by the Maryland Department of Planning (MDP)

²Based on sample data from the Census 2000 using 1999 income figures.

³Income in 1999 below poverty level

⁴Median household income range based on a review of census data for the study area census tract block groups.

In addition, Census 2000 data for the total population in the study area census tract block groups indicates that 4.3 percent were persons of age 65 years and older, and 51.3 percent of the total population were males and 48.7 percent were females. Based on sample data reporting the disability status for the civilian non-institutionalized population five years old and over, the ratio of residents with a disability ranges from 3.1 to 30.6 percent throughout the study area census tracts block groups.

Table III-2 shows household data for Anne Arundel County and the study area.

Table III-2. County and Study Area Households Characteristics

Characteristic	Anne Arundel County	Study Area
Households in 1990	149,114	10,948
Households in 2000	178,670	17,054
% Change 1990 to 2000	+19.8	+55.8
Projected Households for 2030	229,050 ¹	N/A

Source U.S. Census Bureau

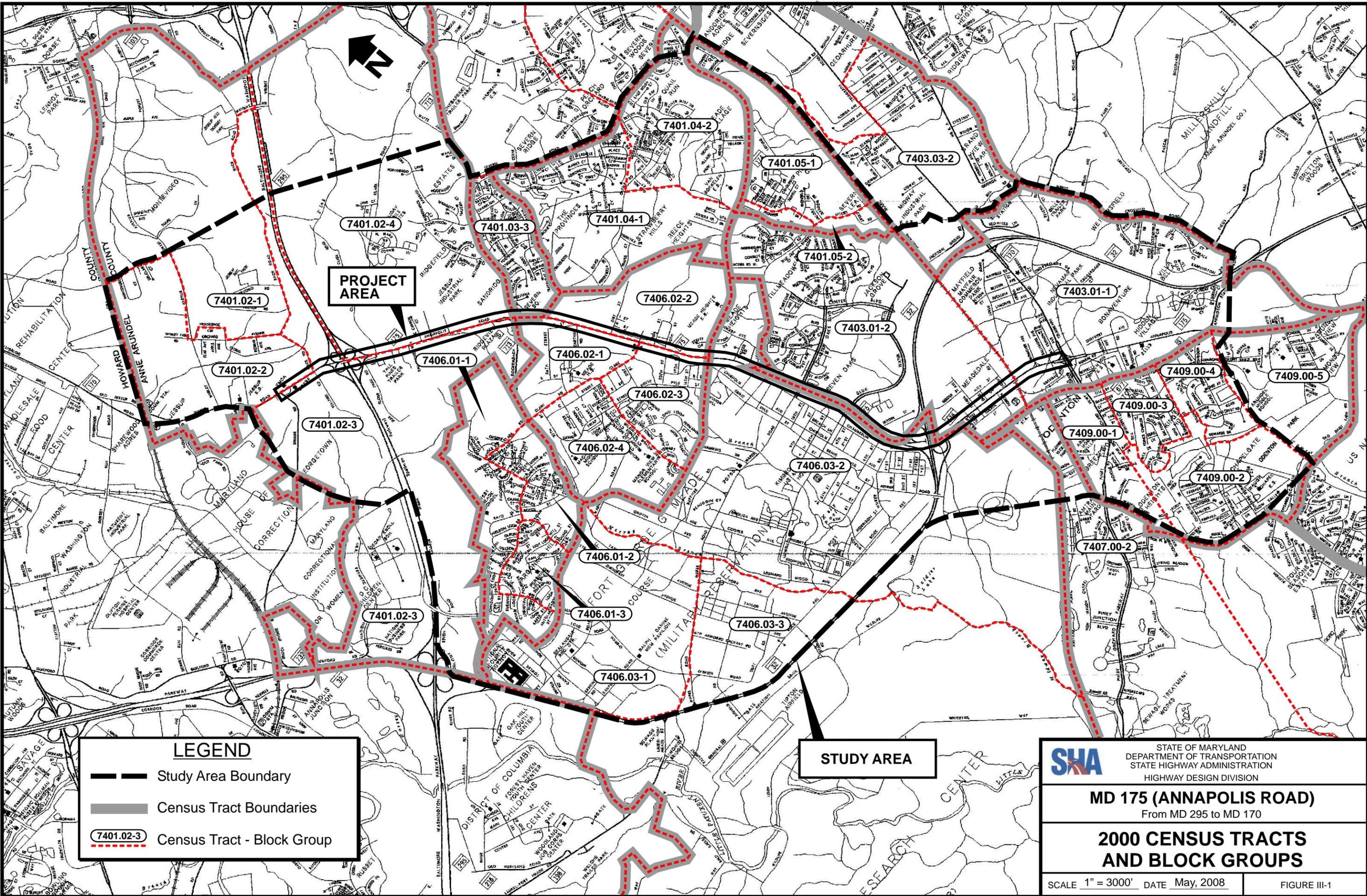
¹Projection prepared by MDP

The Maryland Department of Planning (MDP) has prepared a report that examines the impact from those jobs and associated household changes specifically tied into the Base Realignment and Closure (BRAC) Commission recommendations that became law in November 2005. Fort George G. Meade is one of four impacted bases covered in the BRAC report developed by MDP. The report does not cover additional job growth and associated households resulting from expansion of the National Security Agency (NSA) at Fort Meade. The NSA has been adding 1,500 new jobs each year, beginning in 2004, which will total 7,500 jobs by the end of 2008. A summary of key findings published in the BRAC report is listed below.

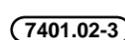
- BRAC housing demand is expected to be strongest during the seven-year period of 2009-2015.
- As a result of the BRAC-related jobs coming to Maryland, a total of 25,312 of the 28,176 total BRAC households are expected to locate to the eight-jurisdiction study area (Baltimore City and Harford, Cecil, Baltimore, Anne Arundel, Howard, Prince George's and Montgomery Counties).
- Of the 25,312 new households, 10,679 (42.2 percent) are expected to be generated by expansion at Fort Meade.
- Of the eight jurisdictions in the study area, household totals are expected to be the second highest in Anne Arundel County with a demand for 4,457 households (17.6 percent of the total 25,312 households).
- In Anne Arundel County, BRAC households are expected to make up 12.5 percent of the estimated housing supply available to in-migrants during the period 2009-2015.
- The majority (96.7 percent) of BRAC households in Anne Arundel County are expected to locate within a 45-minute commute to Fort Meade.

2. Displacements and Property Effects

Residential and business displacements and property acquisition will be required in certain areas by the build alternatives. In general, a residence is considered a displacement when the proposed right-of-way line goes through the structure or if the proposed right-of-way line results in the acquisition of 50 percent or more of the front yard of a residence. A business is considered a displacement if the proposed right-of-way line goes through the structure, the proposed right-of-way line results in the acquisition of 50 percent or more of a business's parking area, the proposed right-of-way line would result in property acquisition that eliminates or severely restricts access to a business, or in the case of a gas station, the proposed right-of-way line



LEGEND

-  Study Area Boundary
-  Census Tract Boundaries
-  7401.02-3 Census Tract - Block Group

STUDY AREA

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

**2000 CENSUS TRACTS
AND BLOCK GROUPS**

SCALE 1" = 3000' DATE May, 2008

FIGURE III-1

impacts the gas pump area. All properties will be acquired in accordance with the requirements of the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended (Appendix B). Much of the right-of-way required from residential/commercial properties by the build alternatives is acquisition of properties of displacements or strip right-of-way; however, right-of-way acreages noted also include potential stormwater management areas that are required. Table III-3 summarizes the number of residential/business displacements and estimated right-of-way required from residential/commercial properties and Fort Meade by each alternative.

Table III-3. Residential/Business Displacements and Right-of-Way Impacts to Residential/Commercial Properties

Alternative	Displacements		Right-Of-Way Required from			Number of Properties Affected		
	Residential	Business	Residential Properties (Acres)	Commercial Properties (Acres)	Fort Meade (Acres)	Residential	Commercial	Fort Meade
1	0	0	0	0	0	0	0	0
2	0	0	0.4	1.0	4.1	10	7	2
3	4	41	15.4	51.3 - 51.4	41.7 – 56.7	37	118 - 119	2
4 (Modified)	2 - 4	6 - 40	12.0 – 15.2	18.7 – 50.9	28.2 – 40.9	32 - 39	36 - 118	2
5	2 - 4	6 - 40	11.1 – 14.5	18.7 – 50.9	27.9 – 40.9	30 - 37	36 - 118	2
6	4	17	16.5	33.9 – 34.1	42.1 – 57.1	39	110-112	2
6A	4	16	16.5	33.5-33.7	42.1-57.1	37	102-104	2

3. Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, was issued on February 11, 1994. The Executive Order directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

The Executive Order 12898 on Environmental Justice reinforces and supplements the requirements of Title VI of the Civil Rights Act. The concept of environmental justice is

intended to ensure that procedures are in place to further protect groups which have been traditionally underserved. Fundamental goals are to identify minority and low-income populations, bring them into the project development process, and ensure that reasonable efforts are made to address their concerns and provide them meaningful opportunities to influence transportation decisions. In addition, the Executive Order directs that programs, policies and activities do not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations.

Minority is defined as a person who is:

- Black (a person having origins in any of the black racial groups of Africa);
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- Asian-American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or
- American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

Low-income is defined as a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. The poverty guidelines are a simplification of the poverty thresholds, which are updated each year by the Census Bureau and are used mainly for statistical purposes. According to the 2008 Poverty Guidelines issued by the Department of Health and Human Services, the federal poverty measure for a family of four persons is \$21,200 for the 48 contiguous states and District of Columbia (\$26,500 for Alaska, \$24,380 for Hawaii).

a. Methods

An analysis of the MD 175 study area to identify potential minority or low-income populations was conducted using Census 2000 data. The minority percentage and low-income percentage was determined for 28 study area census tract block groups. By averaging the individual census tract block group percentages, the average minority percentage and average low-income percentage for the study area was calculated to be 35.1 percent and 7.8 percent, respectively. Census tract block groups that could potentially contain minority or low-income populations have been identified based on a comparison of each individual census tract block group minority or low-income percentage to the average percentage for the study area. If the individual percentage is meaningfully greater than the average percentage, then a minority or low-income population could be located within that census tract block group.

Additional research was conducted to identify minority or low-income populations using data from the National Center for Education Statistics (NCES) available for the 2003-2004 school year. Information was compiled concerning the racial composition of student enrollment at 11 study area public schools. In addition, information was compiled about the number of students eligible to participate in the free or reduced price school lunch program at each of the public schools. The Department of Health and Human Services' definition of low-income is the threshold of eligibility for the school lunch program.

Research was also conducted to identify low-income populations using subsidized housing data (Section 8 Housing) from the U.S. Department of Housing and Urban Development (HUD). The Department of Health and Human Services' definition of low-income is the threshold of eligibility for the subsidized housing program through HUD.

b. Findings

Based on the Census 2000 data analysis described above, 11 study area census tract block groups have been identified as potentially containing minority populations and five census tract block groups have been identified as potentially containing low-income populations (Table III-4). The study area census tract block groups are shown on Figure III-1.

Table III-4. Census Tract Block Groups Potentially Containing a Minority/Low-Income Population

Census Tract-Block Group	Minority %	Low-income % ²
7401.02-2	65.9	N/A
7401.03-3	42.5	N/A
7401.04-1	45.0	N/A
7401.04-2	58.2	12.9
7401.05-1	78.5	24.5
7401.05-2	80.9	33.1
7403.01-2	56.2	N/A
7406.02-2	54.6	37.7
7406.02-3	41.4	N/A
7406.02-4	43.0	N/A
7406.02-3	50.5 ¹	32.8
Study Area-Average Minority %	35.1	-
Study Area-Average Low-income %	-	7.8

Source: U.S. Census Bureau

¹Based on data for Block 3000 within Block Group 3 of Census Tract 7406.03

²Based on Poverty Status Characteristics in 1999

The research conducted as described previously using NCES data (2003-2004 school year) for 11 study area public schools identified 5 of the 11 public schools as having a meaningfully greater student minority percentage as compared to the average student minority percentage (55.5 percent). These five public schools (MacArthur Middle School, Meade Middle School, Meade High School, Meade Heights Elementary School and VanBokkelen Elementary School) are located within or in close proximity to study area census tract block groups previously identified as potentially containing minority populations. In addition, one of the 11 study area public schools has been identified as having a meaningfully greater percentage of students that were eligible for the free/reduced price school lunch program as compared to the average student enrollment percentage eligible for the free/reduced price school lunch program (30.5 percent). This public school is located within a study area census tract block group previously identified as potentially containing low-income populations.

The research previously described using HUD subsidized housing data identified two facilities within the study area where subsidized housing is available. One of these facilities is located within a study area census tract block group previously identified as potentially containing low-

income populations, however, the facility is located in the northern portion of the study area, far removed from the MD 175 project area. The other subsidized housing facility, which is outside the MD 175 project area, is not located within or near census tract block groups previously identified as potentially containing low-income populations.

The identification of minority and low-income populations also includes an extensive outreach program. This program includes various meetings with community groups, public meetings and a newsletter mailing campaign. In addition, a letter was sent to 27 facilities/organizations in the study area, including schools with a high percentage of minority students and churches, community associations and libraries that are located in or near areas potentially containing minority and/or low-income populations. The letter requested the assistance of the facility/organization in informing the community about the project and potential impacts, listed the date of the upcoming Public Hearing (June 26, 2008), and offered the opportunity to schedule a meeting with SHA representatives to address any questions and concerns they may have regarding the project. A copy of the letter is contained in Appendix C. To date, the SHA has not received any requests for meetings from any of the 27 groups that were mailed a letter.

Census data for the study area population's ability to speak English indicates that there are a number of census tract block groups that exceed the overall County rate for English speaking ability. The percentage of the County population that is classified as being able to speak English "not well" or "not at all" is 1.2 percent. Efforts have been made to reach persons with limited English proficiency. In order to reach out to these individuals, project announcements and fliers were published in Korean and Spanish (See Appendix C).

c. Impacts

Except for Alternative 2, residential displacements would occur as a result of the roadway improvements proposed by the build alternatives (See alternatives mapping in Appendix A, bound separately). Alternatives 3 and 6 would each require five residential displacements, one of which is vacant and one of which is historic. Alternatives 4 Modified and 5 would each require two to five residential displacements (including one historic residence). Alternative 6A would not displace the historic residence but would require four residential displacements, one of which is vacant. Two of the residential displacements required by Alternatives 3, 4 Modified, 5, 6 or 6A are located in the western portion of the project area near a study area census tract block group that has been identified as potentially containing minority populations. The remaining three residential displacements, including the vacant and historic residences, are located in the eastern portion of the project area within a study area census tract block group identified as potentially containing minority populations, but not identified as potentially containing a low-income population. None of the displacements have been specifically identified at this time as minority or low-income residential displacements. The displacements are spread out – two located on opposite sides of MD 175 in the western portion of the project area; and in the eastern portion of the project area, two (one of which is vacant) on the north side of MD 175 and one (historic residence) on the south side of MD 175. The residential displacements are separated by considerable distances, not concentrated, as discussed in the following sections, and therefore they would not be considered disproportionate impacts.

Except for Alternative 2, business displacements would occur as a result of the roadway improvements proposed by all the build alternatives (See alternatives mapping in Appendix A, bound separately). Alternative 3 would require 41 business displacements while Alternatives 4

Modified and 5 would each require six to 40 business displacements. Alternative 6 would require 17 business displacements. Alternative 6A would require 16 business displacements. Some of these business displacements may have minority ownership and/or operation.

The largest portion of business displacements (21 of the 41 displacements) that would occur as a result of Alternative 3 are located in the North Odenton area along the north side of MD 175. The businesses in this area are located in close proximity to the existing edge of roadway of MD 175. The displacements would occur as a result of proposed widening improvements to provide additional lanes to improve capacity and traffic operations. As compared to Alternative 3, Alternative 6 or 6A would significantly reduce the number of business displacements in the North Odenton area, from 21 to three displacements, and would reduce the total number of business displacements from 41 to 16 or 17 displacements with Alternatives 6A or 6, respectively. Through coordination with the SHA's District 5 Right-of-Way Office and the Office of Real Estate, efforts will be made to process relocations efficiently and minimize disruptions to businesses and their employees.

Eight senior citizens facilities have been identified in the study area. These facilities are not in the MD 175 project area and would not be impacted by the build alternatives.

There are no other known concentrations of elderly or disabled individuals in the study area, and adverse impacts to those population groups are not anticipated by any of the alternatives. It is possible that there are individual elderly or disabled residents and property owners who would be impacted by the proposed build alternatives. As required, appropriate relocation advisory assistance would be offered to such individuals. Also, facilitating pedestrian mobility would be a consideration of any build alternative. Any sidewalks, crosswalks, pedestrian ramps, etc. would be in compliance with the Americans with Disabilities Act (ADA).

Title VI Statement

It is the policy of the SHA to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, or physical or mental handicap in all the SHA program projects funded in whole or in part by the Federal Highway Administration (FHWA). The SHA will not discriminate in highway planning, highway design, highway construction, right-of-way acquisitions, or the provision of relocation advisory assistance. This policy has been incorporated in all levels of the highway planning process to ensure that proper consideration may be given to the social, economic and environmental effects of all highway projects. Alleged discriminatory actions should be addressed for investigation to the Equal Opportunity Section of the SHA, to the attention of Mrs. Jennifer Jenkins, Chief, Office of Equal Opportunity, 707 North Calvert Street, Baltimore, Maryland 21202.

4. Public Participation

Public involvement has been integrated throughout the MD 175 Project Planning study. At the beginning of this study, an Initiation Ad for the project was published in local newspapers and a newsletter with a survey was mailed to persons included on an extensive area-wide mailing list in order to inform about the project Purpose and Need and to solicit comments. Notices announcing the Public Workshop, discussed below, were published in local newspapers. In addition, citizens in the area-wide mailing boundary were mailed meeting announcement cards. Fliers in English, Spanish and Korean were hand delivered to businesses (see Appendix C). As

part of the project's Environmental Justice outreach program, a letter was sent to 27 facilities/organizations in the study area (schools, churches, community associations and libraries) that are located in or near the areas potentially containing minority and/or low-income populations. The letter included project information, an announcement of the upcoming Public Hearing, and an offer from SHA to meet with representatives of the facility/organization to address any questions and concerns regarding the project. A copy of the letter is contained in Appendix C.

The MD 175 Alternates Public Workshop was held on March 28, 2007. Approximately 400 people attended. At the workshop, attendees had the opportunity to review the conceptual designs and provide their comments. The majority of comments dealt with traffic congestion and safety. Comments also noted support of a build alternative with the majority of respondents against the No-Build Alternative. A summary of the comments received during the workshop is included in Appendix C.

In addition to the Alternates Public Workshop, meetings have been held with several concerned citizen groups, including the Odenton Town Center Oversight Committee, the Fort Meade Transportation Alliance, the North Odenton Business Association and the Jessup Improvement Association. Summaries of these meetings including comments and/or concerns that were voiced are contained in Section V.C.3 of this report, and minutes of these meetings are included in Appendix C.

Following is a summary of resolutions that have been made as a result of meetings with property owners and businesses along the MD 175 corridor:

- Build alternatives that would result in the displacement of St. Lawrence Catholic Church are no longer under consideration.
- An alignment shift (Alternative 6A) to avoid displacement of the Bank of Glen Burnie, and others, is currently under consideration.
- Additional studies are being or have been conducted to address issues and concerns raised by Fort Meade, including an alignment shift in the vicinity of the Army Reserve facilities to increase stand-off distances and allow G Street to serve as a continuous service road in front of several facilities. Coordination is on-going with Fort Meade and Enhanced Use Lease (EUL) traffic consultants regarding gate traffic operations and operations at intersections affected by EUL traffic.

Throughout April 2008, the SHA held a series of five meetings with business owners along the MD 175 project corridor. A total of 32 business owners/operators representing 49 businesses were in attendance. The meetings afforded business owners the opportunity to get an overview of the project, evaluate preliminary impacts to their business, review large scale mapping of each of the alternatives and provide comments. Representatives from SHA's Office of Real Estate and District 5 Right-of-Way were also in attendance to assist business owners with any questions they had about the property acquisition process and relocation assistance program. The SHA is compiling all the business owner's comments and will continue to work with the business owners throughout project development to limit business impacts to the extent possible.

5. Neighborhoods/Communities

a. Existing Conditions

The project study area includes portions of three geographic areas (Figure III-2) – Jessup, Severn and Odenton, which includes the Odenton Town Center.

Overall, the Jessup area contains a combination of long-established communities and newer developments. Within the study area, the Jessup area can be described as a semi-rural area comprised of predominantly single family homes in developments such as Georgetown and Champion Forest, as well as the houses, not in a named subdivision, immediately adjacent to the MD 175 project corridor.

Severn contains a blend of older, established communities and newer developments offering a diverse mix of housing densities, from apartments to single-family homes. Within the study area, the Severn area includes The Provinces, Lake Village Apartments, Warfield and Meade Village, as well as the homes, not in a named subdivision, several of which are located immediately adjacent to the MD 175 project corridor in the vicinity of McCarron Court.

Odenton contains a blend of older, established communities and newer developments offering a diverse mix of housing densities from apartments to single-family homes. Within the study area, the Odenton area includes the established community of Odenton Heights and Seven Oaks, as well as Patriot Ridge and Normandy Bluffs which are immediately adjacent to the MD 175 project corridor on Fort Meade property at Clark Road and Reece Road, respectively. The Odenton area also includes Fort George G. Meade and Odenton Town Center. The Odenton Town Center contains seven sub-areas within the eventual build-out, each with a specific character, including a historic center, large scale industrial development, a business center, and a mix of retail, office and housing.

b. Impacts

The build alternatives are expected to result in minimal impacts to neighborhoods and communities in the socioeconomic study area. A substantial portion of the MD 175 study corridor is bordered by the Fort Meade base and commercial establishments. Residential properties bordering along the study corridor are sparse and mostly appear in the western and eastern portions of the study corridor. Except for Odenton Town Center, which is already bisected by MD 175, the study corridor communities discussed above, are located entirely on the north or south side of MD 175. Thus, the build alternatives will not physically bisect any communities not already divided by MD 175 and the existing side roads. Although the improvements proposed by the build alternatives would increase the overall footprint of MD 175, this would not disrupt community cohesion since the study corridor communities are already separated or bisected by MD 175.

Depending on the build alternative, except for Alternative 2, two to five residential displacements (including one historic residence) would occur as a result of proposed roadway improvements. Two of the residential displacements are located in the western portion of the project area. These displacements are not clustered but are spread out, approximately 300 feet apart and located on opposite sides of MD 175. The remaining three residential displacements are located in the eastern portion of the project area. These displacements are not clustered but are spread out, approximately 600 feet apart and two are located on the north side of MD 175 (one of which is vacant) and one on the south side of MD 175 (historic residence). All of the residential

displacements are located adjacent to MD 175, one of which is located at the intersection of MD 175/Sellner Road. These residential displacements resulting from the build alternatives would not disrupt community cohesion and would have minimal impact to the community. The build alternatives would not cause any residence(s) to be isolated from other residences in the respective communities.

Alternatives 3, 4 Modified, 6 and 6A have a median incorporated into their designs along the MD 175 corridor. The median is a physical barrier, allowing right-in/right-out access to and from the roadway. The median would change access and travel patterns compared to the existing unrestricted access eastbound and westbound MD 175 currently provides. However, providing a median would improve safety and traffic operations along MD 175 and would provide refuge for pedestrians crossing MD 175.

With Alternative 6A, a service road would be incorporated into its design that would consolidate and reduce the number of entrances onto eastbound MD 175 from Nevada Avenue to west of Morgan Road. The service road would change access and travel patterns compared to the existing entrances which directly access onto MD 175. However, the service road would improve safety and traffic operations by managing access to MD 175.

Except for Alternative 2, which consists of only spot improvements throughout the MD 175 corridor, the build alternatives would enhance what is currently an older commercial corridor by providing roadway improvements that include streetscape elements. Bike lanes would be included on MD 175, eastbound and westbound, sidewalk would be added along the north side of MD 175 and a multi-use trail would be provided along the south side of MD 175. These streetscape elements would afford access for pedestrians and bicyclists which could be both a recreational benefit and an opportunity to commute to work and/or make local trips without the use of the automobile. These amenities could add to the appeal of the area and provide a sense of place to area residents.

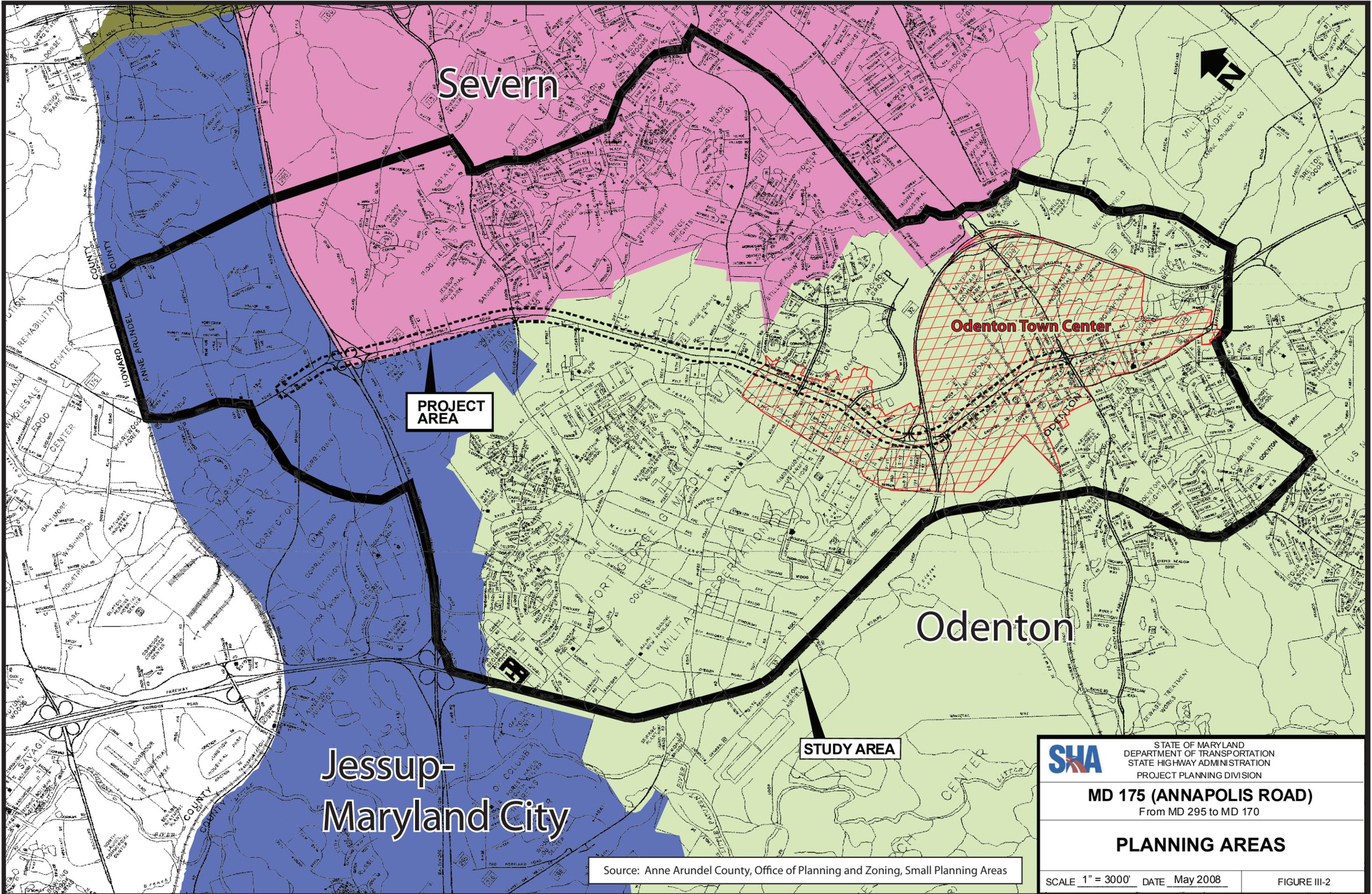
6. Effects on Aesthetics and Visual Quality

The MD 175 corridor currently appears as an older commercial corridor. The study corridor stretches between Jessup on the west, to Odenton Town Center on the east, with the portion in-between largely consisting of the Fort Meade base and commercial development.

Except for Alternative 2, the build alternatives would enhance the image of the study corridor by providing roadway improvements including streetscape amenities such as sidewalks, bike lanes and a multi-use trail. Existing capacity, traffic operations, and vehicular and pedestrian safety would be improved. In addition, connectivity between Odenton and MD 295 would be improved and the proposed roadway improvements would assist in the revitalization of the North Odenton commercial district. The proposed improvements should upgrade the overall corridor image.

7. Community Facilities and Services

Community facilities located within the study area are indicated on Figures III-3A and III-3B and noted below. In addition, several community facilities which are not located within the study area and do not appear on Figures III-3A and III-3B are noted below because of their remote proximity to the study area and the services provided.



PROJECT AREA

STUDY AREA

Severn

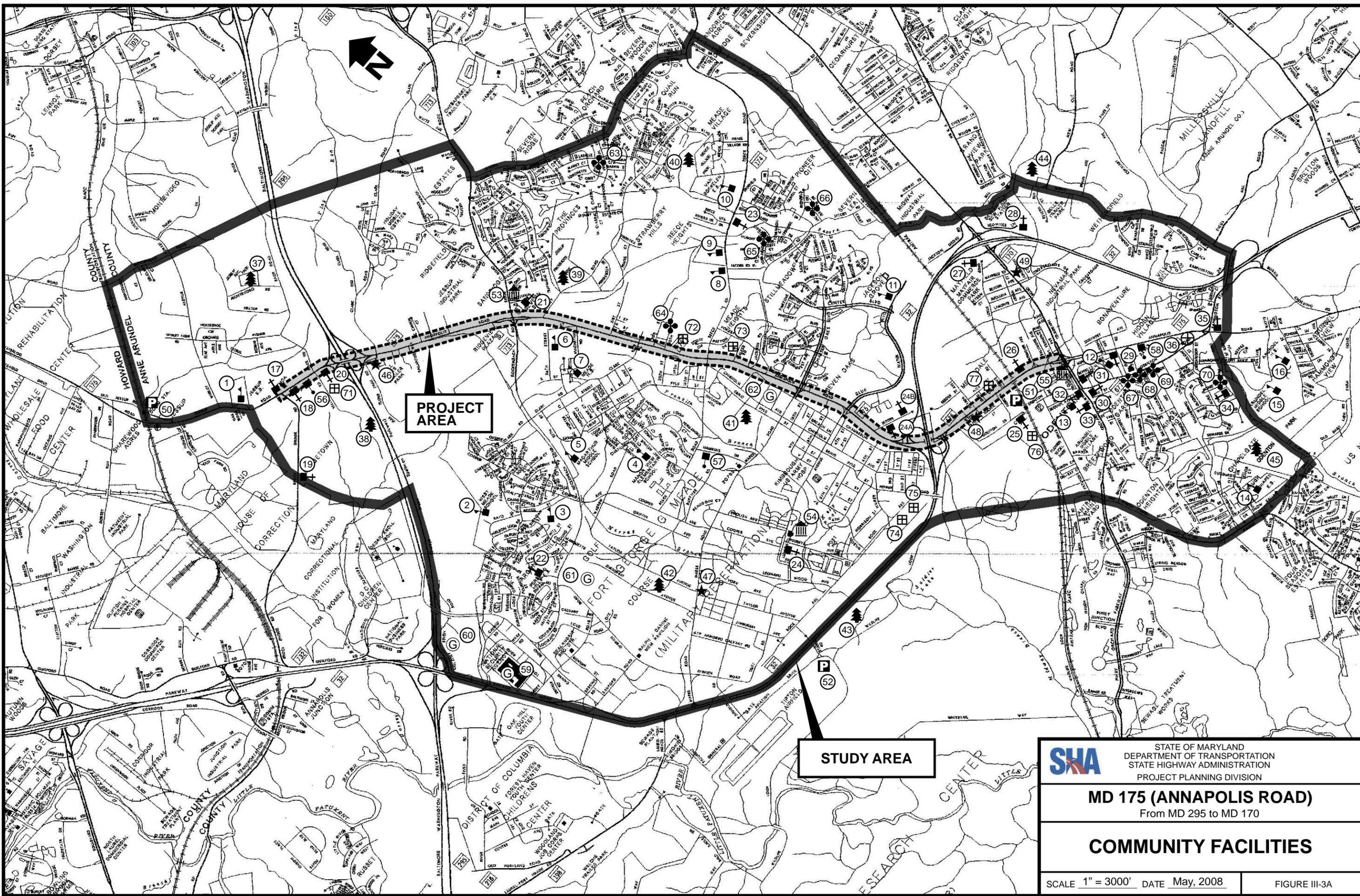
Odenton

Odenton Town Center

Jessup-
Maryland City

Source: Anne Arundel County, Office of Planning and Zoning, Small Planning Areas

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
PLANNING AREAS	
SCALE 1" = 3000'	DATE May 2008
FIGURE III-2	



PROJECT AREA

STUDY AREA

 STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
COMMUNITY FACILITIES
SCALE 1" = 3000' DATE May, 2008 FIGURE III-3A

1 Schools

- ① Jessup Elementary School
- ② West Meade Elementary School
- ③ Pershing Hill Elementary School
- ④ Manor View Elementary School
- ⑤ MacArthur Middle School
- ⑥ Meade Middle School
- ⑦ Meade High School
- ⑧ Children Youth Services
- ⑨ Meade Heights Elementary School
- ⑩ Van Bokkelen Elementary School
- ⑪ Seven Oaks Elementary School
- ⑫ Odenton Elementary School
- ⑬ Odenton Christian School
- ⑭ Waugh Chapel Elementary School
- ⑮ Arundel Middle School
- ⑯ Arundel High School

† Religious

- ⑰ Jessup Baptist Church
- ⑱ Living Water Community Church
- ⑲ Payne AME
- ⑳ St. Lawrence Catholic Church
- ㉑ Praise Center Full Gospel Church
- ㉒ Argonne Hills Chapel Center
- ㉓ Baltimore Korean Seventh Day Adventist
- ㉔ Main Post Chapel
- ㉔A Mission Cristiana Jesucristo El Rey
- ㉔B Church of God at Odenton
- ㉕ Epiphany Episcopal Church
- ㉖ Grace Baptist Church
- ㉗ Living Waters Worship Center
- ㉘ Full Gospel Emancipation Life Center
- ㉙ Nichols-Bethel United Methodist
- ㉚ St. Joseph's Catholic Church
- ㉛ First Evangelical Lutheran Church
- ㉜ Odenton Baptist Church
- ㉝ Ark and Dove Presbyterian Church
- ㉞ Church of Jesus Christ of Latter-Day Saints
- ㉟ Macedonia United Methodist Church

⊕ Health Care

- ⑳ Johns Hopkins Community Physicians

🌲 Parks and Recreational Areas

- ⑳ Jessup Park
- ㉑ Baltimore/Washington Parkway (portion south of MD 175 owned by National Park Service)
- ㉒ Provinces Park
- ㉓ Meade Village Park
- ㉔ Fort Meade Base (soccer/football/baseball fields)
- ㉕ Fort Meade Golf Course
- ㉖ Patuxent Research Refuge
- ㉗ Severn Run Natural Environmental Area
- ㉘ Odenton Natural Area

★ Emergency Services and Law Enforcement

- ㉙ Jessup Volunteer Fire Company 29
- ㉚ Fort Meade Fire Department
- ㉛ Odenton Volunteer Fire Company 28
- ㉜ Western District Police Station

P Transportation Facilities

- ㉝ Jessup Park and Ride (MARC Station)
- ㉞ Odenton Park and Ride (MARC Station)
- ㉟ Tipton Airport

📖 Libraries

- ㊱ Providences Library
- ㊲ Medal of Honor Memorial Library
- ㊳ West County Regional Library

📮 U.S. Post Offices

- ㊴ Jessup
- ㊵ Fort Meade
- ㊶ Odenton

Ⓒ Governmental Features

- ㊷ National Security Agency
- ㊸ National Cryptologic Museum
- ㊹ Fort George G. Meade
- ㊺ Environmental Protection Agency

♣ Senior Citizens Facilities

- ㊻ Salaam Estate I
- ㊼ Sarah's House
- ㊽ BWF's Place
- ㊾ House of Loving Care
- ㊿ Catherine L. O'Malley Senior Center
- ㊿ O'Mally Senior Activity Center Annex
- ㊿ Friendship Station
- ㊿ Fernbrooke Manor

⊞ Cemeteries

- ㊿ St. Lawrence Catholic Church Cemetery
- ㊿ (Unnamed) Cemetery
- ㊿ Watt's Cemetery
- ㊿ Bethel Cemetery
- ㊿ Post Cemetery
- ㊿ Epiphany Episcopal Church Cemetery
- ㊿ Nicols-Bethel United Methodist Cemetery

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From West of MD 295 to MD 170
COMMUNITY FACILITIES	
SCALE 1" = 3000' DATE May, 2008	FIGURE III-3B

a. Educational

Within the study area, there are 15 schools (nine public elementary schools, three public middle schools, two public high schools and one private school) and one facility (Children Youth Services). Of the study area educational facilities, Meade Middle School and Meade High School border the MD 175 project area. The remaining schools in the study area are located outside the project area and are listed below. In addition, there are three nearby educational facilities that serve the study area but are located outside of it: Anne Arundel Community College (main campus and West County campus), Bowie State University and the Center for Applied Technology North.

Elementary Schools

Jessup

West Meade

Pershing Hill

Manor View

Meade Heights

Van Bokkelen

Seven Oaks

Odenton

Waugh Chapel

Middle Schools

MacArthur

Arundel

High Schools

Arundel (directly adjacent to Arundel Middle School)

Private Schools

Odenton Christian School

Right-of-way acquisition from Fort George G. Meade property associated with two schools would be required by the build alternatives. The schools impacted by right-of-way acquisition would be Meade Middle School and Meade High School, both located on the Fort Meade military base and adjacent to each other. The right-of-way required by each of Alternatives 3, 4 Modified, 5, 6 and 6A from the Fort property associated with the schools would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 including additional through lanes, a bike lane and the necessary grading and supporting slopes. Additionally, to accommodate the proposed widening improvements, the MacArthur Road entrance to Meade Senior High School would require reconstruction.

In addition, Alternative 2 proposes improvements at the 26th Street entrance to Meade Middle School. Namely a right turn lane from eastbound MD 175 to 26th Street is included as part of the TSM improvements proposed by Alternative 2. While wooded area and a narrow portion of grassed area along the south side of MD 175 would be impacted, it is anticipated that none of the build alternatives would impact the functionality of recreational facilities, located south of MD 175, that are associated with the schools.

b. Libraries

There are three libraries located in the study area (Figures III-3A and III-3B). Of these, West County Area Library is located in the MD 175 project area and Provinces Library borders the MD 175 project area. The remaining facility in the study area – Medal of Honor Memorial

Library, is located outside the project area. Depending on the build alternative, except Alternative 2, right-of-way acquisition from library properties would be required in certain areas. The libraries impacted by right-of-way acquisition would be Provinces Library and West County Area Library. Library impacts are discussed below.

Provinces Library

Alternatives 3, 4 Modified and 5 would each require the acquisition of 0.12 acre of right-of-way from the Provinces Library property. Alternatives 6 and 6A or Alternative 6 with the 21 ½ Street Shift, would each require the acquisition of 0.10 acre of right-of-way from the Provinces Library property.

The right-of-way required from the library would use land to provide proposed roadway widening improvements on the westbound side of MD 175 and the northbound side of Ridge Road. The library property that would be impacted consists of a narrow grassed area between the existing edge of road and parking lot. The improvements to westbound MD 175 include an additional through lane, a right turn lane, a bike lane, sidewalk and the necessary grading and supporting slopes. The proposed roadway widening improvements to northbound Ridge Road include a bike lane, sidewalk and the necessary grading and supporting slopes as well as reconstruction of the existing shopping center entrance.

West County Area Library

Alternative 3 would require the acquisition of 1.37 acres of right-of-way from the West County Area Library property. Alternative 6 would require the acquisition of 1.33 acres of right-of-way from the West County Area Library property. Alternative 6A would require the acquisition of 1.02 acres of right-of-way from the West County Area Library property. The right-of-way required from the library would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 and the southbound side of Piney Orchard Parkway. The library property that would be impacted consists of a sparsely wooded area.

The improvements to eastbound MD 175 include an additional right turn lane, a bike lane, a multi-use trail and the necessary grading and supporting slopes. The proposed roadway widening improvements to southbound Piney Orchard Parkway include an additional through lane, sidewalk and the necessary grading and supporting slopes. Under the build alternatives, a potential stormwater management area has also been designated on the library property which would require right-of-way acquisition in addition to the right-of-way needed for the MD 175/Piney Orchard Parkway improvements. The proposed stormwater management area has not been reviewed by the SHA Highway Hydraulics Division.

c. Religious

There are 21 religious facilities located within the study area (Figures III-3A to III-3B). Of these, Jessup Baptist Church and Living Water Community Church are located in the MD 175 project area and St. Lawrence Catholic Church borders the project area. The remaining religious facilities located within the study area are listed as follows:

Payne AME	Living Waters Worship Center
Praise Center Full Gospel Church	Full Gospel Emancipation Life Center
Argonne Hills Chapel Center	Nichols-Bethel United Methodist
Baltimore Korean Seventh Day Adventist	St. Joseph's Catholic Church
Main Post Chapel	First Evangelical Lutheran Church
Mission Cristiana Jesucristo El Rey	Odenton Baptist Church
Church of God at Odenton	Ark and Dove Presbyterian Church
Epiphany Episcopal Church	Church of Jesus Christ of Latter-Day Saints
Grace Baptist Church	Macedonia United Methodist Church

Except for Alternative 2, right-of-way acquisition from church properties would be required in certain areas by the build alternatives. The churches impacted by right-of-way acquisition would be Jessup Baptist Church, Living Water Community Church, St. Lawrence Catholic Church and Praise Center Full Gospel Church. Church impacts are discussed below. These churches are located in or near census tract block groups identified in Table III-4 and potentially containing minority or low-income populations.

Jessup Baptist Church

Alternatives 3, 6 and 6A would each require the acquisition of 0.09 acre or 0.10 acre of right-of-way from the Jessup Baptist Church property depending on the use of a 4-lane or 5-lane typical section, respectively, west of Sellner Road. Alternative 4 Modified would require the acquisition of 0.09 acre of right-of-way from the Jessup Baptist Church property. Alternative 5 would require the acquisition of 0.10 acre of right-of-way from the church property. The church property that would be impacted consists of an existing parking area that includes nine parking spaces.

The right-of-way required from the church for each of the alternatives would use land to provide proposed roadway widening improvements on the westbound side of MD 175 including an additional through lane, a bike lane, a sidewalk and the necessary grading and supporting slopes. Proposed improvements in the existing parking area adjacent to MD 175 include a six-foot island separating the existing church parking area from the MD 175 roadway as well as reconstruction of the parking lot.

Living Water Community Church

Alternatives 3, 6 and 6A would each require the acquisition of 0.21 acre or 0.19 acre of right-of-way from the Living Water Community Church property depending on the use of a 4-lane or 5-lane typical section, respectively, west of Sellner Road. Alternative 4 Modified would require the acquisition of 0.21 acre of right-of-way from the Living Water Community Church property. Alternative 5 would require the acquisition of 0.19 acre of right-of-way from the church property. The church property that would be impacted consists of a narrow grassed area and existing entrances to the property.

The right-of-way required from the church for each of these alternatives would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 including an additional through lane, a bike lane, a multi-use trail and the necessary grading and supporting slopes, as well as reconstruction of the existing church entrances and exits. In addition, proposed improvements on the northbound side of Brock Bridge Road includes sidewalk, grading and supporting slopes as well as reconstruction of the existing church entrance.

St. Lawrence Catholic Church

Alternatives 3, 4 Modified and 5, each with Interchange Option F, would each require the acquisition of 0.25 acre of right-of-way from the St. Lawrence Catholic Church property. The right-of-way required from the church would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 and the northbound side of Sellner Road. The church property that would be impacted consists of grassed areas along MD 175 and Sellner Road. The improvements to eastbound MD 175 include two additional through lanes, a bike lane, multi-use trail and the necessary grading and supporting slopes. Alternatives 4 Modified, 5, 6 and 6A would each require the acquisition of 0.22 acre of right-of-way from St. Lawrence Catholic Church property while utilizing Interchange Option E and would each require 0.24 acre of right-of-way from the church property with Interchange Option A2. The church property that would be impacted consists of grassed areas along MD 175 and Sellner Road as well as two parking spaces in the lot adjacent to MD 175 if Interchange Option A2 is used, no parking space impact if Interchange Option E is used.

The proposed roadway widening improvements to northbound Sellner Road include additional left and right turn lanes, sidewalk and the necessary grading and supporting slopes. Additionally, along MD 175 in the area of the church, Alternatives 3, 4 Modified and 5 (each with Interchange Option F) propose construction of a retaining wall on church property, with an average height of nine feet approximately 18 feet to the north of the outside reception area of the church in order to minimize grading impact to church property. Without the proposed retaining wall, grading for the proposed roadway improvements would impact the outside reception area and result in displacement of the church. For Alternatives 4 Modified, 5, 6 and 6A (each with Interchange Option E or A2), a retaining wall with an average height of 14 feet is proposed approximately 30 feet to the north of the outside reception area. Without the proposed retaining wall, grading for the proposed roadway improvements would encroach within several feet of the outside reception area and with Interchange Option A2 would also result in impacting additional parking spaces in the lot adjacent to MD 175. Proposed improvements also include reconstruction of the parking area adjacent to MD 175 and parking lot entrance along Sellner Road. It should be noted that the existing right in/right out entrance along MD 175 will be closed and all traffic will be required to use the Sellner Road entrance.

Praise Center Full Gospel Church

Alternative 3, 4 Modified and 5 would each require the acquisition of 0.06 acre of right-of-way from Praise Center Full Gospel Church property which is located in the Severn Square Shopping Center. Alternatives 6, 6A or Alternative 6 with the 21 ½ Street Shift would each require the acquisition of 0.03 acre of right-of-way from Praise Center Full Gospel Church property. The property that would be impacted consists of a narrow grassed area between the existing edge of road and parking lot. The right-of-way required from the church would use land to provide proposed roadway widening improvement on the westbound side of MD 175 including an

additional through lane, a right turn lane, a bike lane, a sidewalk and the necessary grading and supporting slopes as well as reconstruction of the existing shopping center entrance.

d. Health Care

One health care facility has been identified within the study area: John Hopkins Community Physicians, which is located outside the project area (Figures III-3A and III-3B). There are three nearby health care facilities that are located outside of the study area, namely, Baltimore Washington Medical Center, Clifton T. Perkins Hospital and Crownsville State Hospital. None of these health care facilities would be directly affected by any of the alternatives.

e. Parks and Recreational Areas/Trails

There are six publicly-owned public parks/recreational/natural areas that lie wholly or partly within the study area and one, the Patuxent Research Refuge, that borders the study area along its southern boundary (Figures III-3A and III-3B). Of these, the Baltimore-Washington Parkway (incorporated in National Capital Parks in 1975) is located in the MD 175 project area. The portion of the Parkway south of MD 175 is owned and maintained by the National Park Service (NPS) and is also a significant historic resource listed on the National Register of Historic Places (NRHP). The NPS property is the only public park/recreational/natural area directly impacted by proposed improvements to MD 175. North of MD 175, the Baltimore-Washington Parkway is under the jurisdiction of the Maryland State Highway Administration. The Parkway was constructed as a result of the combined efforts of federal and state governments and was opened for traffic in October 1954. The Baltimore-Washington Parkway provides a significant commuter route connecting Baltimore and Washington, DC and serves as a gateway to the nation's capital. The Federal government completed a 20-year modernization plan of the NPS segment of the Parkway in 2002. This included a complete rebuilding of the highway and improvements at the interchanges.

The remaining parks/recreational/natural areas located in the study area, which are not directly affected by the proposed improvements to MD 175, are discussed below:

Jessup Park

Jessup Park, a community park under the jurisdiction of Anne Arundel County's Department of Recreation and Parks, is a six-acre facility that includes a baseball field and a multi-purpose field. There are no plans for additional development of this park at this time.

Provinces Park

Provinces Park is a community park under the jurisdiction of the County's Department of Recreation and Parks. The nearly 27-acre park includes multi-purpose fields, baseball/softball fields, tennis courts, a playground and restrooms. There are no plans for additional development of this park at this time.

Meade Village Park

Meade Village Park is a community park under the jurisdiction of the County's Department of Recreation and Parks. The nearly 16-acre park includes baseball/softball fields and basketball and tennis courts. There are no plans for additional development of this park at this time.

Severn Run Natural Environmental Area

This State-owned facility comprises over 1,700 acres, with only a very small portion, east of this MD 32/MD 170 Interchange, located within the study area. The portion of Severn Run located in this State-protected preserve is valued as a recreational trout stream, stocked by the Department of Natural Resources.

Odenton Natural Area

This County facility comprises 122.1 acres, with only a portion, near the Arundel Middle and High School campus, located within the study area. Passive recreation/trails are available at the Odenton Natural Area.

The County has planned a system of inter-connected multi-use trails for the Odenton Town Center area. A portion of the first phase of the recently opened Washington, Baltimore & Annapolis (WB&A) Trail Park is also located within the study area. The paved trail follows the old WB&A Railway right-of-way and connects the Odenton Road bike path at the Odenton Road/Piney Orchard Parkway intersection to the Strawberry Lake bike path along Strawberry Lake Way. Also within the study area, the Odenton Road Trail runs along Odenton Road from Sappington Station Road to Piney Orchard Parkway and the West County Area Library trail runs south from MD 175 in the vicinity of the library. Planned trail segments in the study area include: Reece Road, Fort Meade, Town Center Boulevard and West Town Center Avenue, Odenton Road West, Becknell Road and Odenton Road East, MARC Station and Rail Spur, West County Area Library Connection, WB&A Trail to Academy Junction, and WB&A Trail to WB&A Road.

Baltimore-Washington Parkway

Except for Alternative 2, right-of-way acquisition from the NPS property, the portion of the Baltimore-Washington Parkway south of MD 175, would be required by the build alternatives. Alternatives 3, 4 Modified and 5, each with Interchange Option F, would each require the acquisition of 1.4 acres of right-of-way from the NPS property. Alternatives 4 Modified, 5, 6 and 6A would each require 3.6 acres of right-of-way from the NPS property while utilizing Interchange Option E and would each require 3.9 acres of right-of-way from the NPS property with Interchange Option A2.

The right-of-way required from the NPS would use land to provide proposed interchange ramp improvements including additional lanes and the necessary grading and supporting slopes. However, because the NPS property is currently used for highway access as part of the existing MD 175/MD 295 Interchange, the proposed options do not affect its functionality. The proposed options do address existing safety and operational concerns under the current conditions.

Coordination with NPS was initiated as part of the alternatives development process. NPS concurred with the MD 175 Alternatives Retained for Detailed Study but noted their concerns with preservation or removal of the existing MD 175 bridge over MD 295, as well as with potential visual impacts of roadway lighting and traffic signals to the scenic MD 295 corridor (see Appendix C). Additional coordination with NPS will occur throughout the MD 175 project.

In accordance with the Department of Transportation Act, 49 U.S.C. 303(c), a separate Section 4(f) evaluation has been prepared to address these impacts (see Chapter IV).

f. Emergency Services and Law Enforcement

Of the various facilities providing emergency services in the region, four are located within the study area. Of these, Jessup Volunteer Fire Company 29 is located in the MD 175 project area and the Odenton Volunteer Fire Company 28 borders the south side of the MD 175 project area. Expansion and improvements are under consideration for Jessup Volunteer Fire Company 29. The remaining emergency services facilities located in the study area are: Fort Meade Fire Department and Western District Police Station. The following emergency service providers are located nearby, outside the study area:

Maryland City Volunteer Fire Company 27	Waugh Chapel Fire Station – Company 5
Harmans/Dorsey Fire Station-Company 21	Maryland State Police - Barrack P (Glen Burnie)
Severn Fire Station-Company 4	Anne Arundel County Fire Department Headquarters
South Glen Burnie Fire Station-Company 26	Anne Arundel County Police Headquarters

Depending on the build alternative, except for Alternative 2, property acquisition from two fire company properties would be required. The fire companies impacted by property acquisition would be Jessup Volunteer Fire Company and Odenton Volunteer Fire Company. Fire company impacts are discussed below.

Jessup Volunteer Fire Company

Alternatives 3, 4 Modified, 5, 6 and 6A would each require the acquisition of 0.19 acre of right-of-way from the Jessup Volunteer Fire Company property. The fire company property that would be impacted consists of grassed area along Max Blob's Park Road and the entrances to the fire company property. The right-of-way required from the fire company would use land to provide proposed roadway improvements to Max Blob's Park Road including widening, sidewalks and the necessary grading and supporting slopes as well as reconstruction of the existing fire department entrances.

Odenton Volunteer Fire Company

Alternative 3, which utilizes the existing centerline of MD 175, would require the displacement of the Odenton Volunteer Fire Company structure and acquisition of the entire fire company property, 2.80 acres. The property acquisition required from the fire company would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 including an additional through lane, a bike lane, a multi-use trail and the necessary grading and supporting slopes.

Alternative 6, which utilizes a northern alignment shift, would require the acquisition of 0.03 acre of right-of-way from the Odenton Volunteer Fire Company property. The fire company property that would be impacted consists of grassed area along MD 175 and the entrances to the fire company property. The right-of-way required from the fire company would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 including an additional through lane, a bike lane, a multi-use trail and the necessary grading supporting slopes as well as reconstruction of the existing fire department entrances.

Alternative 6A would not require any property acquisition from the Odenton Volunteer Fire Company.

Correspondence with emergency service providers is contained in Appendix C and summarized below.

Comments received from the Odenton Volunteer Fire Company are summarized as follows:

- There is concern that the proposed improvements to MD 175 may negatively impact the fire company and safe response of emergency apparatus from the station.
- Alternative 3 would relocate the fire station and Alternative 6 poses a challenge with maintaining emergency service during the construction phase.
- Sufficient setback is desirable between the fire station and MD 175 to allow emergency vehicles to be parked in front of the station for cleaning and maintenance.
- The elevation of the roadway in front of the fire station cannot result in emergency vehicles bottoming out when leaving the station.
- Access to/from the fire station, eastbound and westbound, must be maintained. A median along MD 175 would prevent this.

The Anne Arundel County Fire Department requested a meeting between all stakeholders, particularly in view of concerns over the impacts of the proposed MD 175 improvements on the Odenton Volunteer Fire Company.

The Anne Arundel County Police Department comments are summarized as follows:

- Police response (time) should improve with the MD 175 mainline widening proposed by Alternatives 3 or 6.
- Although bike lanes allow more space for motorists to yield to emergency vehicles, and thereby not interfere with response times, bike lanes introduce more police challenges.
- Any closures of MD 175 for bridge reconstruction at MD 195 and the MARC/CSX tracks is a concern with regard to emergency response times.
- Fort Meade Access Option B poses too many hazards for the general public.
- Depending on the anticipated MD 175 traffic volumes, response times should improve substantially once the project is completed.

The Maryland State Police, Barrack “P”, responded that the MD 175 project area is generally within the jurisdiction of the Anne Arundel County Police (MD 175) or the U.S. Park Police (MD 295 south of MD 175). The ramps of the MD 175/MD 295 Interchange are within the jurisdiction of the Maryland State Police and it is anticipated that construction in this area would cause little, if any, impact on the delivery of State Police services.

g. Public Utilities

Much of the study area receives existing public water and sewer service. Private wells and septic systems are utilized in areas where public water and sewage are not provided.

Following is a list of water and sewer projects in the vicinity of the MD 175 project area that are in various stages of planning/design.

- Ridgeview Plaza Force Main and Interceptor (Ridgeview Plaza is located in the southwest quadrant of the MD 175/Rockenbach Road intersection.)

- Ridgeview Plaza Sewage Pumping Station
- Fort Meade Water Booster Pumping Station (near the MD 175/26th Street intersection)
- 24-inch Water Transmission Main along MD 175 (from Sellner Road to proposed Fort Meade Water Booster Pumping Station)
- 36-inch Water Transmission Main along MD 175 (from Odenton Road to Disney Road)
- 24-inch Water Transmission Main along MD 32 (from Brock Bridge Road/Guilford Road intersection to Mapes Road)

Baltimore Gas and Electric Company maintain gas distribution mains and electric primary and secondary lines in the MD 175 project area. Verizon Maryland, Inc. provides telephone service in the project area.

Coordination with the utility companies and Anne Arundel County regarding existing and proposed utilities has been on-going and will continue throughout the MD 175 project.

h. Transportation Facilities

There is no Maryland Transit Administration (MTA) bus service within the study area. Connect-A-Ride (CAR), managed by Corridor Transportation Corporation (CTC), provides limited bus service in the study area. The CAR Route K operates along MD 175 in the project area from Ridge Road to Charter Oaks Boulevard and also from Morgan Road to MD 170. Anne Arundel County in cooperation with the MTA and the City of Annapolis Department of Transportation and the CTC is developing a five-year Transit Development Plan (TDP), which outlines potential bus transit service expansions and enhancements. The TDP will outline possible service expansions brought about by BRAC.

There are two MARC stations located in the study area. The Jessup MARC station on the Camden Line is located at the western end of the study area, outside of the MD 175 project area, and contains a park and ride facility with approximately 100 spaces. The Odenton MARC station on the Penn Line is located in the eastern portion of the study area and contains a park and ride facility with approximately 2,000 spaces. The main entrance to the Odenton station is on MD 175 in the project area. The park and ride facility contains lots on the south side and north side of MD 175. An important link in the regional transportation network, which includes a stop at the BWI AMTRAK/MARC station north of the study area, the Penn Line interconnects with Baltimore and Washington metrorail and transit systems, all of which can be accessed through the Odenton MARC station. The Odenton MARC station is the third most utilized station on the line with Baltimore's Penn Station and Washington's Union Station experiencing the highest ridership. The Maryland Department of Transportation (MDOT) and the MTA are studying the feasibility of providing a parking structure at the Odenton MARC station to accommodate an additional 1,500 much needed spaces.

In addition to the BWI Airport located to the north of the study area, the Tipton Airport borders the southern edge of the study area. The airport is a General Aviation facility that serves Anne Arundel and the surrounding counties.

There are portions of two major proposed hiker/biker trails located in the study area, outside the MD 175 project area. They are the WB&A Trail and the South Shore Trail. These trails will be vital segments linking two national trails – the American Discovery Trail and the East Coast Greenway trail. The first phase of the WB&A Trail recently opened. The paved trail follows the old WB&A Railway right-of-way and connects the Odenton Road bike path at the Odenton Road/Piney Orchard Parkway intersection to the Strawberry Lake bike path along Strawberry Lake Way, south of Odenton. A trail segment is also proposed along Odenton Road from Sappington Station Road to Piney Orchard Parkway. The proposed South Shore Trail will extend east from Sappington Station Road, eventually connecting to Annapolis in Parole. A regional network of bicycle and pedestrian routes in the county are proposed in the Pedestrian and Bicycle Master Plan, Adopted 2003. The master plan identifies roads that need improvements in order to accommodate bicycling and/or walking. Within the study area, there are several locations that are identified in the master plan for recommended improvements including the following:

- Odenton Town Center (including a portion of the project area) is recommended as a Pedestrian Improvement Zone. These zones are high quality areas that are recommended for future pedestrian improvements.
- Ridge Road is identified as a Tier 1 recommended improvement. Routes listed in this category are considered the most important areas that need to be retrofitted to accommodate bicycling and walking.
- MD 175 (throughout the project area) Wigley Avenue, Rockenbach Road, Reece Road, Telegraph Road and MD 32 are identified as Tier 2 recommended improvements. Tier 2 routes are a lower priority than Tier 1 routes but are recommended for future bicycle and pedestrian improvements when the opportunity to do so arises.

Depending on the build alternative, right-of-way acquisition from the Odenton Park and Ride (MARC station) property would be required. The park and ride facility contains lots on the north side and the south side of MD 175.

Alternative 2 would require the acquisition of 0.08 acre of right-of-way on the south side from the Odenton Park and Ride property. The right-of-way required from the park and ride would use land to provide proposed roadway widening improvements on the northbound side of Morgan Road. The park and ride property that would be impacted consists of grassed area along Morgan Road and a portion of parking area that includes 13 parking spaces. The proposed roadway widening improvements to northbound Morgan Road include a separate right-turn lane, a multi-use trail and the necessary grading and supporting slopes. Because of the widening impacts to the existing park and ride lot adjacent to Morgan Road, a concrete barrier and pavement reconstruction is required for the lot in order to minimize impacts. Alternative 3 would require the acquisition of right-of-way, 0.07 acre on the north side and 0.24 acre on the south side from Odenton Park and Ride property. The right-of-way required from the park and ride would use land to provide proposed roadway widening improvements on MD 175 (eastbound and westbound) and the northbound side of Morgan Road. The park and ride property that would be impacted consists of grassed area along MD 175 and Morgan Road, as well as portions of parking area that includes eleven parking spaces in the lot along the south side of MD 175 and 13 parking spaces in the lot along the northbound side of Morgan Road. The improvements to MD 175 include two additional through lanes, an additional left turn lane, bike lanes, a sidewalk

on the north side, a multi-use trail on the south side and the necessary grading and supporting slopes. Additionally, retaining walls are proposed on the north and south sides of MD 175 in order to minimize impacts to the park and ride facility requiring the existing parking lot on the south side of MD 175 to be reconstructed. The proposed roadway widening improvements to northbound Morgan Road include a separate right turn lane, a multi-use trail and the necessary grading and supporting slopes. Because of the widening impact to the existing park and ride lot adjacent to Morgan Road, a concrete barrier and pavement reconstruction is required for the lot in order to minimize impacts.

Alternative 6 would require the acquisition of right-of-way, 0.01 acre on the north side and 0.46 acre on the south side, from the Odenton Park and Ride property. The right-of-way required from the park and ride would use land to provide proposed roadway widening improvements on MD 175 (eastbound and westbound) and the northbound side of Morgan Road. The park and ride property that would be impacted consists of grassed area along MD 175 and Morgan Road, as well as portions of parking area that includes 26 parking spaces in the lot along the south side of MD 175 and 13 parking spaces in the lot along the northbound side of Morgan Road. The improvements to MD 175 include two additional through lanes, an additional left turn lane, bike lanes, a sidewalk on the north side, a multi-use trail on the south side and the necessary grading and supporting slopes. Additionally, retaining walls are proposed on the north and south sides of MD 175 in order to minimize impacts to the park and ride facility requiring the existing parking lot on the south side of MD 175 to be reconstructed. The proposed roadway widening improvements to northbound Morgan Road include a separate right turn lane, a multi-use trail and the necessary grading and supporting slopes. Because of the widening impact to the existing park and ride lot adjacent to Morgan Road, a concrete barrier and pavement reconstruction is required for the lot in order to minimize impacts.

Alternative 6A would require the acquisition of right-of-way, 0.50 acre on the north side and 0.09 acre on the south side, from the Odenton Park and Ride property. The right-of-way required from the park and ride would use land to provide proposed roadway widening improvements on MD 175 (eastbound and westbound) and the northbound side of Morgan Road. The park and ride property that would be impacted consists of grassed area along MD 175 and Morgan Road, as well as portions of parking area that includes 16 parking spaces in the lot along the north side of MD 175 and 13 parking spaces in the lot along the northbound side of Morgan Road. The improvements to MD 175 include two additional through lanes, an additional left turn lane, bike lanes, a sidewalk on the north side, a multi-use trail on the south side and the necessary grading and supporting slopes. Additionally, retaining walls are proposed on the north and south sides of MD 175 in order to minimize impacts to the park and ride facility requiring the existing parking lot on the south side of MD 175 to be reconstructed. The proposed roadway widening improvements to northbound Morgan Road include a separate right turn lane, a multi-use trail and the necessary grading and supporting slopes. Because of the widening impact to the existing park and ride lot adjacent to Morgan Road, a concrete barrier and pavement reconstruction is required for the lot in order to minimize impacts.

i. Post Offices

Three U.S. post offices are located in the study area: Jessup, which is in the MD 175 project area, Fort Meade and Odenton. A number of other post offices are located nearby but outside the study area, including: Hanover, Harmans, Severn, Gambrills, Millersville and Crofton.

Except for Alternative 2, right-of-way acquisition from the Jessup Post Office would be required by the build alternatives. Alternatives 3, 6 and 6A would each require the acquisition of 0.1 acre or 0.11 acre of right-of-way from the Jessup Post Office property depending on the use of a 4-lane or 5-lane typical section, respectively, west of Sellner Road. Alternative 4 Modified would require the acquisition of 0.12 acre of right-of-way from the Jessup Post Office property. Alternative 5 would require the acquisition of 0.11 acre of right-of-way from the post office property. The post office property that would be impacted consists of the existing entrances and parking lot that includes five parking spaces. The right-of-way required from the post office would use land to provide proposed roadway widening improvements on the eastbound side of MD 175 including an additional through lane, a bike lane, a multi-use trail and the necessary grading and supporting slopes as well as reconstruction of the existing post office entrances and parking lot.

j. Other

Governmental Facilities

There are four governmental facilities located in the study area: National Security Agency (NSA), National Cryptologic Museum, Fort George G. Meade and the Environmental Protection Agency (EPA). Located in the project area and containing property on the north and south sides of MD 175, Fort Meade covers a large portion of the study area. In addition, the Maryland Division of Corrections has facilities located just outside the western boundary of the study area.

Depending on the build alternative, except for Alternative 2, right-of-way acquisition from Fort George G. Meade property associated with the Environmental Protection Agency (EPA) would be required. The EPA is located west of Mapes Road on the Fort Meade military base. The Fort Meade property associated with the EPA that would be impacted consists of grassed area along the south side of MD 175. The right-of-way required by each of Alternatives 3, 6 and 6A from the Fort Meade property associated with the EPA would use land to provide proposed roadway widening improvements on MD 175 including two additional through lanes, turn lanes where required, bike lanes, a sidewalk on the north side and the necessary grading and supporting slopes. Since there are no defined property lines within the Fort Meade facility, it is difficult to assign a right-of-way acreage specifically to the EPA for the basic mainline alternatives.

In addition, Mapes Road Option B, a Fort Meade access improvement option that proposes improvements to the Mapes Road entrance to Fort Meade, would require right-of-way acquisition from Fort Meade property associated with the EPA. These improvements to the Fort Entrance require coordination with Fort Meade officials and the right-of-way required from the Fort property associated with the EPA would use land to provide proposed roadway widening improvements on MD 175 and Mapes Road. The improvements to MD 175 include two additional through lanes, turn lanes where required, bike lanes, a sidewalk on the north side and the necessary grading and supporting slopes. The proposed improvements to Mapes Road include additional lanes and the necessary grading and supporting slopes. Additionally, a relocated entrance to the EPA facility from Mapes Road is proposed to be constructed. Since there are no defined property lines within the Fort Meade facility, it is difficult to assign a right-of-way acreage specifically to the EPA for this option.

Impacts to Fort Meade property are summarized in Table III-3.

Senior Citizen Facilities

Eight senior citizen facilities have been identified in the study area. These facilities, which are not in the MD 175 project area, are listed below.

Salaam Estate I	Catherine L. O'Malley Senior Center
Sarah's House	O'Malley Senior Activity Center Annex
BWF's Place	Friendship Station
House of Loving Care	Farmbrooke Manor

None of these senior citizen facilities would be affected by any of the alternatives.

Cemeteries

Seven cemeteries have been identified in the study area. Of these, Nichols-Bethel United Methodist Church Cemetery borders the MD 175 project area. The remaining cemeteries in the study area are listed below.

St. Lawrence Catholic Church Cemetery	Bethel Cemetery
(Unnamed) Cemetery	Post Cemetery
Watt's Cemetery	Epiphany Episcopal Church Cemetery

The Nichols-Bethel United Methodist Cemetery is located along the north side of MD 175 between Town Center Boulevard and Locust Road. The cemetery is approximately 1.3 acres and records indicate that it contains approximately 1,400 grave sites.

Property acquisition would be required from the Nichols-Bethel United Methodist Cemetery for all build alternatives, except for Alternative 2. The right-of-way required from the cemetery would use land to provide proposed roadway widening improvements on MD 175 and northbound Town Center Boulevard. The improvements to MD 175 include two additional through lanes, an additional left and right turn lane, bike lanes, a sidewalk on the north side, a multi-use trail on the south side and the necessary grading and supporting slopes. The proposed roadway improvements on Town Center Boulevard include a sidewalk and the necessary grading and supporting slopes.

Grave site relocation may be required because of the impacts caused by the proposed roadway improvements. The cost and coordination required to relocate the grave sites from the existing cemetery is not currently known, but would be ascertained during follow-up investigations.

Alternative 3, which follows the existing centerline of roadway, would require the acquisition of 0.36 acre of right-of-way from the Nichols-Bethel United Methodist Cemetery property. This alternative would impact the first two rows of grave sites adjacent to MD 175, or up to 200 grave sites.

Alternative 6, which shifts the proposed roadway alignment to the south to minimize impacts to the cemetery would require the acquisition of 0.13 acre of right-of-way from the Nichols-Bethel United Methodist Cemetery property. It is anticipated that Alternative 6 would not require any grave site relocation.

Alternative 6A would displace the Nichols-Bethel United Methodist Cemetery and require the acquisition of the entire property, which is approximately 1.3 acres. With Alternative 6A, the alignment is shifted to the north in order to minimize impact to the Odenton Historic District. The property acquisition required from the cemetery would use land to provide proposed roadway widening improvements on MD 175 and northbound Town Center Boulevard. The improvements to MD 175 include two additional through lanes, an additional left and right turn lane, bike lanes, a sidewalk on the north side, a multi-use trail on the south side and the necessary grading and supporting slopes. The proposed roadway improvements on Town Center Boulevard include a sidewalk and the necessary grading and supporting slopes. The cost and coordination required to relocate the grave sites from the existing cemetery is not currently known, but would be ascertained during follow-up investigations.

B. Economic Environment

The following information is condensed from the *MD 175 Community Effects Assessment* (SHA 2008).

1. Employment Characteristics

The top industries within the State of Maryland, Anne Arundel County, and Howard County are: health care and social assistance; retail trade; public administration; professional, scientific, and technical services; and accommodation and food services. Table III-5 summarizes employment characteristics.

Table III-5. Employment Characteristics

Characteristics	State of Maryland	Anne Arundel County	Howard County
Population	5,727,376	526,533	277,901
Per Capita Income	\$33,153	\$36,758	\$45,121
Population in Labor Force (2000)	68%	71%	76%
Primary Industries by Percent Employed	Health Care and Social Assistance (13.5%) Retail Trade (13%) Public Administration (10.5%)	Retail Trade (15%) Accommodation and Food Service (10.3%) Health Care and Social Assistance (9.1%)	Retail Trade (13.8%) Health Care and Social Assistance (9.7%) Professional, Scientific & Technical Services (9.1%)
Primary Occupations of Residents	Professional (27%) Management, Business and Financial Operations (17%) Administrative Support (15%)	Professional (25%) Management, Business and Financial Operations (18%) Administrative Support (15%)	Professional (36%) Management, Business and Financial Operations (23%) Sales (12%)

Source: BBPC, ESRI Business Information Solutions

The MD 175 corridor serves as a major arterial roadway and gateway to Fort Meade. The top industries within the study area are: retail trade (18 percent); food services and taverns (13 percent); and manufacturing (10 percent).

Within the study area, there were 24,665 persons in the labor force based on Census 2000 data. Of the total number of employed persons in the study area census tracts, the greater percentages were employed in the following occupational areas: professional (26 percent); administrative support (19 percent); and management, business, and financial operations (15 percent). In 2000, the unemployment rate in the study area was 2.3 percent, which is slightly higher than that of Anne Arundel County (2.1 percent), higher than that of Howard County (1.8 percent), and lower than that of the State of Maryland (3.2 percent).

According to information prepared by the Anne Arundel County Economic Development Corporation, the largest employer within the study area is Fort George G. Meade (42,000 employees). Other employers in the study area include a variety of retail and service businesses. Most of the businesses fronting the corridor offer convenience retail goods and services that cater to local neighborhoods, local employees, and through traffic.

Based on 2007 ESRI Business Information Solutions data (projected based on Census data), the average per capita income for the study area was \$27,402. The per capita income of the study area is lower than that of Anne Arundel County (\$36,758), lower than that of Howard County (\$45,121), and lower than that of the State of Maryland (\$33,153).

Commercial Space and Current Tenants

As of October 2007, the MD 175 corridor contained a variety convenience and specialty retail businesses, such as general merchandise, apparel, furniture, and other retail businesses. Major anchor tenants included Food Lion and CVS Pharmacy; smaller-shop tenants included a mix of fast-food restaurants, coffee shops, dry cleaners, beauty salons, banks, tattoo parlors, liquor stores, and gas stations.

Other uses occupying larger spaces included an indoor shooting range, motel, several bars/nightspots, and an antiques mall. In addition to these retail, dining, and hospitality uses, the corridor contains several real estate offices, a dental office, other service offices (clustered within the Odenton Commerce Center), and a funeral home. Refer to the *MD 175 Community Effects Assessment* (SHA 2008) for additional details regarding MD 175 project corridor business characteristics, corridor customer information and parking.

2. Effects on Regional Employment Characteristics

MD 175 offers access to the region, with connections to MD 295, I-95 and US 29 that provide access to Washington, Baltimore, and Baltimore/Washington International Thurgood Marshall Airport. Roadway improvements can be an incentive to businesses to relocate to or remain in an already developed area by providing a safer, more efficient transportation system.

Dominant industries associated with the MD 175 project corridor include the retail trade, food service, and manufacturing industries. For regional and local businesses, MD 175 is an important connecting route between Odenton and MD 295, and serves as primary access to Fort Meade and Odenton from MD 295 and MD 32. Employment in the region is anticipated to grow with planned commercial and office development in the area. The new jobs and residents associated with BRAC, coupled with a number of major developments in the Odenton area (and

enhanced use lease developments on Fort Meade), offer potential to change the market position of the MD 175 corridor in relation to competitive destinations in the region. These jobs, residents, and new developments could revitalize the corridor, allowing it to add new commercial businesses and become more of a regional destination. Commuting time to all businesses, attractiveness of regional businesses to patrons, and safety would all be enhanced under the build alternatives.

3. Effects on Local Employment Characteristics

Business/commercial property acquisition will be required in certain areas by the build alternatives and depending on the alternative, business displacements would also be required in some areas. Table III-6 summarizes the number of business displacements and estimated right-of-way required from commercial properties by each alternative. The number of displacements listed in Table III-6 refers to the actual number of buildings displaced, not the number of tenants in the displaced building. See Table III-7 for additional information and location of multiple tenants.

Table III-6. Business Displacements and Right-of-Way Impacts to Commercial Properties

Alternative	Business Displacements	Right-Of-Way Required from Commercial Properties (Acres)	Number of Commercial Properties Affected
1	0	0	0
2	0	1.0	7
3	41	51.3 – 51.4	118 - 119
4 (Modified)	6 – 40	18.7 – 50.9	36 - 118
5	6 - 40	18.7 – 50.9	36 - 118
6	17	33.9 – 34.1	110 - 112
6A	16	33.5 - 33.7	102 - 104

Table III-7 provides a list of the possible business displacements with the alternative(s) that would displace the given business. Locations where multiple tenants would be displaced have been noted. Vacant commercial buildings have also been noted. A direct effect of business displacements is the potential for employees to be out of work temporarily. Of the 41 possible business displacements, North Odenton Plaza, Salon U/Pizza Express, Odenton Commerce Center, and Pizza Boli's/Fort Liquor each appear to have the highest number of employees (in the range of +/- 20) that would be impacted. Given that the current commercial vacancy rate along the MD 175 corridor is approximately three percent, many of the displaced businesses may be able to relocate to these existing sites or to one of the new commercial developments planned within the area. As part of the relocation process the SHA provides advisory services to those displaced businesses who wish to relocate within the area. Through coordination with SHA's

District 5 Right-of-Way Office and the Office of Real Estate, efforts will be made to process relocations efficiently and minimize disruptions to businesses and their employees.

Table III-7. Summary of Potentially Displaced Businesses

Business Name	Location	Proposed Alternative Causing Displacement
Shell Gas Station	2753 Annapolis Road (intersection of Max Blobs Park Road and MD 175)	Alternatives 3, 4 Modified, 5, 6 and 6A
Friendly's Restaurant (within Ridgeview Plaza)	Annapolis Road (west of Rockenbach Road)	Alternative 3
Shell Gas Station	2631 Annapolis Road (intersection of Rockenbach Road and MD 175)	Alternatives 3, 4 Modified, 5, 6, 6A and 6 with 21 ½ Street Shift
Sunoco Gas Station	1433 Annapolis Road (east of MD 175/MD 32 interchange)	Alternative 3
Odenton Fire Department	1425 Annapolis Road (just east of Baldwin Road)	Alternative 3
Fisher/Federated Auto Parts	1419 Annapolis Road (just east of Nevada Avenue)	Alternative 3
Verizon	Annapolis Road (east of Nevada Avenue)	Alternative 3
Odenton Commerce Center (multiple tenants, one building only)	1413A Annapolis Road (just west of Morgan Road)	Alternatives 3 and 6
Donaldson Funeral Home	1411 Annapolis Road (just west of Morgan Road)	Alternatives 3 and 6
Bank of Glen Burnie	1405 Annapolis Road (intersection of Morgan Road and MD 175)	Alternatives 3 and 6
Odenton Florist	1319 Annapolis Road (just east of the West County Library Entrance)	Alternatives 3, 6, and 6A
Vacant	2826 Jessup Road (intersection of Race Road and MD 175)	Alternatives 3, 4 Modified, 5, 6 and 6A
Chevron Gas Station	2760 Annapolis Road (intersection of Clark Road and MD 175)	Alternatives 3, 4 Modified, 5, 6 and 6A
Exxon Gas Station	7898 Ridge Road (intersection of Ridge Road and MD 175)	Alternatives 3, 4 Modified, 5, 6, 6 with 21 ½ Street Shift and 6A
Lisa Cleaners	2630 Annapolis Road (intersection of Ridge Road and MD 175)	Alternatives 3, 4 Modified, 5, 6, 6 with 21 ½ Street Shift and 6A
North Odenton Plaza–Lot 6 Gemini Tattoo Boutique	1698 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3

Business Name	Location	Proposed Alternative Causing Displacement
North Odenton Plaza–Lot 5 (2 tenants)	1692 1696 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
North Odenton Plaza–Lot 4 (3 tenants)	1692 A-D Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
North Odenton Plaza–Lot 3 (4 tenants)	1690 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
North Odenton Plaza–Lot 2 (3 tenants)	1686-1688 Annapolis Road (west of Charter Oaks Boulevard)	Alternatives 3, 6 and 6A
New Star Tavern	1680 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
Dry Clean Express	1668 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
400 Club Cocktail Lounge	1670 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
Odenton TV & Radio	1656 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
Salon U/Pizza Express	1642 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
Progressive Motion Hair	1636 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
Pizza Boli's/Fort Liquor	1628 Annapolis Road (west of Charter Oaks Boulevard)	Alternative 3
Dunkin Donuts/Baskin Robbins	1614 Annapolis Road (east of Charter Oaks Boulevard)	Alternative 3
BP Gas Station	1604 Annapolis Road (east of Charter Oaks Boulevard)	Alternative 3
Tom's Liquors	1592 Annapolis Road (east of Charter Oaks Boulevard)	Alternative 3
Fortview Plaza - The Pink Suite Mini Spa	1590 Annapolis Road (east of Charter Oaks Boulevard)	Alternative 3
Fortview Plaza - Naked Art Tattoos	1588 Annapolis Road (east of Charter Oaks Boulevard)	Alternative 3
Fortview Plaza (3 tenants)	1580 Annapolis Road (west of Blue Water Boulevard)	Alternatives 3, 6 and 6A
Fortview Plaza (2 tenants)	1576 Annapolis Road (west of Blue Water Boulevard)	Alternative 3, 6 and 6A
Blackwell's Garage	1564 Annapolis Road (west of Blue Water Boulevard)	Alternative 3
Radio Shack	1554 Annapolis Road (east of Blue Water Boulevard)	Alternative 3
Town Center Realty	1428 Annapolis Road (just east of Baldwin Road)	Alternatives 3, 6 and 6A

Business Name	Location	Proposed Alternative Causing Displacement
Sister Julia Palm Reading	1418 Annapolis Road (just east of Nevada Avenue)	Alternatives 3, 6 and 6A
Goodman Dentistry (3 tenants)	1416 Annapolis Road (just west of Dare Street)	Alternatives 3, 6, and 6A
Bethel-Nichols United Methodist Cemetery	Annapolis Road (intersection of Town Center Boulevard and MD 175)	Alternative 6A
C&J Entertainment	1400 Old Annapolis Road (just east of Lokus Road)	Alternatives 3 and 6A
Exxon Gas Station	1318 Annapolis Road (just east of Winmeyer Avenue)	Alternatives 3, 6, and 6A

Including the possible displacements, the number of business properties from which right-of-way acquisition would be required ranges from 36 to 119, depending on the build alternative, except for Alternative 2. If the strip right-of-way does not reduce parking below minimum requirements, the ability of the business to function would not be affected. Those businesses where right-of-way is required and the number of impacted parking spaces affects the business to the point that their ability to function is compromised are listed as displacements in Table III-8.

The indirect effects on existing businesses in the project area in terms of accessibility would vary according to the location of the business. Several of the build alternatives have a median incorporated into their designs in various areas along the MD 175 corridor. Compared to the existing unrestricted access to business, the proposed median would change access and travel patterns, requiring drivers wishing to access businesses on the opposite side of the road to drive to the nearest intersection and perform a U-turn. The median breaks along MD 175 for the build alternatives would be designed to safely accommodate heavy U-turn volumes, thus mitigating the negative effects of the MD 175 median on access to businesses. Another potential impact to MD 175 business accessibility would be during the construction phase. During construction, the SHA will coordinate with area businesses to assist in the distribution of information to customers before, during, and after the construction phase to keep the public informed about the type and timing of expected changes and how customers may access businesses during and after the improvements are in place through media such as newspaper articles, flyers, maps, and signage (especially signage that points customers to access breaks).

Many of the existing businesses lining both sides of MD 175 throughout the study area are close to the existing edge of the road, and many of these businesses have small parking areas to serve their patrons immediately adjacent to the buildings containing the businesses. Any amount of widening to MD 175, particularly to the north, would eliminate parking spaces to some degree. Parking impacts have been assessed for each individual business along the MD 175 corridor for each build alternative. Under Alternative 1, parking conditions would remain the same as under current conditions. Table III-8 summarizes the results of the parking impact analysis.

Throughout April 2008, the SHA held a series of five meetings with business owners along the MD 175 project corridor. A total of 32 business owners/operators representing 49 businesses were in attendance. The meetings afforded business owners the opportunity to get an overview of the project, evaluate preliminary impacts to their business, review large scale mapping of each

of the alternatives and provide comments. Representatives from SHA's Office of Real Estate and District 5 Right-of-Way were also in attendance to assist business owners with any questions they had about the property acquisition process and relocation assistance program. The SHA is compiling all the business owner's comments and will continue to work with the business owners throughout project development to limit business impacts to the extent possible.

4. Tax Base

Commercial properties along the MD 175 corridor contributed an estimated nearly \$500,000 in annual real property taxes to Anne Arundel County (based on current assessed values and the 2007 County real property tax rate). Table III-9 summarizes the County property tax base.

Table III-9. Estimated County Property Tax Base for MD 175 Corridor (2007).

Property Type	Commercial SF	Assessed Value	Tax Rate per \$100 of Assessed Value	Total Real Property Taxes
Retail	420,637	\$36,916,700	0.891	\$328,928
Office/Service	175,168	\$15,581,500	0.891	\$138,831
Vacant	19,112	\$3,493,000	0.891	\$31,123
Total	614,917	\$55,991,200	-	\$498,882

Source: BBPC, MD Department of Assessments & Taxation, 2007

Depending on the build alternative, as many as 41 business properties would be displaced for this project. An adverse effect on the tax base is not anticipated with the commercial displacements and right-of-way acquisition associated with the proposed roadway improvements due to the proportion of existing commercial properties that will remain along the corridor and the benefit they will experience (e.g. reduction in congestion, improved mobility, safety and operation, etc.) from the project roadway improvements. Additionally, new commercial and residential developments are more likely to occur and benefit from the project roadway improvements in terms of the enhanced mobility, reduction in congestion, improved safety and operation.

C. Land Use

1. Existing and Future Land Use

Existing land use is shown on Figure III-4. A substantial portion of the study area consists of Fort Meade located in the central and southern portions of the study area. The National Security Agency (NSA) is located within Fort Meade in the southern end of the study area. Most of the residential land uses are single-family dwellings located in general, north of MD 175 except in the Odenton area where single-family dwellings are located mostly south of MD 175. Townhouse and multiple family dwelling residential uses are included in the north central and eastern portions of the study area. Retail and a small amount of office land uses are mostly located along MD 175. In general, industrial uses are concentrated in the eastern portion of the study area in the vicinity of the MARC Penn Line and MD 170. Institutional uses such as schools and churches are scattered throughout the study area. Parks and recreational areas as well as natural open space land uses are mostly located north of MD 175. Agricultural land uses occur sparsely in the western and central portions of the study area. In addition, there are a number of vacant land areas identified throughout the study area.

**Table III-8
Summary of Impacted Business Parking Spaces
MD 175 Corridor Alternatives**

Site Address	Business or Shopping Center Name	Existing Available Parking	Alternative 1		Alternative 2		Alternative 3		Alt. 4 Mod. ¹		Alternative 5 ¹		Alternative 6		Alternative 6 with Fort Meade 21-1/2 St Shift		Alternative 6A		Remarks
			Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	
1318 Annapolis Rd	Exxon Gas Station	26	0	N	0	N	26	Y	N/A	N/A	N/A	N/A	26	Y			26	Y	
1319 Annapolis Rd	Odenton Florist	6	0	N	0	N	6	Y	N/A	N/A	N/A	N/A	6	Y			6	Y	
1400 Old Annapolis Rd	C & J Entertainment	6	0	N	0	N	6	Y	N/A	N/A	N/A	N/A	0	N			6	Y	
Along Annapolis Rd	MTA Parking	752	0	N	0	N	11	N	N/A	N/A	N/A	N/A	26	N			16	N	752 overall MTA spaces
Along Morgan Rd	MTA Parking	see note	0	N	13	N	13	N	N/A	N/A	N/A	N/A	13	N			13	N	
Annapolis Rd	Nichols Bethel Methodist Ch Cemetery	0	0	N	0	N	0	N	N/A	N/A	N/A	N/A	0	N			0	Y	
1405 Annapolis Rd	Bank of Glen Burnie	25	0	N	0	N	25	Y	N/A	N/A	N/A	N/A	25	Y			0	N	
Duckins St	Bank of Glen Burnie	26	0	N	0	N	3	N	N/A	N/A	N/A	N/A	3	N			3	N	Parking Area
1411 Annapolis Rd	Donaldson Funeral Home	56	0	N	0	N	56	Y	N/A	N/A	N/A	N/A	56	Y			0	N	
1413A-B Annapolis Rd	Odenton Commerce Center	68	0	N	0	N	37	Y	N/A	N/A	N/A	N/A	37	Y			0	N	Disp. - 1 Building only
1416 Annapolis Rd	Goodman Dentistry	17	0	N	0	N	17	Y	N/A	N/A	N/A	N/A	17	Y			17	Y	
1417 Annapolis Rd	Verizon	12	0	N	0	N	12	Y	N/A	N/A	N/A	N/A	0	N			0	N	
1418 Annapolis Rd	Sister Julia Palm Reading	5	0	N	0	N	5	Y	N/A	N/A	N/A	N/A	5	Y			5	Y	
1419 Annapolis Rd	Federated/Fisher Auto Parts	14	0	N	0	N	14	Y	N/A	N/A	N/A	N/A	3	N	See Note ²		0	N	
1425 Annapolis Rd	Odenton Volunteer Fire Department	122	0	N	0	N	122	Y	N/A	N/A	N/A	N/A	0	N			0	N	
1428 Annapolis Rd	Town Center Realty	2	0	N	0	N	2	Y	N/A	N/A	N/A	N/A	2	Y			2	Y	
1433 Annapolis Rd	Sunoco Gas Station	18	0	N	0	N	18	Y	N/A	N/A	N/A	N/A	0	N			0	N	
1492 Annapolis Rd	Bridgestone-Firestone Tires	14	0	N	0	N	3	N	N/A	N/A	N/A	N/A	0	N					
1496 Annapolis Rd	Blockbuster Video	37	0	N	0	N	0	N	N/A	N/A	N/A	N/A	0	N					
1502 Annapolis Rd	VACANT	41	0	N	0	N	1	N	N/A	N/A	N/A	N/A	1	N					
1524 Annapolis Rd	Hess Gas Station	8	0	N	0	N	2	N	N/A	N/A	N/A	N/A	0	N					
1536 Annapolis Rd	Champion Moss Realty	10	0	N	0	N	2	N	N/A	N/A	N/A	N/A	0	N					
1554 Annapolis Rd	Radio Shack	6	0	N	2	N	6	Y	N/A	N/A	N/A	N/A	1	N					See Note ²
1558 Annapolis Rd	VACANT	45	0	N	0	N	13	N	N/A	N/A	N/A	N/A	13	N					
1560 Annapolis Rd	VACANT	19	0	N	0	N	2	N	N/A	N/A	N/A	N/A	0	N					
1564 Annapolis Rd	Blackwell's Garage	2	0	N	0	N	2	Y	N/A	N/A	N/A	N/A	0	N					Owners personal use
1566 Annapolis Rd	VACANT	14	0	N	0	N	7	N	N/A	N/A	N/A	N/A	0	N					
Annapolis Rd	Padres Gift Palace	5	0	N	0	N	5	Y	N/A	N/A	N/A	N/A	5	Y					Fortview Plaza
1576 Annapolis Rd	Mr. Major's Barber Shop	11	0	N	0	N	11	Y	N/A	N/A	N/A	N/A	11	Y					Fortview Plaza
1580 Annapolis Rd	Praise Hair & Beauty Salon	5	0	N	0	N	5	Y	N/A	N/A	N/A	N/A	5	Y					Fortview Plaza
Annapolis Rd	Entrance & parking between buildings	8	0	N	0	N	8	N/A	N/A	N/A	N/A	N/A	8	N/A					Fortview Plaza
1582 Annapolis Rd	Song's Custom Tailor	5	0	N	0	N	5	Y	N/A	N/A	N/A	N/A	5	Y					Fortview Plaza
1584 Annapolis Rd	Caribbean Soul Food & Carry-out	6	0	N	0	N	6	Y	N/A	N/A	N/A	N/A	6	Y	See Note ²				See Note ²
1586 Annapolis Rd	VACANT	12	0	N	0	N	0	N	N/A	N/A	N/A	N/A	0	N					Fortview Plaza
1586 Annapolis Rd	VACANT	10	0	N	0	N	0	N	N/A	N/A	N/A	N/A	0	N					Fortview Plaza
1588 Annapolis Rd	Naked Art Tattoos	5	0	N	0	N	5	Y	N/A	N/A	N/A	N/A	0	N					Fortview Plaza
1590 Annapolis Rd	The Pink Suite Mini Spa	3	0	N	0	N	3	Y	N/A	N/A	N/A	N/A	0	N					Fortview Plaza
*Fortview Plaza total parking		65	0		0		43						35						
1592 Annapolis Rd	Toms Liquors & Korean Restaurant	7	0	N	0	N	7	Y	N/A	N/A	N/A	N/A	0	N					
1600 Annapolis Rd	First Mariner Bank	23	0	N	0	N	6	N	N/A	N/A	N/A	N/A	0	N					
1604 Annapolis Rd	BP Gas Station	9	0	N	0	N	9	Y	N/A	N/A	N/A	N/A	0	N					
1614 Annapolis Rd	Dunkin Donuts/Baskin Robbins	43	0	N	1	N	43	Y	N/A	N/A	N/A	N/A	1	N					
1616 Annapolis Rd	VACANT	24	0	N	0	N	2	N	N/A	N/A	N/A	N/A	0	N					
1624 Annapolis Rd	VACANT	7	0	N	0	N	7	N	N/A	N/A	N/A	N/A	0	N					Undefined Spaces
1628 Annapolis Rd	Pizza Boli's/ Fort Liquor	11	0	N	0	N	11	Y	N/A	N/A	N/A	N/A	0	N					
1634 Annapolis Rd	Video Outlet	21	0	N	0	N	8	N	N/A	N/A	N/A	N/A	0	N					
1636 Annapolis Rd	Progressive Motion Hair	15	0	N	0	N	15	Y	N/A	N/A	N/A	N/A	3	N	See Note ²				See Note ²
1642 Annapolis Rd	Salon U/Pizza Express	15	0	N	0	N	15	Y	N/A	N/A	N/A	N/A	2	N					
1656 Annapolis Rd	Odenton TV & Radio	12	0	N	0	N	12	Y	N/A	N/A	N/A	N/A	2	N					
1658 Annapolis Rd	Your Barbershop/Park's Martial Arts	17	0	N	0	N	4	N	N/A	N/A	N/A	N/A	0	N					
1668 Annapolis Rd	Dry Clean Express	10	0	N	0	N	10	Y	N/A	N/A	N/A	N/A	2	N					
1670 Annapolis Rd	400 Club Cocktail Lounge	16	0	N	0	N	16	Y	N/A	N/A	N/A	N/A	3	N					
1676 Annapolis Rd	My Place Bar & Lounge	14	0	N	0	N	5	N	N/A	N/A	N/A	N/A	2	N					
1680 Annapolis Rd	New Star Tavern	12	0	N	0	N	12	Y	N/A	N/A	N/A	N/A	3	N					
1682 Annapolis Rd	KFC/Long John Silvers	15	0	N	0	N	4	N	N/A	N/A	N/A	N/A	2	N					

* Parking impacts for individual businesses at Fortview Plaza have been estimated based on cursory field and aerial photography review.

¹ Alternatives 2, 3 or 6 may be applied in the area from 1318 Annapolis Road to 1698 Annapolis Road.

² Alternative 6 applies in this area.

**Table III-8 (cont.)
Summary of Impacted Business Parking Spaces
MD 175 Corridor Alternatives**

Site Address	Business or Shopping Center Name	Existing Available Parking	Alternative 1		Alternative 2		Alternative 3		Alt. 4 Mod. ¹		Alternative 5 ¹		Alternative 6		Alternative 6 with Fort Meade 21-1/2 Street Shift		Alternative 6A		Remarks
			Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	Impacted Parking	Displ. (y/n)	
1686 Annapolis Rd	Deno's Pizza			N		N		Y	N/A	N/A	N/A	N/A		Y	↑	↑	↑	↑	North Odenton Plaza
1688 Annapolis Rd	Bill's Liquor & Lounge, Packing Goods			N		N		Y	N/A	N/A	N/A	N/A		Y	↑	↑	↑	↑	North Odenton Plaza
1690 Annapolis Rd	Cluck-U-Chicken			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
Annapolis Rd	Nametag Cleaners & Tailors			N		N		Y	N/A	N/A	N/A	N/A		Y	↑	↑	↑	↑	North Odenton Plaza
1690 Annapolis Rd	Dawn's Beauty Salon			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1690 Annapolis Rd	Grace Garden			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1690 Annapolis Rd	Coin-Op Laundry			N		N		Y	N/A	N/A	N/A	N/A		N	See Note ²	↑	See Note ²	↑	North Odenton Plaza
1692 Annapolis Rd	Louise's Braids & Weaves			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1692 Annapolis Rd	Mona's Gourmet Carry-out			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1692 Annapolis Rd	Pro Tip Nails Salon			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1694 Annapolis Rd	Traffic Bar & Lounge			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1696 Annapolis Rd	Bangkok Kitchen & Thai Restaurant			N		N		Y	N/A	N/A	N/A	N/A		N	↑	↑	↑	↑	North Odenton Plaza
1698 Annapolis Rd	Gemini Tattoo Boutique			N		N		Y	N/A	N/A	N/A	N/A		N	↓	↓	↓	↓	North Odenton Plaza
** North Odenton Plaza parking		116	0		0		116						15						
Clark Rd & 20 1/2 St	U.S. Army Reserve Center Parking Lot	700	0	N	0	N	23	N	11	N	4	N	0	N	0	N	↑	↑	
2602 Annapolis Rd	Liquors/Sunny's Tailors/Barber Shop	15	0	N	0	N	4	N	4	N	4	N	4	N	4	N	↑	↑	
2630 Annapolis Rd	Lisa Cleaners	9	0	N	0	N	9	Y	9	Y	9	Y	9	Y	9	Y	↑	↑	
2631 Annapolis Rd	Shell Gas Station	9	0	N	0	N	9	Y	9	Y	9	Y	9	Y	9	Y	↑	↑	
7898 Ridge Rd	Exxon Gas Station	18	0	N	0	N	18	Y	18	Y	18	Y	18	Y	18	Y	↑	↑	
Annapolis Rd	Ridgeview Plaza	656	0	N	0	N	39	Y	23	N	23	N	0	N					1 Displ. - Friendly's Rest.
2733 Annapolis Rd	Latelas Discount Liquors	75	0	N	0	N	30	N	30	N	30	N	30	N					
2747 Annapolis Rd	Pit Stop Automotive Center	16	0	N	0	N	6	N	6	N	6	N	6	N					
2747 Annapolis Rd	Baltimore Washington Auto Outlet	52	0	N	0	N	16	N	16	N	16	N	16	N					
2753 Annapolis Rd	Shell Gas Station	9	0	N	0	N	9	Y	9	Y	9	Y	9	Y					
2760 Annapolis Rd	Chevron Gas Station	24	0	N	4	N	24	Y	24	Y	24	Y	24	Y					
7890 Max Blobs Park Rd	Staging area for future water line	0	0	N	0	N	0	Y	0	Y	0	Y	0	Y	See Note ²	↑	See Note ²	↑	No structure on site
2821 Jessup Rd	St. Lawrence Church & Parish Center	136	0	N	0	N	0	N	2 ³	N	2 ³	N	2 ³	N					
2826 Jessup Rd	VACANT	30	0	N	0	N	30	Y	30	Y	30	Y	30	Y					
2827 Jessup Rd	School Bus Parking/Storage	3	0	N	0	N	3	Y	3	Y	3	Y	3	Y					Res. Displ. w/Bus parking area
2846 Jessup Rd	Duvall's Marketplace	17	0	N	0	N	5	N	5	N	5	N	5	N					
2848 Jessup Rd	Stiegler's Florist	12	0	N	0	N	1	N	1	N	1	N	1	N					
2851 Jessup Rd	U.S. Post Office	31	0	N	0	N	5	N	5	N	5	N	5	N					
2862 Jessup Rd	Jessup Baptist Church	40	0	N	0	N	9	N	9	N	9	N	9	N	↓	↓	↓	↓	

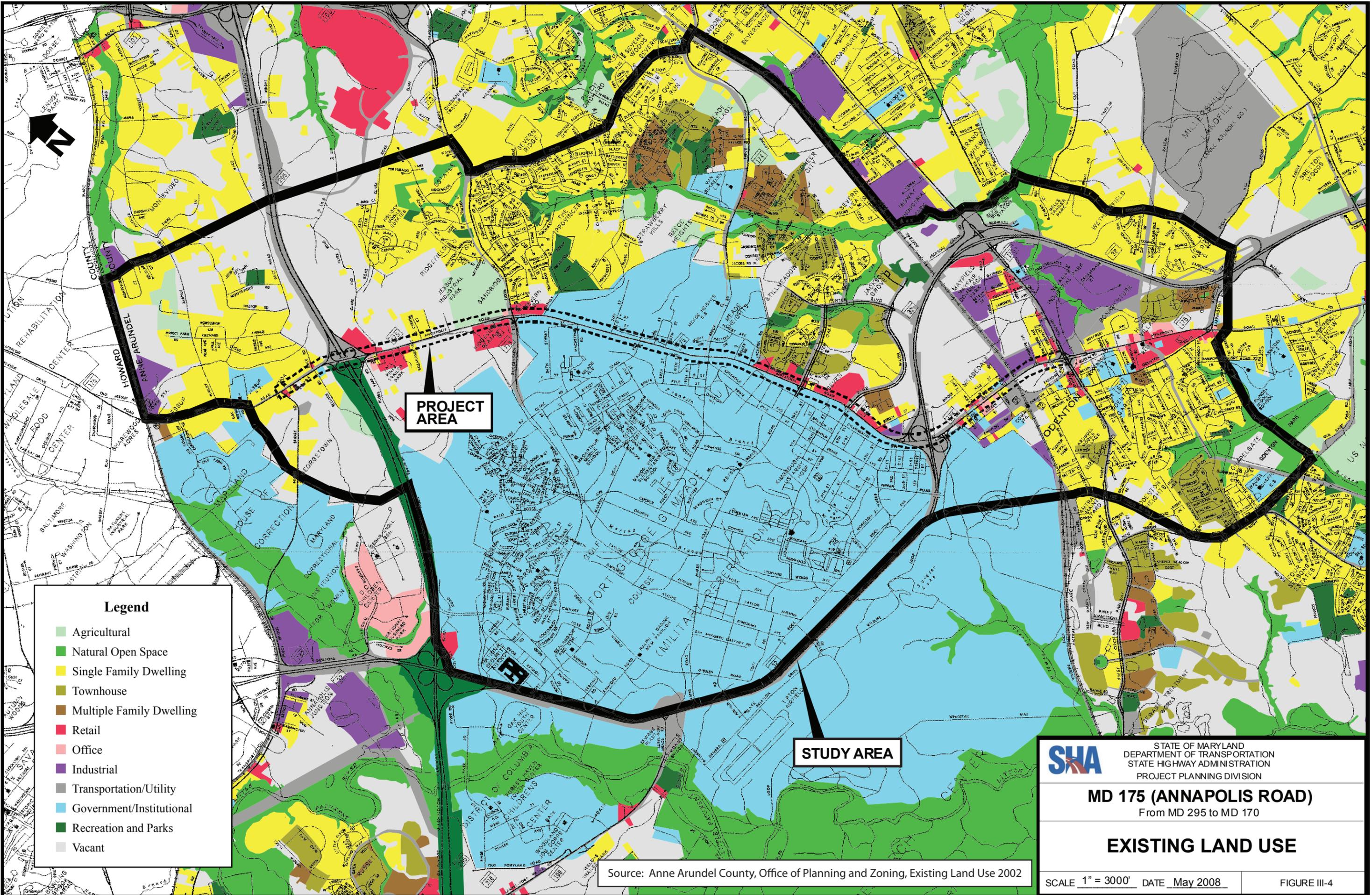
** Parking impacts for the combined businesses at North Odenton Plaza have been estimated based on cursory field and aerial photography review

This summary table assumes that all parking is removed for businesses that are a total displacement.

¹ Alternatives 2, 3 or 6 may be applied in the area from 1318 Annapolis Road to 1698 Annapolis Road.

² Alternative 6 applies in this area.

³ Parking impact assumes Interchange Option A2



Legend

- Agricultural
- Natural Open Space
- Single Family Dwelling
- Townhouse
- Multiple Family Dwelling
- Retail
- Office
- Industrial
- Transportation/Utility
- Government/Institutional
- Recreation and Parks
- Vacant

PROJECT AREA

STUDY AREA

Source: Anne Arundel County, Office of Planning and Zoning, Existing Land Use 2002

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

EXISTING LAND USE

SCALE 1" = 3000' DATE May 2008

FIGURE III-4

The Anne Arundel County General Development Plan, 1997, which sets forth a general land use plan for the entire County, divides the County into 16 small planning areas, each with its own more detailed land use plan. Within the MD 175 socioeconomic study area, there are portions of three small planning areas – Jessup/Maryland City, Severn and Odenton (Figure III-2). In addition, the portion of the Odenton Small Planning Area within the study area includes the Odenton Growth Management Area, also referred to as the Odenton Town Center (OTC). Land use within the OTC is governed by the Odenton Town Center Master Plan, 2003.

Future land use in the study area is indicated on Figures III-5 and III-5A based on the land use plans and recommendations contained in the respective Small Area Plans and Master Plan. Summarized below are key land use recommendations contained in the plans.

Jessup/Maryland City

The Jessup/Maryland City Small Area Plan defines several proposed land use changes which are located in the MD 175 study area that are outlined below.

- Blob's Park, located on the south side of MD 175 just east of MD 295, is proposed to change land use designation from residential low-medium density to mixed use residential. The mixed-use designation will allow a broader range of housing including townhouses, condominiums, senior housing, as well as some office and local retail uses. It is the property owner's intention to retain the Blob's Park commercial establishment and the existing family homes on the site, which contains over 250 acres.
- Clarks 100, located on the south side of MD 175 between MD 295 and Brock Bridge Road, is proposed to change land use designation from residential low-medium density to mixed use residential. Consisting of approximately 210 acres, the Clarks 100 site has multiple owners, with the developer of National Business Park, which borders the site to the south owning over 190 acres. The developer of National Business Park is interested in developing the southern portion of Clarks 100 with similar office park uses and the remainder of the site with a mix of single family homes and townhouses, a village center including a mix of commercial and civic uses, and a community recreation center.
- Properties along the north side of MD 175 between Race Road and Jessup Elementary School are proposed to change land use designation from residential low-medium density to commercial and residential-commercial transition. The transitional land use designation will permit the conversion of existing residences into small scale businesses while maintaining residential character. The commercial designation will permit the development of a Village Center that could include a local-scale planned commercial complex, small business uses and residential uses.
- Parcels located south of MD 175 between MD 295 and Sellner Road are proposed to change land use designation from residential low-medium density to residential low density. This will permit the retention of the low-density character that is desired for this area.
- Greater Jessup area located along MD 175 and north up to MD 100 is proposed to change land use designation from residential low-medium density to residential low density. This will permit the retention of the low-density character that is desired for this area.

- Properties along the south side of MD 175 west of Brock Bridge Road are proposed to change land use designation from residential low density to residential – commercial transition. This will permit small scale businesses to be located in the transition area while maintaining residential character.

Development projects that are in the pipeline (i.e., planned, proposed or at some stage in the planning process) in the Jessup/Maryland City Small Planning Area within the MD 175 study area include:

- Parkside (south of MD 175, west of Ridgeview Plaza) – a mixed-use development proposing residential use (119 single family units, 884 townhouses, condominiums), 408,750 gross square feet of office use and retail use (136,250 gross square feet of shopping center).
- Race Road Property (Race Road near Brock Bridge Road) – industrial and office development proposing 95,000 gross square feet of industrial use and 6,000 gross square feet of office use.
- Waterbury Forest (near Race Road) – a residential development proposing 33 single-family units.
- Clarks 100 Property (south side of MD 175 between MD 295 and Brock Bridge Road) – a mixed-use development proposing residential use (200 single family units), 200,000 gross square feet of office use and retail use (40,000 square feet of shopping center).
- Nicole Haven (near Wigley Avenue) – a residential development proposing 16 single-family units.

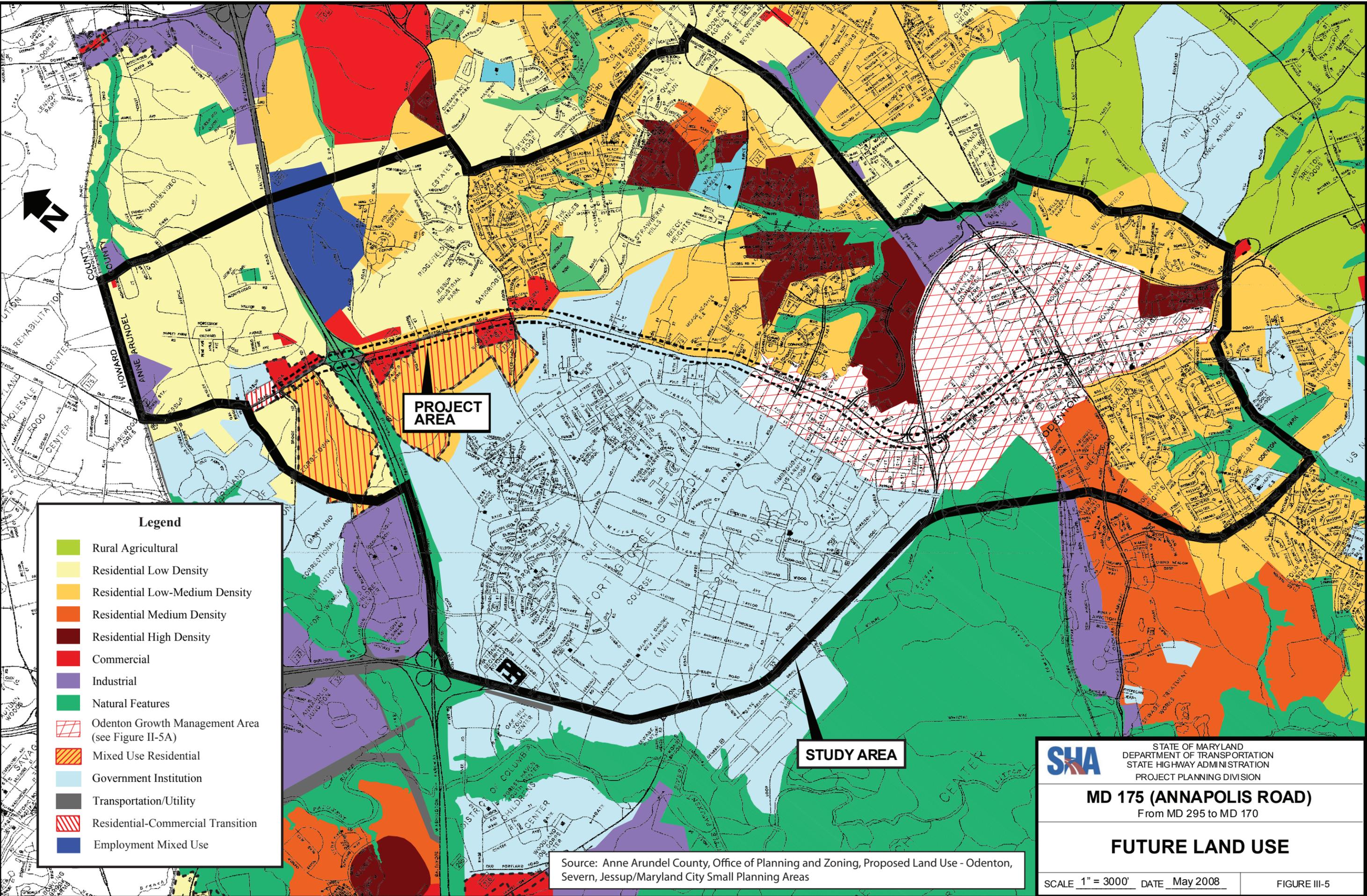
Severn

The Severn Small Area Plan defines several proposed land use changes which are located in the MD 175 study area that are discussed below:

- Kirk Property, located north of MD 175 up to Arundel Mills Boulevard between MD 295 and Clark Road, is proposed to change land use designation to employment mixed use. The mixed-use designation will provide better integration of places of work, shopping, recreation and living into a more compact area while minimizing the residential development impact in this part of the Anne Arundel County.
- 1841 Stillmeadows Drive is proposed to change land use designation to residential high density. This land use designation is in keeping with the character of the surrounding area and will increase homeownership opportunities in the community.

Development projects that are in the pipeline in the Severn Small Planning Area within the MD 175 study area include:

- Dellospidale Property (near Reece Road and Van Bokkelen Elementary School) – a residential development proposing 138 townhouses.
- Reecewood Estates (near Reece Road and Van Bokkelen Elementary School) – a residential development proposing 25 single family units.
- St. Clair Property (north of MD 175 opposite Ridgeview Plaza) – a residential development proposing 103 single family units.



Legend

- Rural Agricultural
- Residential Low Density
- Residential Low-Medium Density
- Residential Medium Density
- Residential High Density
- Commercial
- Industrial
- Natural Features
- Odenton Growth Management Area (see Figure II-5A)
- Mixed Use Residential
- Government Institution
- Transportation/Utility
- Residential-Commercial Transition
- Employment Mixed Use

PROJECT AREA

STUDY AREA

Source: Anne Arundel County, Office of Planning and Zoning, Proposed Land Use - Odenton, Severn, Jessup/Maryland City Small Planning Areas

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

FUTURE LAND USE

SCALE 1" = 3000' DATE May 2008

FIGURE III-5



**ODENTON
TOWN CENTER**

**SUB-AREA
REGULATORY PLAN**

- 1 Core
- 2 Village
- 3 Transition
- 4 Industrial
- 5 East Odenton
- 6 North Odenton
- 7 Fort Meade Areas
- Sub-Area Boundary
- 54 Regulatory Block

LAND USE MIX TYPE

- Residential Mix
- General Residential
- Town Center Mix
- Transit Mix
- Village Mix
- TC Commercial Mix
- General Commercial Mix
- Office/Retail Mix
- Office Employment Mix
- Industrial Mix

Source: Anne Arundel County, Office of Planning and Zoning, Odenton Town Center Master Plan

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

**FUTURE LAND USE
(ODENTON TOWN CENTER)**

SCALE 1" = 1500' DATE MAY, 2008 FIGURE III-5A

- Home Depot (Clark Road, north of MD 175 and east of MD 295) – a retail development proposing the following: 119,864 square feet home improvement store, 12,320 square feet special retail store, 3,514 square feet drive-in bank, and 1,200 square feet fast food restaurant.
- Stoney Run Village (near Ridge Road, north of Severn Road) – a residential development proposing 152 condominiums, 280 apartments and 107 elderly housing detached units.

Odenton

The Odenton Small Area Plan defines several proposed land use changes which are located in the MD 175 study area that are discussed below:

- Property along the north side of MD 32 west of Sappington Station Road is proposed to change land use from Residential Low-Medium Density/Industrial to Residential Low-Medium Density. This will recognize MD 32 as the appropriate boundary between industrial land use currently located south of MD 32 and residential use currently located north of MD 32.
- Property along the north side of MD 175 west of Sappington Station Road is proposed to change land use designation from residential high density defined by the Odenton Small Area Plan to being included in the Odenton Growth Management Area addressed in the Odenton Town Center Master Plan.

No development projects in the pipeline in the Odenton Small Planning Area were identified within the MD 175 study area.

Odenton Town Center

The Odenton Town Center Master Plan, 2003 (OTCMP) provides general planning guidance and regulatory directives for land use in the Odenton Town Center (OTC). The OTC has been divided into seven sub-areas, each with a specific character and purpose within the overall OTC planning concept. The seven sub-areas (Core, Village, Transition, Industrial, East Odenton, North Odenton, and Fort Meade Areas) are indicated on Figure III-5A. Each sub-area has been subdivided into blocks for which the Master Plan defines development criteria such as land use mix, intensity/density and other issues important to an urban center. Figure III-5A indicates the blocks where the various land use mix types are applied.

Development projects that are in the pipeline in the Odenton Town Center in the MD 175 study area include:

- Odenton Business Park (north of MD 175 and west of MD 170) – an industrial development proposing 97,250 gross square feet of general light industrial use.
- Telegraph Commerce Center (near MD 170, south of MD 32) – a business park development proposing 43,350 square feet and a 16-pump service station with convenience market and car wash.
- Village at Odenton Station (south of MD 175, west of the Odenton MARC station) – a transit-oriented development proposing 60,000 square feet of retail use, 90,000 square feet of office use and residential use (227 condominium units).

- Odenton Town Center at Seven Oaks (northeast quadrant of MD 175/MD 32 interchange) – a mixed-use development proposing 1.5 million square feet.
- Odenton Town Square (south of MD 175, east of the Odenton MARC station) – a mixed-use development proposing 74,000 square feet of retail use, residential use (572 apartments and condominiums, 250 townhouses, five single family units) and a hotel.
- Town Center Commons (north of Hale Road, east of MD 32) – a residential development proposing 250 units.
- Eastern Petroleum (north side of MD 175 near Charter Oaks Boulevard) – a commercial development proposing a service station with 18 fueling positions, a convenience market and car wash.
- Winmark Center Parcel (Odenton Road area, west of Sappington Station Road) – a commercial development proposing 42, 000 square feet of medical space.
- Odenton Baptist Church (MD 170, south of Odenton Road) – and institutional development proposing expansion due to a 125-student increased enrollment including a 5,958 square feet church sanctuary expansion.
- Odenton Assemblage (north of MD 175, east of MD 32) – a mixed use development proposing residential use (154 condominiums) and a 100-room hotel.

In summary, there are many opportunities within the MD 175 study area for planned growth in residential, commercial, office and industrial development in accordance with the recommendations and regulatory directives for future development contained in the Small Area Plans and OTCMP. As a result of the 2005 Base Realignment and Closure (BRAC) process which will bring thousands of Department of Defense jobs and related private sector jobs to Fort Meade, the area is expecting a large increase in development.

2. Effects on Land Use

There are six master plans that govern land use in parts of the study area including: the 1997 Anne Arundel County General Development Plan (The County Plan), the 2003 Odenton Small Area Plan, the 2003 Odenton Town Center Master Plan, the 1999 MD 175 Roadway and Streetscape and Odenton Town Center Master Plan (The Roadway Plan), the Jessup-Maryland City Small Area Plan (February 2004) and the Severn Small Area Plan (July 2002). The MD 175 project is consistent with the goals and objectives of both local and regional master planning efforts.

MD 175 is included in the 2004 Highway Needs Inventory and has been identified by Anne Arundel County as its top priority transportation project. The MD 175 project is integral to the commercial revitalization of the MD 175 corridor, the development of the OTC, to support the employment growth at and around Fort Meade, and to improve traffic operations, intermodal connectivity and vehicular and pedestrian safety on MD 175.

3. Compliance with Smart Growth Initiatives

In 1992, the State of Maryland adopted the Economic Growth, Resource Protection and Planning Act that established a series of "Visions" for Maryland's future. Under the act, the visions must be implemented within the context of a local comprehensive plan. Some visions contained with the act that are relevant to the MD 175 project include:

- Concentrate development in suitable areas
- Protect sensitive areas
- Conserve resources
- Encourage economic growth

The Smart Growth Areas Act was enacted in October 1997 with the intent to direct state funding for growth-related projects to areas designated as Priority Funding Areas (PFAs). The PFAs are existing communities and other areas designated for growth by local jurisdictions in accordance with the criteria outlined in the Smart Growth legislation. The Smart Growth Areas Act directs development to existing towns, neighborhoods and business areas by directing State infrastructure improvements to those places. The MD 175 study area contains neighborhoods designated for revitalization by the Department of Housing and Community Development under the 1997 Act. Except for the areas at the MD 175/MD 295 interchange and MD 175/MD 32 interchange, the MD 175 project area is located within the PFA (Figure III-6). Prior to receiving state funding for construction and/or engineering and ROW acquisition, the project must be evaluated by both the Maryland Department of Transportation and the Maryland Department of Planning for compliance with the 1997 Smart Growth and Neighborhood Conservation – Priority Funding Area Act.

Alternatives 1 and 2 would not add capacity to MD 175 and would not facilitate changes in the existing pattern of growth. As a result, Alternatives 1 and 2 do not require further review for consistency with the 1992 Planning Act.

Alternatives 3, 4 Modified 5, 6 and 6A would add capacity to MD 175 since each of these alternatives propose widening MD 175 to provide additional lanes. These alternatives would not facilitate changes in the existing pattern of growth but will serve to accommodate future transportation needs in and around Fort Meade, particularly in light of the 2005 BRAC process which is expected to significantly increase employment and development in the area.

Alternatives 3, 4 Modified, 5, 6 and 6A are consistent with the local comprehensive plans. Each of these alternatives would: provide improvements to MD 175, including sidewalk; improve pedestrian and bicycle safety; support economic development along the MD 175 corridor; and connect the OTC with the surrounding area. All of which are consistent with the objectives and goals of the local master plans.

Alternatives 3, 4 Modified, 5, 6 and 6A would support development in suitable areas or designated development areas. Except for the areas at the MD 175/MD 295 interchange and MD 175/MD 32 interchange, the MD 175 project area is located within the Priority Funding Area.

Alternatives 3, 4 Modified, 5, 6 and 6A would not avoid adverse impacts to sensitive areas. Depending on the alternative, with options included, environmental impacts would include the following: from 1.15 to 2.26 acres of wetlands, 0.6 acre of floodplains, 585 to 1635 linear feet of waters of the U.S., and 11.7 to 32.2 acres of woodlands. The MD 175 project will comply with the Maryland Department of the Environment (MDE) and MD Department of Natural Resources (DNR) regulations to minimize impacts to water quality and to address forest conservation requirements.

The MD 175 project is not located in a rural area and therefore, the goal to promote compact growth in existing population centers is not applicable.

Alternatives 3, 4 Modified, 5, 6 and 6A would provide opportunities to conserve resources. These alternatives will incorporate measures to minimize impacts, where possible, to socioeconomic, cultural and natural environmental resources. Each of these alternatives propose pedestrian and bicycle accommodations (sidewalk, bike lanes, multi-use trail) which offer an alternative to the use of automobiles. Alternatives 6 and Alternative 6A incorporate alignment shifts to minimize or avoid environmental and cultural impacts and commercial displacements.

Alternatives 3, 4 Modified, 5, 6 and 6A would promote economic growth and development in accordance with other elements of the State's Smart Growth Policy. These alternatives would serve to accommodate future transportation needs in and around Fort Meade and assist in revitalizing the commercial district in North Odenton. The area around Fort Meade is one of the fastest growing areas of Anne Arundel County, particularly in light of the 2005 BRAC process. These alternatives are integral to the commercial revitalization of the MD 175 corridor and the development of the OTC. The OTC, in conjunction with the MD 175 commercial revitalization district, will be one of Anne Arundel County's primary growth areas.

D. Cultural Resources

Identification and evaluation of historic architectural and archeological resources were conducted in accordance with federal and state laws, which protect significant cultural resources. Background research and field surveys were conducted to facilitate identification of cultural resources. An Area of Potential Effect (APE) was delineated to identify resources and evaluate the potential impacts of those resources.

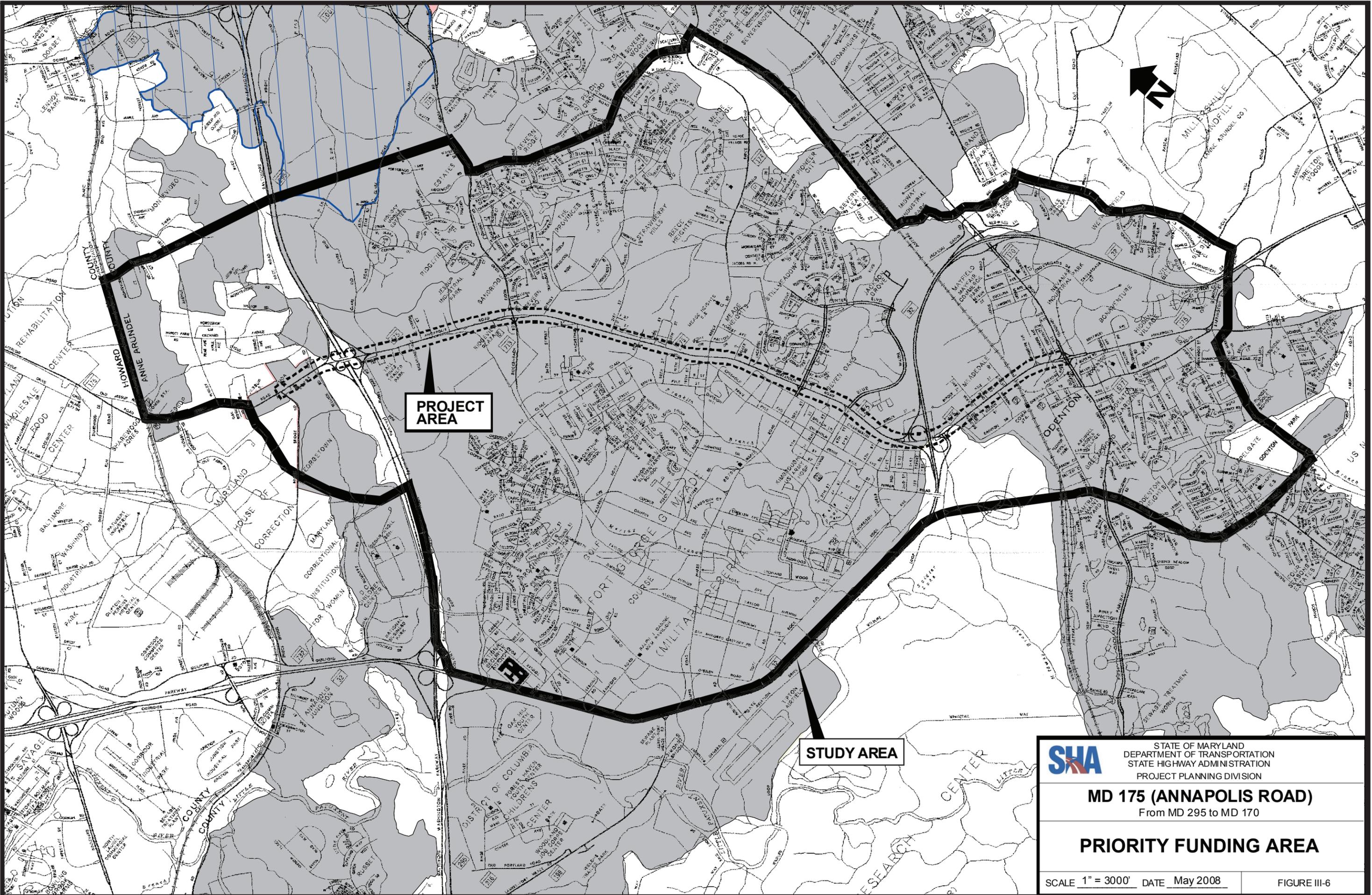
All cultural resources identified during the architectural and archeological surveys were evaluated for their eligibility to be included on the National Register of Historic Places (NRHP). The NRHP criteria evaluates the significance of properties based on their integrity, and determine if those properties are associated with broad patterns of our history (Criterion A); or are associated with the lives of persons significant in our past (Criterion B); or that embody the distinctive characteristics of a type, period, or method of construction representing the work of a master, or have artistic value (Criterion C); or that yield information important in prehistory or history (Criterion D) (36 CFR 60.4, and National Register Bulletin No. 15).

SHA conducted initial coordination with the Maryland Historical Trust (MHT) in March 2007 to identify historic sites and archeological resources within the APE for the MD 175 project. All cultural resources identified were documented and submitted to MHT for eligibility determinations. Correspondence documenting coordination is included in Appendix C.

1. Historic Standing Structures

"Historic standing structures" refers to any above-ground dwelling, structure, district, or object that attributes to our cultural past. When these resources meet the criteria for listing in the NRHP, they are historic properties that must be considered under the requirements of the National Historic Preservation Act of 1966.

The APE was defined by possible physical, visual, atmospheric, and audible impacts to historic properties, and includes tax parcels adjacent to MD 175 within the project limits as well as properties adjacent to the MD 295 interchange. The following information is summarized from the *MD 175 Eligibility Letter* (SHA 2007) and attached concurrence sheet from MHT. On July 13, 2007, the MHT determined that three sites, the Odenton Historic District (AA-869), the Jones House (AA-743), and the Trusty Friend (AA-123) are eligible for listing on the NRHP. A fourth



PROJECT AREA

STUDY AREA

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
 From MD 295 to MD 170

PRIORITY FUNDING AREA

SCALE 1" = 3000' DATE May 2008

FIGURE III-6

resource, the Baltimore-Washington Parkway (AA-5), is parkland owned by the National Park Service (NPS) and is listed on the NRHP (Figure IV-1).

On May 2, 2008, the MHT determined that the project will have an adverse effect on historic resources. The Baltimore-Washington Parkway (AA-5) would be adversely affected by Alternatives 3, 4 Modified, 5, 6 and 6A if Interchange Options A2 or Option E are chosen. Interchange Option F will have no adverse effect on the Baltimore-Washington Parkway. The Odenton Historic District (AA-869) and the Jones House (AA-743) would be adversely affected under Alternatives 3 and 6, but not Alternative 6A, which shifts to avoid these resources. The Trusty Friend (AA-123) would be adversely affected by Alternatives 4 Modified and 5. The effect determinations (May 2, 2008) for the entire project are located in Appendix C.

Currently, MDOT and Anne Arundel County are working together to create the Odenton Town Center, a transit oriented development centered around the Odenton MARC Station. A number of public initiatives (e.g., parking garages, street extensions, public utility extensions) will be coupled with private developments (e.g., office buildings, apartments, shops) to ultimately create a Town Center. Since Jones House and surrounding land are within a short walk to the Odenton Station, it is an ideal spot for private development. Although there are no formal agreements or MOUs to date, Reliable Contracting has purchased the Jones House property with the intent to relocate the house further south away from MD 175 and deeper into the Odenton Historic District. The remaining land could then be used by Reliable Contracting for development, which would be considered “mixed use”.

2. Archeological Resources

Archeological resources relate to evidences of past human occupation that can be used to reconstruct the lifeways of past peoples. These include sites, artifacts, environmental and all other relevant information, as well as the contexts in which they occur. All archeological (prehistoric and historic) sites must be evaluated for their eligibility for the NRHP by the MHT.

A Phase I Archeological Survey has been completed. Previous archeological surveys have determined that nine of 13 known archeological sites have been determined ineligible for NRHP listing. The remaining four sites were determined not eligible by the MHT on May 2, 2008. It should be noted that depending on the future project design, MHT feels that remote sensing is likely to be required to determine possible impacts to human remains at the Nichols-Bethel Cemetery.

The SHA will continue Section 106 coordination with the MHT as the project progresses and a Memorandum of Agreement (MOA) will be prepared when a preferred alternative is designated.

E. Natural Environment

The following information is summarized from the *MD 175 Natural Environmental Technical Report* (SHA 2008). Environmental features in the project area are shown on Figures III-7A – III-7G.

1. Topography, Geology, and Soils

The study area is located within the western shore uplands region of the Atlantic Coastal Plain physiographic province, with surface elevations ranging from approximately 130 to 290 feet above mean sea level (MSL). Existing slopes range from 0 to 100%. Steep slopes are often forested. Low-lying areas around the margins of waterways are frequently wetlands. The

Coastal Plain in Anne Arundel County is a partly dissected low plateau. V-shaped valleys that have short, steep slopes dissect the Coastal Plain. Unconsolidated deposits of gravel, sand, silt, and clay that range in age from the Cretaceous Period to the recent underlie the Atlantic Coastal Plain.

The build alternatives under consideration would have minimal effects to the existing topography within the project area. None of the grades associated with the proposed build alternatives would exceed six percent; however, cutting and filling would be involved. Cut and fill slopes would not exceed a ratio of two horizontal to one vertical from the hinge point of the proposed typical section to the existing ground. The maximum depth of cut associated with the build alternatives would be approximately 10 feet and the maximum fill would be approximately 30 feet in bridge areas.

All soils in the project area have developed from the weathering of underlying parent material. Weathering, by precipitation and biotic action, of these deposits over time has created some old deep soils that are in equilibrium and some very new evolving alluvial soils. The relative influences of parent material, climate, time, relief, and biotic activity form the present soil and determine the resulting characteristics of that soil. The study area has two main soil associations and 32 different soil types. The study area contains highly erodible soils, Prime Farmland Soils, and Soils of Statewide Importance. Direct impacts to soils by alternatives are summarized in Tables S-1 and S-2. In accordance with the Farmland Protection Policy Act (FPPA), since the soils that are being impacted are not on land that is agriculturally zoned, a Farmland Conversion Impact Rating form is not required for this project.

In accordance with Maryland Department of the Environment (MDE) guidelines, a Sediment and Erosion Control Plan would be developed during the final design phase, and implemented to avoid and/or minimize erosion and sedimentation. Increased runoff from additional impervious surfaces could impact soils, wetlands, and waterways post construction.

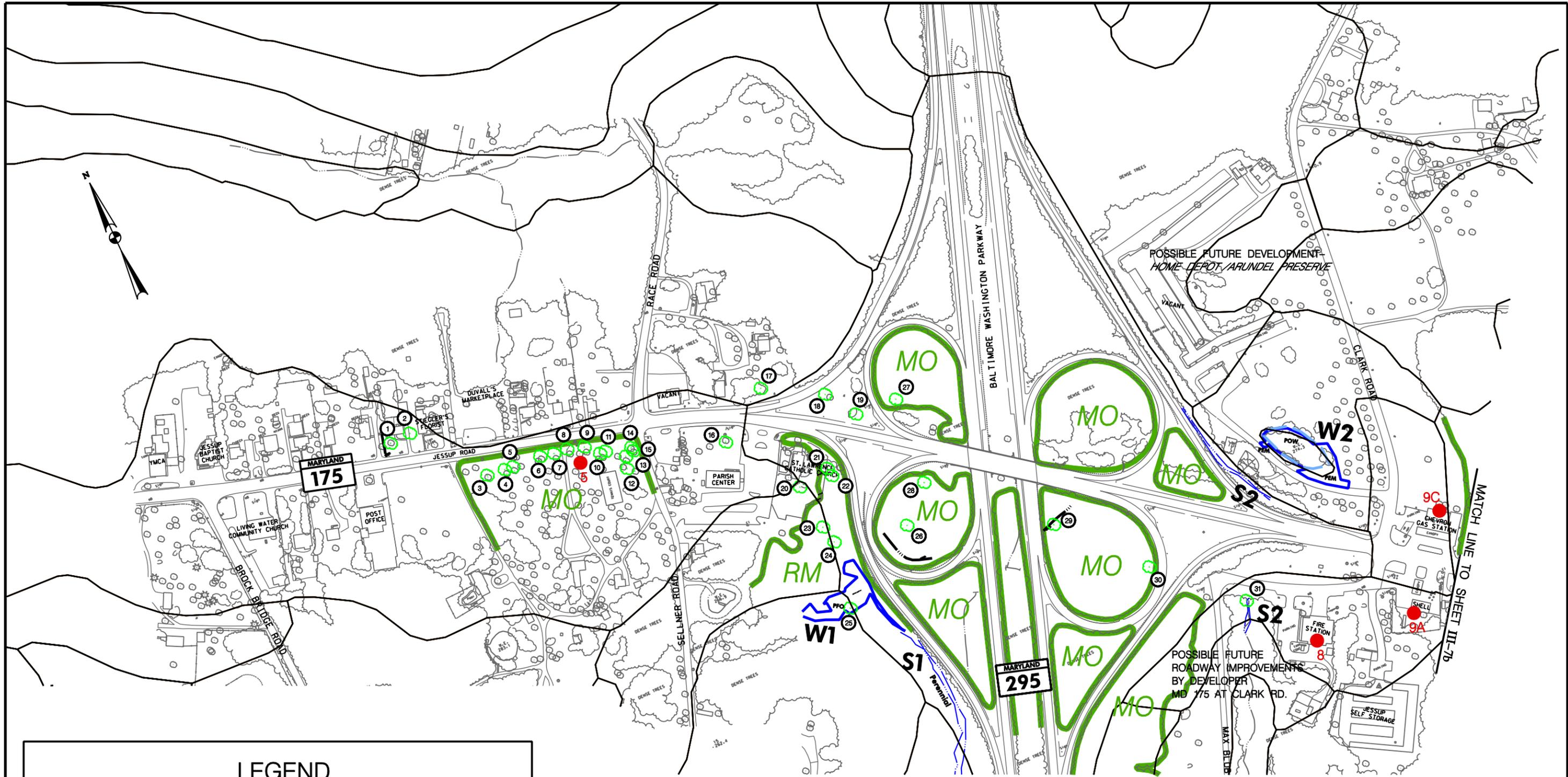
2. Aquatic Resources

The No-Build Alternative would not result in any impacts to aquatic resources; however, each of the build alternatives would impact waterways to some degree. Impacts could include direct impacts due to replacement of culverts and indirect impacts related to increased stormwater runoff and contaminants from the roadway.

Potential impacts to water resources associated with the build alternatives would result from:

- **Construction:** These include impacts associated with physical disturbances, such as accidental spills and reductions in base flow caused by paving and soil compaction.
- **Facility Use:** These include impacts associated with runoff quality and quantity such as chemical contamination, thermal loads from heated surfaces, increased erosive flows and reduced base flows.

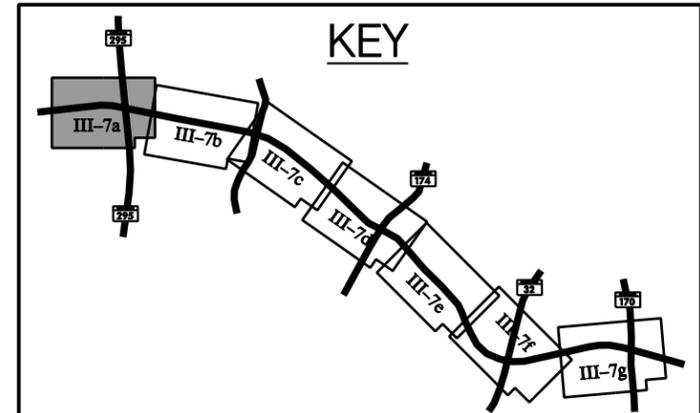
The effects on water resources from spills or leaks from construction equipment may be reduced by both structural and non-structural methods. Effective sediment and erosion control measures may help contain surface spills or leaks on unvegetated ground. Secondary containment for portable equipment fueling tanks may help control accidental spills or leaks. Vegetation, when established rapidly, may attenuate and absorb contaminants from spills or leaks.



LEGEND

- WATERS OF THE U.S.
- SPECIMEN TREE
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SOIL BOUNDARY
- FOREST TYPES
 - MO - Mixed Oak
 - VPO - Virginia Pine Oak
 - RM - Red Maple
 - YPO - Yellow Poplar-Oak
- PROPERTY OF POTENTIAL CONCERN

KEY

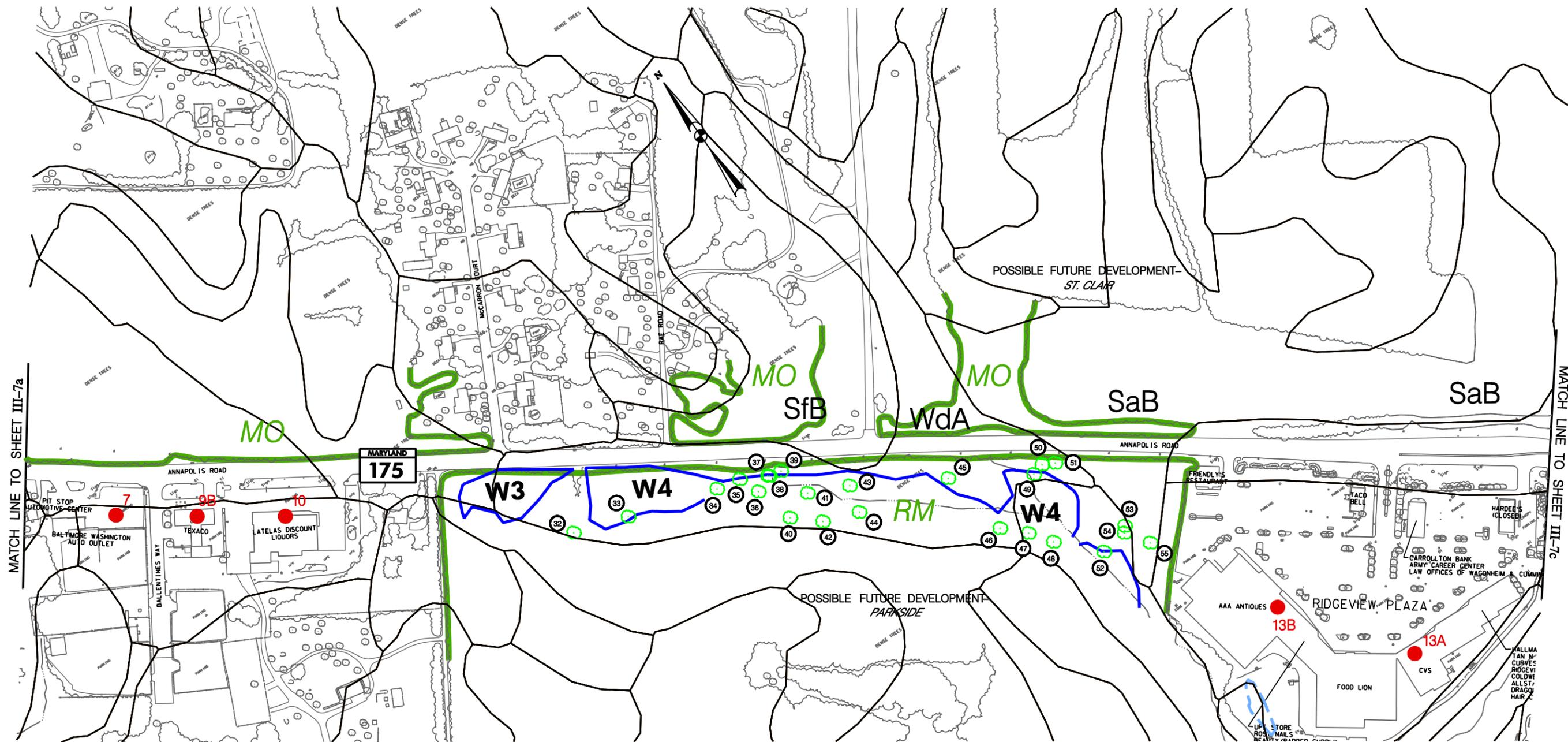


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MD 175 (ANNAPOLIS ROAD)
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NATURAL ENVIRONMENTAL RESOURCES

SCALE 1" = 300' DATE MAY, 2008 FIGURE III-7a



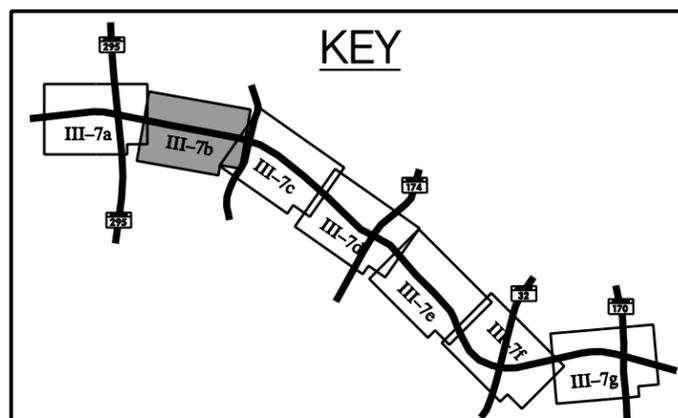
MATCH LINE TO SHEET III-7a

MATCH LINE TO SHEET III-7c

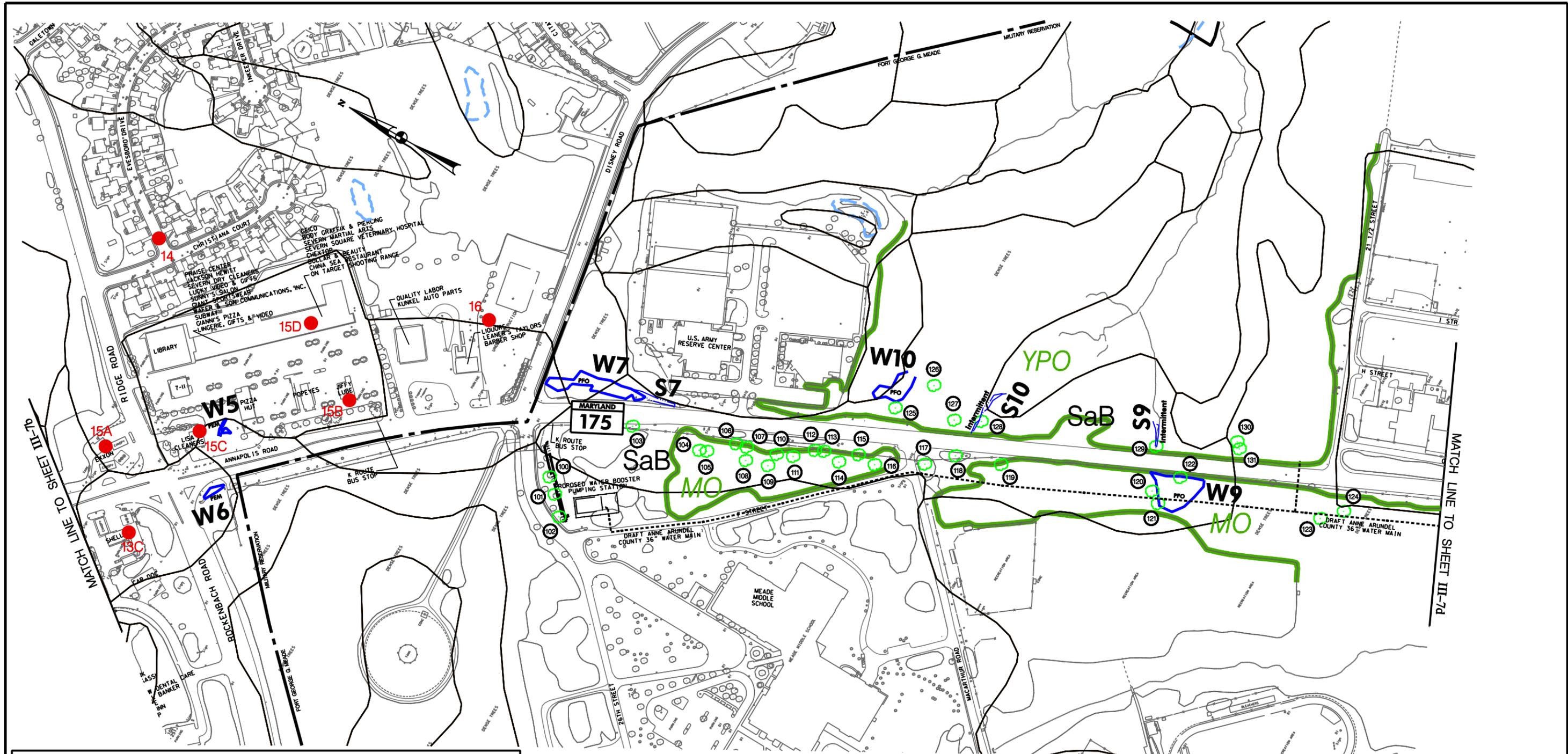
LEGEND

- WATERS OF THE U.S.
- SPECIMEN TREE
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SOIL BOUNDARY
- FOREST TYPES
 - MO - Mixed Oak
 - VPO - Virginia Pine Oak
 - RM - Red Maple
 - YPO - Yellow Poplar-Oak
- PROPERTY OF POTENTIAL CONCERN

KEY



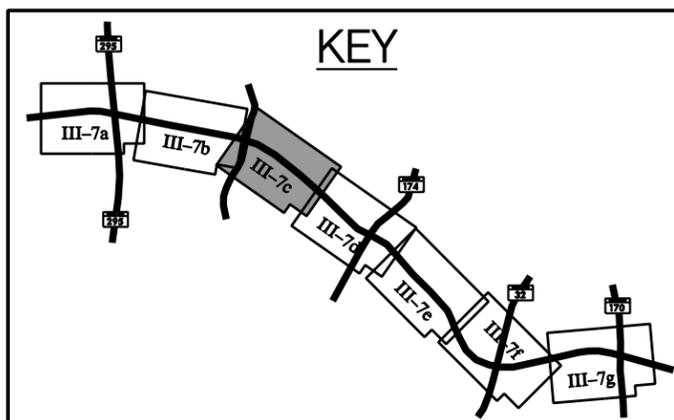
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	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
NATURAL ENVIRONMENTAL RESOURCES	
SCALE 1" = 300'	DATE MAY, 2008
FIGURE III-7b	



LEGEND

- S1 WATERS OF THE U.S.
- 3 SPECIMEN TREE
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SaB SOIL BOUNDARY
- MO FOREST TYPES
- MO - Mixed Oak
- VPO - Virginia Pine Oak
- RM - Red Maple
- YPO - Yellow Poplar-Oak
- 5 PROPERTY OF POTENTIAL CONCERN

KEY



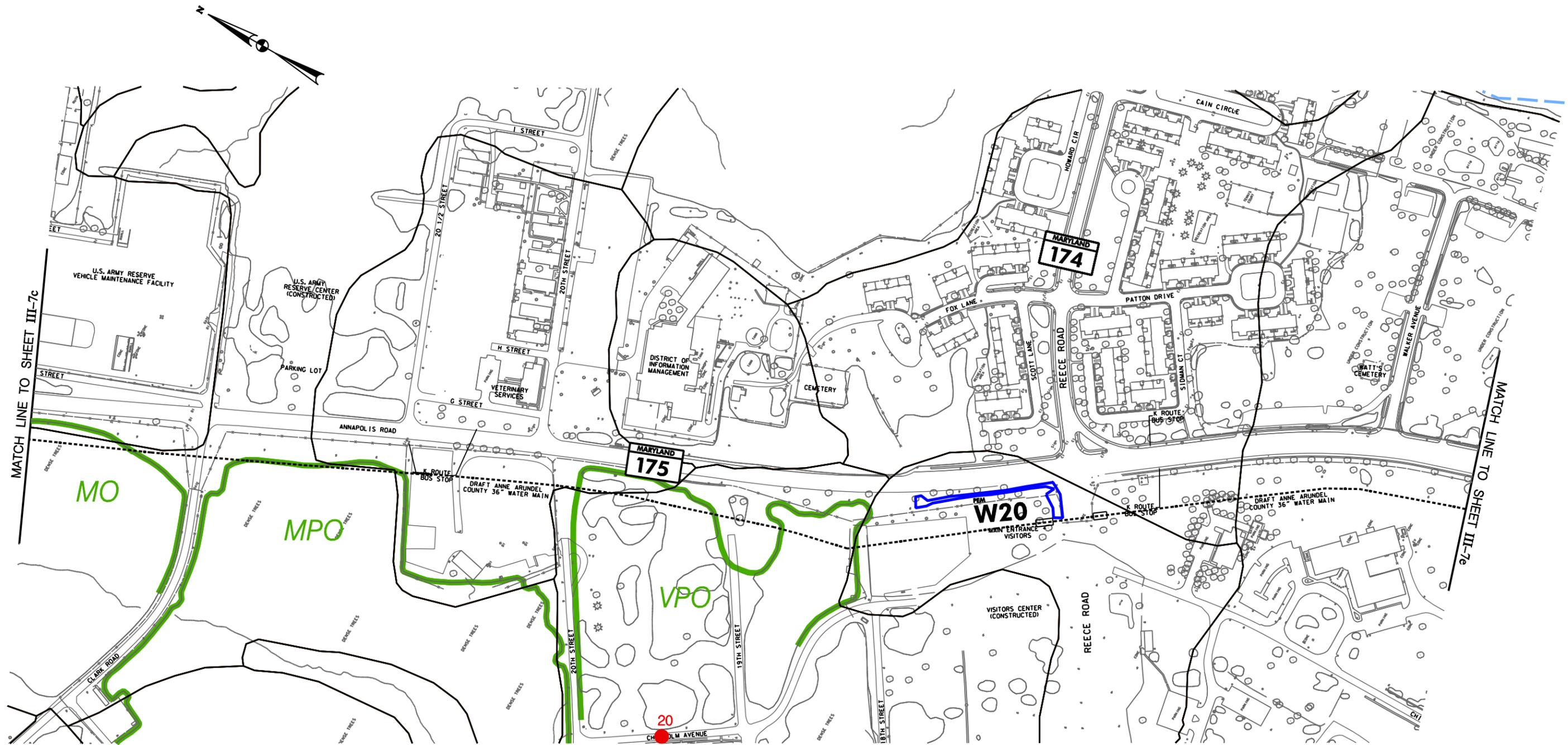
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PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

NATURAL ENVIRONMENTAL RESOURCES

SCALE 1" = 300' DATE MAY, 2008

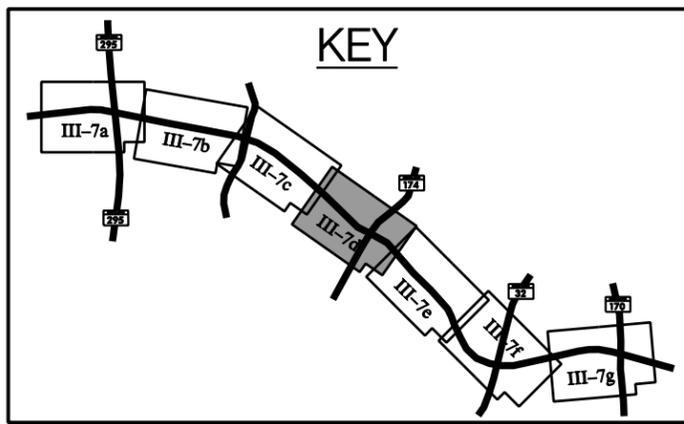
FIGURE III-7c



LEGEND

- WATERS OF THE U.S.
- SPECIMEN TREE
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SOIL BOUNDARY
- FOREST TYPES
 - MO - Mixed Oak
 - VPO - Virginia Pine Oak
 - RM - Red Maple
 - YPO - Yellow Poplar-Oak
- PROPERTY OF POTENTIAL CONCERN

KEY

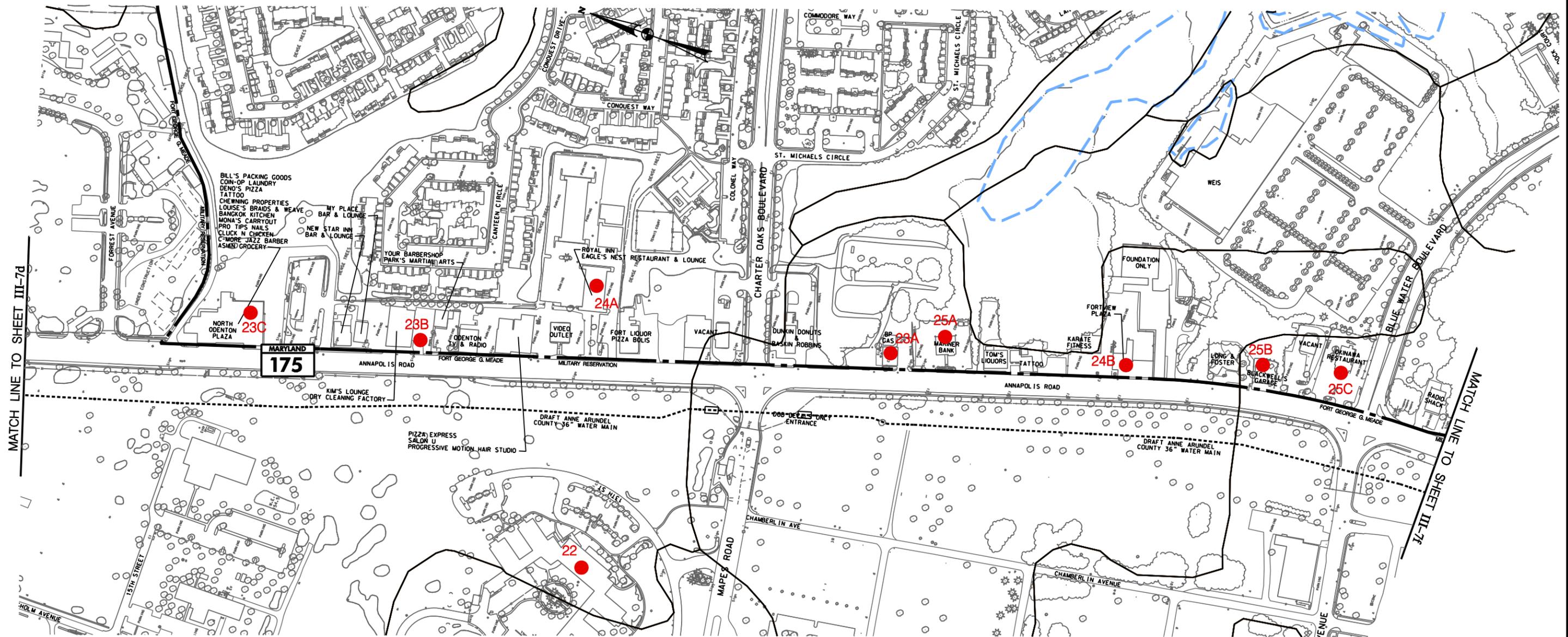


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MD 175 (ANNAPOLIS ROAD)
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NATURAL ENVIRONMENTAL RESOURCES

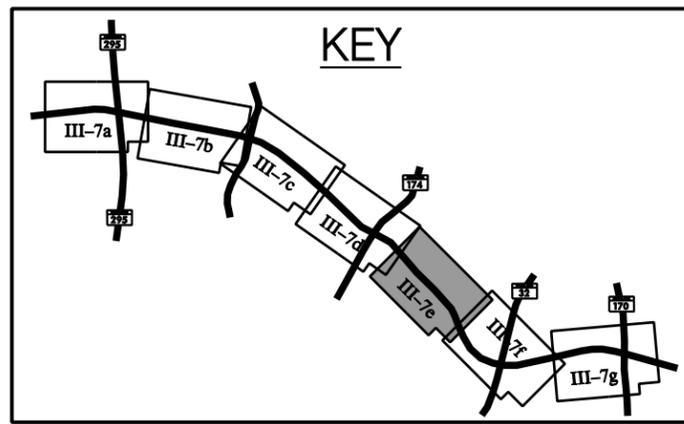
SCALE 1" = 300' DATE MAY, 2008 FIGURE III-7d



LEGEND

- WATERS OF THE U.S.
- SPECIMEN TREE
- FOREST TYPES
 - MO* - Mixed Oak
 - VPO* - Virginia Pine Oak
 - RM* - Red Maple
 - YPO* - Yellow Poplar-Oak
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SOIL BOUNDARY
- PROPERTY OF POTENTIAL CONCERN

KEY



SHA STATE OF MARYLAND
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STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

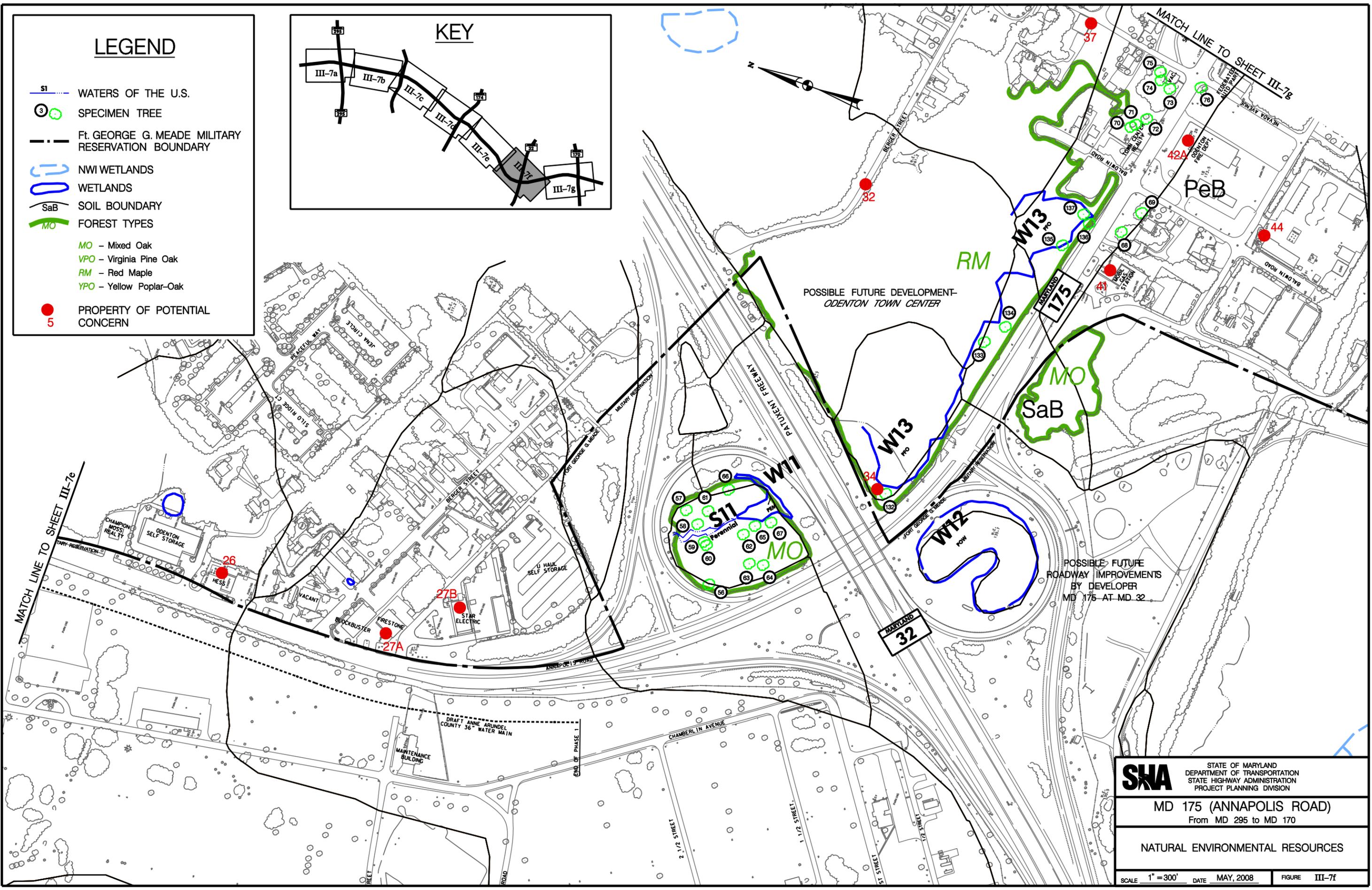
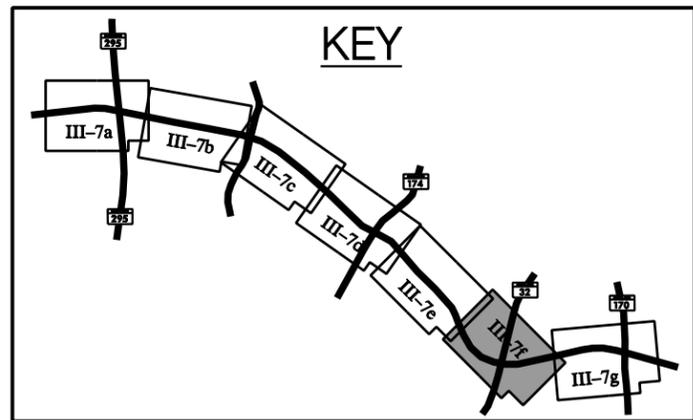
MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

NATURAL ENVIRONMENTAL RESOURCES

SCALE 1" = 300' DATE MAY, 2008 FIGURE III-7e

LEGEND

- WATERS OF THE U.S.
- SPECIMEN TREE
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SOIL BOUNDARY
- FOREST TYPES
 - MO - Mixed Oak
 - VPO - Virginia Pine Oak
 - RM - Red Maple
 - YPO - Yellow Poplar-Oak
- PROPERTY OF POTENTIAL CONCERN

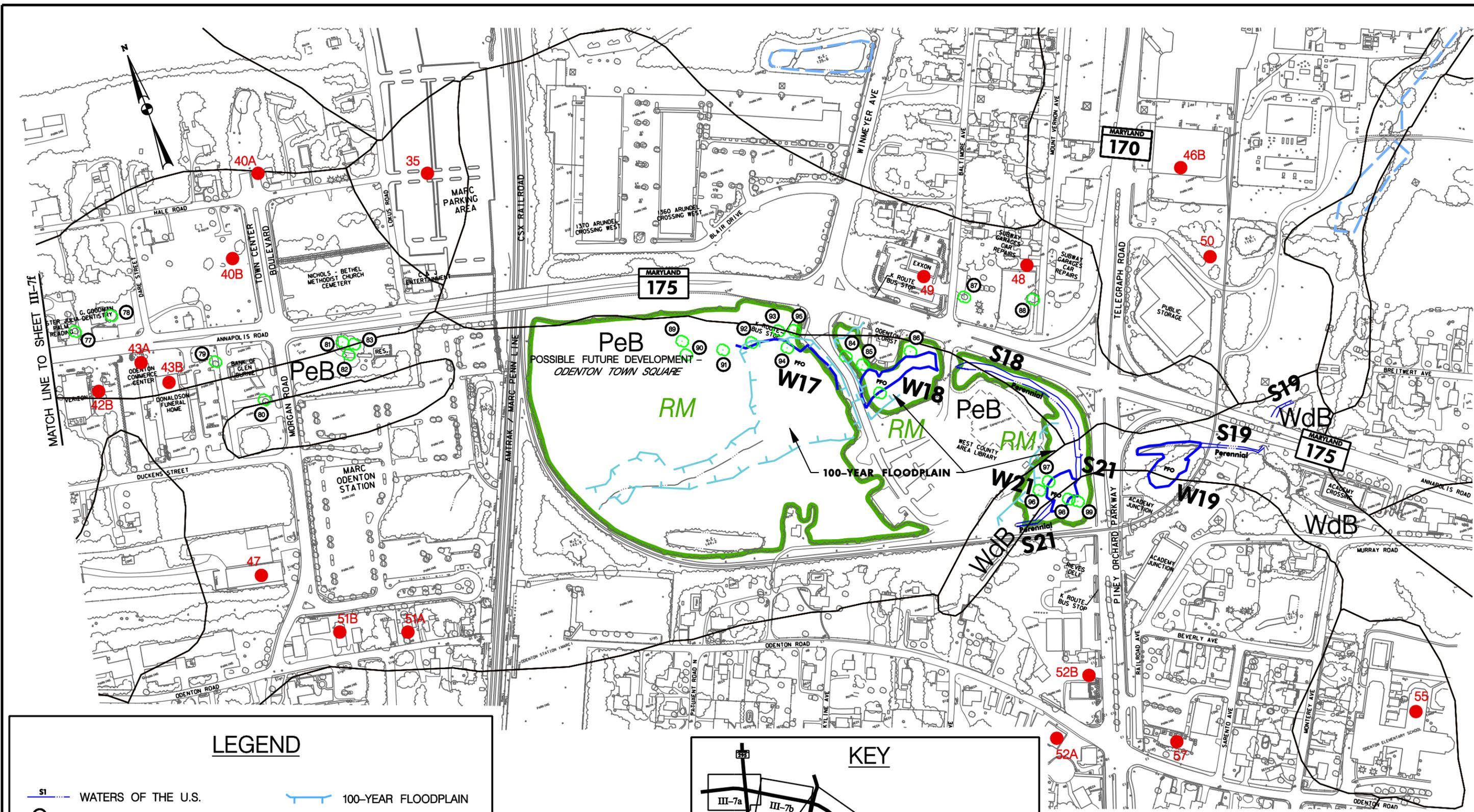


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MD 175 (ANNAPOLIS ROAD)
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NATURAL ENVIRONMENTAL RESOURCES

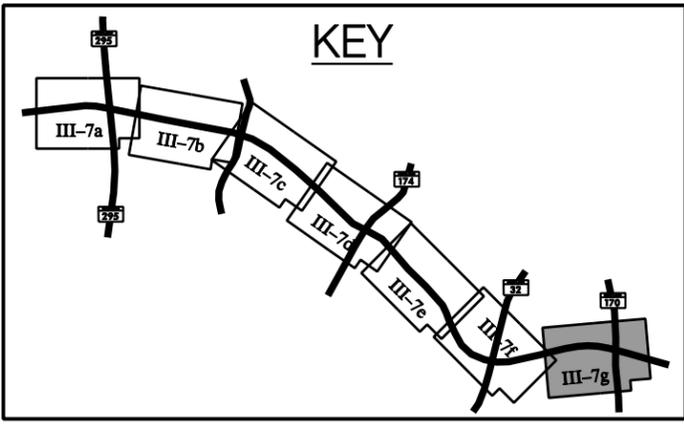
SCALE 1" = 300' DATE MAY, 2008 FIGURE III-7f



LEGEND

- WATERS OF THE U.S.
- SPECIMEN TREE
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- WETLANDS
- SOIL BOUNDARY
- 100-YEAR FLOODPLAIN
- FOREST TYPES
 - MO - Mixed Oak
 - VPO - Virginia Pine Oak
 - RM - Red Maple
 - YPO - Yellow Poplar-Oak
- PROPERTY OF POTENTIAL CONCERN

KEY



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STATE HIGHWAY ADMINISTRATION
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NATURAL ENVIRONMENTAL RESOURCES

SCALE 1" = 300' DATE MAY, 2008 FIGURE III-7g

Construction operation and maintenance practices that prevent releases are the most effective measures to prevent contamination. Well-controlled oil changing, lubrication, fueling operations, and immediate repair of any fuel or hydraulic fluid leaks may eliminate the source of potential hydrocarbon contamination. An intensive dust control program on construction travel ways may reduce off-site sedimentation from airborne particulates.

The deleterious effects of imperviousness, reductions in groundwater recharge and associated stream base flow; increases in the peaks, duration, and frequencies of erosive flows; increases in chemical contaminant mass in runoff; and increases in runoff temperature extremes, may be mitigated to various degrees by stormwater management. The minimal technique would consist of 12- or 24-hour extended detention. However, advanced stormwater quality and quantity controls are available that can more effectively mitigate the effects of the build alternatives. Optimal techniques involve simple, well-designed facilities that require low maintenance and, commonly, include infiltration. These designs, founded on sound geo-technical data, may function well in mitigating quality and quantity impacts.

a. Groundwater and Hydrogeology

Anne Arundel County primarily relies on groundwater pumped directly from the Aquia, Magothy, Upper Patapsco, Lower Patapsco, and Patuxent aquifers. According to MDE, there are no sole source aquifers located within or around the study area.

The No-Build Alternative would not impact groundwater; however, each of the build alternatives would have slight impacts to groundwater. The potential for groundwater contamination is similar for all of the build alternatives. Cuts can remove the natural soils needed to attenuate contaminants. Infiltration without effective pretreatment or without filtration through natural soil materials could constitute a threat to groundwater quality. Water-borne chemicals in runoff may affect existing water supplies, from groundwater sources. Impacts may occur from contaminants in watersheds up gradient from sources, including recharge areas for groundwater supplies. Effective sediment and erosion and stormwater management, previously discussed, will reduce potential changes to these supplies.

The primary impact is the potential reduction in groundwater recharge due to additional impervious surface. Groundwater base flow in the study area is critical to maintaining aquatic habitats and for water supply. The quantity of groundwater available for maintenance of base flow may be affected by reduced groundwater recharge caused by new pavement and soil compaction by construction activities. Stormwater infiltration involves techniques that capture and temporarily store runoff before allowing it to infiltrate into the soil over a period of time. Infiltration practices are an excellent technique for meeting recharge requirements and may also provide stormwater detention and channel protection. These techniques usually involve the use of grass channels, grass filter strips, sand layers, filter fabric, and gravel. Properly constructed and maintained infiltration facilities can reduce or eliminate base flow impacts.

b. Water Quality

Ten different surface water resources are found within the project area. These resources drain to two different watersheds: the Little Patuxent and the Severn River watershed. In general, existing MD 175 rides a ridge that separates the Severn River watershed to the north and the Little Patuxent River Watershed to the south. The surface water resources are first and second order streams that, with the exception of S18, S19, and S21 all surface waters are perpendicular

to MD 175. Most of these resources flow under MD 175 through pipes smaller than 36 inches in diameter and from an engineering viewpoint are not considered to be stream crossings.

Benthic macro-invertebrates that may be affected in the longer term include those species that are intolerant of reduced water quality and/or habitat degradation such as the EPT taxa. These species require clean water of ample flow velocity. Following MDE sediment and erosion control regulations can reduce impacts. Silt fence, stabilized construction entrances, diversion swales and berms, and sediment traps are a few of the techniques that will be utilized to reduce impact to water quality and the associated benthic macro-invertebrates.

Stream temperature and quality can be adversely affected by new paved surfaces and decreased shading along disturbed areas. The temperature changes primarily depend on the stream size, the existing temperature regime, the amount and temperature of stream baseflow, and the degree of shading.

Although the road surfaces from the build alternative occasionally will generate intensively heated runoff stormwater management, incorporating infiltration can mitigate any temperature effects on the receiving waters.

Short-term impacts associated with temporary turbidity increases, reduced water flow, and low-level pollutant loads are likely to be minor due to the elasticity (the ability of a system to recover after a stress is applied) of the study area streams. The widespread nature of most species' distribution and the extent of available habitat throughout the study area suggest that the major stream systems operate as meta-populations (population sources for re-colonization). Should benthic macro-invertebrates become displaced or destroyed there is a large colonizing pool and sufficient avenues of dispersal to repopulate the region.

Maryland Biological Stream Survey (MBSS) water quality data (macro-invertebrates and water samples) was collected and analyzed for surface waters within the MD 175 project area. This data showed that water quality, aquatic habitat, and living resources in all the waterways in the project area have been impacted by development and land use practices, and are typical of watersheds in developed suburban areas throughout the Little Patuxent and Severn watersheds. Refer to the *Natural Environmental Technical Report* (SHA 2008) for more specific analysis information.

c. Waters of the United States

A total of 10 surface water resource areas and 17 wetland areas were identified during the present study.

The No-Build Alternative would not have an adverse effect on surface water resources in the study area. However, the build alternatives would to varying degrees, impact surface water resources in the study area. The surface water resource impacts associated with each of the build alternatives are summarized in Table III-10.

Of the build alternatives, not including options, Alternative 6A could impact the greatest area of wetlands (2.25 acres) and Alternative 2 would impact the least amount of wetlands (0.1 acre). Alternative 3 would impact 1.92 acres of wetlands. Alternatives 4 and 5 would impact between 1.30 - 1.85 and 1.15 - 1.72 acres of wetlands, respectively. Alternative 6 would impact 1.94 acres of wetland.

Streams in the project area will be impacted by the various build options. The No-Build and Build Alternative 2 would have no direct impact to area streams. Build Alternative 5, potentially has the least amount of impacts ranging from 585 LF to 1,615 LF and Alternative 6 has 1,630 LF impacts of stream impacts but Alternative 6A has the most stream impact with 1,635 LF. Alternative 4 has impacts ranging from 590 LF to 1,610 LF. Build Alternative 3 has 1,355 LF of stream impacts. In general, the stream impacts that would result from the build alternatives are due to pipe and culvert extensions and grading for proposed fill slopes. New ditches will be cut where a proposed fill slope will impact an existing ditch.

All of the build alternatives could affect stream baseflows. The effects would be most pronounced in the smaller sub-watersheds where the area of reduced recharge is proportionately larger.

Since the area affected by the build alternatives is relatively small compared to the drainage areas, peak flows at the crossings are only minimally affected. Mitigation of these effects with stormwater management design will reduce adverse effects.

The proposed build alternatives have been designed with the intention of avoiding or minimizing harm to these wetlands, in accordance with Executive Order 11990. Federal, state, and local regulations require the mitigation and/or compensation for the unavoidable loss of wetland habitats. A joint federal and state Section 404 Corps of Engineers permit is required for any disturbance to wetlands associated with the alternatives.

Wetland mitigation would be coordinated with the COE, EPA, MDE, and USFWS. Mitigation for wetlands could involve creating wetlands of comparable function and value to those impacted by construction, or restoration and/or enhancement of existing wetlands. Mitigation for waterways could involve creation or restoration of waterways, creation or enhancement of riparian buffers, and/or removal of fish passage impediments and creation or enhancement of fish habitat. A mitigation site search will be conducted during Stage III of project planning, and summarized in the final document for this project. Mitigation would be targeted on-site; however, if on-site mitigation is not available, off-site mitigation would occur.

Aquatic resources and water quality would be protected by the Use I in-stream work restriction, proper application of an approved Erosion and Sediment Control Plan, and other Best Management Practices (BMPs) that meet the 2000 Maryland Stormwater Design Manual. Generally, no in-stream work is permitted in the Use I streams from March 15 to June 15, inclusive, during any year.

Short and long term impacts would also be avoided and minimized through strict adherence to the *Maryland Stormwater Management Guidelines for State and Federal Projects*. The stormwater management guidelines became effective on July 1, 2001, and supplement the Stormwater Management Regulations (COMAR 26.17.02) and the *Maryland Stormwater Design Manual, Volumes I and II*. The stormwater guidelines provide information necessary for submittal of stormwater management plans to the MDE Water Management Administration for review and approval. Additional avoidance, minimization, and mitigation measures will be identified in the final environmental document.

3. Floodplains

The significance of floodplain encroachment was evaluated with respect to the criteria in Executive Order 11988 (Floodplain Management). Floodplain encroachment was also analyzed

according to the Federal Aid Highway Program Manual which recommends that longitudinal encroachment (encroachment that parallels the stream channel) be avoided whenever possible.

Based on review of the Federal Emergency Management Agency (FEMA) maps for Anne Arundel County, 100-year floodplains occur along waters of the U.S. S18 and S21 at the eastern end of the study area near the West County Library. Project alternatives are not configured in such a manner that major longitudinal floodplain encroachments will occur. The majority of floodplain encroachments are anticipated to occur from the replacement or modification of existing bridges and culverts. Tables S-1 and S-2 presents the potential encroachment into FEMA designated 100-year floodplains by the alternatives.

The No-Build Alternative and Alternative 2 would not result in any impacts to floodplains; however, each of the other build alternatives would impact floodplains. Impacts from the remaining build alternatives would result in 0.63 acre of floodplain encroachment.

Construction within the floodplains can effect drainage patterns and floodwater control during and after storm events. Floodplain avoidance is not possible under the build alternatives due to the existing roadway configuration.

All construction occurring within the FEMA designated 100-year floodplain must comply with FEMA approved local floodplain construction requirements. These requirements consider structural elevations, fill levels, and grading elevations. If, after compliance with the requirements of Executive Order 11988 and 11990 Floodplain Management, new construction of structures or facilities are to be located in a floodplain, accepted floodproofing and other flood protection measures shall be applied to new construction or rehabilitation. To achieve flood protection, wherever practicable, structures should be elevated above the base flood level rather than filling for culvert placement.

4. Vegetation and Wildlife

The study area is located within a rural to suburban area that is experiencing rapid commercial and transportation development. Existing plant communities and wildlife habitats were evaluated by field surveys of wetlands and waterways, specimen trees, and rare, threatened, and endangered species during which wildlife species were noted. Specimen trees have a diameter of 24 inches or greater measured 4.5 feet above the ground, or a diameter 75% or more of the diameter of the current state champion tree. Existing vegetation includes a mix of residential plantings and landscape species, and deciduous and mixed second-growth forest. A total of 137 specimen trees from 19 species were identified within or adjacent to the proposed ROW for the project (Table III-11). The largest specimen tree found was a 54.0 inch dbh silver maple (*Acer saccharinum*) located near wetland 4. One potential State Champion tree was located, a 46.0 inch diameter river birch (*Betula nigra*) number 92.

The No-Build Alternative would not result in impacts to specimen trees. Each of the build alternatives would impact specimen trees ranging from 73 specimen trees impacted by Alternative 6A to 8 specimen trees impacted by Alternative 2.

Conversion of existing forest lands to transportation alternatives would range from one acre under Alternative 2 up to 32.2 acres of forest impact for Alternative 6A. All forest impacts will occur along existing forest edges along existing roadways, as opposed to forest interior or other undisturbed habitats.

Table III-10. Summary of Impacts to Waters of the U.S., Including Wetlands

RESOURCES	ALTERNATIVES						
	1	2	3	4 (Modified)	5	6	6A
	No-Build	TSM	Six-Lane Roadway on Existing Centerline	Four-Lane Divided Roadway West of Reece Road *	Five-Lane Undivided Roadway with Center Turn Lane *	Six-Lane Roadway on Shifted Centerline	Six-Lane Roadway on Shifted Centerline
W1 (PFO)	0	0	0.03	0 - 0.03	0 - 0.03	0	0
W3 (PFO)	0	0	0.37	0.30	0.27	0.37	0.37
W4 (PFO)	0	0	0.88	0.57 - 0.58	0.47 - 0.49	0.85	0.85
W6 (PEM)	0	0.02	0.02	0.02	0.02	0.02	0.02
W7 (PFO)	0	0.01	0.16	0.04 - 0.09	0.05 - 0.08	0.04	0.04
W9 (PFO)	0	0	0.19	0.14 - 0.17	0.13 - 0.15	0.23	0.23
W20 (PEM)	0	0.15	0.15	0.15	0.15	0.15	0.15
W12 (POW)	0	0	0.05	0 - 0.05	0 - 0.05	0	0
W13 (PFO)	0	0	0.01	0 - 0.53	0 - 0.53	0.22	0.53
W18 (PFO)	0	0	0.03	0 - 0.03	0 - 0.03	0.03	0.03
W21 (PFO)	0	0	0.03	0 - 0.03	0 - 0.03	0.03	0.03
PEM	0	0.17	0.17	0.17	0.17	0.17	0.17
PFO	0	0.01	1.7	1.13-1.40	1.10 - 1.19	1.77	2.14
POW	0	0	0.05	0	0 - 0.05	0	0
Wetland Total	0	0.2 acres	1.92 acres	1.30 - 1.85 acres	1.15 - 1.72 acres	1.94 acres	2.25 acres
S1 (Per)	0	0	0	0-350	0-350	350	350
S2 (per)	0	0	395	395	395	395	395
S7 (Per)	0	0	130	130	100 - 130	130	130
S9 (Int)	0	0	50	10-30	20-30	10	10
S10 (Int)	0	0	45	20-35	20-30	20	20
S11 (per)	0	0	185	0-185	0-185	165	170
S18 (Per)	0	0	540	0-540	0-540	540	540
S19 (Per)	0	0	205	0-325	0-325	325	325
S21 (Per)	0	0	95	0-120	0-95	95	95
Eph	0	0	285 LF	115 - 405 LF	100 - 250 LF	405 LF	405 LF
Int	0	0	95 LF	30 - 65 LF	40 - 60 LF	30 LF	30 LF
Per	0	0	1,260 LF	525-1610 LF	585 - 1,610 LF	1,600 LF	1,605 LF
Waters Total	0	0	1,355 LF	590-1,610 LF	585-1,615 LF	1,630 LF	1,635 LF

* Notes: 1) Alternative 4 & 5 extend from Brock Bridge Road to Reece Road. They do not extend the entire limits of the corridor and may be combined with any of the other build alternatives. 2) Total wetland acreages do not include potential options.

The project will comply with applicable laws and regulations regarding forest impacts. Maryland's Natural Resources Article 5-103, *Reforestation Law*, adopted 1989, amended 1990 and 1991, requires that the construction of a highway by a unit of the state:

- May clear or cut only the minimum number of trees and other woody plants that are necessary and consistent with sound design practices, and
- Shall make every reasonable effort to minimize the cutting or clearing of trees and other woody vegetation.

Table III-11. Specimen Tree Survey.

Common Name	Scientific Name	Number of Specimen Trees	Largest Specimen of Species Dbh (inches)	Dbh State Champion (inches)
White oak	<i>Q. alba</i>	35	53.6	76.7
Southern red oak	<i>Q. falcata</i>	14	48.8	71.9
Red maple	<i>Acer rubrum</i>	14	35.0	68.7
Northern red oak	<i>Q. rubra</i>	14	38.5	84.0
Silver maple	<i>A. saccharinum</i>	10	54.0	103.1
Yellow poplar	<i>Liriodendron tulipifera</i>	10	39.0	89.7
Willow oak	<i>Q. phellos</i>	7	35.0	89.7
Pin oak	<i>Q. palustris</i>	5	32.2	63
White pine	<i>Pinus strobus</i>	3	27.2	44.5
Sweet gum	<i>Liquidambar styraciflua</i>	2	30.5	66.5
River birch *	<i>Betula nigra</i>	2	46.0	45.2
Red cedar	<i>Juniperus virginiana</i>	1	26.8	50.9
Black gum	<i>Nyssa sylvatica</i>	1	28.1	56.9
Pignut hickory	<i>Carya glabra</i>	1	29.4	54.1
Catalpa	<i>Catalpa bignonioides</i>	1	25.5	70.3
Black oak	<i>Quercus vellutina</i>	1	29.2	62.4
Loblolly pine	<i>Pinus taeda</i>	1	23.0	35.7
Green ash	<i>Fraxinus pennsylvanica</i>	1	37.5	65.6
Sycamore	<i>Platanus occidentalis</i>	1	24.7	100.3

* *Potential State Champion tree*

5. Rare, Threatened, and Endangered Species

The Maryland DNR's Wildlife & Heritage Service is the lead agency in the Maryland State government for the identification and protection of rare, threatened, and endangered species and their habitats. The DNR staff collects, records, and analyzes information about the state's biotic diversity, and maintains the most extensive database of information about rare species and their habitats in Maryland. The DNR also tracks known occurrences of federally listed threatened and endangered species. Records indicate that the federally threatened and state endangered swamp pink (*Helonias bullata*) occurs near the project area.

State records also indicate that wild lupine (*Lupinus perennis*) state listed as a threatened species and roughish panic grass (*Panicum leucothrix*) of uncertain status, are known to occur near the project area.

The state listed threatened glassy darter (*Etheostoma vitreum*) is known to occur near the project limits, in the Little Patuxent River. As noted in the DNR letter of February 24, 2006 "This species is especially vulnerable to siltation," followed by the recommendation to avoid in-stream work if possible and to follow appropriate BMPs during all phases of work.

Habitat for the federally and state listed swamp pink (*Helonias bullata*) occurs within wetland W1. Four surveys of this wetland were conducted prior to and during leaf fall in October and November 2007. The survey effort covered the entirety of wetland W1. No specimen of this species was found during the surveys (Refer to the SHA 2008 *Natural Environmental Technical Report* for this project for survey memo).

Due to the maintained and mown nature of most edge habitats along the project corridor it is doubtful that the habitat for either wild lupine (*Lupinus perennis*) or Roughish Panicgrass (*Panicum leucothrix*) exists.

The glassy darter (*Etheostoma vitreum*) inhabits the Little Patuxent River. Best management practices (BMPs) will be utilized during construction and in stormwater management planning and implementation. Stream habitat protection measures for this project will focus on minimization of sedimentation and water quality impacts to downstream areas. See Appendix C of this report for rare, threatened, and endangered species coordination.

6. Green Infrastructure

The GreenPrint Program (2001) was established by the Maryland General Assembly in an effort to "preserve the most ecologically valuable natural lands in Maryland" (Maryland's Green Infrastructure Assessment, 2003). These areas have been identified in DNR's Green Infrastructure data set, which was created using satellite imagery, road and stream locations and biological data. Identified areas include unfragmented natural areas, called "hubs", which include large blocks of contiguous interior forest and large wetland complexes, linear stretches of land, called "corridors", such as stream valleys that allow animals and seeds to move between "hubs", and areas of disconnect between the "hubs" and "corridors", or "gaps".

The SHA, in coordination with County planners and the regulatory agencies, will use green infrastructure data in the planning process to locate areas of land that could be targeted for protection or restoration to help ensure habitat for Maryland's plants and wildlife, as well as to promote a healthier environment including improved outdoor recreation, clean drinking water, and erosion prevention. At the time Maryland's Green Infrastructure Assessment (2003) was

published, it was determined that 74 percent of Maryland's Green Infrastructure is unprotected; and 13 percent of hubs, and less than one percent of corridors were in areas managed primarily for natural values.

Within the MD 175 study area, hubs, corridors and gaps were identified using DNR's Green Infrastructure GIS layer provided by Maryland Property View (2006) (Figure III-8). The MD 175 study area contains all three categories; however, the smaller project area contains mostly corridors and gaps. The main hub within the study area is associated with Severn Run, located east of MD 175, and runs from south of MD 713 (Ridge Road) to just south of MD 174 (Reece Road). This hub connects two corridors; the corridor to the northwest of the hub is associated with Dorsey Run, Midway Branch and Franklin Branch, and the corridor to the southeast of the hub is associated with Severn Run. Gaps in both corridors are scattered throughout. The majority of gaps are located within areas of existing development; however, some gaps exist in areas that could potentially provide for adequate mitigation (i.e., afforestation, reforestation, stream buffer) efforts. These areas include: gaps adjacent to Dorsey Run and its tributaries at the western end of the MD 175 project area, and gaps adjacent to Severn Run, east of the existing Amtrak / MARC line.

The current design of MD 175 provides a choke point for wildlife passage at the intersection of MD 175 at MD 295, MD 32 and MD 170. Due to fencing along most of Fort Meade, wildlife has restricted crossing opportunities. Areas that provide opportunities for improving wildlife passage occur near the eastern terminus of the project. Wildlife passage options will be reviewed during the final design phase of any build alternative.

7. Unique and Sensitive Areas

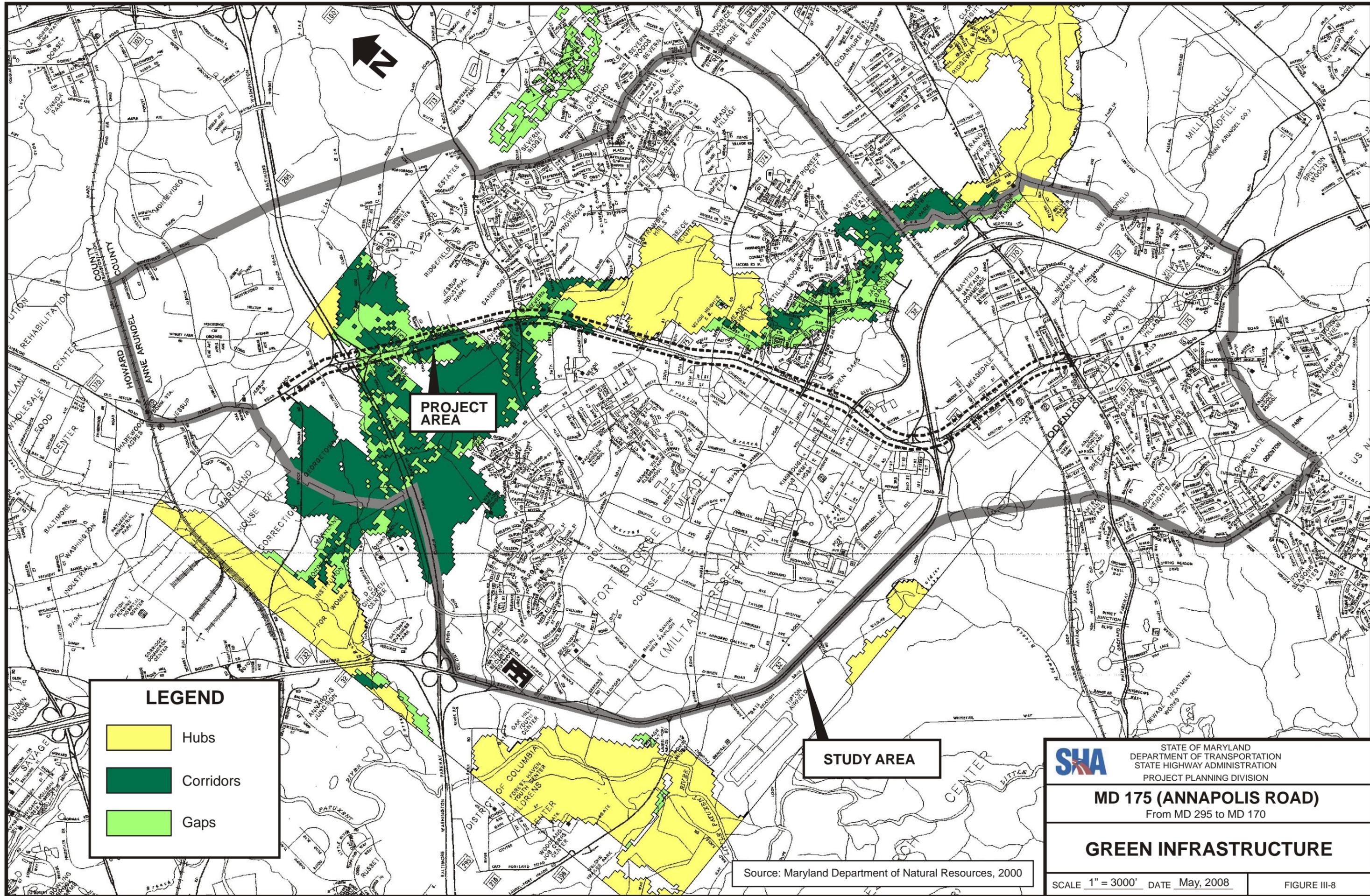
Most of the land adjacent to existing MD 175 has been developed with most of the greenspaces slated for development. One area of extensive wetlands near the West County Library has been protected by Anne Arundel County. This natural wetland area has the potential to harbor state and federally listed plant species such as the federally threatened and state endangered swamp pink (*Helonias bulata*). Impacts to this resources are not anticipated because the habitat for this species is not located within the project's limits-of-disturbance. This natural wetland area also contains some of the largest specimen trees located along the project corridor, including a potential state champion river birch (*Betula nigra*).

F. Air Quality

The project-level air quality analysis was conducted in accordance with the U.S. Environmental Protection Agency (EPA), FHWA, and SHA guidelines. Refer to the *MD 175 (Annapolis Road) from MD 295 (Baltimore/Washington Parkway) to MD 170 (Telegraph Road), Air Quality Analysis Final Report, (SHA-April 2008)* for details on the technical analysis and its components.

1. Carbon Monoxide Micro-scale Evaluation

Carbon monoxide (CO) predictions were analyzed as the accepted indicator for vehicle induced air pollution. Air quality analyses utilized the MOBILE 6.2 emissions factor model and CAL3QHC dispersion model to predict worst-case CO concentrations for the existing year (2004 data) and the design year (2030). These models predict current and future air quality impacts based on CO pollutant concentrations at a variety of sites in the project corridor. Computer modeled one-hour concentration levels were calculated to include background concentrations



LEGEND

- Hubs
- Corridors
- Gaps

PROJECT AREA

STUDY AREA

Source: Maryland Department of Natural Resources, 2000

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

GREEN INFRASTRUCTURE

SCALE 1" = 3000' DATE May, 2008 FIGURE III-8

and were used to derive the eight-hour concentration levels, which were then compared to the National Ambient Air Quality Standards (NAAQS). The objective of this analysis is to consider the effects of the project on the local ambient air quality relative to the NAAQS. Air quality is assessed to determine whether the proposed transportation improvement project conforms to the 1990 Clean Air Act Amendments (CAAA) and the Maryland State Implementation Plan (SIP). The CAL3QHC program (version 95221) was used for this analysis along with the Lakes Environmental CALRoads View (version 3.6) software program.

Three hot-spot intersections (MD 175 at: Reece Road, Morgan Road, and MD 170) were analyzed using between 28 and 38 receptor locations. These receptors were selected to represent areas of possible human use at or near the facility, as well as sites in close proximity to intersections that produce worst-case CO concentration levels. Additional receptors were placed along Reece Road into Fort Meade to help determine the emissions in the guarded entrance area, where traffic queues for security before entering.

The air quality modeling analysis evaluated worst-case traffic conditions for the existing facility (2004), No-Build (2030), and the worst-case build alternative (Alternative 6) (2030) retained for detailed study. The analysis indicates that the eight-hour concentration of CO will not exceed the NAAQS of 9.0 ppm (parts per million) at any sites within the project area for any of the design alternatives, including the existing facility and No-Build Alternative.

The maximum calculated one-hour and eight-hour CO concentrations are as follows:

- Existing at MD 175/Reece Road: One hour = 12.5 ppm, eight-hour = 5.2 ppm
- Existing at MD 175/Morgan Road: One hour = 12.1 ppm, eight-hour = 4.9 ppm
- Existing at MD 175/MD 170: One hour = 13.4 ppm, eight-hour = 5.8 ppm
- No-Build at MD 175/Reece Road: One hour = 11.4 ppm, eight-hour = 4.4 ppm
- No-Build at MD 175/Morgan Road: One hour = 11.5 ppm, eight-hour = 4.5 ppm
- No-Build at MD 175/MD 170: One hour = 11.1 ppm, eight-hour = 4.2 ppm
- Alternative 6 at MD 175/Reece Rd: One hour = 11.9 ppm, eight-hour = 4.9 ppm
- Alternative 6 at MD 175/Morgan Rd: One hour = 11.2 ppm, eight-hour = 4.3 ppm
- Alternative 6 at MD 175/MD 170: One hour = 11.2 ppm, eight-hour = 4.3 ppm

Although CO concentrations are typically anticipated to decrease in the future due to lower fleet emissions, the relatively steady-state of CO emissions in both the existing and future case for this project are due to anticipated increases in traffic volumes and the effects of traffic queuing on local roadway intersections along common areas of Annapolis Road (MD 175) that are expected to see a significant increase in daily traffic.

2. PM_{2.5} Regional and Hot-Spot Conformity Determination

The analysis of fine particulate matter (PM_{2.5}) was conducted as part of an air quality technical analysis for the MD 175 project. Please refer to the MD 175 Air Quality Technical Report (SHA-April 2008) for details on the technical analysis and its components.

The MD 175 Project is located in Anne Arundel County, Maryland. The County is listed as not in "non-attainment" with the NAAQS for carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. Anne Arundel County is listed as "moderate non-attainment" relative to the NAAQS for eight-hour ozone and "non-attainment" relative to PM_{2.5} (particulate matter 2.5 microns or smaller in size) and are therefore subject to conformity with the SIP. Conformity to the SIP is

determined through regional air quality analyses of the Transportation Improvement Plan (TIP), typically performed through the local Metropolitan Planning Organization. This project demonstrates conformity with the SIP as it was included as part of Maryland's approved 2007-2011 TIP.

Projects that require hotspot analysis of PM_{2.5} are those projects that are Projects of Air Quality concern as outlined in 40 CFR 03.123 (b)(1):

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to a Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminal and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan submission, as appropriate, as sites of violation or possible violation.

Based on review and analysis of the proposed MD 175 project, it has been determined that the project is not a project of air quality concern under 40 CFR 93.109. The following analysis is offered to support this designation:

- The MD 175 project does not meet the criteria set forth in 40 CFR 93.123(b)(1) as amended to be considered a **project of air quality concern** because the project corridor is primarily used by gasoline vehicles. Referencing the EPA's March 2006 Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Non-attainment and Maintenance Areas (EPA420-B-06-902), Appendix A indicates that in order to be considered a project of air quality concern, a project would require average daily traffic (ADT) in excess of 125,000 vehicles and a diesel truck percentage in excess of 10%. As outlined in Tables III-12 and III-13, ADT on the MD 175 mainline will exceed the ADT threshold in the 2030 No-Build and Build scenario, but fall well short of the requisite 10% diesel truck component. As discussed below, the ADT within the MD 175 study area will vary significantly between the 2005 volumes and the projected 2030 volumes. In addition, the team has included interim "opening year" 2013 traffic data as a tool to define and compare the arrival and settlement of the BRAC traffic. It's also important to note that the traffic volumes for the 2030 No-Build and 2030 Build conditions are the same. Only the capacity of MD 175 changes between the two conditions, due to proposed widening of MD 175 from the 4-lane existing condition to the 6-lane build condition.
 - The ADT on MD 175 within the study area is projected to increase by 0 to 58 percent between 2005 Existing and 2013 Opening Year depending on location within the study. For 2013, the forecasted volumes range from 48,800

vehicles/day at MD 170 to 138,750 vehicles/day at MD 295. Truck traffic ranges from 2 to 4 percent of the 2013 ADT depending on location within the study, with the heaviest truck volume at MD 295 interchange.

- o The ADT on MD 175 within the study area is projected to increase by 27 to 89 percent from 2005 to 2030 depending on location within the study. For 2030, the forecasted volumes range from 53,800 vehicles/day at MD 174 to 160,500 vehicles/day at MD 295. Truck traffic ranges from 2 to 4 percent of the 2030 ADT depending on location within the study, with the heaviest truck volume at MD 295.

Table III-12. Average Daily Traffic Volumes at Major MD 175 Intersections

	Existing	2013 Opening Year	2030 No-Build & Build*
MD 295	119,000	138,750	160,500
MD 713	42,800	67,800	81,050
MD 174	36,900	48,900	53,800
MD 32	78,300	101,650	114,600
MD 170	48,800	48,800	61,800

Source: Environmental Traffic Data Memorandum from URS to SHA Travel Forecasting, Oct. 31, 2007.

*The volume set for the No-Build and Build conditions are the same. Only the capacity of MD 175 changes between the two conditions.

Table III-13. Percent Truck Traffic along MD 175

	Existing	2013 Opening Year	2030 No-Build & Build*
MD 175	5%	4%	4%
MD 295	5%	4%	4%
MD 713	3%	2%	2%
MD 174	4%	3%	3%
MD 32	5%	3%	3%
MD 170	5%	3%	3%

Source: Environmental Traffic Data Memorandum from URS to SHA Travel Forecasting, Oct. 31, 2007.

*The volume set for the No-Build and Build conditions are the same. Only the capacity of MD 175 changes between the two conditions.

- As discussed in the examples to the preamble to the March 10, 2006 Final Rule for PM₁₀ and PM_{2.5} Hot Spot Analyses in Project-Level Transportation Conformity Determination (71FR12491), 40 CFR 93.123(b)(1)(i) has been interpreted as applying only to projects involving a significant increase in the number of diesel transit buses and diesel trucks for new or expanded highway projects. This is consistent with 40 CFR 93.123(b)(1)(iv) which defines projects of air quality concern based on a significant increase in diesel vehicles due to terminal or transfer project expansion.
- Section 176(c) of the CAA and the federal conformity rule requires that transportation plans and programs conform to the intent of the state air quality implementation plan

(SIP) through a regional emissions analysis in PM_{2.5} non-attainment areas. Anne Arundel County is located in the Baltimore, MD PM_{2.5} area.

Based on review and analysis of the proposed MD 175 Project Planning Study, it has been determined that the project meets the CAA and 40 CFR 93.109 requirements. These requirements are met for particulate matter without a project level hot-spot analysis since the project has *not been found to be a project of air quality concern* as defined under 40 CFR 93.123(b)(1). Since the project meets the CAA and 40 CFR 93.109 requirements, the project will not cause or contribute to a new violation of the PM_{2.5} National Ambient Air Quality Standards, or increase the frequency or severity of a violation.

The project area falls under the jurisdiction of the Baltimore Regional Transportation Board (BRTB). The BRTB is the federally recognized Metropolitan Planning Organization for transportation planning in the Baltimore Region. Members of the Baltimore Metropolitan Council (BMC) Board serve on the BRTB, and the BMC provides technical and staff support to the BRTB. Anne Arundel County is considered to be in "non-attainment" for PM_{2.5}. The BRTB approved the 2008-2012 TIP on November 27, 2007 and the 2004 Baltimore Regional Transportation Plan on August 22, 2006, and has concluded that the region's transportation plan and program are in conformity with the SIP relative to air quality goals. Therefore, the MD 175 project has been included in a conforming plan and program in accordance with 40 CFR 93.115. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93.

3. Mobile Source Air Toxics Analysis (MSATs)

FHWA *Guidance on Air Toxic Analysis in NEPA Documents* requires analysis of Mobile Source Air Toxics (MSAT) under specific conditions. The EPA has designated six prioritized MSATs, which are known or probable carcinogens or can cause chronic respiratory effects. The six prioritized MSATs are: Benzene; Acrolein; Formaldehyde; 1,3-Butadiene, Acetaldehyde; and Diesel Exhaust (Diesel Exhaust Gases and Diesel Particulate Matter). The MD 175 project, which has a maximum design year (2030) ADT forecast of 57,900 vehicles on MD 175, would be considered in the category: "**Projects with Low Potential MSAT Effects**", as described in the referenced guidance. An example of this type of project is a minor widening project, where design year traffic (AADT) is not projected to exceed 150,000. Projects in this category may require a qualitative MSAT analysis.

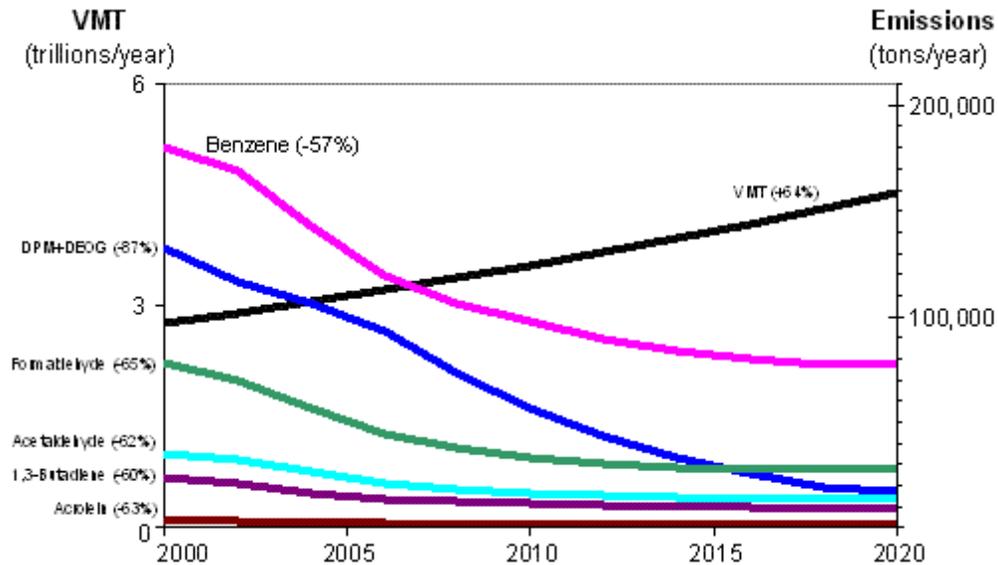
The MD 175 project will not result in any meaningful changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in emissions impacts. As such, FHWA has determined that this project will generate minimal air quality impacts for the Clean Air Act criteria pollutants, and has not been linked with any special MSAT concerns.

For the build alternatives, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT. The VMT estimated for the build alternatives may be slightly greater than that of the No-Build, because the build alternatives will increase the capacity and efficiency of the roadway, and may attract additional trips from elsewhere in the transportation network. The increase in VMT would lead to higher MSAT emissions along MD 175 for the build alternatives, along with a corresponding decrease in MSAT emissions for adjacent routes and local roads. The emissions increase due to increased VMT is offset somewhat by lower MSAT emission rates due to increased speeds; since according to EPA's MOBILE 6.2 emissions model, emissions of all of the priority MSATs, except for diesel particulate matter, decrease as speed

increases (See Figure III-9). The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

The additional travel lanes proposed as part of the build alternatives will have the effect of moving some traffic closer to nearby homes and businesses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher under the build alternatives than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the side where the expanded roadway shifted towards the residences. This varies throughout the project. However, as discussed above, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models.

Figure III-9: U.S. Annual Vehicle Miles Traveled (VMT) vs. Mobile Source Air Toxics Emissions, 2000-2020



Source: Memorandum – Interim Guidance on Air Toxic Analysis in NEPA Documents, US Department of Transportation, Federal Highway Administration, February 2006.

Included herein is a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the build alternatives. Due to these limitations, the following discussion is included in accordance with the Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

- Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. The tools to predict how MSATs disperse are also limited. Even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude reaching meaningful conclusions about project-specific health impacts. Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses. The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants.
- As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions if any from the build alternatives.

In summation, when a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the build alternatives could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. Furthermore, at both the project location and regionally, MSAT concentrations will decrease in future years due to EPA's vehicle emission and fuel regulations.

4. Construction Emissions

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration (SHA) has addressed this possibility by establishing "Specifics for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

The Maryland Air and Radiation Management Administration were consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland". The Maryland Air and Radiation Management Administration found the specifications consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.06.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area. Specifically, applying water or appropriate liquids during demolition, land clearing, grading, and construction operations can minimize fugitive dust. Water may be applied on dirt roads, material stockpiles and other surfaces capable of producing airborne dust. At all times when in motion, open-body trucks for

transporting materials should be covered, and all excavated material should be removed promptly.

5. Conclusion

The MD 175 project is part of numerous improvements to the Baltimore Metropolitan Region listed in the 2004 Baltimore Regional Transportation Plan. Because the emission levels associated with the projects contained in the 2004 BRTP are well within levels established in the TIP, the MD 175 project conforms to the State Implementation Plan (SIP). The MD 175 project is included in the 2008-2012 TIP, which was approved on November 27, 2007.

Results from both the LOS analysis and the CAL3QHC dispersion modeling analysis indicate that the proposed changes to MD 175 could be built and operated such that traffic-related emissions at the nearby intersections would not cause an exceedance of the CO NAAQS. Based on these model runs, the CO (one-hour and eight-hour) modeled concentrations along the studied MD 175 corridor are below the NAAQS and all areas are considered to be in compliance. A qualitative discussion of the impacts of air toxics was prepared using FHWA guidelines, and it was determined that future MSAT concentrations will likely be lower than their present levels and there will be no appreciable difference in MSAT concentrations between the various alternatives. Finally, the MD 175 project is a minor roadway improvement project without a significant level of diesel vehicles and is considered to not be a project of air quality concern. Therefore, a quantitative PM_{2.5} hot-spot analysis was not required for this project.

G. Noise

This project-level traffic noise analysis has been completed in accordance with FHWA and SHA guidelines, including Title 23 of the CFR, Part 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR, Part 772) and the MDOT SHA *Sound Barrier Policy* (May 1998). Refer to the MD 175 *Technical Noise Report* (SHA 2008) for a detailed discussion of the component portions of the traffic noise analysis.

1. Noise Abatement Criteria and Noise Sensitive Areas

Noise abatement criteria (NAC) for various land uses have been established by FHWA in 23 CFR, Part 772 and the SHA *Sound Barrier Policy*. These categories and criteria are presented in Table III-14. The noise abatement criterion for land uses occurring in the project study area (Category B) is 67 A-weighted decibel scale (dBA) A-weighted equivalent sound level (L_{eq}). For this analysis, the noise sensitive land use in the project corridor has been divided into 21 noise sensitive areas (NSAs).

Highway traffic noise analyses seek to determine the extent of projected impacts, and if noise abatement measures (noise barriers, berming) are warranted for the proposed project. The SHA follows FHWA protocols and guidelines to determine if the NSAs of the project warrant abatement consideration (See Appendix D for NSA locations). Areas that warrant abatement consideration are then screened to determine if mitigation is feasible and reasonable, as defined by the screening criteria developed by SHA. Please refer to the technical report for a detailed discussion of warranted, feasible, and reasonable mitigation analysis. There are no non-conforming land uses in the project area.

Table III-14. FHWA Noise Abatement Criteria

Activity Category	One Hour Equivalent Level ($L_{eq}(h)$, dBA)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

FHWA NAC, 23 CFR, Part 772

Hourly A-Weighted Sound Level in Decibels (dBA)

2. Evaluation Methodology and Impact Analysis

Noise monitoring was used as the basis for establishing the existing worst-case noise levels. These baseline values were derived through field measurements in the project area, which were then integrated into the FHWA *Traffic Noise Model v2.5* (TNM). The TNM seeks to simulate the noise environment by using a three-dimensional coordinate system to incorporate significant acoustical features. These features include roadways with variable traffic characteristics (volumes, vehicle composition, and speeds) as well as environmental features that affect traffic noise propagation (intervening terrain, tree zones, buildings, etc.). The base models incorporate the existing features as observed in the field to calibrate the noise model. A model is calibrated if it can predict noise levels that fall within $3\pm$ dBA of the field-monitored noise levels. The monitored noise levels and calibration data are summarized in Table III-15.

In preparation for the noise analysis, all of the alternatives identified in the Alternatives Retained for Detailed Study (ARDS) report were reviewed to determine which alternatives could have the greatest noise impact on the residential communities within the study area. Based on this review, Alternative 3, which shifts the travel lanes closer to the residential areas than any of the other alternatives, was identified for analysis. All remaining alternatives retained for detailed study were judged to have lesser noise impacts. If Alternative 3 is not selected, a subsequent reanalysis will be required to see if noise abatement is still reasonable and feasible at any of the abatement qualifying NSAs.

Consequently, the Technical Noise Report documents the analysis of the ARDS report alternatives noted in the table below to identify potential noise levels, impacts and potential barrier locations at NSAs within the study area.

Table III-15: Monitored Noise Levels

Receiver Site	NSA	Monitored Level dBA, LA _{eq} 1h	Calibration Modeling Level dBA, LA _{eq} 1h	Difference ¹	Existing Worst- Case Traffic Noise Levels
Receiver 1	18	24-Hour	n/a	n/a	62
Receiver 2	12	24-Hour	n/a	n/a	55
Receiver 3	11	24-Hour	n/a	n/a	54
Receiver 4	1	24-Hour	n/a	n/a	60
Receiver 5	13	57.6	56.6	-1.0	55
Receiver 6	17	65.2	67.1	1.9	66
Receiver 7	17	65.9	67.9	2.0	67
Receiver 8	21	55.7	52.8	-2.9	54
Receiver 9	20	63.9	64.6	0.7	64
Receiver 10	19	52.0	50.9	-1.1	53
Receiver 11	19	55.9	55.2	-0.7	57
Receiver 12	16	53.0	54.1	1.1	56
Receiver 13	16	62.5	60.6	-1.9	62
Receiver 14	15	65.6	63.7	-1.9	64
Receiver 15	15	53.6	55.2	1.6	56
Receiver 16	14	52.6	52.4	-0.2	48
Receiver 17	15	49.6	49.7	0.1	51
Receiver 18	12	59.7	62.0	2.3	61
Receiver 19	13	55.8	57.5	1.7	56
Receiver 20	6	55.6	57.0	1.4	55
Receiver 21	6	55.3	53.3	-2.0	51
Receiver 22	11	62.7	60.2	-2.5	58
Receiver 23	12	53.9	54.5	0.6	53
Receiver 24	10	49.5	47.2	-2.3	48
Receiver 25	10	67.7	54.2	-13.5²	52
Receiver 26	4	63.4	63.5	0.1	64
Receiver 27	7	68.8	67.8	-1.0	68
Receiver 28	2	68.7	70.1	1.4	69
Receiver 29	1	60.5	60.6	0.1	59
Receiver 30	4	55.7	55.0	-0.7	56
Receiver 31	2	55.4	57.1	1.7	56
Receiver 32	2	60.2	62.3	2.1	60
Receiver 33	3	55.9	56.3	0.4	56

¹ Noise levels that fall outside of the +/- three dBA criteria for calibration are shown in bold.

² Due to anomalous results, the monitored data for this receptor was not considered in the validation of the model. See Technical Noise Report for more details.

3. Results

Predicted noise levels are used to determine traffic noise impacts based on the SHA and FHWA criteria. The 66 dBA absolute noise level impact criterion was used in this assessment. No substantial increases over existing noise level impacts were identified so this criterion was not used in this assessment. The noise levels associated with this project are presented in Table III-16, and those shown in bold in the table indicate NSAs with anticipated noise impacts.

a. Alternative 3

Eight of the 21 NSAs would experience build year noise levels equal to or exceeding FHWA/SHA impact criteria for Alternative 3 with either MD 295 Interchange Options F or E and therefore warrant abatement considerations. The mitigation for the eight NSAs (NSAs 1, 2, 4, 7, 12, 16, 17 and 20) are described in the following groups:

i. NSAs 1, 7, 17 and 20

Local access constraints preclude mitigation consideration for these NSAs. Mitigation in the form of a vertical noise barrier generally requires that an unbroken barrier be constructed adjacent to the noise sensitive parcels for a length extending four times the distance between the “edge” impacted sites and the source. Local driveway access would preclude construction of an unbroken barrier along MD 175 in these NSAs. Therefore, mitigation was considered not feasible for NSAs 1, 7, 17 and 20.

SHA policy also allows the evaluation of reasonableness of mitigation based on a comparison of the noise levels from the future Build and future No-Build conditions. In each of these NSAs, the future Build noise level increase over the future No-Build noise levels was less than 3 dBA, which does not comply with SHA barrier reasonableness criteria. Therefore, mitigation was considered not reasonable for NSAs 1, 7, 17 and 20.

Table III-16. Predicted Design Year Noise Levels

NSA	Receivers	Number of Residences Represented	Existing Worst-Case 2005 (dBA)	Future No-Build Alternative 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option F 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option E 2030 (dBA)
1	M01	2	67	67	69	68
	M07	3	58	59	59	59
	M08	1	67	67	Take	Take
	R04	7	60	61	62	62
	R29	1	59	59	63	63
2	M02	1	57	58	60	60
	M03	1	53	54	56	55
	M04	1	54	56	58	57
	M05	1	56	62	60	60
	M06	1	63	65	Take	Take
	R28	1	69	70	69	67
	R31	1	56	57	59	59
R32	2	60	61	64	64	
3	M09	3	56	56	57	56
	M10	4	52	54	54	53

NSA	Receivers	Number of Residences Represented	Existing Worst-Case 2005 (dBA)	Future No-Build Alternative 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option F 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option E 2030 (dBA)
	M11	4	52	53	53	53
	M12	1	55	56	56	56
	R33	1	56	56	56	56
4	M17	1	46	49	50	50
	M18	2	50	50	54	53
	M19	2	48	47	51	51
	M20	1	53	52	56	56
	M21	1	65	64	66	66
	M22	1	54	53	55	55
	M23	1	49	48	51	51
	M24	1	50	49	51	51
	R26	1	64	63	66	66
	R30	1	56	56	57	57
	M101	1	55	54	59	58
M102	1	56	55	59	59	
5	M15	1	57	58	60	60
6	M13	1	53	58	58	58
	M14	1	52	58	58	58
	R20	2	55	57	57	57
	R21	1	51	56	56	56
7	M16	1	48	48	51	50
	R27	1	68	67	69	69
8	M103	Number of residences unknown until further detailed plans have been submitted	48	48	53	53
	M104		49	49	54	54
	M105		53	52	58	58
	M106		50	49	54	54
	M107		54	53	59	59
	M108		56	55	61	61
	M109		53	52	58	58
	M110		50	49	55	55
	M111		53	52	57	57
	M112		56	56	61	61
	M113		56	56	60	60
	M114		52	52	56	56
M115	49	49	53	53		
10	M25	3	58	57	58	58
	M26	4	61	60	60	60
	M27	4	48	47	48	48
	M28	4	47	47	48	48
	M29	5	45	45	47	47
	M30	3	45	45	47	47
	M31	2	47	48	49	49
	M32	2	45	46	47	47
	M33	2	51	53	53	53
	R24	3	48	48	50	50
	R25	1	52	54	55	55

NSA	Receivers	Number of Residences Represented	Existing Worst-Case 2005 (dBA)	Future No-Build Alternative 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option F 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option E 2030 (dBA)
11	M34	Middle School	46	43	45	45
	M35	Middle School	51	52	55	55
	M36	Middle School	52	53	56	56
	M37	High School	53	54	58	58
	M38	High School	43	45	47	47
	M39	High School	49	50	54	54
	M40	High School	42	43	46	46
	R03	Middle School	54	55	58	58
R22	High School	58	60	63	63	
12	M41	Daycare	54	56	58	58
	M42	Dormitory	48	49	50	50
	M43	Dormitory	47	48	49	49
	R23	Dormitory	53	54	54	54
	M44	4	55	56	58	58
	M45	3	51	52	53	53
	M46	3	56	57	58	58
	M47	3	60	61	61	61
	M48	5	60	62	62	62
	M49	2	64	65	66	66
	M50	2	62	63	66	66
	M51	3	54	56	58	58
	M52	3	53	54	56	56
	M53	13	48	50	51	51
	M54	3	48	50	51	51
	R02	6	55	56	58	58
	R18	1	61	62	64	64
	M97	1	61	62	64	64
M98	2	62	64	65	65	
M99	2	61	62	63	63	
M100	1	62	64	66	66	
13	M55	5	49	51	52	52
	M56	6	57	58	60	60
	M57	4	57	58	61	61
	M58	4	51	53	53	53
	M59	3	50	51	52	52
	M60	8	46	48	49	49
	M61	8	49	51	52	52
	M62	Tennis Court	51	53	53	53
	M63	Pool	52	54	54	54
	M64	4	56	59	59	59
	R05	Comm Cntr	55	57	57	57
R19	4	56	58	60	60	
14	M65	10	55	58	58	58
	M66	6	50	52	52	52
	M67	6	46	48	48	48
	R16	5	48	50	50	50

NSA	Receivers	Number of Residences Represented	Existing Worst-Case 2005 (dBA)	Future No-Build Alternative 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option F 2030 (dBA)	Build Alternative 3 w/ MD 295 Interchange Option E 2030 (dBA)
15	M68	Comm Cntr	52	51	51	51
	M69	6	47	47	48	48
	M70	6	47	47	49	49
	M71	1	48	49	50	50
	M72	6	47	47	48	48
	M73	6	51	51	52	52
	M74	2	53	53	55	55
	M75	2	52	53	54	54
	M76	1	53	53	54	54
	M77	2	53	53	54	54
	M78	1	54	55	55	55
	M79	1	58	59	59	59
	R14	12	64	64	65	65
R15	1	56	56	57	57	
R17	1	51	51	52	52	
16	M83	1	69	69	Take	Take
	M84	3	52	52	54	54
	M85	2	58	59	61	61
	M86	1	72	72	Take	Take
	R12	1	56	56	59	59
	R13	2	62	62	65	65
17	M80	1	57	57	58	58
	M81	1	52	52	55	55
	M82	1	53	53	56	56
	R06	1	66	66	Take	Take
	R07	2	67	67	68	68
18	R01	Library	62	63	63	63
19	M87	2	57	57	59	59
	M88	2	56	56	58	58
	M89	1	54	55	56	56
	M90	4	51	51	53	53
	R10	3	53	54	55	55
	R11	2	57	57	59	59
20	M92	1	61	64	66	66
	M93	2	53	57	58	58
	M94	4	53	56	58	58
	M95	2	49	52	53	53
	R09	3	64	68	69	69
21	M91	1	54	56	57	57
	M96	1	58	61	63	63
	R08	1	54	57	58	58

Legend:

R01 - Field Monitored Receiver; M01 - Modeled Receiver; 55 - Receiver L_{eq} Level

68	Anticipated Noise Impacts
Take	Property Displacement under this Alternative

ii. NSA 2

Two receivers within NSA 2 were impacted. The first receiver is associated with a residence that will be displaced regardless of which build alternative is selected. Therefore, no mitigation analysis was conducted for this receptor.

The second receptor in NSA 2 is associated with a church. SHA policy allows the evaluation of reasonableness of mitigation based on a comparison of the noise levels from the future build and future No-Build conditions. A barrier was not analyzed for the second impacted receiver, which has no apparent exterior noise sensitive uses, because the future build noise level was 1 to 3 dBA less than the future No-Build noise level. Because of this reduction, mitigation at this receptor location does not comply with SHA barrier reasonableness criteria. Feasibility of mitigation at this site was not investigated due to the noise level reduction and failure of the reasonableness criteria.

iii. NSAs 4 and 12

Mitigation for NSAs 4 and 12 was found to be both feasible and reasonable. The future build level increase over the future No-Build level for both NSAs 4 and 12 was three dBA, which complies with SHA policy requiring a three dBA or greater increase. Mitigation in the form of a vertical noise barrier is feasible in both NSAs, providing an insertion loss of seven dBA. Additionally, in both NSAs 4 and 12, the cost of the barrier per benefited residence is less than the \$50,000 per benefited residence limit established in the SHA Noise Policy. Additional information concerning the sound barrier for these NSAs is shown in Tables III-17 and III-18.

Table III-17. NSA 4 – Barrier Analysis Summary

Length(Feet)	608	Impacted and Benefited	2
Height (Feet)	8-12	Not Impacted, but Benefited	2
Area (Square Feet)	6,689	Total Benefited	4
Insertion Loss (dBA)	7	Cost Per Benefited Residence	\$31,000
Total Cost	\$123,998		

Table III-18. NSA 12 – Barrier Analysis Summary

Length(Feet)	864	Impacted and Benefited	4
Height (Feet)	7-10	Not Impacted, but Benefited	4
Area (Square Ft)	7,712	Total Benefited	8
Insertion Loss (dBA)	7	Cost Per Benefited Residence	\$17,873
Total Cost	\$142,984		

iv. NSA 16

Two receivers within NSA 16 were impacted, but mitigation was not analyzed because both of the residences where the receivers were placed would be displaced under all of the build alternatives identified in the Alternatives Retained for Detailed Study report.

4. Mitigation Summary

Because the No-Build Alternative would not involve additional highway improvements or increase existing capacity, noise abatement was not considered. Future No-Build noise levels, when compared to future build noise levels, were used to determine reasonability of noise abatement.

Using approved cost effectiveness criteria, barrier costs do not exceed \$50,000 per residence in NSAs 4 and 12. Per residence costs were established by dividing the total cost of the barrier by the number of residences that are impacted (66 dBA or greater) or benefited and that would receive a minimum of seven dBA protection from the barrier under consideration.

Based on the noise analysis study completed to date, the SHA will consider noise abatement measures in the form of barriers at NSAs 4 and 12 during final design. If the selected Build alternative alignment differs from those used in the noise analyses, or if the selected alignment is located further from noise sensitive receivers, a reanalysis may be required to verify that the results of the noise analysis and proposed noise mitigation are still valid. Additionally, if during final design the height, length, noise reduction, and cost of the noise barrier substantially changes, the abatement measures may not be provided. A final decision on the implementation of abatement measures will be made during the design phase of the project.

H. Hazardous Materials

A substantial amount of risk can be imposed upon humans if municipal, industrial and residual wastes are not stored, disposed and cared for appropriately. To identify and account for the municipal, industrial and residual waste materials within the study area, an Initial Site Assessment (ISA) was conducted for the study area. The following narrative is a summary of this assessment. For details, please refer to the Initial Site Assessment for the Maryland Route 175 Improvements Report (SHA Project AA436B11).

Properties were classified as having a high potential for concern if they had definitive recognized environmental conditions (REC) or if they were listed on regulatory databases and could not be otherwise classified due to insufficient information. If right-of-way acquisition is required, it is recommended that further investigation of properties with insufficient data be conducted, in an attempt to eliminate their potential RECs. Properties with insufficient information were conservatively included in the list of sites with a high potential for concern. Such properties include automobile service stations that store and handle petroleum products and solvents. Most of these facilities do not have records of OCP cases and appeared to be in good condition.

The ISA identified 80 properties of potential concern in the vicinity of the study area. These sites were primarily identified through review of regulatory databases. Field reconnaissance, interviews, and file review at MDE supplemented the results of the database review. Of the 80 properties identified, 31 properties were determined to have a relatively high potential for concern (i.e. a rank of 1 or 2). All 31 properties are located within the study area. These properties include Fort Meade, active and former gasoline stations, active and former dry cleaners, and active and former automobile service stations and are summarized in the table below (Table III-19).

For properties that require Preliminary Site Investigation (PSI), a PSI work plan should be developed that outlines a strategy for determining the extent of contamination. A PSI includes chemical analysis of soil, groundwater, surface water, and sediments within a potentially

contaminated site. Geophysical studies including soil borings, installation of monitoring wells, and digging of test pits may be required.

Many of the properties identified as having a high potential for concern have regulatory records, site characterization studies, and remediation plans on file at MDE. This information will assist in determining the potential for impacts to the project and need for further assessment. Owners of many of these facilities have been responsible for conducting soil and groundwater testing and remediation. MDE has monitored and recorded these activities.

For those facilities which require additional soil analysis above that previously completed by current property owners, it is recommended that for UST/OCP facilities a minimum of one geoprobe be conducted up gradient of the USTs and a minimum of two geoprobes be conducted down gradient of the USTs. Additionally, soil testing should include a minimum of one geoprobe at the highest point of elevation and two geoprobes in random locations within each dumping site, RCRIS facility, and auto repair facility. Soil analysis should include volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and toxicity characteristic leaching procedure (TCLP) metals. Groundwater analysis may be required for those sites where soil contamination is identified.

Table III-19. Properties with a High Potential of Concern

NAME	MAP ID	ADDRESS	REC
TEXACO (CROWN STATION on databases)	7	2739 JESSUP ROAD	Gasoline station. Active USTs.
PITSTOP AUTOMOTIVE CENTER	7	2747 ANNAPOLIS ROAD	Automobile service center.
JESSUP SHELL #523	9A	2753 ANNAPOLIS ROAD	Gasoline station. Active USTs.
PARKWAY SHELL #524	9B	2756 ANNAPOLIS ROAD	Former gasoline station with USTs. Unable to identify during field reconnaissance.
LATELAS COMPANY	10	2733 ANNAPOLIS RD.	Previous OCP case. Insufficient data to disregard.
ONE HOUR MARTINIZING	13B	2649E ANNAPOLIS ROAD	Former drycleaners. Unable to identify during field reconnaissance.
CHEVRON	9C	2760 ANNAPOLIS ROAD	Site of a gasoline station under construction. Active USTs. Possible location of former gasoline stations.
SHELL (TEXACO FOOD MART and FORT MEADE TEXACO #550 on databases)	13C	2631 ANNAPOLIS ROAD	Gasoline station. Active USTs.
LISA'S CLEANERS (EXECUTIVE ROYAL CLNRS AND Q CLEANERS on databases)	15C	2630 ANNAPOLIS ROAD	Active dry cleaning facility. Dry cleaning solvents and wastes stored and handled on the property.
JIFFY LUBE INTERNATIONAL- STORE #315	15B	2610 ANNAPOLIS ROAD	Automobile service station. Former USTs on site.
EXXON STATION/RAS #2- 7414	15A	7895 RIDGE ROAD	Former gasoline station. Unable to locate in the field. The only gas station in the area was observed at 7898 Ridge Road.

NAME	MAP ID	ADDRESS	REC
EXXON R\S #27414	15A	7910 RIDGE ROAD	Former gasoline station. Unable to locate in the field. The only gas station in the area was observed at 7898 Ridge Road.
CHEVRON STATION	15A	7910 RIDGE ROAD	Former gasoline station. Unable to locate in the field. The only gas station in the area was observed at 7898 Ridge Road.
EXXON - 7898 RIDGE ROAD	15A	7898 RIDGE ROAD	Gasoline station. Active USTs. May be the same gas station as the three previous records.
KUNKEL AUTOPARTS (SEVERN AUTOMOTIVE on databases)	16	2604 ANNAPOLIS ROAD	Former automobile service station. Insufficient data to disregard.
ROYAL INN (RED CARPET INN on database)	22	1630 ANNAPOLIS ROAD	Previous Safe Drinking Water Act (SDWA) enforcement action on property.
BP GAS STATION (AMOCO PACEWAY EASTERN PETROLEUM CORPORATION on databases)	23	1604 ANNAPOLIS ROAD	Gasoline station. Active USTs.
DRY CLEAN EXPRESS	23B	1668 ANNAPOLIS ROAD	Active drycleaners. Dry cleaning solvents and wastes stored and handled on the property.
1664 ANNAPOLIS RD.	23B	1664 ANNAPOLIS ROAD	Documented gasoline spill in 1992. Unknown property use. Monitoring well observed on site.
BILL'S CLEANERS	24	1640 ANNAPOLIS ROAD	Active drycleaners. Dry cleaning solvents and wastes stored and handled on the property.
THE STA-DRI CO.	25B	1572 ANNAPOLIS ROAD, RT 175	Manufactured waterproofing compounds and masonry and concrete repair products. Former USTs on property.
BLACKWELLS GARAGE	25C	1564 ANNAPOLIS ROAD	Automobile service station.
HESS STATION 20215	26	1518 ANNAPOLIS ROAD	Gasoline station. Active USTs.
FIRESTONE TIRES INC	27	1492-94 ANNAPOLIS ROAD	Automobile service station.
STAR ELECTRIC CO	27B	1490 ANNAPOLIS ROAD	Several ASTs were observed in poor condition; leaking and staining was noticed surrounding the tanks in an asphalt parking lot.
ODENTON EXXON	34	RT. 175 / ROUTE 32	Former gasoline station. Monitoring is ongoing.
SUNOCO (MOBIL OIL CORP SS# GHG, SUNOCO #0655-3507, MOBIL STATION-#16GHG, AND ODENTON MOBIL on databases)	41	1433 ANNAPOLIS ROAD	Gasoline station. Active USTs. Remediation and monitoring are ongoing. Two OCP cases are open for the property.
G & M OIL	43	C / P BLDG	Former automobile service station. Insufficient data to disregard and unable to locate during field reconnaissance.
HERBS SUBWAY GARAGE	48	381 MT VERNON AVENUE	Automobile service station.
EXXON STATION	49	1318 ANNAPOLIS ROAD./MD 175	Gasoline station. Active USTs.

NAME	MAP ID	ADDRESS	REC
FORT GEORGE G. MEADE	54	MD 175	Currently on the final NPL. Four potential sources of contamination: Defense Property Disposal Office salvage yard, Active Sanitary Landfill, inactive Clean Fill Dump, Post Laundry Facility. A release from the sources to the Upper and Lower Patapsco aquifers and the Patuxent River watershed has been documented.

Approximate locations, indicated by map id numbers, are depicted on Figures III-7A – III-7G.

1. Impacts and Minimization/Mitigation

Based on the results of the ISA, a PSI will be conducted prior to right-of-way acquisition of properties with a high potential for concern unless they can be classified otherwise prior to construction.

If, during construction, inactive water wells or USTs decommissioned in-place are encountered, they will be properly closed and removed. Inactive water wells will be closed in accordance with state and local requirements, so that they do not provide a conduit for possible contamination of groundwater. If a decommissioned UST is encountered at any point, it will be decommissioned by removal and confirmation soil sampling will be conducted to determine if there has been a release of petroleum.

If site buildings are to be demolished or renovated, asbestos and lead-based paint surveys will be conducted by a qualified contractor.

I. Indirect and Cumulative Effects (ICE) Analysis

1. ICE Analysis Objectives and Scoping

In compliance with the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) regulations (40 CFR 1508.25(c)) and SHA guidelines, the following analysis examines the indirect and cumulative effects on the environment which may result from this project. The CEQ regulations and guidelines entitled “Considering Cumulative Effects Under the National Environmental Policy Act” defines indirect and cumulative effects as follows:

Indirect Effects: “Effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.” (40 CFR 1508.8(b))

Cumulative Impacts: “Impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal/non-federal) or person undertakes such other action.” (40 CFR 1508.7)

a. Resources

Resources impacted directly and/or indirectly by the project form the basis for resources examined by the ICE Analysis. Table III-20 shows the resources that were analyzed and the

rationale for their inclusion. Representative sub-boundaries for these resources are also listed in the table. These sub-boundaries were used to form the overall ICE Boundary (Figure III-10).

Table III-20. Summary of Potential ICE Resources

Resource	Incorporation into ICE	Rationale	Representative Sub-boundary
Social & Economic Resources			
Communities	Yes	Direct Impacts	Census Tracts, Planning Areas
Parklands	Yes	Direct Impacts	Watersheds, Planning Areas
Cultural Resources			
Historic Sites	Yes	Direct Impacts	Planning Areas
Archeological Sites	No	No Direct Impacts	Planning Areas
Natural Resources			
Groundwater	Yes	Direct Impacts	Watersheds
Surface Water	Yes	Direct Impacts	Watersheds
Floodplains	Yes	Direct Impacts	Watersheds
Wetlands	Yes	Direct Impacts	Watersheds
Terrestrial Habitat (woodland)	Yes	Direct Impacts	Watersheds
Rare, Threatened or Endangered Species and Habitats	Yes	Potential Indirect Impacts	Watersheds

b. Time Frame

Past and future time frames were established in accordance with SHA's ICE Guidelines (SHA 2007b). The time frame for the ICE analysis was determined to be 1970 to 2030. This time frame was chosen after reviewing changes in population growth, availability of data, and the design year of the project. The 1960 population for Anne Arundel County was 206,634 and for Howard County was 36,152. By 1970, population had increased by 44 percent and 72 percent respectively in a ten-year period in these counties. Population trends as well as considerable changes in land use and development within the study area were examined. The 1970 date also coincides with the passage of several major pieces of environmental legislation including the National Environmental Policy Act (NEPA) and the Clean Air Act. This resulted in the assemblage of comprehensive environmental information that would be readily available for this ICE analysis. Based on this reasoning, 1970 was selected as the past time frame. For the future date, 2030 is the design year for the project and the horizon year for traffic forecasts.

The population of the ICE study area, which includes a large section of Anne Arundel and a small portion of Howard County, has experienced considerable growth over the last 30 years. The rate of growth in the ICE study area between 1970 and 2000 (91%) is greater than that of Anne Arundel County (64%) but less than that of Howard County (297%).

Table III-21. Population Trends and Projections

Area	Census	Census	Census	Census	Census			
	1960	1970	1980	1990	2000	2010	2020	2030
Anne Arundel County	206,634	298,042	370,775	427,239	489,656	528,950	555,000	571,700
Howard County	36,152	62,394	118,572	187,328	247,842	286,950	316,600	325,000
ICE study area	unavailable	23,150*	unavailable	34,549*	42,467 ^a	48,808 ^a	55,115 ^a	60,848 ^a

*Census Tracts

^aTraffic Analysis Zones projections approximating Census Tracts in ICE study area

Source: Maryland Department of Planning, 2007; Baltimore Metropolitan Council (BMC) 2007

c. Geographic Boundary

A complete ICE boundary area was created by utilizing the sub-boundaries of multiple environmental resources that may be directly affected by the MD 175 project (Figure III-10). Sub-boundaries included census tracts, planning areas, watersheds, water and sewer service areas, project Area of Traffic Influence (ATI) and Priority Funding Areas (PFAs). The sub-boundaries considered are described below.

Watersheds/Sub-watersheds

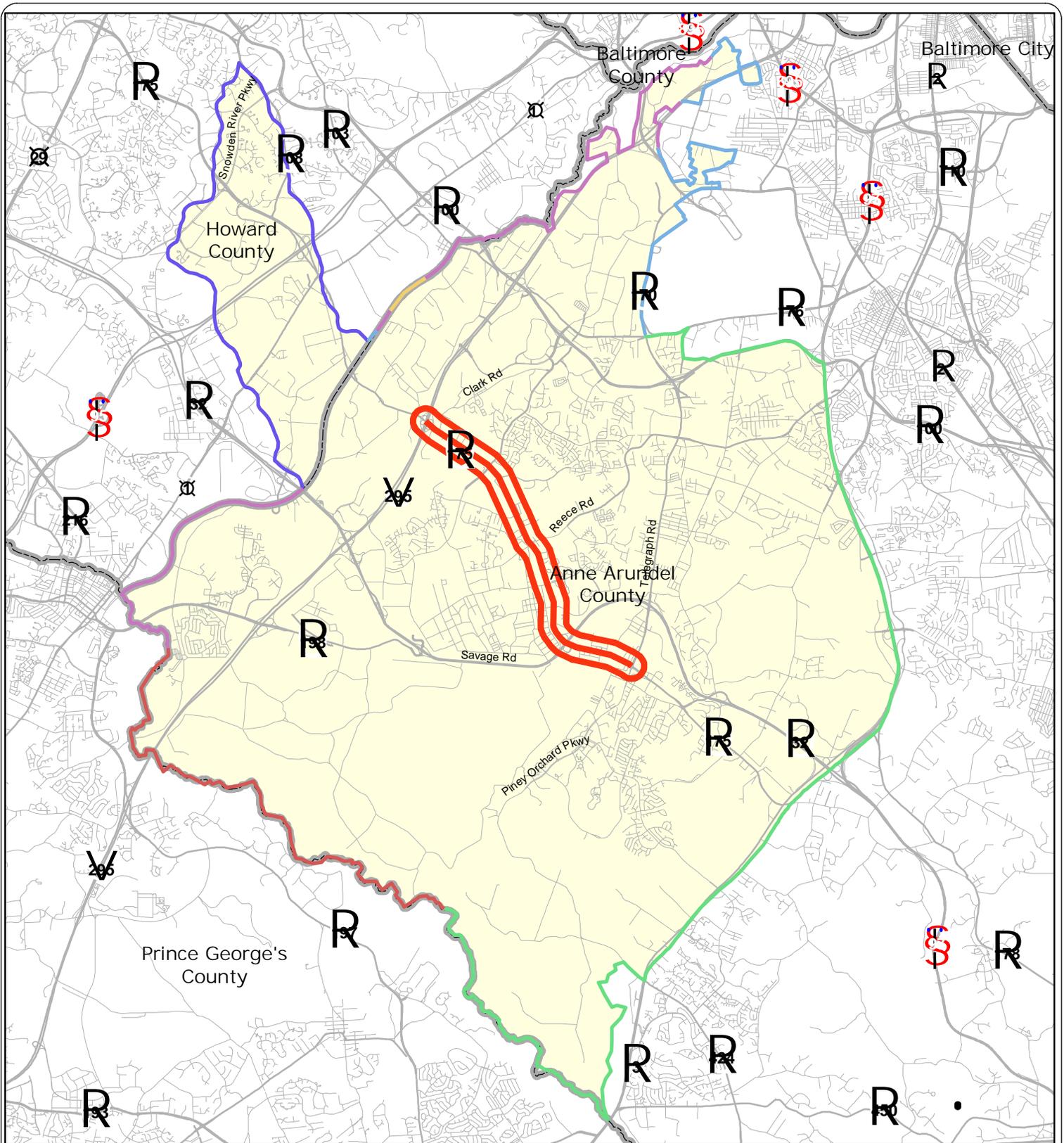
The United States Geological Survey (USGS) delineates watersheds in the United States and has developed a numerical system to identify each area and its relationship to the larger watershed. This system divides the country into 21 regions, subregions, accounting units, and cataloguing units. A hydrologic unit code (HUC) consisting of 2 digits for each level in the hydrologic unit system is used to identify each hydrologic area. Thus, the longer the HUC code, the smaller the watershed. The 6-digit accounting units and the 8-digit cataloguing units are generally referred to as basins and sub-basins. Twelve-digit sub-watersheds are also referred to as drainage areas and are smaller than the 8-digit sub-basins.

The MD 175 ICE boundary area is located within the Little Patuxent River and Severn River watersheds, and generally follows the drainage divide between these two watersheds. The boundary area for this resource category includes the three sub-watersheds that the proposed project crosses. These include the two 12-digit sub-watersheds (0211311050952 and 021311050949) within the Little Patuxent River watershed and one 12-digit sub-watershed (021310021002) within the Severn River Watershed.

Potential impacts to the watersheds and sub-watersheds include culverting or crossing waterways, filling wetlands, and increasing impervious area.

Area of Traffic Influence

This sub-boundary area is defined as the *area of traffic influence* (ATI) and includes Traffic Analysis Zones (TAZ) selected by the SHA Travel Forecasting Team. This area represents the geographic extent to which the proposed project would likely affect traffic levels on nearby roadways. The ATI extends from just west of MD 295 along the Howard County border to its eastern most point near the intersection of MD 175 and Gambrills Road, and stretches north



Legend

- | | |
|-------------------------------|---------------------|
| Source of ICE boundary | MD 175 Project Area |
| 2000 Census | ICE Area Boundary |
| Planning area | County boundaries |
| Sewer | |
| Traffic Zones | |
| Water | |
| Watershed | |

1 inch equals 2 miles

Figure III-10
ICE Boundaries

Maryland Route 175
ICE Area



Maryland State Highway Administration

along MD 295 to just beyond Dorsey Road (MD 176) and south to the Prince George's County border.

Census Tracts

The proposed project passes through eight Census 2000 tracts. The outer limits of these tracts define the sub-boundary area for this category. The boundary of these tracts include an area west of the Baltimore-Washington Parkway (MD 295) between MD 176 and MD 32; the Patuxent Research Refuge to the south and east; Odenton Road and to an area north of MD 32; and an irregular northeastern boundary extending as far east as MD 170 and as far north as MD 176. For the purposes of tracking growth, Census 1970 to 1990 tracts were also identified; the overall sub-boundary of this set of tracts changed little. One tract was divided into two between 1990 and 2000.

Planning Areas

The proposed project spans three planning areas designated by the Anne Arundel County Office of Planning and Zoning. These include the Odenton, Severn, and Jessup-Maryland City Small Planning Areas. The outer limits of these planning areas define the sub-boundary area limits for this category. Within these planning areas, the proposed project also spans the Fort Meade Master Planning Area and the Odenton Growth Boundary. The planning areas all lie within Anne Arundel County and cover an area from MD 3 and I-97 to the east, to the Howard County line to the west, to MD 176 and MD 100 to the north, and the Prince George's County line to the south.

The proposed project has the potential to affect multiple social and economic resources, including park and recreation areas, cultural resources, properties, residents and their homes, land values, and employment opportunities. Additionally, the proposed project has the potential to attract new sources of tax revenue.

Priority Funding Areas

Except for the areas at the MD 175/MD 295 interchange and the MD 175/MD 32 interchange, the proposed project lies within a Priority Funding Area. The Priority Funding Area sub-boundary is delineated on the west by MD 295, extends to an area approximately one mile north of Severn Road on the north, forms an irregular sub-boundary (generally east of MD 170) on the east, encompasses an area including Odenton Road, Sunny Chapel Road and Piney Orchard Parkway on the southeast, and generally follows MD 198 on the south. The Priority Funding Areas are existing communities and places where local governments want State investment to support future growth.

Water and Sewer Service Areas

The proposed project is almost entirely within existing or planned water and sewer service areas. One exception is the southwest portion of Fort Meade, near the intersection of the Baltimore-Washington Parkway and MD 32. The sub-boundaries of these areas extend from just west of the Baltimore-Washington Parkway to just east of MD 170; tapering to a point on the north near the I-695/Baltimore – Washington Parkway interchange; and MD 198 in the south from the Baltimore – Washington Parkway to MD 170. Both the water and sewer service areas include some land in the Piney Orchard Parkway/Waugh Chapel Road/ MD 32 area toward the east. Generally the sewer service area extends more to the west than the water service area.

d. Land Use Summary

Land use conditions in the ICE study area were evaluated for past (1973), present (2002) and future scenarios (2020). Tabulated data are contained in Table III-22.

Past Land Use

In 1973, the single greatest land use category was forest land, comprising 64 percent of the area (Table III-22 and Figure III-11). Approximately 13 percent of the total land was agricultural, with the largest tracts situated in the southwest portion of the ICE study area. Mixed development, including residential and industrial uses accounted for just under 33 percent of total land use. Residential properties accounted for 12 percent of the total land. Commercial and industrial properties represented approximately 4 percent of the total land.

Present Land Use

The current land use conditions in the ICE boundary area are represented in Table III-22 and Figure III-12. Over 59 percent of current (2002) land use is mixed use development compared to 33 percent in 1973. Most of the growth was associated with medium/high density residential (102 percent increase) and commercial/industrial development. In 2002, 52 percent of the ICE study area was still forested, although there was a loss of 18 percent of forested area since 1973. Commercial and industrial properties account for nearly 9 percent of land use.

The ICE study area presents a complex mix of low, and medium residential density developments and a smaller amount of high density residential development among pockets of commercial, industrial, and mixed use land uses. Although agricultural land use has been diminishing, a number of farms remain in operation within the ICE study area. Suburban development has slowly transformed a good portion of the ICE study area into a residential, industrial, and commercial center. This is due, in part, to its convenient location between Baltimore and Washington, DC. The northern tier of the ICE study area, west of MD 170 is a largely industrial setting with low and medium density developments. The southern portion of the ICE study area is categorized as government/institutional, part of the Patuxent Research Refuge and is completely undeveloped. The western portion of the ICE study area located in Howard County is also largely industrialized and contains very low and low density residential developments. The central portion of the ICE study area, featuring Fort Meade and the National Security Agency, contains a mix of commercial, medium and high density residential developments. Near the intersection of MD 100 and MD 295 mixed use developments may be found including the large retail complex known as Arundel Mills Mall. Considerable commercial concentrations exist near the intersection of MD 32 and MD 170 (Odenton); MD 198 and MD 295 (Maryland City) and near the intersection of MD 174 and MD 652 (Severn).

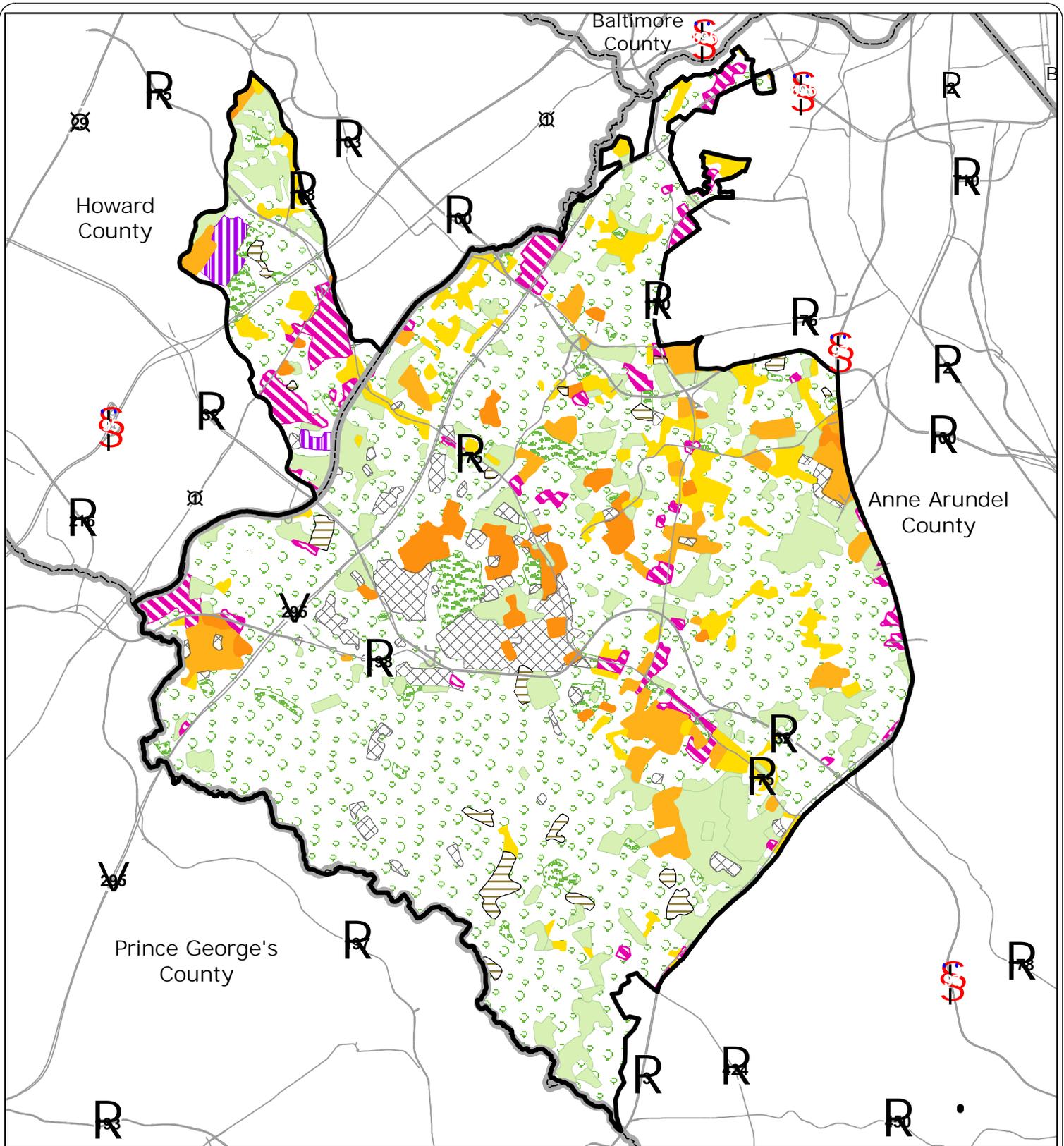
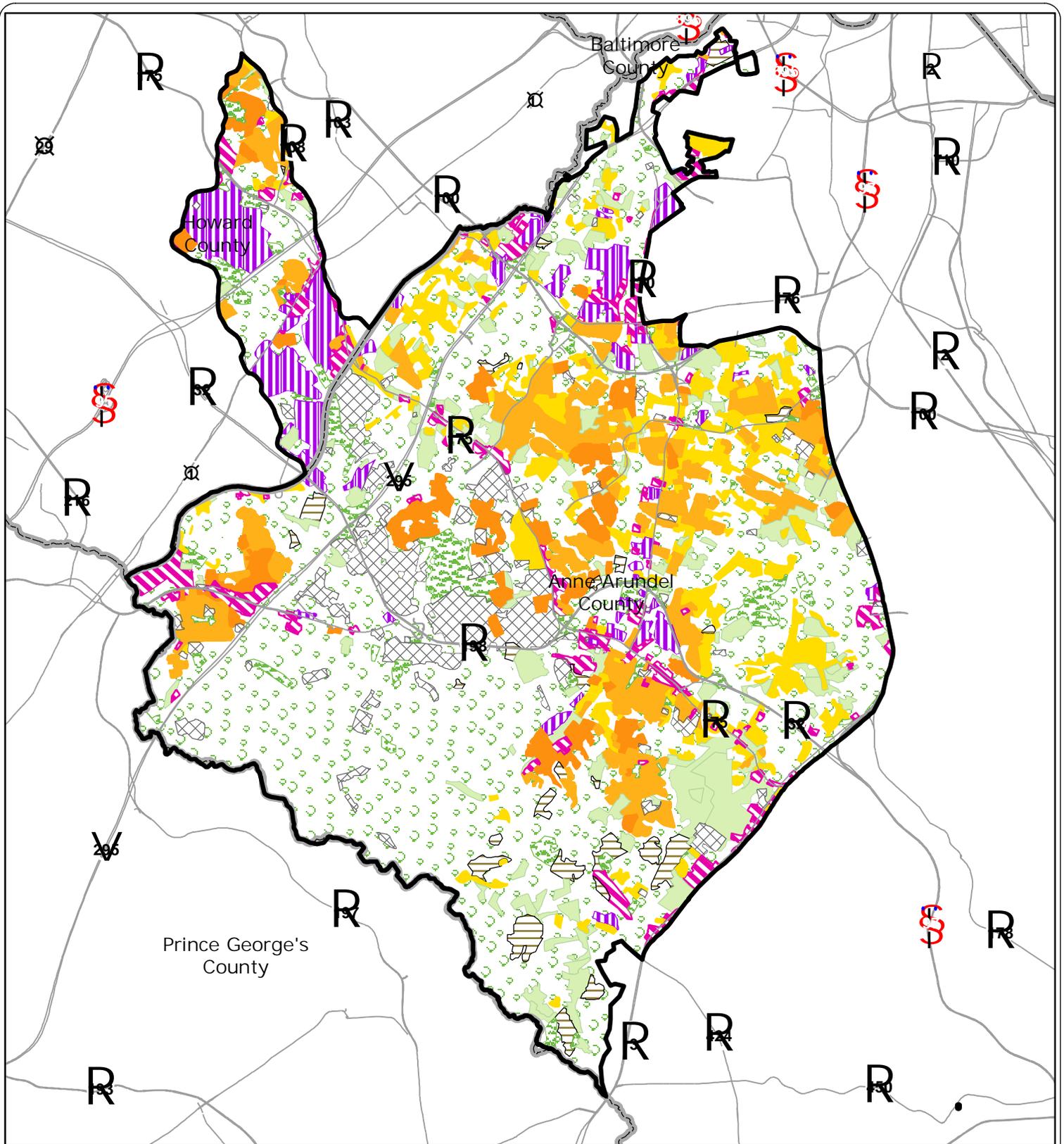


Figure III-11
1973 Land Use

Maryland Route 175
ICE Area



Maryland State Highway Administration



Legend

ICE Area Boundary	15 Industrial
County boundaries	16 Institutional
11 Low Density Residential	18, 44 Open Space, or undeveloped land
12 Medium Density Residential	21 22, 25 Agricultural
13 High Density Residential	41, 42, 43 Trees and Forest
14 Commercial (Retail Stores)	73, 17 Barren Land

1 inch equals 2 miles

Figure III-12
2002 Land Use

Maryland Route 175
ICE Area



Maryland State Highway Administration

Table III-22. Land Use/Land Cover in the ICE Boundary, 1973-2002

Land Use	1973 (Acres)	1973 Percent % total land	2002 (Acres)	2002 Percent % total land	Change 1973-2002 (Acres)	Percent % Change 1973- 2002
Low Density Residential	3,510	5.6%	5,425	8.7%	1,915	54.6%
Medium Density Residential	2,584	4.2%	5,230	8.4%	2,646	102.4%
High Density Residential	1,363	2.2%	2,473	4.0%	1,100	81.4%
Total All Residential	7,457	12.0%	13,128	21.2%	5,671	76.1%
Commercial	2,301	3.7%	2,308	3.7%	7	0.3%
Industrial	365	0.6%	3,226	5.2%	2,861	783.7%
Institutional, Parks, Open Urban Land	3,372	5.4%	5,104	8.2%	1,732	51.3%
Other Land*	784	1.3%	1,159	1.9%	375	47.8%
Total Developed	14,279	23.0%	24,925	40.2%	10,646	74.5%
Agriculture	7,939	12.8%	4,645	7.5%	-3,294	-41.5%
Wooded Areas & Forest	39,909	64.2%	32,476	52.3%	-7,433	-18.6%
Barren Land & Extractive	784	1.3%	1,154	1.9%	369	47.1%
Wetlands	10	0.01%	7	0.01%	-3	-30.0%
Total Land	62,137	100.0%	62,053	100.0%	-84	-0.13%

Source: Maryland Department of Planning (MDP) 1973 and 2002 Land Use Overlay Data

*Other Land is comprised of Extractive/Barren and Transportation Land Use Categories

Future Land Use

Growth within much of the ICE study area is projected to continue at a rapid pace. Some of the largest remaining vacant land parcels within the ICE study area are slated for future development. Blobs Park Site, which will be known as the Parkside development (#20 in Figure III-13), is located just east of MD 295 and encompasses more than 250 acres. This area will be designated for Residential Mixed Use development which allows for a wider range of housing types including townhomes, condominiums and/or senior housing as well as some office uses and retail services. It may also serve to inspire and promote redevelopment or site improvements on some of the abutting commercial properties along MD 175. The Clarks 100 Site (#73 in Figure III-13), located west of MD 295 and bordered by MD 175 to the north, Brock Ridge Road to the west, and the National Business Park (#108 in Figure III-13) to the south, is a

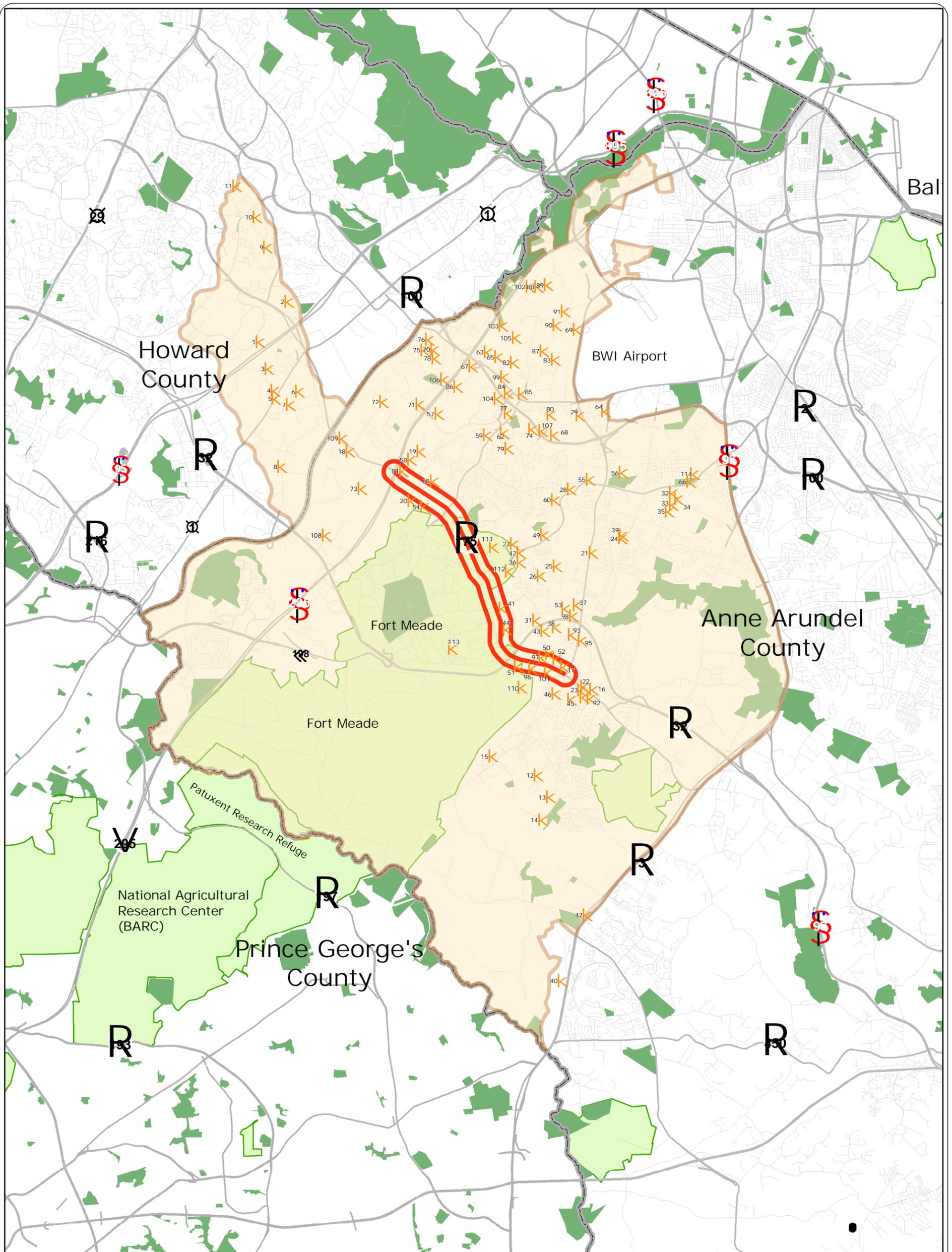
210-acre space that has also been designated for Residential Mixed Use development. This development would be limited to 400 residential dwelling units and no more than 250 townhouse units.

The creation of a Jessup Village Corridor along MD 175 between Old Jessup Road and MD 295 has been proposed as part of the Jessup-Maryland City Small Area Plan, which may include an increase in commercial and professional offices. Improvements to the MD 198 Commercial Corridor have also been proposed in order to attract and maintain businesses, as well as attract more customers to the area.

The Odenton Town Center Plan relates to 1,620 acres in the western part of Anne Arundel County. The plan seeks to create a destination for shopping, employment, entertainment and education in the Odenton area. The plan is in the implementation phase, but since it is market-driven, a more definitive timeline for the overall project is unknown at this time.

A number of projects are in various stages of development and may have cumulative impacts but are not dependent on the MD 175 project. Major pipeline projects (e.g. planned, proposed, or at some stage in the development planning process) along the alignment are listed below in Table III-23 and Figure III-13. The Anne Arundel County Office of Planning and Zoning has confirmed that none of the development projects indicated in the ICE boundary area are dependent on this MD 175 project. Although future developments that are located along MD 175 such as, Home Depot, Arundel Preserve, Parkside and St. Clair Property are required by SHA Engineering Access Permits Division and Anne Arundel County to make improvements to MD 175 as part of their proposed development, their improvements are required for localized traffic issues that would result from their proposed development. The proposed improvements to MD 175 evaluated in this environmental assessment take into account the broader spectrum of traffic operations along the MD 175 corridor and will serve to accommodate future transportation needs in and around Fort Meade by addressing projected operational and safety deficiencies. The development projects indicated in the ICE boundary area could occur without the MD 175 project as long as there is compliance with any requirements for localized improvements to MD 175 to address traffic operational issues related to the particular development.

Impact information listed in Table III-23 has been compiled utilizing several sources. The files of a number of developments (indicated by asterisk) were reviewed at Anne Arundel County Office of Planning and Zoning, Development Division in an effort to obtain quantified impact information. Impact information for all of the listed developments could not be obtained in this manner since information was not readily available (e.g., some of the development files were not available; the time required to review the development files was extensive; impacts were not clearly documented or not available at this time). Some information listed in the table was contributed by personnel of the Development Division who have knowledge of particular developments concerning impacts and status. Additional impact information, generally unquantified, was obtained based on the location of the development project and reviewing US Fish & Wildlife Service (USFWS) National Wetlands Inventory (NWI), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), and local planning maps. Although reasonable efforts were made to obtain information for the development projects utilizing the sources described, empty cells in the table indicate that impact information was unobtainable.



Legend

- Future Development
- MD 175 Project Area
- ICE Area Boundary
- County Parks
- MD land, Protected
- Federal Land, Protected

Source: Anne Arundel County, Research and GIS Division, Office of Planning and Zoning. (November 2007)
 Montgomery County Department of Planning.
 Maryland State Highway Administration, 2006

Prepared May 2008

Figure III-13
 Future Development

Maryland Route 175
 ICE Area



Maryland State Highway Administration

Table III-23. Future Developments in the ICE Boundary

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
1	Columbia Gateway	Industrial, 26.79 acres	Little Patuxent River	X			
2	Benson East	Commercial, residential 122.8 acres	Little Patuxent River	X			
3	Lincoln Glen	Residential, 2.63 acres	Little Patuxent River	X			
4	Mission Place	Residential, 16.63 acres	Little Patuxent River				
5	Mobile Park Home Route 1	Residential, 7.38 acres	Little Patuxent River				
6	Maryland Wholesale Food Center	Industrial, 5.49 acres	Little Patuxent River				
7	Maryland Wholesale Food Center	Industrial, 80.26 acres	Little Patuxent River				
8	Jessup Asphalt Plant	Industrial, 13.64 acres	Little Patuxent River	X			
9	Gastinger Property	Residential, 4.73 acres	Little Patuxent River				
10	Waterloo Crossing	Commercial, 5.69 acres	Little Patuxent River	X			
11	Forney Property	Residential, 1.37 acres	Little Patuxent River				
12	Patuxent Pointe	57 single family homes	Little Patuxent River	X			
13	Eden Brooke	152 age restricted units	Little Patuxent River				
14	Piney Orchard Phase IV	42 age restricted townhouses	Little Patuxent River				SFA & CA

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
15	Cedar Ridge	189 age restricted condos	Little Patuxent River				
16	Odenton Medical Complex (Winmark)*	42,000 gsf	Severn River	Not Available	Not Available	Not Available	
17	Arundel Crossing West	Warehouse space 377,000 sf	Severn River				CA
18	Twenty-Nine-Twenty-One Jessup Rd		Severn River	0.25 acre	None	2.5 acres	MSA
19	Arundel Preserve*	Hotel, restaurant, retail	Patapsco River Lower North Branch	Approx. 0.5 acre	1.3 acres (Phase 2)	169.2 acres (Phase 1&2)	SFA&CA
20	Parkside*	mixed use project calling for 1,000 residential units, 136,250 sf of retail space, and 408,750 sf of office space (south of MD 175 and west of Ridgeview Plaza);	Little Patuxent River	Approx. 1.38 acres	Not Available	116.4 acres	SFA
21	Kinder Property (Cedarbrook)*	19 single-family units	Severn River	X	None	Not Available	Final Plan Approved
22	Bonaventure*	33 townhouse units	Severn River	0.45 acre	None	Not Available	SFA
23	Kanaris 1215	Bank with drive thru, 2,750,000 sf	Severn River				
24	Cottonwood	31 single-family units	Severn River				SFA
25	Shamrock Manor*	123 single-family units	Severn River	Minor - No Adverse Impact	Minor – Waiver Granted	5.6 Acres (Section 2)	SKA

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
26	Jennifer Meadows	34 townhouse units	Severn River		X		SKA
27	Arundel Forest	42 townhouse units	Severn River		X		SFA
28	Jenna's Landing	10 single-family units	Patapsco River Lower North Branch				
29	Severn Crest	45 single-family units	Patapsco River Lower North Branch				
31	Seven Oaks*	124 acre	Patapsco River Lower North Branch	35.97 acre	6.41 acre	Not Available	SPA & SFA
32	Westbrooke II	16 single-family units	Severn River	X			
33	Keffer Village	34 single-family units	Severn River	X			
34	Krupnik Manor	12 single-family units	Severn River				SFA
35	Quarterfield Knoll	12 single-family units	Severn River	X			
36	Delospidale		Severn River				SFA
37	Midway Industrial Park	Industrial park, 13,500 gsf	Severn River				SPA
38	Boat Lift Unlimited	4,020 gsf	Severn River	X			CA
39	Colonial Park	45 single-family units	Severn River				
40	Berger Square	44 townhouse units	Severn River				CA
41	Eastern Petroleum	Service station with store and car wash	Severn River				
42	Reecewood Estates*	45 single-family units	Severn River	X	2.49 acres	3.29 acres	SFA
43	Odenton Town Center - Parcel E	Office Park 292,000 gsf	Severn River	Approx. 4.15 acres			CA & SFA

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
44	1502 Annapolis Road	22 townhouse units; general office 25,000 gsf	Severn River				
45	Catholic Charities - Phase II*	151 Senior housing units	Severn River	None	None	0.5 acre	SFA
46	Odenton Baptist Church	Educational wing, 12, 522 sf	Severn River				
47	Royal Farms	Convenience store with gas pumps 5,000 sf	Severn River	X			CA
49	Severn Hollow	13 single-family units	Little Patuxent River			Not Available	SFA
50	Mayfield Industrial Park	General light industrial, warehouse, and office 75,500 sf	Severn River	None	None	Not Available	CA
51	1405 Odenton Road	400 apartment/con dominium units	Severn River				
52	M&T Bank	Bank, 4,852 sf	Severn River	None	None	Not Available	CA
53	Wolfheimer		Severn River	X			
54	Arundel Mills Corporate Park*	General office, 153,777 gsf	Patapsco River Lower North Branch	X	X	Not Available	
55	Chapel Ridge	Age-restricted, 33 townhouse units	Patapsco River Lower North Branch	X			
56	Sewell Property (Heritage Crossing)	15 single-family units	Patapsco River Lower North Branch				Final Plan Approved

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
57	Village at Dorchester	400 single-family residential units (west of 295, south of MD 100)	Patapsco River Lower North Branch				Final Plan Approved
58	Arundel Preserve	Information for this site is included with Map ID 19.					
59	Stony Run Village Condo & Rental	60 townhouse units, 276 apartments, 204 senior housing units (South of MD 174, west of MD 170)	Patapsco River Lower North Branch				SFA
60	Willowbend	30 single-family residential units (south of MD 174)	Patapsco River Lower North Branch	X			
61	St Clair Property*	103 residential units (north of MD 175, across from Ridgeview Pla	Little Patuxent River	None	None	3.6 Acres	SFA
62	Victoria Landing	21 single-family units	Patapsco River Lower North Branch	X	Not Available	Not Available	Final Plan Approved
63	Hillside Business Park	General office, 65,322 gsf	Patapsco River Lower North Branch				
64	Shaw Property	Business park, 35.1 ksf	Patapsco River Lower North Branch				
65	Piney Run Business Park	301,200 gsf	Patapsco River Lower North Branch	X	X		
66	Fortney Landing	13 single-family unit	Severn River				

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
67	1526 Dorsey Road	24,000 gsf	Patapsco River Lower North Branch				
68	Harmans Road Condo	80 single-family residential units (north of MD 100, west of MD 170)	Patapsco River Lower North Branch				CA
69	7458 Candlewood Road		Patapsco River Lower North Branch	X	None	Not Available	Final Plan Approved
70	Forest Creek*	24 single-family units (33.4 acres)	Patapsco River Lower North Branch	0.29 acre	Not Available	6.81 acres	SFA
71	Waterbury Forest	33 single family units off Race Road;	Patapsco River Lower North Branch				
72	Nicole Haven	16 single-family units	Little Patuxent River	X	None	Not Available	Final Plan Approved
73	Clarks 100*	200 single-family residential units, 200,000 sf of office space, and 40,000 sf of retail space	Little Patuxent River	X	16.5 acres	125 acres	SKA
74	Teague Road		Little Patuxent River			X	
75	Race Road Business Center	Warehouse, 125,000 gsf	Patapsco River Lower North Branch				CA
76	Coca-Cola Drive	Office park, 146,030 gsf	Patapsco River Lower North Branch	X			

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
77	Hotels next to I block	Hotel, 292 rooms	Patapsco River Lower North Branch				
78	Korean-American Church of Philippines	Church, 45,044 gsf	Patapsco River Lower North Branch				CA
79	Chapel Ridge	Age-restricted, 33 townhouse units	Patapsco River Lower North Branch	X			
80	Ridge Road Office	General office building, 110,000 gsf	Patapsco River Lower North Branch				
81	Home Depot	retail store development at Clark Road (north of MD 175 and east of MD 295) – includes 119,864 sf home improvement store, 3,514 sf drive-in bank, 1,200 sf fast food restaurant, and 12,320 sf special retail store;	Little Patuxent River	Approx. 0.5 acre	None	Not Available	SFA
82	Arundel Overlook*	238, 560 gsf	Patapsco River Lower North Branch	None	Minor – Waiver Granted	20.4 Acres	CA
83	Ridge Road Self Storage	Mini warehouses, 152,000 gsf	Patapsco River Lower North Branch				
84	Preston Commons	Office, 513,995 gsf; hotel 165 rooms	Patapsco River Lower North Branch	X			Final Plan Approved

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
85	7468 Dorsey Road		Patapsco River Lower North Branch				
86	Parkway Overlook #2	General office space, 160,000 gsf	Patapsco River Lower North Branch				
87	Jaffe Property	Business park, 103,294 gsf	Patapsco River Lower North Branch				CA
88	7010 Ridge Road	General office space, 450,000 gsf	Patapsco River Lower North Branch				
89	7040 Ridge Road	General office space, 380,000 gsf	Patapsco River Lower North Branch				
90	Tech Wood	Warehouse, 112,826 gsf	Patapsco River Lower North Branch				
91	Goles Property	Light industrial, 200,000 gsf	Patapsco River Lower North Branch				
92	MD 175 Commercial	Pharmacy and specialty retail, 33,000 sf	Severn River	X			
93	Ascher/Jaffe	66,054 gsf	Severn River	X	X	Not Available	CA
95	Telegraph Commerce Center	Business park and service station, 43,350 gsf	Severn River	X	X		
96	Village at Odenton Station	Condominium, 225 units; shopping center, 58,500 sf; office 9,100 sf	Severn River				Final Plan Approved

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
97	Town Center Commons	Hotel 106 rooms; condominiums, 154 units	Severn River	X	X	Not Available	
98	Long Fence	Warehousing/sales 25,000 sf	Severn River				
99	Arundel Overlook	238, 560 gsf	Patapsco River Lower North Branch				
102	Preston Gateway North*	Warehousing, 661,825 gsf	Patapsco River Lower North Branch	Minimal – Not Documented	0.08 acre	47.1 acres	Final Plan Approved
103	Hillside Business Park	General office, 65,322 gsf	Patapsco River Lower North Branch				
104	Towne Place Suites	Hotel, 110 rooms	Patapsco River Lower North Branch				
106	Parkway Overlook	General office space, 325,000 gsf	Patapsco River Lower North Branch				
107	Ridge Road Hotel	Hotel, 250 rooms	Patapsco River Lower North Branch				
108	National Business Park*	Mixed Use, 400 single family residential units, 250 townhouse units	Little Patuxent River	0.21 acre	None	28.5 acres	Final Plan
109	Jessup Village Corridor		Severn River				
110	Fort Meade/EUL Site S	Golf Courses	Little Patuxent River	Not available in FEIS	Not available in FEIS	Not available in FEIS	
111	Fort Meade/EUL Site Y	Mixed Use / Office	Severn River				

MAP ID	Development	Description	Watershed	Wetland Impacts	100-Year Floodplain Impacts	Forest Impacts	Status ¹
112	Fort Meade/ EUL Site Z	Mixed Use / Office	Severn River				
113	BRAC	Fort Meade BRAC Administrative / Support Facilities	Little Patuxent River	None	Not Available	Not Available	
114	Fourwinds	97 single- family units	Patapsco River Lower North Branch				

Sources:

Anne Arundel County, Office of Planning and Zoning, Development Division
 USFWS National Wetlands Inventory
 FEMA Flood Insurance Rate Maps
 FEIS for Implementation of BRAC 2005 and EUL Actions at Fort George G. Meade, MD, August 2007.

Notes:

¹ Status code information is based on Subdivision Activity Maps and accompanying Chart of Activity, March 2008, obtained from the Anne Arundel County website:
 (<http://www.co.anne-arundel.md.us/LandUse/SubActivityMaps/Index.cfm>)
 Activity Status Codes: SFA – Major Subdivision, Final Phase; SKA – Major Subdivision, Sketch Phase; SPA – Major Subdivision, Preformal Phase; MSA – Minor Subdivision; and CA – Commercial Site Plan
 * Indicates that the impact information listed was obtained by reviewing the development project files.
 X Indicates that impacts are anticipated, but could not be quantified.
 Empty cells indicate that the information was unobtainable.

e. Transportation Projects

Several transportation projects are located in the ICE study area. A description of each is listed below:

MD 295 from just north of I-195 to I-695

MD 295 is proposed to be widened into the existing median by adding a third lane on MD 295 from I-695 to I-195 in the northbound and southbound directions. This project is located in Anne Arundel County, MD. This project encompasses a very small area of the northern ICE boundary. Any impacts from this project are expected to be negligible.

MD 295 from MD 100 to I-195

The purpose of the project is to improve existing capacity safety and operations along MD 295 and enhance Hanover Road as a secondary access route to BWI Airport. The project planning phase will evaluate widening MD 295 from four to six lanes. Projected impacts are briefly summarized below. Additionally, some noise sensitive areas would experience build year noise levels equal to or exceeding noise abatement criteria, as a result of the build alternatives. It is anticipated that the project would have no indirect and no major cumulative effects on socio-economic, cultural, or natural environmental resources.

Some noteworthy impacts due to the MD 295 (from MD 100 to I-195) project include (all impacts are approximate):

- 33 – 38 acres impact to woodlands;

- 6 – 8.5 acres impact to floodplains;
- 3.5 – 4.5 acres impact to wetlands;
- 3 miles impact to streams;
- 3 – 4 residential displacements;
- up to 3 acres impact to park and recreation facilities; and
- up to 12.5 acres impact to Prime Farmland Soils

MD 198 from MD 295 to MD 32

There is little information on the proposed widening of this segment of MD 198 in this segment as the project planning phase has only recently begun.

2. Analysis

Trends analysis and overlay analysis were methodologies utilized used to compare past, present, and projected, future conditions within the ICE boundary. A trends analysis was used to identify effects through time and to project future cumulative effects. Qualitative and quantitative historic data was collected and reviewed to understand past effects on the socioeconomic and natural environment and the rate at which these effects occurred. The resulting information was used to project future effects. The overlay analysis involved quantitative or qualitative analyses of mapping layers from various time periods. The patterns of past and existing land use and the effects of development on socioeconomic, cultural and natural resources were analyzed to determine probable future trends. Geographic Information System (GIS) was used to prepare and analyze the map overlays.

Note that the residential, commercial/industrial, and transportation projects described above are not dependent upon the completion of the MD 175 project. Planning decisions have been made based on the expected improvement to MD 175 per existing master plans. As such the planned growth is a factor in the need for the MD 175 improvement projects. These developments will likely occur regardless of the MD 175 project as they have all been registered with their respective county's planning departments. The improvements to MD 175 may, however, make the area more amenable to additional commercial, industrial and residential development. Increased development often coincides with increased population and employment which can lead to various community impacts relating to mobility and quality of life. Development can also impact forests and other wildlife habitats and increase the quantity of impervious surface. This has the potential to diminish the quality of watersheds, including water quality and fisheries habitat.

a. Socio-economic Impact

Communities

The ICE study area is characterized by a complex mix of very low, low, and medium residential density developments and a smaller amount of high density residential developments spread out among pockets of commercial, industrial, and mixed use land uses.

Direct impacts to residential and commercial properties associated with the MD 175 project include residential displacements with each of the build alternatives and all would potentially require right-of-way (ROW) acquisitions.

Alternative 3 (six-lane roadway on existing conditions) would require a total of five residential (including one historic residential displacement) and 41 commercial potential displacements and 41 residential (including four historic properties) and 127 commercial properties (including two Fort Meade, three historic and four church properties) would be affected. This alternative, not including options, would require a total of 17.9 acres of ROW from residential properties (including 2.5 acres of historic property) and 94.0 acres from commercial properties (including 41.7 acres of Fort Meade, 0.1 acre of historic and 0.9 acre of church properties). Alternative 3 would add a median with stoplights along most of the corridor, limiting left-turn access to stoplights and other access breaks. This division would reduce the current level of vehicular access to businesses not directly located at stoplights or other access breaks. A number of U-turns will be constructed negating some of the negative effects associated with the median. Under Alternative 3, the MD 175 corridor would be enhanced by the addition of pedestrian and bicycle accommodations, possibly including sidewalks and a multi-use trail. The addition of these streetscape elements would upgrade access to businesses, which should upgrade the overall corridor image.

Alternative 6 (six-lane roadway on shifted centerline) would require a total of five residential (including one historic residential displacement) and 17 commercial potential displacements and an additional 43 residential (including four historic properties) and 120 commercial properties (including two Fort Meade, three historic and four church properties) affected by the ROW. This alternative, not including options, would require a total of 19.0 acres of ROW from residential properties (including 2.5 acres of historic property) and 76.9 acres from commercial properties (including 42.1 acres of Fort Meade, 0.1 acre of historic and 0.7 acre of church properties). Like Alternative 3, Alternative 6 would add a median along most of the corridor, limiting left-turn access to breaks in the median at certain intersections. This division would reduce the current level of vehicular access to businesses not directly located at stoplights or other median breaks but would enhance pedestrian and bicycle access by introducing pedestrian and bicycle improvements, possibly including sidewalks and a multi-use trail. A number of U-turns will be constructed negating some of the negative effects associated with the median. Alternative 6 would result in the same enhancements as Alternative 3, thereby resulting in the same potential improvements to the corridor's overall image.

Residential displacements would not be expected to have a major effect on remaining residents, since no established communities would be bisected as a result of either Alternative 3 or Alternative 6.

Indirect impacts under these two alternatives may be both beneficial and adverse. Beneficial effects may include decreased travel time to major roadways including MD 295, MD 32 and MD 170. The widening of MD 175 should create more travel options for commuters. An indirect effect related to the addition of streetscape elements would be better access to businesses and an upgrade to the overall image of the corridor. Levels of service under the Build Alternatives 3 and 6 would be better at 11 intersections and be the same at two intersections compared to current conditions. Increased traffic along MD 175 is a potential adverse indirect effect, but is consistent with past and future population and business growth along MD 175 and within the ICE boundary. Another indirect effect would be to limit additional traffic on side residential roads. The indirect effects would be experienced to a greater degree by communities located in close proximity to the MD 175 corridor, including Patriot Ridge, Normandy Bluffs, Seven Oaks, and homes not in named subdivisions that are located immediately adjacent to the

project corridor. To a lesser degree, the indirect effects would also impact communities located further off the MD 175 corridor, such as The Provinces, Meade Village, Warfield and Odenton Heights.

Cumulative effects to the area resulting from both Alternative 3 and Alternative 6 would result from direct and indirect effects of the MD 175 project combined with the effects of all the residential, commercial, and transportation projects discussed previously in the report. Projected land use changes and planned development within the ICE boundary are consistent with past development, population growth, and land conversion patterns. Population size and density will grow, as will traffic congestion on roads.

Boundaries between communities may overlap, leading to loss of character and “small town feel.” This is not uncommon as communities evolve from rural to suburban and urban. As the local and regional economy continues to develop and as the population increases, there is likely to be an accompanying demand for community services including schools, religious facilities, health care facilities, emergency services, and retail business services.

The MD 175 corridor currently appears as an older commercial corridor. The study corridor stretches between Jessup, on the west, to Odenton Town Center, on the east, with the portion in-between largely consisting of the Fort Meade base and commercial development.

Except for the Alternative 2, the build alternatives would enhance the image of the study corridor by providing roadway improvements including streetscape amenities such as sidewalks, bike lanes and a multi-use trail. The proposed improvements should upgrade the visual and aesthetic characteristics of the overall corridor.

The population of Anne Arundel and Howard Counties, as well as the ICE study area, has experienced considerable growth between 1970 and the present time (Table III-21). This is not surprising considering much of Anne Arundel County, Howard County, and the ICE study area are ideally situated between Washington, DC and Baltimore with easy access to BWI airport. Considerable population growth can be expected within Anne Arundel County and the ICE study area but at a lower rate of growth than has occurred historically. The growth rate is projected to continue to decrease through the end of the study period. A large portion of the ICE study area has been re-zoned as future residential mixed use development including the Blob’s Park Site south of MD 175 and east of MD 295 as well as the Clarks 100 Site located west of MD 295 and bordered by MD 175 to the north, Bridge Road to the west and the National Business Park to the south. Additionally, as part of the Base Realignment and Closure process Fort Meade is expected to add 60,000 new residents statewide by 2011. For the 11-year period between 2005 and 2015 it is expected that 38,000 new residents associated with the Fort Meade BRAC process will be added to Anne Arundel County.

However, it is possible the creation of new job opportunities associated with increased commercial development, in conjunction with additional housing opportunities may indirectly and cumulatively affect and increase population by attracting additional workers and residents to the ICE study area. This is especially true for Alternatives 3 and 6.

Future planned residential and commercial development independent of the MD 175 project is likely to have the cumulative effect of increasing population.

Employment within the ICE study area is expected to increase during the remainder of the ICE study period due to a number of factors including BRAC-related activities, expansion of the

National Business Park, and the fact that the small area plans within ICE study area are focused on achieving continued economic growth. Past, present and future job figures are listed in Table III-24.

Table III-24. Historical and Projected Total Jobs by Place of Work

	1970	1980	1990	2000	2010	2020	2030
Anne Arundel County	130,013	176,042	251,726	297,317	378,900	420,700	438,500
Howard County	22,397	56,938	106,864	160,732	197,700	227,900	243,400

Source: Maryland Department of Planning, 2007

The Odenton Small Area Plan projects 56,200 total jobs by the year 2010 which is an increase of 3,290 from the 2000 estimate. Most of this growth is projected to take place at Fort Meade and the Odenton Town Center area. The Jessup/Maryland City Small Area Plan cites 10,500 total jobs in 2000 and projects 16,100 total jobs by 2010 and 20,400 total jobs by 2015. With this projected 90 percent increase in employment by 2015, the area has the potential to become a major employment and commuter destination. Development of designated commercial areas would create jobs for ICE study area residents, residential development would create short-term construction jobs, and proposed highway construction on other major projects would create temporary jobs. Commercial businesses along the MD 175 corridor are estimated to employ 1,964 employees (1,263 retail and 701 office/service workers). Alternatives 3 and 6, by displacing businesses, would displace a number of jobs from the corridor, but would be offset by employment gains associated with new development.

Alternative 3 calls for the displacement of an estimated 118,980 square feet of commercial space, the total square footage of existing commercial space would fall to 495,937 (a nearly 20 percent reduction in space). However, this decrease would be offset by the addition of approximately 1 million square feet of new commercial space associated with planned corridor developments. The net change would therefore be an approximately 143 percent increase in space (614,917 existing square feet to 1.5 million future square feet).

Alternative 6 calls for the displacement of an estimated 59,274 square feet of commercial space. With the existing commercial inventory estimated to include 614,917 square feet, the total square footage of existing commercial space would fall to 555,643 (a 10 percent reduction in space). This decrease would be offset by the 1 million square feet of new commercial space associated with planned corridor developments. The net change would be an approximately 153 percent increase in space (614,917 existing square feet to 1.6 million future square feet).

Alternatives 3 and 6 could have mixed impacts on property values. Under Alternative 3, the displacement of businesses and associated value would cause annual real property values to decrease by \$15.8 million (the current assessed value of the displaced properties). Displacements under Alternative 6 would contribute to \$9.9 million in displaced property values. The net impact of Alternative 6 is anticipated to be positive compared to Alternatives 1 and 3. This alternative would result in generally the same improvements and access impacts associated with Alternative 3, but would displace 10 percent of the corridor's existing commercial inventory instead of 20 percent, as with Alternative 3. Under Alternative 3, total real property taxes would decrease to \$357,933 per year based on displacements, but could be offset by increased long-term tax revenues if new development potential is enhanced. Alternative 6, by displacing

\$87,764 in annual real property tax revenues, could cause total real property taxes to decrease to \$411,118 per year. Again, this decrease could be offset by increased long-term tax revenues based on enhanced development potential and associated increases in property values.

Alternatives 3 and 6 would provide indirect and cumulative employment impacts. Indirect effects include improved access to and from MD 295 and allowing quicker improved access for employees moving to and from surrounding business centers. The increased mobility of goods and services will make designated growth areas within the ICE boundary more attractive to businesses. Also, the cumulative effects of these build alternatives will be beneficial to job growth and employment within the ICE study area. It should be noted that planned economic centers such as Odenton Town Center may draw commerce away from other areas within the ICE boundary. However, the net cumulative impact as a whole should be positive. An increase in jobs may also occur under Alternative 1 (No-Build), but would be likely to occur at a slower rate.

Depending on the alternative selected, there may be direct and minor cumulative impacts from noise from the MD 175 project. Based on the worst-case scenario noise analysis study completed to date, noise abatement measures will be considered in the form of barriers at two locations during final design (See Section G. of this report for additional information on direct noise impacts). The majority of other development projects in the ICE boundary are stationary developments/destination points rather than transportation projects, and are anticipated to minimally affect noise levels.

Parklands

There are numerous public parks and recreation areas, as well as wildlife refuges, within the ICE study area (See Figure III-14). With the sole exception of MD 295, none of the public parklands are located immediately adjacent to MD 175. The parks and wildlife refuges include community, county, state, and federal lands and provide both natural preservation and recreational benefits. Parks in the ICE study area have been planned and created as demand has risen for their amenities. Anne Arundel County's planning and zoning efforts support preservation of existing parklands for open space. Also, particular areas have been designated for preservation and recreation, including the Patuxent River Greenway, Naval Dairy Farm, and Severn River Greenway. The Patuxent River Policy Plan (1984) includes land management strategies to promote passive recreation and preserve environmentally sensitive areas along the Primary Management Area near the Patuxent River and its tributaries. The Odenton Small Area Plan includes provisions for a proposed greenway and proposed trails (WB&A Trail and South Shore Trail) including part of the Little Patuxent River located southeast of Odenton.

Approximately 1.4 to 3.9 acres of NPS-owned property (MD 295) would be directly impacted by all build alternatives except for Alternative 2. Although NPS property would be required, MD 175 improvements would not change the ownership, aesthetic characteristics, or current transportation use of MD 295. Efforts to minimize and mitigate for impacts to MD 295 would be investigated as part of project design studies.

Provinces Park, on Disney Road, can be accessed from MD 175, and is in relatively close proximity (approximately 0.25 miles) to MD 175. Indirect effects to this park associated with the build alternatives include the potential for increased use due to improved vehicle, pedestrian, and bicycle access. Due to the comparatively long distance between the MD 175 project area and the remaining parks, recreation facilities, and wildlife refuges in the study area, there would

be no direct or indirect impacts to any facilities that are not adjacent to or in close proximity to the project.

Cumulative impacts to parklands are related to the project's contribution to cumulative effects in conjunction with all other related transportation and development projects previously described. The United States Department of Transportation Act of 1966 prohibits projects using federal funding which require the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance unless there is no feasible and prudent alternative to the use of such land, and such program includes all possible planning to minimize harm to such park, recreation areas, wildlife and waterfowl refuge, or historic sites resulting from such use. Due to this regulation, development within parks, as well as cumulative impacts to parks as a result of this project, are not expected. Additionally, cumulative impacts to parklands as a result of other developments in the ICE area are not expected due to the existing regulations that prohibit private development within existing parklands.

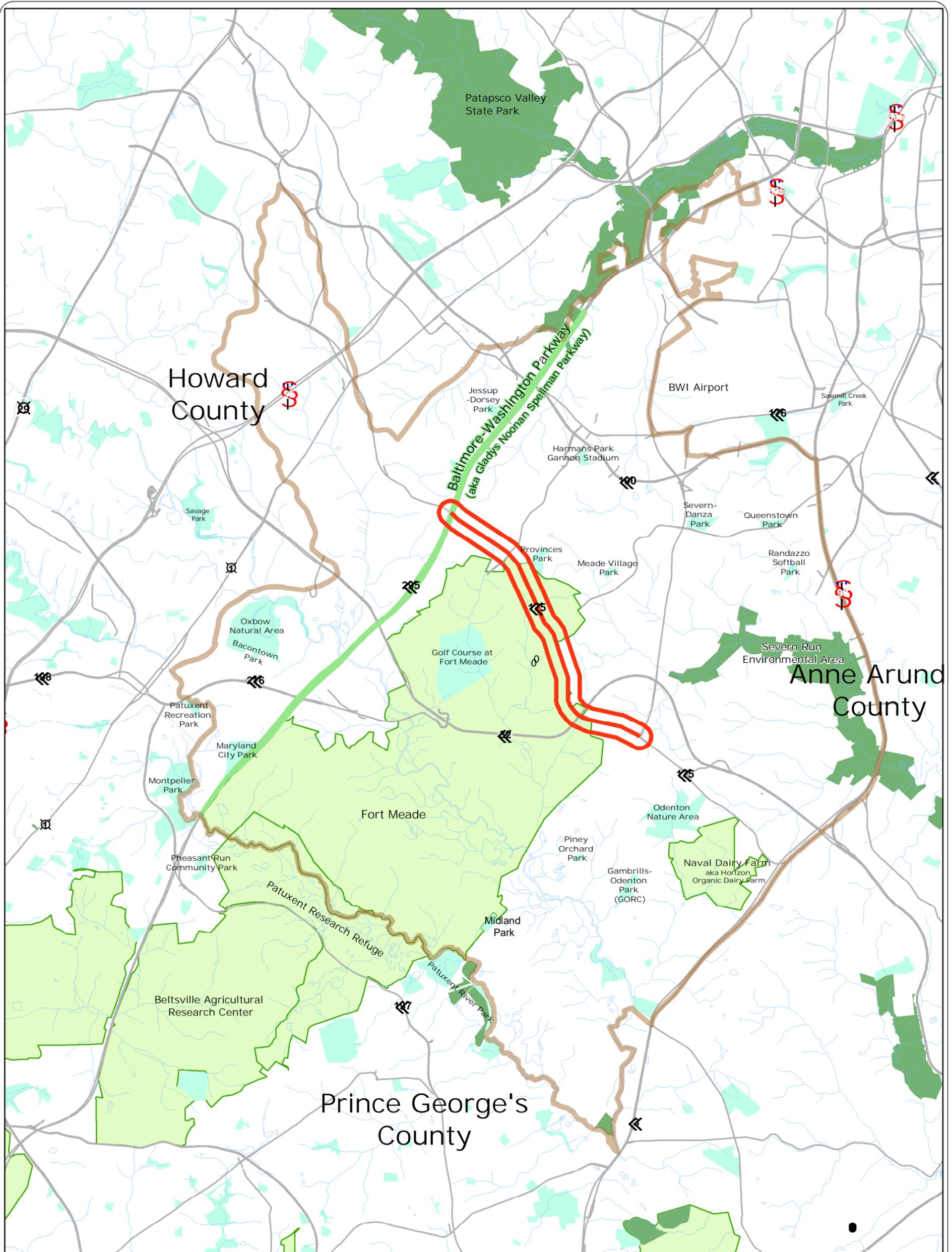
b. Cultural Resource Impacts

Historic Sites

There are a number of previously recorded historic standing structures within the ICE study area. Five National Register listed and 33 National Register eligible properties have been documented in the ICE study area. On May 2, 2008, the MHT determined that the project will have an adverse effect on historic resources. The Baltimore-Washington Parkway (AA-5) would be adversely affected by Alternatives 3, 4 Modified, 5, 6 and 6A if Interchange Options A2 or Option E are chosen. Interchange Option F will have no adverse effect on the Baltimore-Washington Parkway. The Odenton Historic District (AA-869) and the Jones House (AA-743) would be adversely affected under Alternatives 3 and 6, but not Alternative 6A, which shifts to avoid these resources. The Trusty Friend (AA-123) would be adversely affected by Alternatives 4 Modified and 5. The effect determinations (May 2, 2008) for the entire project are located in Appendix C. The No-Build Alternative is unlikely to have direct, indirect, or cumulative impacts on historic sites.

Interchange Option F would result in a no adverse effect and may cause indirect impacts to historic resources. Other projects in the ICE area may have the potential for indirect impacts to historical resources within the ICE study area. County preservation laws and regulations would help minimize the loss of resources from indirect effects by ensuring that proposed projects and developments are in compliance with Federal, State and Local laws as well as County Preservation Ordinances. Indirect impacts associated with the build alternatives include visual impacts, such as the reconstruction of the bridge over MD 175, bridges over MD 295 (Alternative 3), or the construction of new MD 175 bridges over MD 295 (Alternative 6).

Cumulative impacts are not anticipated to occur under the build alternatives, given that county preservation laws and regulations would help minimize the loss of resources by ensuring that proposed projects and developments are in compliance with Federal, State and Local laws as well as County Preservation Ordinances. Historic resources on a large scale are protected throughout the ICE study area through various degrees of zoning and planning restrictions placed by the county and state. Transportation projects under USDOT would be required to follow guidelines for Section 4(f) of the 1966 Department of Transportation Act and Section 106 of the Historic Preservation Act.



Legend

-  ICE Area Boundary
-  Baltimore Washington Parkway
-  County Park Land
-  Maryland State Park Land
-  Federally owned land
-  MD 175 Project Area

Source: Anne Arundel County, Research and GIS Division, Office of Planning and Zoning. (November 2007)
 Montgomery County Department of Planning.
 Maryland State Highway Administration, 2006

1 inch equals 1.5 miles
 Prepared May 2008

Figure III-14
 Parks

Maryland Route 175
 ICE Area



Maryland State Highway Administration

c. Natural Resource Impacts

Groundwater

Groundwater is one of the most important natural resources as it replenishes our streams and wetlands and provides water for irrigation and drinking water for many citizens. Groundwater quality is affected by surface water quality controls and quantity controls. Stormwater management utilizing best management practices can increase infiltration which allows for recharge of groundwater. Minimal direct impacts are expected from the MD 175 project due to the alternatives relatively small contribution to overall impervious surface area (approximately 34 acres new impervious surface).

Potential indirect impacts to groundwater would primarily be associated with increases in impervious surface, however small, associated with MD 175 build alternatives and other projects in the ICE boundary. The additional impervious areas could reduce infiltration into shallow portions of the aquifer over time. Sustainable aquifers cannot have a recharge rate less than the rate of withdrawal. These effects would be localized and are not expected to change hydrology at the larger sub-watershed or watershed level, nor would they be expected to differ among the alternate designs. In addition, the increase in impervious surface would proportionately increase runoff carrying vehicle-generated pollutants (e.g., oil, coolants, brake fluids, and rubber), which could potentially enter groundwater resources. Contaminated groundwater may ultimately affect the surface waters that feed the Chesapeake Bay where both groundwater and surface waters eventually drain. Stormwater runoff would be managed in accordance with MDE stormwater regulations and stormwater Best Management Practices. Any impacts to groundwater resources would be closely monitored by MDE.

Withdrawals from public supply wells operated by the Anne Arundel County Department of Public Works on average totaled 26 million gallons per day in 2002. Demand is projected to increase three-fold to 73 million gallons per day by 2040. Projected demand for water in Anne Arundel County can be met but will require construction of new wells and well fields. An anticipated cumulative effect of increased demand is increased energy costs to accommodate increased pumping lift required to reach deeper water levels in aquifers. Another cumulative impact is that increased withdrawals from aquifers may eventually reduce base flow to streams within the recharge (outcrop) areas of the aquifers pumped.

The potential cumulative effects described above are likely to be associated with Alternatives 3 and 6. The build alternatives (3 and 6) may increase the rate at which these effects occur, as these alternatives may serve to hasten the construction of residential and commercial development projects and their associated impacts. Additional, cumulative impacts to groundwater resources within the ICE boundary may occur, but are likely to be minor due to the more stringent stormwater regulations under the Clean Water Act and Maryland Stormwater Management Guidelines for proposed projects in comparison to the past time frame.

Surface Water

The MD 175 project area is located within the Little Patuxent River and Severn River watersheds, to the west and east respectively. MD 175 roughly follows a ridge, which is the geographic divide between two watersheds, Little Patuxent sub-watershed number 021311050949 and the Severn River sub-watershed number 021310021002. The drainage basin to the west drains to Dorsey Run, Midway Branch, and Franklin Branch, which are tributaries of

the Little Patuxent River. The drainage basin to the east drains to unnamed tributaries of the Severn River.

The ICE study area includes approximately 20 12-digit sub-watersheds in total, including the three in the project area. In addition to the previously-mentioned rivers sub-watersheds (0211311050952 and -949 within the Little Patuxent River watershed and 021310021002 within the Severn River Watershed), the ICE study area also includes the Lower North Branch Patapsco River watershed to the northeast of MD 175.

The three watersheds that make up the ICE study area are highly urbanized with percentages of impervious cover in excess of ten percent. Table III-25 depicts landscape parameters associated with these watersheds. None of these watersheds meets clean water or natural resource goals. However, none are designated as needing special protection of natural resources by the Maryland Department of Natural Resources.

Approximately 1,355 or 1,635 linear feet of Waters of the US (including intermittent and perennial channels) would be directly impacted by Alternatives 3 or 6A base alignments, respectively requiring 540 feet of bridge length for Alternative 3 and 605 feet of bridge length for Alternative 6A. The impacts of Alternatives 3 and 6 could include direct impacts due to culvert extensions at MD 175. Indirect impacts could occur at other culverts or bridge crossings traversing waterways, due to filling wetlands. Impacts to natural resources such as converting forest/natural areas to paved areas would also have the potential to affect species of concern located within these watersheds. Species of concern include the Swamp Pink, Wild Lupine, Roughish Panic Grass, and the Glassy Darter.

Table III-25. Landscape Parameters for Watersheds in ICE Boundary.

Watershed	Little Patuxent River 02131105	Severn River 02131002	Patapsco River Lower North Branch 02130906
Impervious Cover	25.5%	17%	21.9%
Population Density (persons/acre)	1.62	1.53	1.95
Unforested Stream Buffer	50%	26%	33%
Soil Erodibility Index	0.29	0.26	0.31

Source: MD DNR, 2007

Cumulative effects potentially associated with this project include an incremental degradation in surface water quality and ecological health. This may result from the increase in impervious surface area associated with the MD 175 project combined with effects of additional planned developments in the project area. Pollutants such as heavy metals, organic salts, hydrocarbons, oil and grease, rubber particles, suspended solids, and deicing salts typically accumulate on road surfaces and are mobilized and transported to surface waters during rain events. The percentage impervious surface in the Patapsco River Lower North Branch watershed has already reached

almost 22 percent, well above the threshold that cumulative impacts of development on the relative health of aquatic resources become marked.

Hydrological effects of increased urbanization and reduced pervious cover include the following:

- Disruption of natural water balance
- Increased stormwater runoff volumes and associated increases in flood peak flows
 - More frequent flooding
 - Increased bankfull flows
- Lower dry weather flows (diminished groundwater recharge)

Generally, disruption of the natural water balance and resultant instability and enlargement of the stream bed occur, as total impervious cover exceeds 10% in the watershed. The enlargement process may take up to 50 years to fully occur, but urban streams with more than 10% impervious cover are characterized by various degrees of stream enlargement and widening, erosion, downcutting, decreased channel stability, and embeddedness.

Cumulative effects, related to other developments, would require separate permit applications. There is already developed land in the project area that has contributed to degraded water quality. Impacts from other future developments in the ICE study area may include increased pollutant-containing runoff as the quantity of impervious surfaces expands. The result would be a decrease in water quality. An additional cumulative effect includes an increase in the surface water temperatures of streams which may adversely affect various aquatic organisms dependent upon cooler water temperatures.

Even though cumulative impacts to aquatic habitat and water quality may occur within the ICE study area, project-related impacts are expected to have a minimal contribution to water degradation compared to existing non-point pollution sources. Impacts from other future development and proposed highway improvements would be mitigated based on protective regulations related to wetland and waterways, forest conservation, and associated measures to control stormwater, sediment, and erosion. Strict zoning and state and federal regulations are in place to protect wetlands, waterways, and designated conservation areas from development through the permitting process. Additionally, limiting cumulative impacts to natural resources would require protection of critical resource lands, directing new development to existing developed lands, enhancing control of storm water quantity and quality, and maximizing the use of smart growth and low impact development approaches.

Wetlands

According to the *Anne Arundel County Soil Survey*, there are no mapped hydric soils within the MD 175 project area. Maryland Department of Planning's (MDP) Land Use data from 1973 and 2002 was used to determine any potential trends in the amount of wetlands (acres) present within the ICE boundary. MDP 1973 Land Use data shows only ten acres of land categorized as wetland, while seven acres of land are categorized as wetland in 2002 MDP Land Use data. According to this data, the amount of wetland area within the ICE boundary has been decreasing (See Table III-22).

In addition to desktop wetland data research, preliminary wetland field investigations were conducted as part of the project planning study. The MD 175 project area contains mapped NWI wetland systems and several potential wetland systems (determined by background and onsite

study) associated with the roadside drainage network. The NWI maps generally indicate palustrine forested systems following fingers created within headwaters of riparian stream corridors. According to the SHA's planning study, there are potentially three large forested wetlands located adjacent to MD 175:

- One wetland west of MD 175 to the south of Ballantines Way
- One wetland east of MD 175 and MD 32
- One wetland west of MD 175 adjacent to the new AACPL West County Area Library at MD 170

Maryland DNR has maintained watershed impact data including net wetland gains and losses since 1991. No direct or indirect impacts to wetlands would occur under Alternative 1 (No-Build) in the form of roadway runoff, sedimentation, and alteration of water hydrology.

Approximately 1.92 to 2.25 acres of probable wetland habitat would be directly impacted by Alternatives 3 or 6A base alignments respectively. Indirect impacts to wetlands are projected to be minimal as a result of any of the alternatives considered. Potential indirect impacts to wetlands may be associated with roadway runoff, sedimentation, and alterations to hydrology. These impacts may lead to a decrease in the extent or quality of available wetland habitat, which may ultimately reduce the diversity of plant and wildlife species that occupy these habitats. The additional highway lanes, interchanges, and entrances proposed for Alternatives 3 and 6 would contribute small amounts of pollutants over time to wetlands already receiving chemical inputs from the existing roadways and built lands throughout the affected sub-watersheds. Direct impacts to wetlands will be offset by the mitigation activities. Since the project is not expected to increase development rates or densities by itself in the ICE study area, and waterway protection regulations have been established at the federal, state, and local level in the ICE boundary, minimal indirect impacts to wetlands are anticipated to occur as a result of this project. The use of Best Management Practices, stormwater management practices and adherence to established riparian buffer zones by future developers in the ICE boundary will minimize overall impacts.

The potential for cumulative effects to wetlands, within the ICE study area would arise from the effects of the MD 175 project together with additional, unrelated development within the ICE boundary. As development pressure rises, there may be additional cumulative impacts to wetlands and waterways. These would result from continued resource land conversion to developed land, corresponding increases in impervious surfaces, and increased source and non-source pollutant loads. It should be noted that wetland impacts from this project are anticipated to be minimal and linear in nature, whereas the majority of wetland impacts anticipated from other development within the ICE boundary are likely to be more expansive and non-linear. Cumulative impacts to wetlands within the ICE area boundary could be minimized by protective regulations related to wetlands and waterways (Sections 404 and 401), forest conservation, and due to stormwater, sediment, and erosion control measures that would be put into place as conditions of development. Strict zoning and state and federal regulations are in place to protect wetlands, waterways, and designated conservation areas from development through the permitting process. Additionally, limiting cumulative impacts to natural resources will require protection of critical resource lands, directing new development to existing developed lands, enhancing control of stormwater quantity and quality, and maximizing the use of smart growth and low impact development approaches.

An analysis of future development within the ICE boundary shows that 1.38 acres of wetlands would be impacted by the Parkside planned development. The future Odenton Town Center development is expected to impact 4.15 acres of wetlands and the proposed Home Depot development would impact approximately 0.5 acre of wetland and 1.7 acre of woodlands. In addition, based on the Final Environmental Impact Statement for Implementation of Base Realignment and Closure 2005 and Enhanced Use Lease Actions at Fort George G. Meade, August 2007, 57 acres of wetland were identified from NWI mapping on EUL Sites Y, Z and S. It is unknown, at this time, how much of the wetland and forest acreage would be impacted by future BRAC and EUL development.

Terrestrial Habitat (Woodlands)

Historical land use/land cover analysis indicates on a percentage basis that during the past three decades, as urban development has occurred, forest land in the region has diminished faster than any other types of land use. As the following Table illustrates (Table III-26), the ICE study area and surrounding region currently contain sizable tracts of woodland, but the amount of forest has declined and would continue to decline due to development. Referencing the county current and future land use maps shows that the ICE study area generally contains narrow bands of forest associated with stream valleys in the Severn/Odenton area and to the west of MD 32 and Fort Meade, as well as larger tracts of forest in the Patuxent wildlife/natural area to the southwest of Fort Meade. The approximate forested area on the BRAC and EUL sites is approximately 529 acres. Based on a Geographic Information Systems (GIS) analysis using the existing approximate EUL site boundaries and GIS Green Infrastructure layer from MD Department of Natural Resources, it was determined that EUL sites Y and Z could potentially impact a large portion of an existing Green Infrastructure hub (approximately 173 acres total). The EUL site S is estimated to potentially impact approximately 86 acres of an existing Green Infrastructure hub. However, it should be noted that this is a worst-case scenario estimate, and assumes that the EUL sites will be developed in entirety.

Table III-26. Forest Trends Data (1973-2002) For Anne Arundel and Howard Counties (Percentages are in Comparison with Total Land Area of the County)

	1973 Acres and Percentage	1981 Acres and Percentage	1990 Acres and Percentage	2002 Acres and Percentage	Projected 2020 Acres and Percentage
Anne Arundel County Forest Land	129,453 Acres (34.1 %)	124,906 Acres (32.9%)	116,241 Acres (30.6%)	111,660 Acres (29.4%)	95,562 Acres (25.2%)
Howard County Forest Land	60,038 Acres (46.4%)	58,589 Acres (36.1%)	54,912 Acres (33.8%)	52,128 Acres (32.1%)	32,714 Acres (20.2%)

Source: Maryland Department of Planning (2001, 2002)

Direct impacts of Alternative 3 base alignment would include 20.1 acres of woodlands, Alternative 6 would directly impact 23.9 acres of woodlands, and Alternative 6A would directly impact 25.1 acres of woodlands. The MD 175 project is likely to have short- and long-term indirect impacts to forests. Since the project mainly proposes improvements along existing

roadway alignments, the remaining indirect impacts would occur along the edges of forest stands that border those roads. Direct loss of “edge” habitat, typically defined as the outermost 300 feet of a forested tract, would translate into a corresponding loss of forest interior habitat by shifting the interior/edge boundary and may impact forest interior dwelling species (FIDS). Fragmentation of existing unprotected forest lands may lead to newly created forest edges experience increases in light and wind, leading to drier soil conditions. These changes may cause shifts in the plants that become established and thrive, favoring early successional, shade intolerant species. This often facilitates the establishment and spread of invasive and exotic species, some of which may ultimately expand beyond the immediate edge into the forest interior over time. Traffic and roads themselves typically act as conduits for seed dispersal, promoting the invasion of invasive species into new areas. Finally, dust and chemical pollutants from roadways may reduce the relative fitness or survival of some plants after continued exposure.

Cumulative impacts to forest cover in the ICE boundary area would occur as a result of the MD 175 project combined with public and private development projects in each of the counties and may include increased forest fragmentation with associated loss of forest interior habitat. It should be noted that forest cover impacts due to this project are anticipated to be linear in nature, rather than creating forest fragments, which is in general, less impactful to terrestrial habitat. Based on land use data, there was an 18.6 percent decrease in forest acreage between 1973 and 2002 in the ICE study area. However, it is expected that the overall cumulative effect to terrestrial habitat within the ICE boundary area will be minimal due to protective regulations. A large portion of the identified Green Infrastructure ecological hubs and corridors, including the Patuxent Research Refuge, Severn Run Environmental Area, Odenton Nature Area, and a segment of MD 295 are protected lands that will remain intact and largely unaffected. Although some of the land that is currently forested is proposed for industrial or residential land purposes, much of the existing forest cover is expected to remain due to requirements of the Maryland Forest Conservation Act (FCA) of 1991. The FCA requires public and private developers to prepare a forest conservation plan for any project that impacts more than 40,000 square feet of forestland. The plan must demonstrate that certain percentages of forest cover remain after the development has been completed. Natural Resources Article Section 5-103, known as the Maryland Reforestation Law, regulates disturbances to forest land during highway construction projects. Under this law, mitigation for any highway project that impacts at least one acre of forest requires a strict 1:1 mitigation ratio if the highway project uses state funds. However, there may be a delay of decades until the land gains habitat value and it may not necessarily be located in the same habitat system.

Given current Maryland Smart Growth policies, county zoning regulations, and the two laws referenced above, cumulative impacts to forest cover would likely be limited to areas designated for urban development by each county. Additionally, mitigation would be required to offset any loss of forestlands associated with each of the proposed development projects.

Rare, Threatened, or Endangered Species

There are no direct impacts to rare, threatened, or endangered species in the project area since no resident species were found during an RTE survey. Several species are thought to occur within the ICE Study area. Although there is habitat sufficient to support these species within the project area, surveys conducted in fall 2007 did not locate any RTE species within these habitat locations (Please refer to the *Natural Environmental Technical Report, SHA 2008* for detailed survey information).

Habitat outside of the project area, but within the ICE boundary, could be impacted by indirect effects that alter the quality of the existing habitat. In particular, the glassy darter (*Etheostoma vitreum*) is noted by the MD DNR as being especially vulnerable to siltation. Measures will be taken to avoid siltation by restricting in-stream work if possible and by utilizing appropriate BMPs during construction and in stormwater management planning and implementation. Stream habitat protection measures for this project will focus on minimization of sedimentation and water quality impacts to downstream areas.

Since there were no RTE species identified within the ICE boundary area, the MD 175 project has no cumulative effects on RTE species; however, cumulative impacts could occur due to the combined effects of the other proposed development projects within the ICE area. Cumulative effects would be avoided and minimized for each proposed development through required surveys to document new occurrences of any of these species. Impacts would be minimal due to current land use and state and federal laws. Maryland endangered and threatened species are protected and regulated by the 1973 Endangered Species Act (ESA), the Maryland Endangered Species Act of 1973 and the 1975 Maryland Nongame and Endangered Species Conservation Act. Given current Maryland Smart Growth policies and the county's zoning regulations, most impacts to plant habitat would only take place on those areas designated by the counties for urban development.

Conclusions

Indirect and cumulative effects associated with socio-economic, cultural and natural resources have been identified and described for the proposed MD 175 project.

Indirect Effects

Indirect impacts to community resources under the build alternatives may be both beneficial and adverse. Beneficial effects may include decreased travel time to major roadways as well as the creation of more travel options for commuters. Increased traffic along MD 175 is a potential adverse indirect effect. The population may indirectly increase (by attracting additional workers and residents to the ICE study area) from the creation of new job opportunities associated with increased commercial development, in conjunction with additional housing opportunities, independent of the MD 175 project. Indirect effects to employment should result from improved access to and from MD 295 allowing better access for employees. Indirect effects to parks associated with the build alternatives include the potential for increased use due to improved vehicle, pedestrian, and bicycle access. There may be indirect impacts to historical resources associated with the build alternatives that include visual impacts resulting from construction of a new bridge or bridges. Indirect impacts to groundwater would primarily be associated with increases in impervious surface associated with MD 175 build alternatives and other projects in the ICE boundary. The additional impervious areas could reduce infiltration into shallow portions of the aquifer. The increase in impervious surface would increase runoff carrying vehicle-generated pollutants which could potentially enter groundwater resources. Surface water and water quality may be indirectly affected by contaminated groundwater inflow into streambeds of surface waters. Indirect impacts to wetlands may occur as a result roadway runoff, sedimentation, and alterations to hydrology, thereby potentially affecting the extent and quality of available wetland habitat. There may be indirect impacts to forests as newly created forest edges experience drier soil conditions allowing invasive species to become established as

well as the loss of forest interior habitat. RTE habitat outside of the project area, but within the ICE boundary, could be impacted by indirect effects that alter the quality of the existing habitat.

Cumulative Effects

Potential cumulative effects to the community would include a potential loss of character and small town feel as well as an increase in demand for community services including schools and health care facilities. There is also likely to be direct and cumulative impacts to communities from noise related to this project. Future planned residential and commercial development independent of the MD 175 project is likely to have cumulative effects of increasing population and employment within the ICE study area. Cumulative impacts to parklands may include increased development pressure. Cumulative impacts to historic sites are not expected.

Anticipated cumulative effects for groundwater include reduction of base flow to streams within the recharge areas. Cumulative impacts to surface water include increased runoff, erosion and flooding potentially leading to degradation of water quality and decrease in ecological health. As development pressure rises, there may be additional cumulative impacts to wetlands such as alterations to local hydrology. Cumulative impacts to woodlands may include increased forest fragmentation and loss of forest interior habitat. There may also be cumulative impacts to the habitats of rare, threatened, and endangered species as development pressure increases.

Mitigation

Avoidance and minimization strategies to reduce direct impacts to environmental resources were incorporated into the MD 175 project planning and will continue to be included in future design efforts. Mitigation is required for any direct impacts that remain following avoidance and minimization efforts. SHA will develop conceptual mitigation plans for any unavoidable impacts and coordinate efforts with the appropriate regulatory agencies when a preferred alternative is selected. For example, indirect impacts to wetlands could be minimized due to use of Best Management Practices and stormwater management practices. Noise barriers have been determined reasonable and feasible at two locations (MD 175/McCarron Court and MD 175/Reece Road), and may be constructed to mitigate noise impacts from the proposed roadway improvements. Mitigation will be provided in accordance with FHWA Noise Abatement Criteria and SHA noise policy. Additionally, landscape plans will be developed during final design that could include median plantings, vegetative buffers, and/or special fencing along Fort Meade to mitigate any visual impacts.

State and county land development plans will shape future development and growth within the ICE boundary. Local jurisdictions will develop resource preservation plans with the continued assistance of SHA. Anne Arundel and Howard Counties and each distinct municipality are ultimately responsible for monitoring and applying growth management strategies and mechanisms that result in development at a pace that is consistent with roadways and infrastructure.

Regulatory agencies and responsible parties are obligated to evaluate mitigation for cumulative effects associated with environmental impacts. Any future development that occurs in the 2030 time frame will be required to comply with the numerous federal, state, and local ordinances in place to protect resources.

J. Wild and Scenic Rivers

There are no federally designated Wild and Scenic Rivers within or close to the project area. The Severn River, located just north of the project area, is a state-designated Scenic and Wild River as established by the Wild and Scenic Rivers Act and the Maryland Scenic and Wild Rivers Program.

K. Coastal Zone Management

All of Anne Arundel County is included in the Maryland Coastal Zone. The Maryland Coastal Zone Management (CZM) Program is administered by the MDE and MD DNR. Many of the CZM requirements are associated with inter-agency review of permit applications, as described in *A Guide to Maryland's Coastal Zone Management Program Federal Consistency Process* (MDE and MD DNR, 2004). The final environmental document will include documentation of States agency's determination on consistency with the Maryland CZM plan.

L. Light Emissions and Visual Impacts

Potential additional light emissions resulting from the build alternatives would include vehicular traffic utilizing the interchange, roadway, and direct access ramps as well as any street lights that would be added. Given the existing land use of the area, visual impacts resulting from light emissions, due to roadway improvements, are expected to be minimal. The No-Build Alternative would have no adverse impacts from light emissions, nor would the surrounding community be subject to adverse visual impacts.

M. Construction

Project construction could result in adverse impacts to air, noise, water, or traffic elements such as congestion and detours associated with any of the build alternatives. The proposed project would produce temporary fugitive dust emissions from construction activities and associated equipment. However, contractors would exercise Best Management Practices (BMPs) to reduce dust during the construction phase of the project. These emissions would be temporary and are not expected to adversely affect the area's air quality. Noise from construction equipment and related activities on site would be regulated through the development of a construction noise specification to minimize exposure outside of the construction area. Traffic-related impacts would be minimized by developing and implementing a Maintenance of Traffic Management Plan. All construction-related water quality impacts would be temporary, indirect, and would result from the removal of vegetation and grading activities, as well as the operation of earth-moving equipment. These temporary and indirect water quality impacts would likely result from soil erosion or sedimentation and the introduction of pollutants from construction machinery. BMPs would be employed to minimize adverse temporary impacts. Potential temporary water degradation would be avoided, minimized, and mitigated through the implementation of an approved Erosion and Sediment Control Plan, approved Stormwater Management Plan, and the terms and restrictions with the Joint Non-tidal Wetlands and Waterways permit.

N. Natural Resources and Energy Supply

Consideration of energy requirements associated with a transportation project normally fall under two categories: Those relating to increased consumption from stationary facilities (i.e., additional facilities requiring heat, cooling, and other energy consuming systems), and those involving substantial increases in vehicle movement and related fuel consumption.

Consideration of non-fuel natural resources is generally a concern if the proposed improvements will affect the ability to mine or collect natural resource materials, or if construction of the proposed project would require the use of materials that are in short supply. There are no known deposits of valuable natural resources located in the vicinity of the project that would be affected by the proposed improvements.

The MD 175 project is not anticipated to require the use of any construction materials that are unusual in nature or in short supply. Estimates of the type and quantity of materials necessary for the proposed improvements will be determined in the later phases of development and their availability through coordination with local suppliers.

O. Pollution Prevention, and Solid Waste

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes. The two statutes of most relevance are the Resource Conservation and Recovery Act [(RCRA) as amended by the Federal Facilities Compliance Act of 1992], and the Comprehensive Environmental Response, Compensation, and Liability Act [(CERCLA) as amended by the Superfund Amendments and Reauthorization Act)]. RCRA governs the generation, treatment, storage, and disposal of hazardous wastes, and the clean up of releases into the environment resulting in current operations. CERCLA provides for the cleanup of former releases of hazardous substances into the environment that result from past operations. Implementation of these statutes in Maryland is under the direction of MDE.

Impacts to solid waste management relate to the generation, handling and disposal of solid waste as a result of construction. Waste would be transported and disposed of as directed by the appropriate authorities. In removing trees, earth, and demolishing pavement, high quantities of solid waste may be generated. Felled tree debris would be disposed of in accordance with state and local regulations. None of the solid waste generated from the proposed project is anticipated to create capacity problems at the local landfill or require scheduled solid waste removal. The No-Build Alternative would not impact or have adverse effects on local landfill operations.

Section 4(f) Evaluation

IV. SECTION 4(f) EVALUATION

A. Introduction

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303(c)) permits the use of land from a publicly-owned public park, recreation area, wildlife or waterfowl refuge, or land of a historic site of national, state or local significance (as determined by federal, state and local officials having jurisdiction over such resources), only if there is no prudent or feasible alternative to the use of such land and if the action includes all possible measures to minimize harm in accordance with the FHWA Section 4(f) regulations, 23 CFR 774, as well as FHWA's Section 4(f) Policy Paper (March, 2005), and is consistent with the criteria for a Section 4(f) Evaluation (discussed therein).

A Section 4(f) "use" occurs when property identified as a Section 4(f) resource is permanently acquired and incorporated into a transportation project or when there is occupancy of land that is adverse in terms of the integrity of the Section 4(f) resource. The requirements of Section 4(f) apply to the MD 175 project because the proposed build alternatives would require the use of land from public parks and recreational facilities, as well as historic sites listed on or eligible for listing on the National Register of Historic Places (NRHP).

This Section 4(f) Evaluation describes four properties within the study area for which Section 4(f) is applied, as well as the location and design of alternatives developed to avoid and minimize harm to Section 4(f) resources. As part of this evaluation, additional right-of-way needed for the project, as well as any structures (buildings, fences, driveways, walls, etc.) potentially impacted that may contribute to the significance of the Section 4(f) resource, are described, as are any potential temporary uses of the Section 4(f) resources.

B. Project Action

The Maryland State Highway Administration (SHA) is considering various roadway improvement options for MD 175 near the Fort George G. Meade Military Reservation in Odenton, Maryland. The alternatives being considered include various options to widen the two-lane roadway, as well as intersection and interchange options. Please see Section I of this report for a description of the project Purpose and Need, and Section II of this report for descriptions of the alternatives considered.

C. Section 4(f) Properties

SHA conducted initial coordination with the Maryland Historical Trust (MHT) in March 2007 to identify historic sites and archeological resources within the Area of Potential Effect (APE) for the MD 175 project. The MHT determined that three sites, the Odenton Historic District, the Jones House, and Trusty Friend are eligible for listing in the NRHP. The fourth resource, the Baltimore-Washington Parkway, is owned by the National Park Service (NPS) and is listed on the NRHP. Figure IV-1 shows the locations of these resources.

Previous archeological studies have determined that nine of 13 known sites have been determined ineligible for NRHP listing. The remaining four sites were determined not eligible by the MHT on May 2, 2008 (see **Appendix C**).

For the ARDS, land from four Section 4(f) resources located within the study area could be required. The following describes the Section 4(f) resources that may be impacted by the proposed alternatives.

1. Baltimore-Washington Parkway

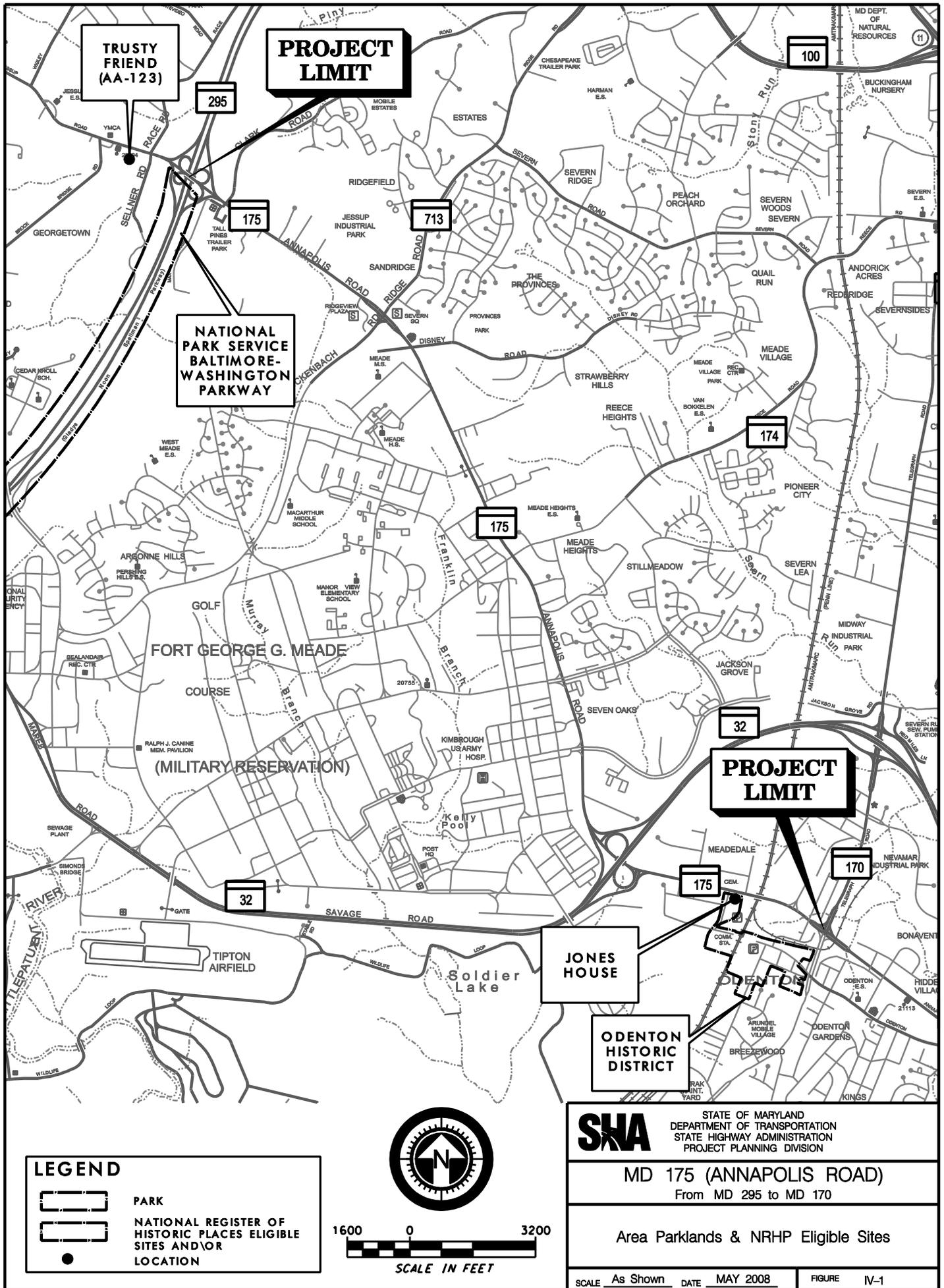
The portion of the Baltimore-Washington Parkway (MD 295) south of MD 175 is contained within a 19-mile long, 1,353 acre parkway facility owned by the NPS, and is a significant historic resource listed on the NRHP. This segment of MD 295 extends from the eastern border of the District of Columbia and to just south MD 175 and achieves state and local significance in the areas of transportation and landscape architecture. It is associated with urban development of the National Capital as a Federal center and is the only fully developed parkway of its kind in Maryland. It is a contributing element to the National Capital Park and Parkway system developed during the first half of the 20th century. The parkway maintains original integrity of setting, design and associations characteristic of the earliest parkways designed for pleasure motoring, the preservation of natural topography and vegetation for scenic purposes coupled with “high-speed” elements of modern freeway design. Currently, MD 295 consists of a four-lane divided highway in a linear park boundary 400 to 800 feet wide, connecting the two metropolitan regions of Baltimore and Washington D.C. The resource is listed on the National Register of Historic Places under Criteria A and C – it is associated with events that have made a significant contribution to the broad patterns of our history and it embodies distinctive characteristics of a type, period or method of construction.

2. Odenton Historic District

The Odenton Historic District is located south of MD 175 and west of MD 170 (Telegraph Road/Piney Orchard Parkway) within the larger community of Odenton. Access to the Odenton Historic District can be made via Morgan Road and Odenton Road. The Odenton Historic District covers approximately 66 acres and contains several properties, including the Jones House, Odenton Bank, Odenton Station and the Nathan P. Watts House, which have retained their individual integrity and are each contributing elements to the historic district. With the exception of the Jones House, these individual contributing structures are located some distance from the proposed alternatives. The Odenton Bank was built in 1917 to serve area residents and Camp Meade soldiers. The bank kept personal accounts and valuables and handled the Army’s payroll funds. The Odenton Station originally opened in 1943 and was designed by Lester C. Tichy whose chief inspiration for the building was the architecture of Frank Lloyd Wright. The Nathan P. Watts House also contained the Watts general store which opened in 1869 and at times contained the Odenton post office.

Jones House

The Jones House, located at 1401 Annapolis Road, was constructed circa 1870 and was substantially enlarged in 1901. Sitting on a 1.4-acre parcel, the structure is located south of Lokus Road and MD 175 southbound and its front faces the CSX Railroad (Amtrak). Access to the house is from a driveway off of MD 175 southbound. Though now vacant, the house was occupied by three generations of the Jones family that built and operated the railroad in Odenton (White, 1991); therefore, this resource satisfies National Register Listing Criterion A and C, and is individually eligible for the NRHP. As mentioned earlier, the Jones House is also a contributing element to the Odenton Historic District and impacts are shared between the resources. It should be noted that the current owner has expressed interest in relocating the Jones House in order to allow for development of a portion of the Odenton Town Center on the 1.4-acre parcel.



LEGEND

-  PARK
-  NATIONAL REGISTER OF HISTORIC PLACES ELIGIBLE SITES AND/OR LOCATION
- 



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PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Area Parklands & NRHP Eligible Sites

SCALE As Shown DATE MAY 2008 FIGURE IV-1

3. Trusty Friend

Trusty Friend is a single dwelling wood-frame house designed in the Italianate style and constructed circa 1870. The property is located on a 3.3-acre parcel at 2839 Jessup Road, west of Sellner Road and the southwest quadrant of the MD 175/MD 295 interchange. Access to the property is from a system of driveways off of MD 175 southbound and Sellner Road. The structure is an excellent example of the Italianate style, including a cupola and second-story balustraded balcony and porch with Tuscan columns. The Italianate style was popular during the mid-to late nineteenth century. The site is qualified for eligibility for the NRHP under Criterion C, indicating that the building embodies distinctive characteristics of a type, period, or method of construction, or represents the work of a master. This property is currently occupied by at least one and possible multiple families.

D. Impacts on the Section 4(f) Resources

The proposed build alternatives for this project, the mainline widening and the interchange options, could impact the Section 4(f) resources. The following is a description of the physical and functional impacts to the resources resulting from the MD 175 build alternatives. Table IV-1 provides a quantified breakdown of impacts to each of the resources.

1. Baltimore-Washington Parkway

The Baltimore-Washington Parkway would be impacted by all of the proposed interchange options at MD 295. Specifically, the proposed modifications to the MD 295 ramps south of MD 175 would cause impacts to existing parkland. Interchange Options A2, E, and Max Blob's Park Road Option A & B (MBPROA), as applied with the mainline alternatives, would have the greatest amount of impact. The interchange Option F (1.5 acres of impact) does not present any impacts greater than those accounted for under Options A2 (3.9 acres), E (3.6 acres), and MBPROA (3.8 acres). Interchange Option F proposes modifications to the existing ramps inside the park boundary (south side of MD 175) and can only be applied with Alternative 3. Option F has the least amount of impact to the NPS property because it introduces minor widening and resurfacing of existing pavement and does not require as much grading work as the aforementioned options. Impacts resulting from the proposed interchange options do not substantially change the functionality or characteristics that currently define the NPS property at this location (Figures IV-2 through IV-5). The property currently accommodates an access controlled highway facility and has no other defined uses near the proposed improvements. Upgrades to the operations and safety of the existing access control point will not change the functionality or characteristics of the current land use. None of the proposed alternative options would alter the criteria on which the Baltimore-Washington Parkway's National Register status is based. Consideration for how roadway lighting and traffic signals may affect the character of the park will be addressed through coordination with the NPS. For the purposes of this analysis, the study team has assumed that portions of the existing ramps that would no longer serve a transportation purpose would revert back to parkland and are therefore not counted as parkland impacts.

2. Odenton Historic District

The Odenton Historic District would be impacted by Alternative 2 (TSM) and both mainline Alternatives 3 and 6, which include improvements along MD 170 south of the MD 175/MD 170 intersection. The only contributing element to the Odenton Historic District

that would be directly impacted by any of the build alternatives is the Jones House property. None of the other contributing elements (i.e., Odenton Bank, Odenton Station, Nathan P. Watts House, and Odenton Survey District) are directly impacted and these will not sustain any lasting impairments that would detract from the Odenton Historic Districts NRHP eligibility. The impacts to Odenton Historic District are discussed as follows:

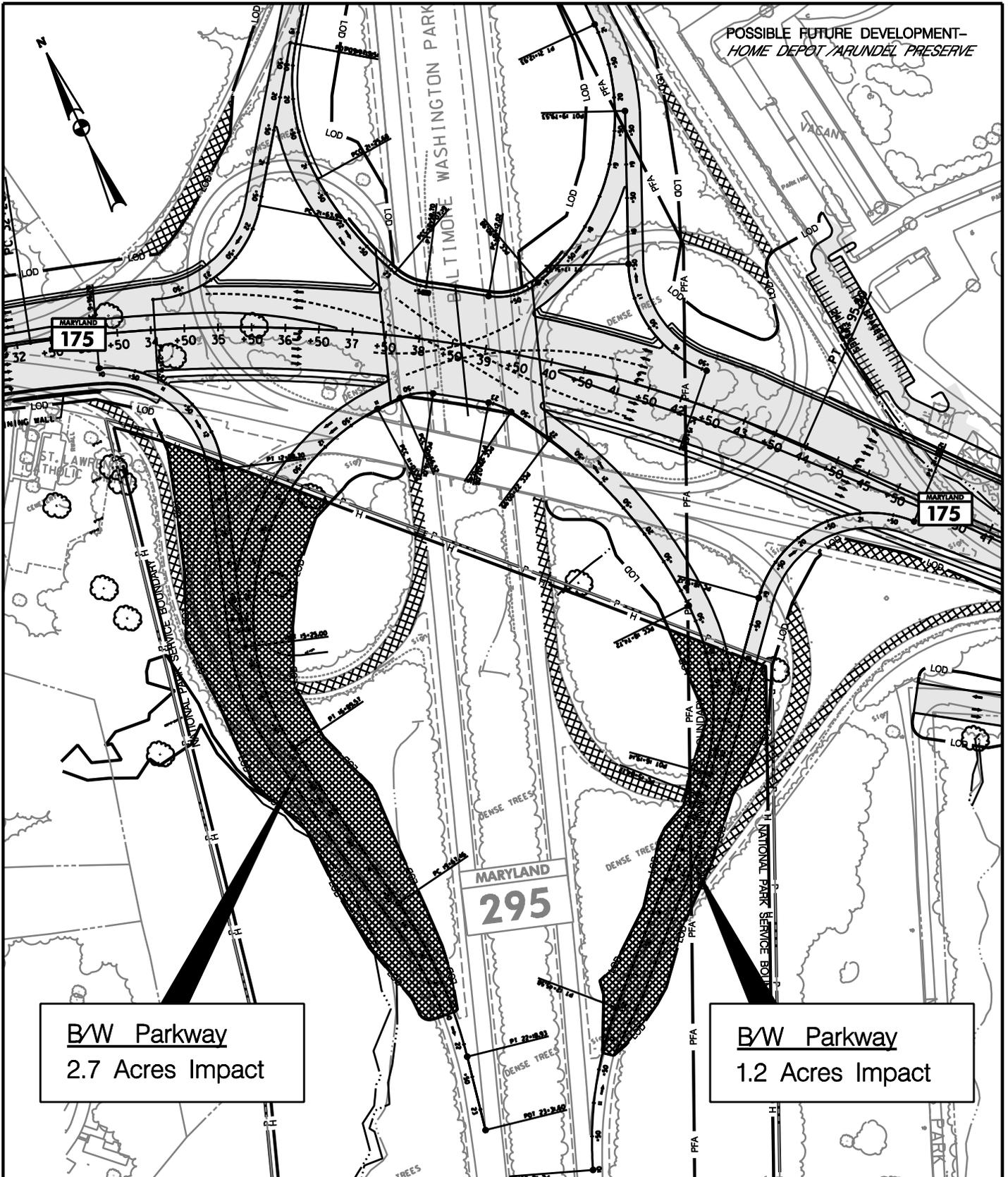
- Odenton Historic District impacts, outside of the Jones property, result from a proposed right turn intersection improvement to Morgan Road for Alternative 2 (TSM). The impacts are caused by pavement widening and fill embankment to support the improvement. These impacts do not affect any independently listed or eligible NRHP properties.
- Proposed widening of MD 170, to accommodate two through lanes through the MD 175/MD 170 intersection would impact the frontage of commercial properties not independently registered or eligible for the NRHP.
- Impacts result from Alternatives 3, 6 and 6A due to the proposed mainline widening from a four-lane to a six-lane section, the widening of the Morgan Road approach to MD 175 and the shift in the alignment away from the Nichols-Bethel Methodist Church Cemetery (Figures IV-6 through IV-8). It should be noted that the cemetery is not located within the Odenton Historic District and is not a historic resource. The majority of these impacts affect the Jones House and no other independently registered or otherwise eligible NRHP properties.
- Alternative 6A represents a shift in the Alternative 6 alignment in the vicinity of the Odenton Historic District to reduce impacts resulting from the proposed mainline MD 175 widening (Figures IV-6 through IV-8), but the Morgan Road and MD 170 impacts would still remain. Alternative 6A is discussed further in Section E. Measures to Minimize Harm.

Jones House

The Jones House property would be impacted and displaced by both mainline Alternatives 3 and 6, but would not be displaced by Alternative 2 (TSM) or Alternative 6A. Impacts to, and displacement of, the Jones House under Alternatives 3 and 6 result from the proposed widening to a six-lane section, as well as the alignment shift to avoid the Nichols-Bethel Methodist Church Cemetery. Under Alternative 3, the southern roadway edge would shift approximately 30 feet from its current location to within 10 feet of the Jones House, and grading to support this shifted roadway edge would undermine the foundation of the house. Under Alternative 6, the southern roadway edge would shift approximately 80 feet from its current location, which is beyond the front of the Jones House (Figures IV-6 and IV-7). Alternative 6A would not introduce any impacts to the Jones House property beyond those incurred by the Morgan Road widening (Figure IV-7). As shown in Table IV-1, the study team has identified only the portions of the Jones House property that is needed for each alternative under consideration. The impacts to the Odenton Historic District outside of the Jones House property have been reported separately.

It is noteworthy that the current owner of the Jones House has expressed interest to relocate the structure further south of MD 175, but still within the Odenton Historic District, in order to free that land up for development. If that occurs, it is assumed that the Jones House would not be impacted by any of the build alternatives. The potential relocation of the Jones House by a

POSSIBLE FUTURE DEVELOPMENT-
HOME DEPOT / ARUNDÉL PRESERVE



B/W Parkway
2.7 Acres Impact

B/W Parkway
1.2 Acres Impact

LEGEND

- PROPOSED ROADWAY
- PAVEMENT REMOVAL
- LOD - LIMIT OF DISTURBANCE
- PFA - PRIORITY FUNDING AREA BOUNDARY
- P - PARK BOUNDARY
- H - HISTORIC BOUNDARY
- F. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- POTENTIAL WETLANDS
- POTENTIAL DISPLACEMENT
- PROPOSED COUNTY MASTER PLAN TRAIL



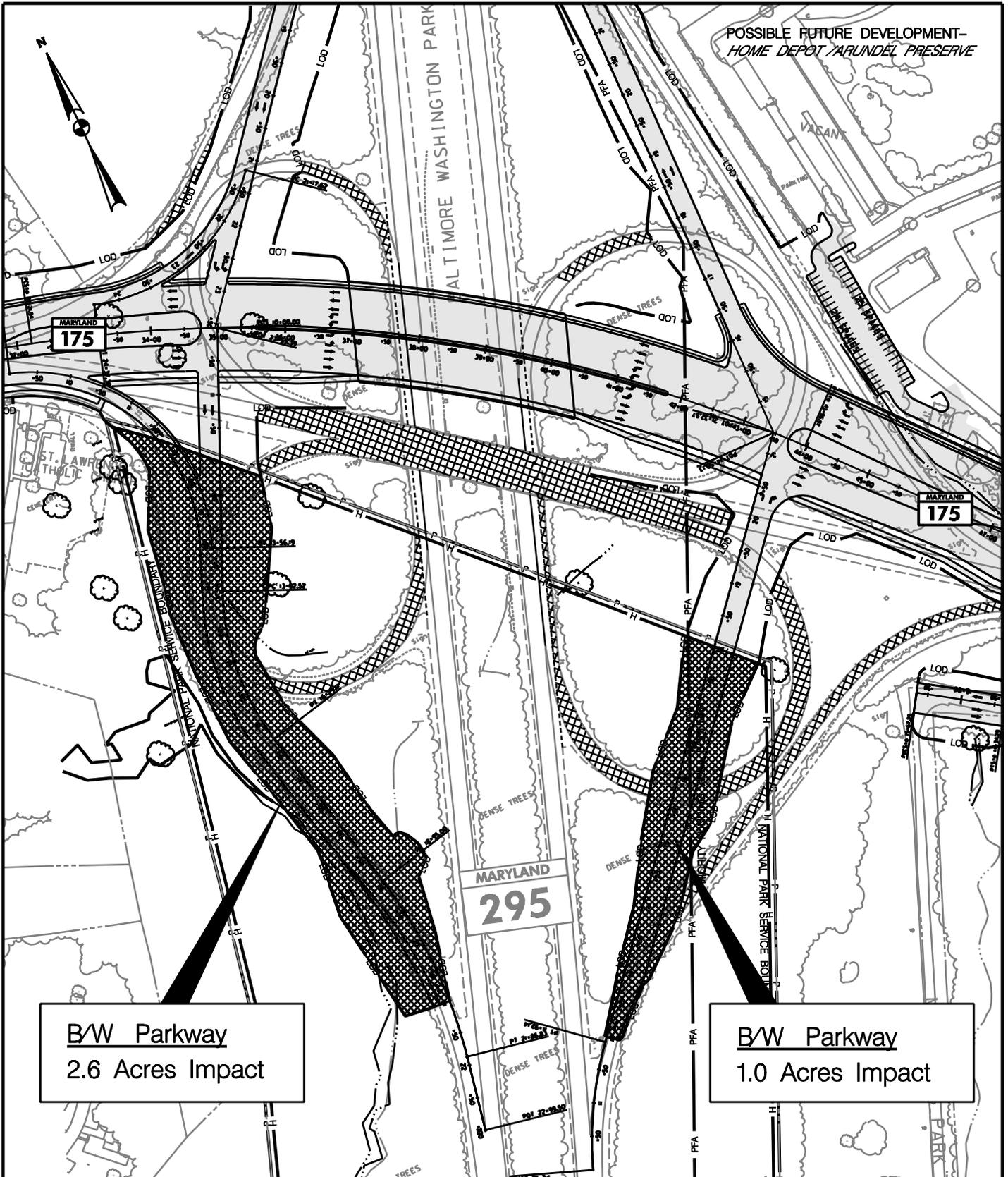
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MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

B/W Parkway (MD 295) Property Impacts
Interchange Option A2

POSSIBLE FUTURE DEVELOPMENT-
HOME DEPOT / ARUNDEL PRESERVE



B/W Parkway
2.6 Acres Impact

B/W Parkway
1.0 Acres Impact

LEGEND

- PROPOSED ROADWAY
- PAVEMENT REMOVAL
- LOD - LIMIT OF DISTURBANCE
- PFA - PRIORITY FUNDING AREA BOUNDARY
- P - PARK BOUNDARY
- H - HISTORIC BOUNDARY
- Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- POTENTIAL WETLANDS
- POTENTIAL DISPLACEMENT
- PROPOSED COUNTY MASTER PLAN TRAIL



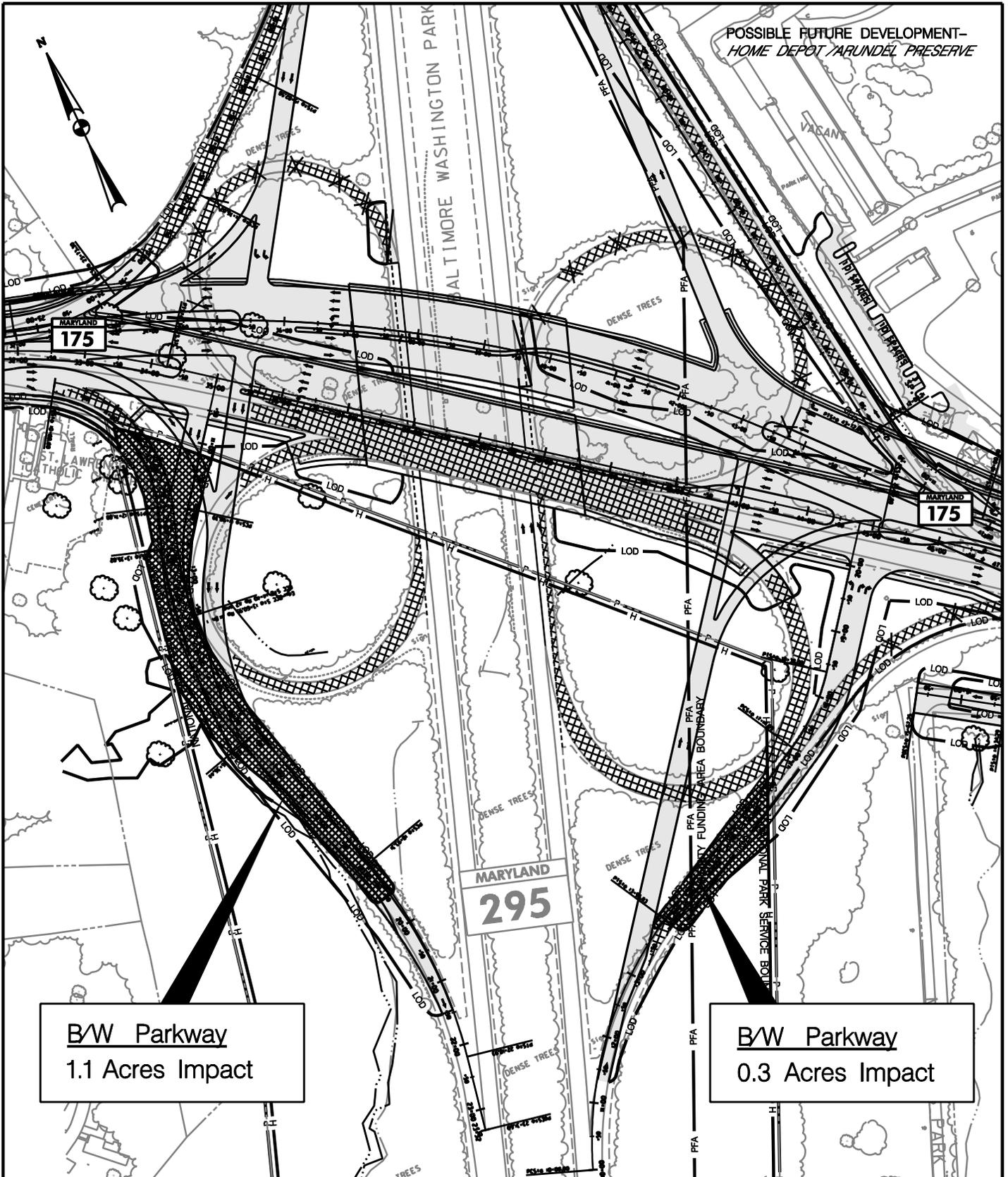
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MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

B/W Parkway (MD 295) Property Impacts
Interchange Option E

POSSIBLE FUTURE DEVELOPMENT-
HOME DEPOT / ARUNDEL PRESERVE



B/W Parkway
1.1 Acres Impact

B/W Parkway
0.3 Acres Impact

LEGEND

- PROPOSED ROADWAY
- PAVEMENT REMOVAL
- LIMIT OF DISTURBANCE
- PRIORITY FUNDING AREA BOUNDARY
- PARK BOUNDARY
- HISTORIC BOUNDARY
- FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- POTENTIAL WETLANDS
- POTENTIAL DISPLACEMENT
- PROPOSED COUNTY MASTER PLAN TRAIL



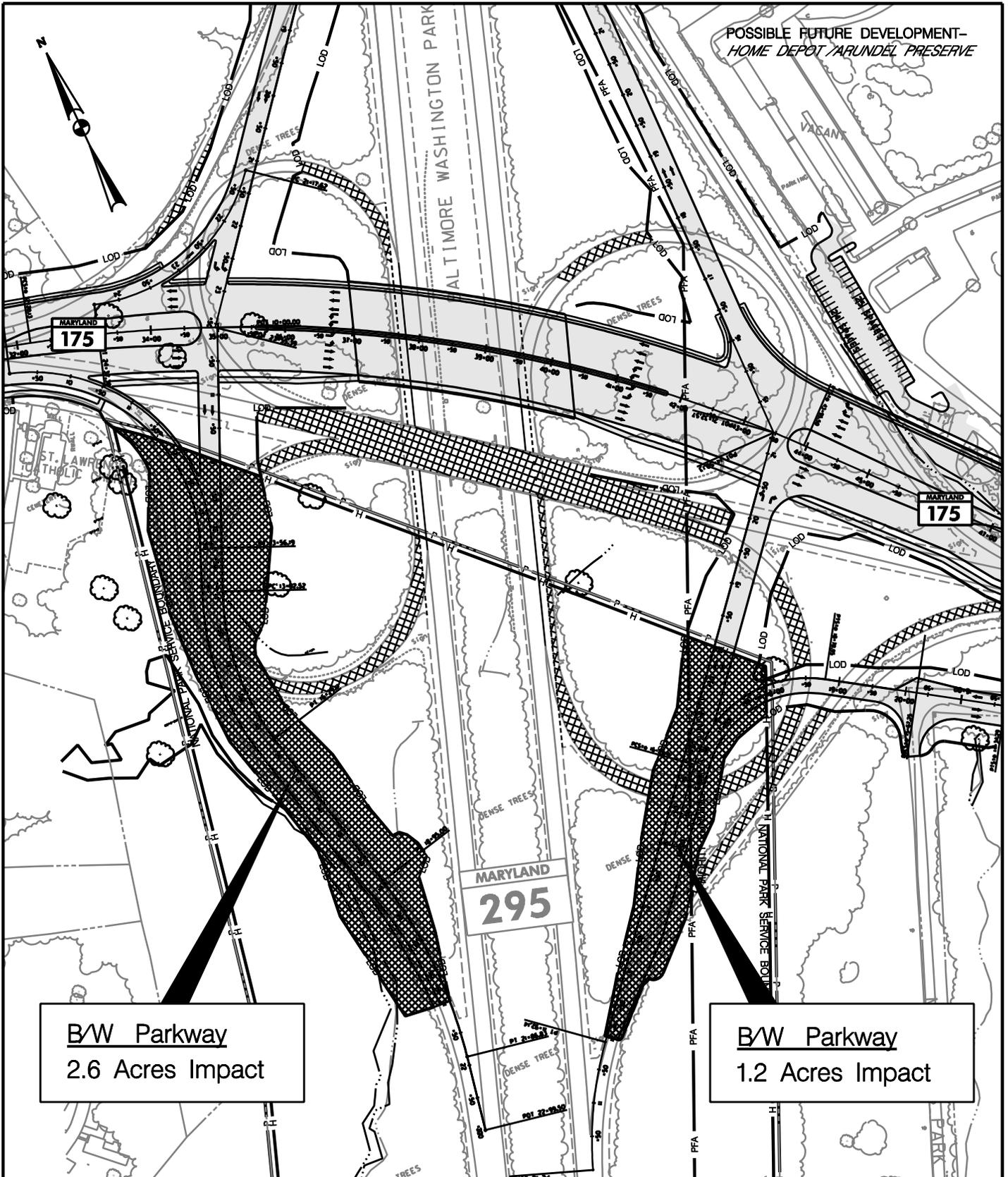
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MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

B/W Parkway (MD 295) Property Impacts
Interchange Option F

POSSIBLE FUTURE DEVELOPMENT-
HOME DEPOT / ARUNDEL PRESERVE



B/W Parkway
2.6 Acres Impact

B/W Parkway
1.2 Acres Impact

LEGEND

- PROPOSED ROADWAY
- PAVEMENT REMOVAL
- LIMIT OF DISTURBANCE
- PRIORITY FUNDING AREA BOUNDARY
- PARK BOUNDARY
- HISTORIC BOUNDARY
- FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
- NWI WETLANDS
- POTENTIAL WETLANDS
- POTENTIAL DISPLACEMENT
- PROPOSED COUNTY MASTER PLAN TRAIL

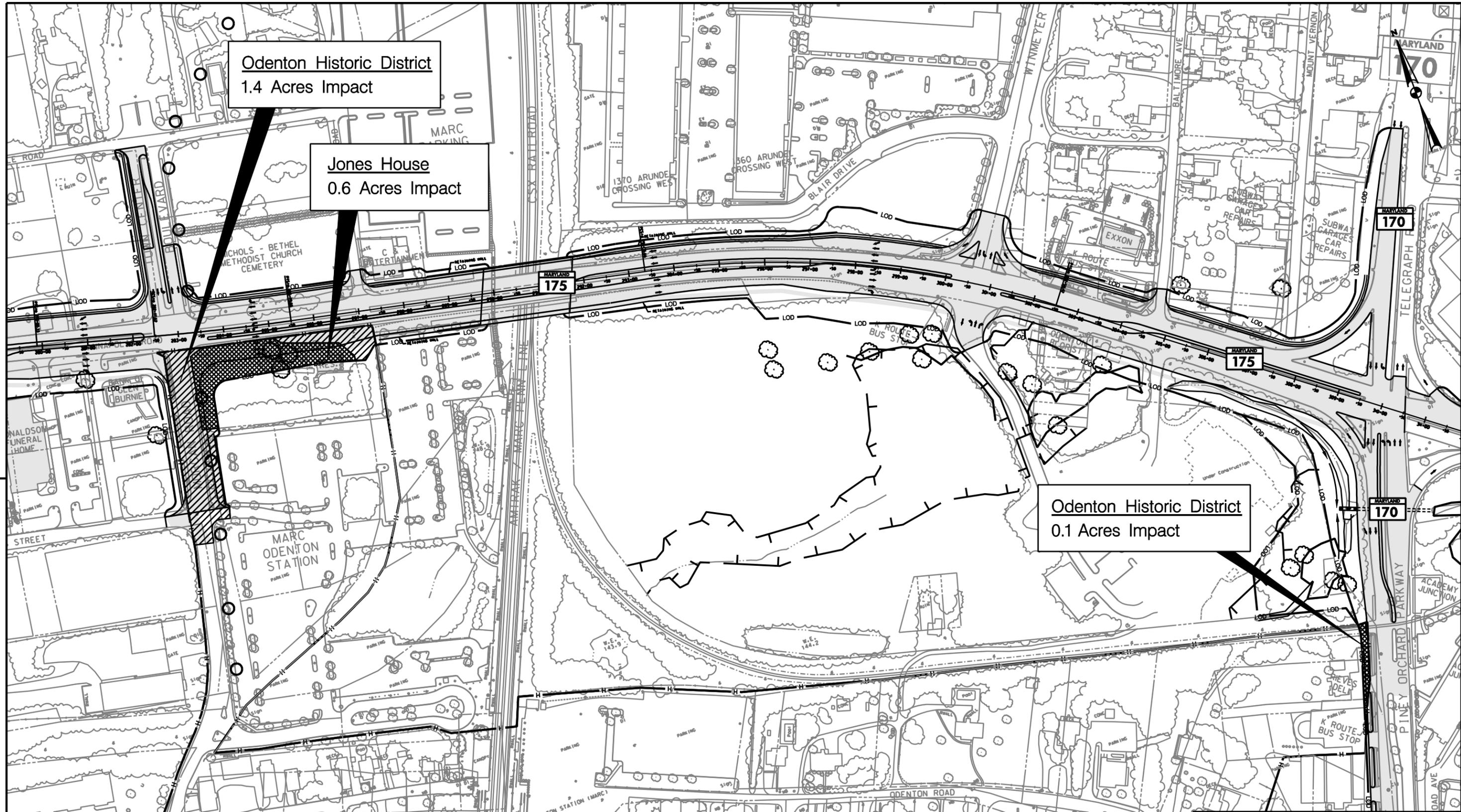


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MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

**B/W Parkway (MD 295) Property Impacts
Interchange Option Max Blobs A**



Odenton Historic District
1.4 Acres Impact

Jones House
0.6 Acres Impact

Odenton Historic District
0.1 Acres Impact

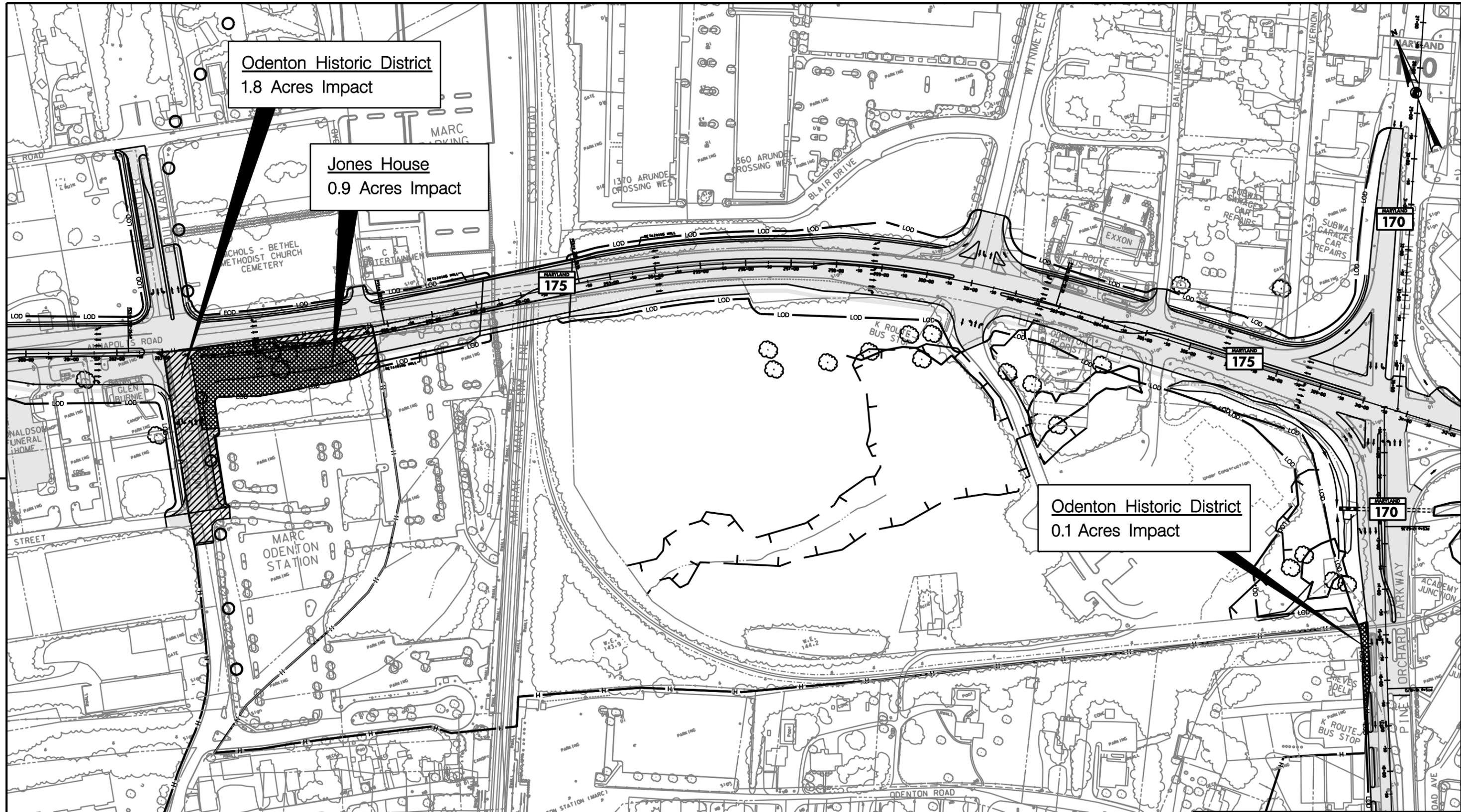
LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

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PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Jones House Property Impacts
Alternative 3

SCALE 1" = 200' DATE MAY 2008 FIGURE IV-6



Odenton Historic District
1.8 Acres Impact

Jones House
0.9 Acres Impact

Odenton Historic District
0.1 Acres Impact

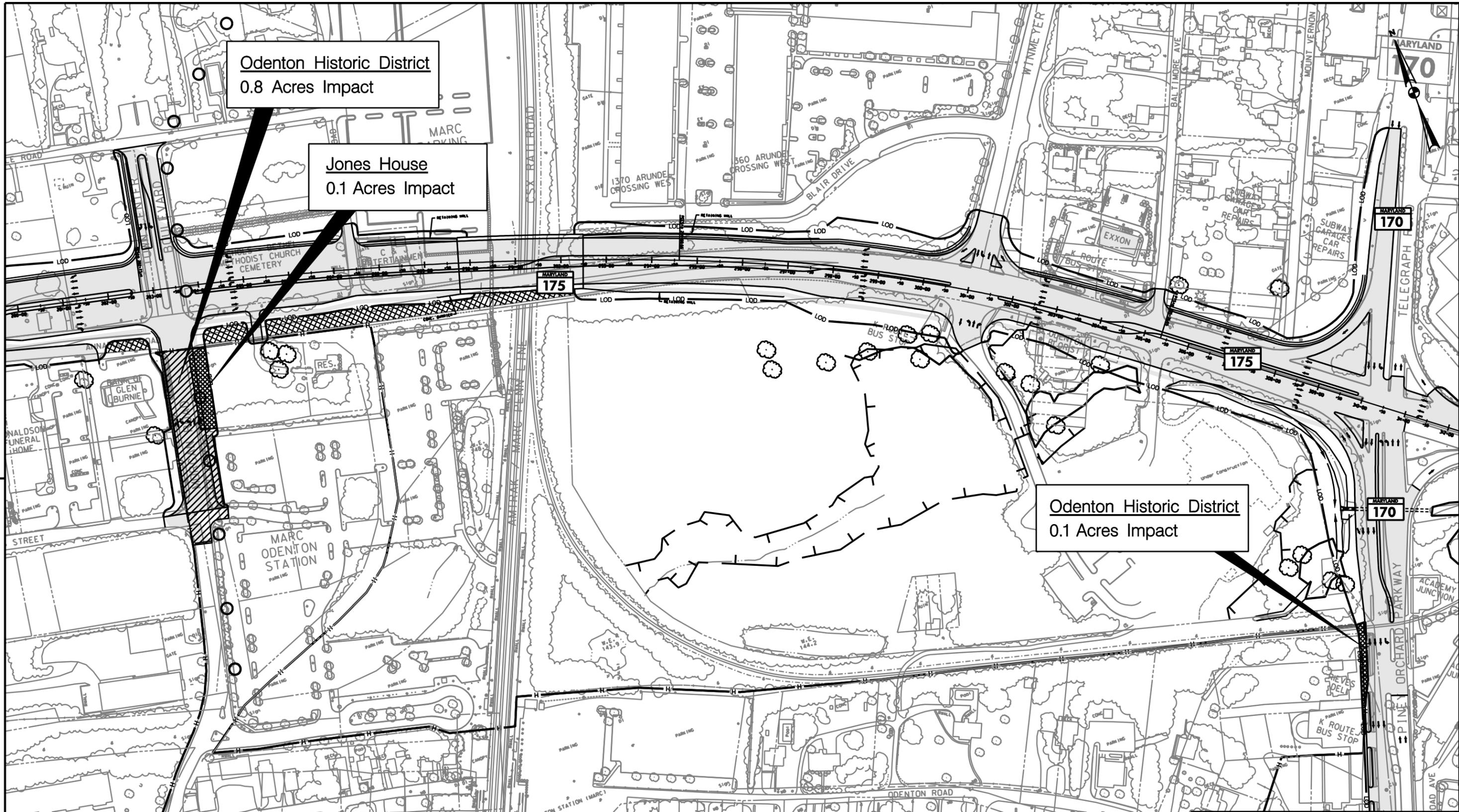
LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Jones House Property Impacts
Alternative 6

SCALE 1" = 200' DATE MAY 2008 FIGURE IV-7



Odenton Historic District
0.8 Acres Impact

Jones House
0.1 Acres Impact

Odenton Historic District
0.1 Acres Impact

LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Jones House Property Impacts
Alternative 6A

SCALE 1" = 200' DATE MAY 2008 FIGURE IV-8

private owner could prompt the MHT to reconsider the boundary of the Odenton Historic District, which would reduce impacts to the district. Any impacts incurred east of the Jones House along MD 170 are to a non-contributing portion of the district.

3. Trusty Friend

The Trusty Friend property would be impacted by the widening proposed under the mainline Alternatives 2 (TSM), 4 and 5. Specifically, the property would be affected by a one-lane widening, a four-lane divided or a five-lane undivided typical section proposed between Brock Bridge Road and MD 295. The widening of MD 175 would result in the southern edge of pavement shifting as much as 50 feet to the south, into the Trusty Friend property and grading impacts to the frontage of the Trusty Friend property. The house will remain set back over 300 feet from the proposed edge of roadway and no impacts to access into the property are anticipated (Figures IV-9 and IV-10).

Table IV-1: Section 4(f) Resource Impacts by Build Alternative (in acres)

	<u>NPS Property</u>	<u>Odenton Historic District*</u>	<u>The Jones House</u>	<u>Trusty Friend</u>	<u>Total Section 4(f) Property Impacted</u>
Alternative 1 (No-Build)	0.0	0.0	0.0	0.0	0.0
Alternative 2 (TSM)	0.0	0.0	0.3	0.2	0.5
Alternative 3 (MD 295 Option F)	1.4	1.5	0.6	0.4	3.3
Alternative 4 (MD 295 Option F)	1.4	0.1-1.9**	0.1-0.9**	0.4	1.9-3.7
Alternative 5 (MD 295 Option F)	1.4	0.1-1.9**	0.1-0.9**	0.3	1.8-3.6
Alternative 6 (MD 295 Option A2)	3.9	1.9	0.9	0.4	6.2
Alternative 6 (MD 295 MBPROA)	3.8	1.9	0.9	0.4	6.1
Alternative 6 (MD 295 Option E)	3.6	1.9	0.9	0.4	5.9
Alternative 6A (MD 295 Option A2)	3.9	0.9	0.1	0.4	5.2

*These impact numbers include impacts to the Jones House (which is within the Odenton Historic District); therefore, the Jones House column is not included in the Total Section 4(f) Property Impacted acreages.

**Alternatives 4 and 5 do not apply to the segment of MD 175 at the Odenton Historic District or Jones House. A range of impacts, based on impacts to Alternatives 2, 3 and 6, were applied in the Odenton Historic District and Jones House columns to determine Alternatives 4 and 5 totals.

E. Avoidance Alternatives

In addition to the No-Build Alternative, which would have no impact on the Section 4(f) resources, avoidance measures were considered for each of the MD 175 build alternatives.

The study team investigated relocating the proposed roadway alignments in order to fully avoid and/or minimize potential impacts. The following describes the alignment avoidance measures and resultant impacts for each of the resources. The levels of service for the build alternatives would not change as a result of the avoidance techniques.

1. Baltimore-Washington Parkway

Due to the nature of the interchange options at MD 295 and the location of the NPS boundary directly adjacent to MD 175, the only impact avoidance alternatives would be the No-Build and Alternative 2 (TSM). Any alignment shift/modification combination would not sufficiently provide a complete impact avoidance measure to the resource.

Because the NPS property is currently used for highway access as part of the existing MD 295 interchange, the proposed options do not affect the current function of the property. The proposed options do address safety and operational concerns existing under the current conditions.

2. Odenton Historic District

Avoidance of the impacts was investigated for the Odenton Historic District. Under Alternative 6A, the proposed alignment would shift to the north, away from the Odenton Historic District to avoid the impacts incurred from the proposed MD 175 widening. The alignment shift would displace the approximately 1.3-acre Nichols-Bethel Methodist Church Cemetery, along with four commercial properties (C&J Entertainment, G. Goodwin Dentistry, Sister Julia Palm Reading, and 1370 Arundel Crossing West). The costs to displace the commercial properties are not known at this time and will be addressed as more detail studies are conducted.

The alignment shift associated with Alternative 6A could also be applied with Alternative 3 to avoid impacts to the Odenton Historic District from mainline widening.

Because Morgan Road falls within the Odenton Historic District boundary, the impacts to the Odenton Historic District are only completely avoidable by not making any improvements to Morgan Road.

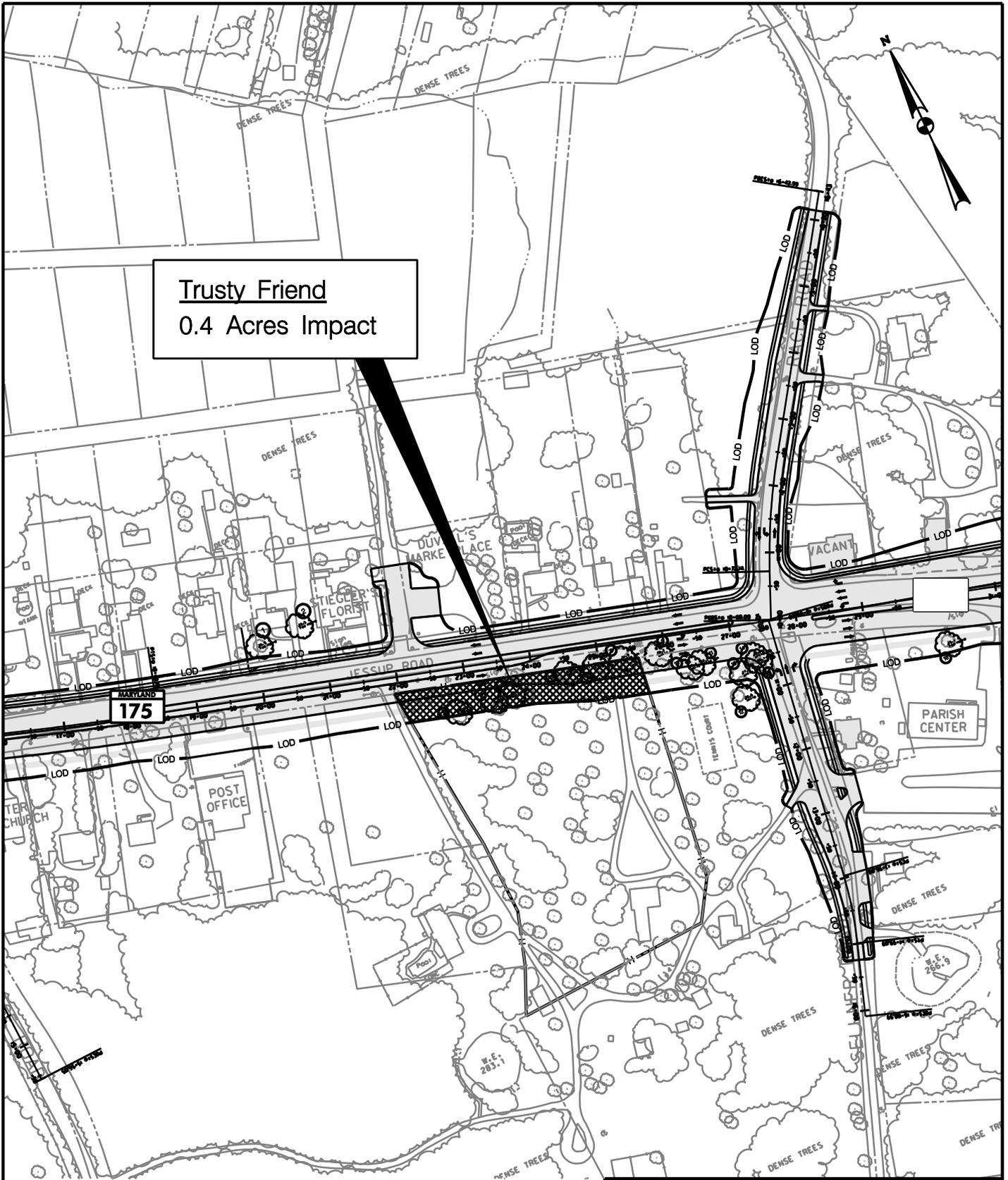
The widening improvements proposed along MD 170, south of the MD 175/MD 170 intersection introduce minor impacts to the Odenton Historic District (Figures IV-6 through IV-8). Alignment shifts to avoid impacts in this location are not considered reasonable due to resultant commercial property displacements (Academy Junction) along the northbound side of MD 170. The impacts to the Odenton Historic District are in the form of minor grading strips less than 10 feet in width along the frontage of existing commercial properties in an area with no contributing elements to the Odenton Historic District. This does not appear prudent since, without Morgan Road widening, failing levels of service would result at its intersection with MD 175 for all build alternatives. The only avoidance of these impacts totaling 0.1 acre would be to not provide widening along MD 170, which would result in a failing level of service at the MD 175/MD 170 intersection.

Jones House

For the Jones House property, Alternative 6A would avoid the impacts and displacement resulting from the proposed MD 175 widening. However, as stated previously, the shift would require the relocation of the Nichols-Bethel Methodist Church Cemetery and displacement of four existing commercial properties and two residences on the northern side of MD 175. The widening of Morgan Road, resulting in 0.1 acre of grading impact to the Jones House property, cannot be eliminated in a prudent fashion since doing so would result in failing levels of service at the MD 175/Morgan Road intersection.

3. Trusty Friend

The team investigated shifting the proposed alignment to the north, away from the Trusty Friend property to avoid the impacts incurred from the proposed MD 175 widening. An alignment shift would displace six existing properties (two businesses and four residences). The costs and coordination efforts to relocate the displaced properties are not known at this time; however, the highway costs to shift the alignment will cost approximately \$800,000 more for construction, not



Trusty Friend
0.4 Acres Impact



LEGEND

-  PROPOSED ROADWAY
-  PAVEMENT REMOVAL
-  LOD - LIMIT OF DISTURBANCE
-  PFA - PRIORITY FUNDING AREA BOUNDARY
-  P - PARK BOUNDARY
-  H - HISTORIC BOUNDARY
-  FT. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
-  NWI WETLANDS
-  POTENTIAL WETLANDS
-  POTENTIAL DISPLACEMENT
-  PROPOSED COUNTY MASTER PLAN TRAIL



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PROJECT PLANNING DIVISION

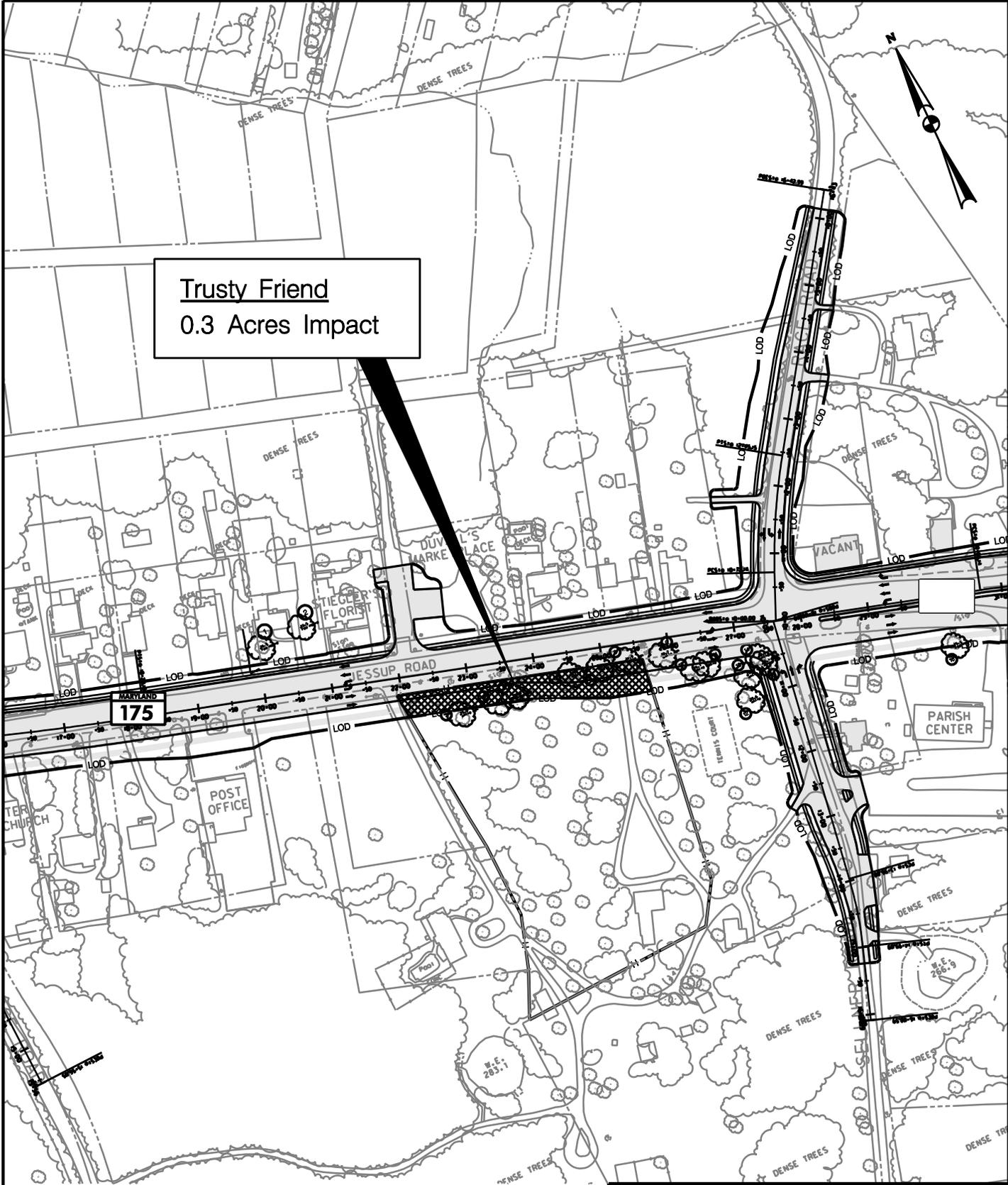
MD 175 (ANNAPOLIS ROAD)

From MD 295 to MD 170

Trusty Friend Property Impacts
Alternative 4 Modified



Trusty Friend
0.3 Acres Impact



LEGEND

-  PROPOSED ROADWAY
-  PAVEMENT REMOVAL
-  LOD - LIMIT OF DISTURBANCE
-  PFA - PRIORITY FUNDING AREA BOUNDARY
-  P - PARK BOUNDARY
-  H - HISTORIC BOUNDARY
-  Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
-  NWI WETLANDS
-  POTENTIAL WETLANDS
-  POTENTIAL DISPLACEMENT
-  PROPOSED COUNTY MASTER PLAN TRAIL



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION

MD 175 (ANNAPOLIS ROAD)
From MD 295 to MD 170

Trusty Friend Property Impacts
Alternative 5

including right-of-way, than the proposed baseline widening. In addition, this alignment shift requires a reverse curve, a design element that is not favorable due to safety concerns.

F. Measures to Minimization Harm

A series of minimization techniques have been evaluated for each of the MD 175 build alternatives and applied at each of the Section 4(f) resource sites. The team investigated reducing right-of-way impacts to the resources through the use of retaining walls, introducing modified grading methods (such as 2:1 slopes instead of 4:1 slopes).

1. Baltimore-Washington Parkway

Because there are no impact avoidance measures other than the No-Build Alternative, the team has studied implementing retaining walls and steeper grading slopes to minimize the unavoidable park impacts associated with the proposed interchange options. A combination of retaining walls, and 2:1 slopes will provide some relief in terms of overall property disturbances resulting from implementation. Typically both 2:1 slopes and retaining walls require additional guardrail and/or barriers adjacent to the travel lane, which raises costs associated with construction and maintenance.

The modified 2:1 grading slopes would provide an impact savings of approximately 1 acre for each of the proposed options out of the nearly 4 acres potentially impacted with the current proposed 4:1 grading slopes. The cost of the modified grading slopes and associated guardrail would be approximately \$250,000. The implementation of retaining walls and separation barriers would increase the impact savings to roughly 2 to 2.5 acres but would also increase costs by \$8 to \$10 million.

2. Odenton Historic District

To minimize impacts to the Odenton Historic District, the team investigated the use of retaining walls and modified grading slopes of 2:1. The steeper grading slopes would provide only marginal relief to impacts, a reduction of 0.1 acres out of the approximately 1.9 acres that are potentially impacted. In addition, the team studied the possibility of using retaining walls to minimize impacts and found that a wall approximately 400 feet long and 10 feet high would be needed to provide an impact minimization of 0.2 acres at a cost of approximately \$420,000.

Likewise, the inclusion of a 190-foot long and five-foot high retaining wall along MD 170, south of the MD 175/MD 170 intersection could minimize impacts by approximately 0.05 acres at a cost of \$100,000. Retaining walls here would have to be designed with sidewalks, parking spaces, utility poles, and access points in mind, and would not fully avoid impacts to the Odenton Historic District.

Jones House

Due to the location of the Jones House relative to the existing MD 175 travel lanes (the edge of existing roadway is approximately 55 feet from the structure), and the extent of the widening proposed under Alternatives 3 and 6, there are no design techniques the team could recommend to minimize impacts (e.g., displacement of the structure). The only way to avoid impacts and displacement of the Jones House is through the Alternative 6A that would shift the alignment to the north as discussed previously. The study team has assumed that since the Jones House is located within the Odenton Historic District that only the land needed for the roadway widening

would be “impacted”. As discussed below in the mitigation section, the possibility of relocating the house further into the property and still within the historic district would have to be investigated in design.

3. Trusty Friend

The team has determined that using modified grading slopes at 2:1, would minimize impacts to the Trusty Friend site by almost 50%. Impacts to the frontage of the property would be reduced from 0.4 acres to 0.18 acres and cost approximately \$75,000 to implement. The use of retaining walls was also analyzed and the team determined that implementing a wall approximately 360 feet long and 10 feet high would reduce impacts by 0.2 acres at a cost of \$380,000.

4. Conclusion

The higher costs incurred to construct and maintain retaining walls do not, in most cases, warrant their use over modified grading slopes. Likewise, steeper slopes at 2:1 can create some unique problems in terms of mowing maintenance and safety for vehicles. Typically both 2:1 slopes and retaining walls require extensive use of guardrail and barriers adjacent to the travel lanes, which also raises costs to construct and maintain.

G. Consultation and Coordination

Coordination with the NPS was initiated as part of the alternatives development process, and the NPS has concurred with the MD 295 interchange options retained for detailed study. As part of their concurrence, the NPS noted their concerns with preservation or removal of the existing bridge, as well as with potential visual impacts of roadway lighting, guardrails, and traffic signals to the scenic corridor. NPS also stated their objection to multi-lane ramps connecting to the parkway, and SHA has complied by proposing multi-lane ramps that merge to a single lane for ingress and egress prior to connecting to the parkway. Additional coordination with the NPS will occur throughout the remaining phases of the planning study as well as during design and construction, if a build alternative is selected and funded.

In addition to coordination with NPS, coordination with individual property owners, MHT and Anne Arundel County is on-going as well, and will continue through the design phase should impacts to the Section 4(f) resources be required. Any adverse effects will require a Memorandum of Agreement (MOA) to be prepared with appropriate consulting parties to coordinate mitigation for significant resources impacted with or under the preferred alternative.

Baltimore-Washington Parkway Mitigation Measures

As part of the proposed options at MD 295, SHA is proposing to reconstruct the existing loop ramps currently located within the park boundary. Through coordination with NPS, SHA may be able to transfer the deed of use for those loop ramps back to NPS. As part of the transfer and reconstruction, SHA would provide reforestation and landscaping for the park where feasible. If there is a net loss of parkland, NPS has noted they require comparable replacement land as mitigation. At this time, only Alternative 3 with MD 295 Interchange Option F (0.2 acre) or with Max Blob Option A or B (0.35 acre) would result in a net loss of parkland.

Odenton Historic District Mitigation Measures

Appropriate mitigation for adverse effects is determined through a process of negotiation between the affected parties, which includes the MHT and the local historic preservation society in Odenton. Mitigation for impacts to the Odenton Historic District would be developed through

coordination with these groups, and will be outlined through an MOA should the selected alternative result in an adverse effect. Depending on the severity of the impact, mitigation can include creation of interpretive signs about the resource, preparation of historic brochures about the community, or providing funding to the local historical society for one of their projects. If the impact is severe, such as destruction of the property, an archeological investigation, that is otherwise not required, or would be limited to the area of construction, could be a form of mitigation. An expanded archeological study would include areas adjacent to the structure that would provide additional information about how the property was historically used.

Jones House

If Alternative 6A is not determined to be prudent due to the substantial impacts to the Nichols-Bethel Methodist Church Cemetery, or other reasons, SHA will need to determine if relocation of the Jones House structure is reasonable (if the property has not already been relocated by others). Relocation may be warranted since the Jones House structure is eligible under Criteria A and C as an excellent example of the cross-gable homes built in rural areas and small towns around the turn of the twentieth century. Moving a structure is still considered an adverse effect, but can be considered mitigation when a total take of the property is unavoidable. There exist a few locations, within the Odenton Historic District, where the Jones House could be relocated, in kind.

If coordination with the MHT determines that the Jones House cannot be relocated and the property will be demolished, procedures are in place as the last means to preserve the property. The Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) are the national historical architectural and engineering documentation programs of the National Park Service that promote documentation incorporated into the HABS/HAER collections in the Library of Congress. The HABS/HAER documentation usually consists of measured drawings, photographs and written data that provide a detailed record which reflects a property's significance. When a property is to be demolished, the preparation of this documentation provides future researchers access to valuable information that otherwise would be lost.

Trusty Friend Mitigation Measures

The widening of MD 175, as proposed under Alternatives 2 (TSM), 4 and 5, would result in pavement and grading impacts to the frontage of the Trusty Friend property. While no impacts to access to the property or the use of grounds throughout the property are anticipated, the MHT has determined that the alternatives will introduce visual and atmospheric elements into the property's setting that will need to be minimized or mitigated. Mitigation for impacts to the Trusty Friend would be coordinated with MHT and will be outlined through an MOA should the selected alternative result in an adverse effect to the property. Potential mitigation could include landscaping and right-of-way reimbursement payment.

Comments and Coordination

V. COMMENTS AND COORDINATION

Coordination with cooperating agencies, environmental resource agencies, elected officials, community associations and the public has been conducted throughout the MD 175 Project. This section summarizes the coordination efforts. Copies of the correspondence noted below are contained in Appendix C.

A. Agency Correspondence

Additional agency correspondence and coordination is summarized in Table V-1.

Table V-1. Agency Correspondence

From	To	Correspondence	Date
MD DNR	SHA	Environmental Review Response	December 14, 2005
USFWS	SHA	Environmental Review Response	January 10, 2006
MD DNR	SHA	Environmental Review Response	February 24, 2006
SHA	-	SHA Memo Re: July 13, 2006 Purpose and Need Agency Field Review	August 11, 2006
SHA	-	SHA Summary Re: Purpose and Need Interagency Review Meeting	August 16, 2006
SHA	MHT	NRHP Eligibility Status	March 28, 2007
AA County Office of Planning & Zoning	SHA	Design Issues Request	July 5, 2007
SHA	AA County Office of Planning and Zoning	Response to Design Issue Request	July 25, 2007
SHA	-	SHA Summary Re: ARDS Interagency Review Meeting	August 15, 2007
SHA	-	SHA Memo Re: September 11, 2006 BMC Technical Committee Meeting	October 3, 2007
SHA	Directorate of Emergency Services		January 4, 2008
SHA	Fort Meade Fire Department Chief		January 4, 2008
Anne Arundel County Deputy Fire Chief	SHA		January 9, 2008
Odenton Volunteer Fire Company	SHA	Effects on Emergency Services	January 20, 2008
Maryland State Police	SHA		January 23, 2008
SHA	AA County Deputy Fire Chief	Response to Emergency Services Comments	February 8, 2008

SHA		SHA Memo Re: Meeting with AA County Fire Dept. and Odenton Volunteer Fire Co.	February 19, 2008
National Park Service	SHA	SHA Memo Re: NPS Meeting	April 21, 2008
SHA	MHT	MHT Effects Letter	April 22, 2008
Anne Arundel County Office of Environmental and Cultural Resources	SHA	Comments on Section 106 letter	April 30, 2008

B. Streamline Regulatory Agency Coordination

1. Purpose and Need

The Purpose and Need Statement for the MD 175 Project Planning Study was presented to the reviewing agencies in August 2006. Table V-2 summarizes the agency correspondence for the Purpose and Need Statement.

Table V-2. Purpose and Need Coordination

Agency	Correspondence	Date
FHWA	Purpose and Need Concurrence	October 16, 2006
EPA	Purpose and Need Concurrence	November 9, 2006
COE	Purpose and Need Concurrence	July 19, 2006
USFWS	Purpose and Need Concurrence	October 12, 2006
NPS	Purpose and Need – No Comments	December 15, 2006
MD DNR	Purpose and Need Comments	November 15, 2006
MDE	Purpose and Need – No Comments	March 23, 2007
MDP	Purpose and Need Comments	October 4, 2006
MHT	Purpose and Need – No Comments	October 16, 2006
MPO	Purpose and Need – No Comments	November 27, 2006
Fort Meade	Purpose and Need – No Comments	October 6, 2006

2. Alternatives Retained for Detailed Study

The Alternatives Retained for Detailed Study (ARDS) were presented to the reviewing agencies in August 2007. Table V-3 summarizes the agency correspondence for the ARDS.

Table V-3. Alternatives Retained for Detailed Study Coordination

Agency	Correspondence	Date
FHWA	ARDS	October 18, 2007
EPA	ARDS Concurrence with Comments	December 4, 2007
COE	ARDS Concurrence with Comments	February 29, 2008
USFWS	ARDS Concurrence	October 7, 2007
NPS	ARDS Concurrence with Comments	February 22, 2008
MD DNR	ARDS Concurrence	February 25, 2008
MDE	ARDS	November 13, 2007
MDP	ARDS Comments	October 29, 2007
MHT	ARDS – No Comments	October 19, 2007
MPO	ARDS Comments	October 31, 2007
Fort Meade	ARDS Comments	February 5, 2008

C. Elected Officials Correspondence

Correspondence and coordination with elected officials is summarized in Table V-4.

Table V-4. Elected Officials Correspondence

From	To	Correspondence	Date
MDOT	AA County Executive John Leopold	Response to MD 175 Project Comments	April 4, 2007
West County Chamber	AA County Executive John Leopold, cc: MDOT	MD 175 Project Comments	July 10, 2007
SHA	Theodore J. Sophocleus, MD House of Delegates	Response to letter Re: Jessup Improvement Association Comments with Attachment: June 28, 2007 SHA Response to Jessup Improvement Association	July 18, 2007
SHA	Pamela G. Beidle, MD House of Delegates	Response to letter Re: Jessup Improvement Association Comments	July 18, 2007
Pamela G. Beidle, MD House of Delegates	MDOT	MD 175 Project Comments	August 22, 2007

MDOT	Pamela G. Beidle, MD House of Delegates	Response to MD 175 Project Comments	September 10, 2007
SHA	John C. Astle, Chairman AA County Senate Delegation	Project Information Letter	September 18, 2007
SHA	John R. Leopold, AA County Executive	Project Information Letter	September 18, 2007
SHA	Mary Ann Love, Chairperson AA County House Delegation	Project Information Letter	September 18, 2007
SHA	Ronald C. Dillon, Jr. Chairman AA County Council	Project Information Letter	September 18, 2007
SHA	Barbara A. Frush, MD House of Delegates	Response to MD 175 Project Comments	September 20, 2007

D. Community Meetings and Public Correspondence

1. Public Workshop

The SHA's Project Planning Division conducted an Alternates Public Workshop on March 28, 2007 at Meade High School in Fort Meade, Maryland. As an effort to reach potential Environmental Justice populations and communities, fliers were mailed out in English, Spanish and Korean (See Appendix C for fliers). Approximately 402 people attended, including local residents, community leaders, elected officials, and County representatives. The majority of comments concerned traffic congestion and safety, in particular the safety of pedestrians and bicyclists. The comments also noted that the public is in support of a build alternative, with the majority of respondents voting against the No-Build Alternative. The following is a summary of the comments received during the Workshop, followed by the tallied responses returned by the public from the comment card included with the Brochure:

- Citizens asked why the project study area was not extended to I-95 to the northwest.
- Citizens asked if SHA looked at other intersections along MD 170.
- Is SHA taking property on the corners of MD 170?
- What will the Internal roadway for the Odenton Station (MARC) look like?
- Citizens stated they were in favor of the six-lane roadway and want it build immediately.
- Is SHA considering parking along the frontage of existing businesses along MD 175?
- SHA was asked to utilize as much Fort Meade property as possible to avoid business displacements.
- Citizens voiced their concerns over the lack of transit options.
- Citizens were interested in discussing the developments proposed for the study area.

- Most citizens seemed in favor of the project's purpose and need.
- People seemed concerned about the impact of the project on MD 295.
- There were concerns raised about shifting the project away from businesses.
- It was noted that many people do not obey the yield signs off of MD 295, creating a very dangerous situation.
- Some people were very excited about the economic opportunities this would bring to the area.
- Many people were interested in what the next steps were to get construction underway.
- Citizens noted that there is a need to widen MD 175 to I-95 due to the considerable amount of truck traffic on MD 295 that uses MD 175 westbound to the truck stops in Howard County.
- Members of the Jessup Improvement Association voiced their concerns regarding impacts to the St. Lawrence Catholic Church, and would like to have the church made eligible for the National Register of Historic Places.

Summary of MD 175 Alternates Public Workshop Comment Cards (160 cards received)

Question	Highest Response		Percentage of Total
Question 1: Where do you live? (see map)	57	F-Outside of the Study Area	36%
Question 2: What alternative do you like the most?	54	Alternative 6	34%
Question 3: What alternative do you like the least?	50	Alternative 1	31%
Question 4: Do you currently walk or bike along MD 175?	121	No	76%
Question 5: When using MD 175 where are you traveling?	88	Columbia	61%

2. Other Outreach

Meetings that were held with concerned citizen groups are summarized below. More detailed minutes of these meetings, including responses to comments that were voiced, are contained in Appendix C.

Odenton Town Center Oversight Committee – August 29, 2006

A meeting of the Odenton Town Center Oversight Committee (approximately 20 members) was held on August 29, 2006. A summary of the comments and/or concerns heard at the meeting is as follows:

- Winmeyer Avenue's high ADT is questionable.
- The MD 32/MD 198 interchange should be studied.
- SHA should look at regional traffic concerns.
- The effect of the MARC station on MD 175 traffic was asked.
- The general impression was that cars are bypassing the BWI MARC station to park at the Odenton station because BWI parking is paid and Odenton is free.
- The availability of the license plate study of the Odenton station was questioned.

Fort Meade Transportation Alliance – September 29, 2006

The MD 175 Study Team provided a presentation to the Fort Meade Alliance Transportation Committee on September 29, 2006 at the Anne Arundel County Western District Police Station. There were approximately 25 to 30 attendees. Project Manager Nicole Washington presented the Purpose and Need, project background and information on related studies. Comments and/or concerns received are summarized as follows:

- What is the project schedule for completion of planning and design and when is the beginning of construction?
- Disbelief was expressed over the 2030 ADT figures, particularly for Winmeyer Avenue.
- Will the Extended Use Lease (EUL) development will improve any infrastructure?
- What is the project timeline for the EUL development?

North Odenton Business Association – February 21, 2007

A meeting between the SHA and approximately 50 members of the North Odenton Business Association (NOB) was held on Wednesday, February 21, 2007 at the West County Library in Odenton. The project team presented an overview of the Purpose and Need, project background and preliminary alternatives under consideration. Comments and/or concerns received are summarized as follows:

- A representative from Senator DeGrange’s office noted that the Senator has been actively seeking funding for the MD 175 project.
- The Fort Meade representative noted that the Fort will only provide land for the project after a formal request is made that includes a final design for the proposed highway.
- It was explained that during the design and right-of-way acquisition processes, SHA would meet with individual property owners/business operators to address any concerns.
- It was explained that SHA tries to avoid the use of “eminent domain” at all costs.
- The question was raised if SHA is considering any mainline alternatives that shift to the non-Fort Meade side of MD 175.
- SHA noted that they have been coordinating with Fort Meade over access (gate) issues and the traffic levels that will result with BRAC.
- SHA noted that MD 175 is not the only project in the area being considered as the BRAC process commences.
- A property owner expressed his concerns that the County’s Master Plan was not being followed.

Greater Odenton Improvement Association – February 21, 2007

A meeting between the SHA and 25 members of the Greater Odenton Improvement Association (GOIA) was held on Wednesday, February 21, 2007 at the Odenton Volunteer Fire Department in Odenton. The project team presented an overview of the Purpose and Need, project

background and preliminary alternatives under consideration. Comments and/or concerns received are summarized as follows:

- The question was raised why SHA is no longer considering service roads along MD 175.
- The timeframe for project construction was asked.
- The question was raised how a six-lane section will fit through the existing area.
- The comment was made that a parking structure will be needed at the MARC station within five or six years.
- SHA was requested to consider the entire region, not just MD 175.
- The question was raised if there are any plans along MD 170.
- The question was raised, “How will the proposed median effect emergency vehicle access?”
- It was asked how pedestrian facilities are going to be provided.
- The question was raised if a four-lane section would work.
- SHA was asked why the planning process will take three years to complete.
- The question was raised if decorative lights will be installed on the CSX bridge.

Jessup Improvement Association – October 3, 2007

A meeting between the SHA and the Jessup Improvement Association (JIA) was held on October 3, 2007 at the Jessup Maryland Community Hall. About 22 people attended the meeting. The purpose of the meeting was to discuss issues and concerns the members of the JIA Board had regarding the MD 175 Project Planning Study. Comments and/or concerns received are summarized as follows:

- Concerns were expressed about the geometry of the proposed build-out alternative, the project limits and Fort Meade’s usage of the gate off of MD 32.
- Association members felt that Alternative 6 is the SHA Preferred Alternative and that SHA had not demonstrated the need for a six-lane alternative as the best solution to address existing operational deficiencies.
- Additional concern over Alternative 6 was expressed concerning the transition of six lanes of traffic to the existing two-lane roadway west of MD 295.
- It was recommended that SHA look into a potential roundabout at Sellner/Reece Road.
- The statement was made that there is no logic to improve MD 175 only from MD 295 to MD 179 as the existing operational deficiencies extend beyond the current project limits.

In addition, as stated earlier in the text, throughout April 2008, the SHA held a series of five meetings with business owners along the MD 175 project corridor. A total of 32 business owners/operators representing 49 businesses were in attendance. The meetings afforded business

owners the opportunity to get an overview of the project, evaluate preliminary impacts to their business, review large scale mapping of each of the alternatives and provide comments. Representatives from SHA's Office of Real Estate and District 5 Right-of-Way were also in attendance to assist business owners with any questions they had about the property acquisition process and relocation assistance program. The SHA is compiling all the business owner's comments and will continue to work with the business owners throughout project development to limit business impacts to the extent possible.

References

Anne Arundel County. 2004. Jessup/Maryland City Small Area Plan.

Anne Arundel County. 2003. Odenton Small Area Plan.

Anne Arundel County. 2003. Odenton Town Center Master Plan.

Anne Arundel County. 2003. Pedestrian and Bicycle Master Plan.

Anne Arundel County. 2002. Severn Small Area Plan.

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Appendix A: Alternatives Mapping (Bound Separately)

Appendix B: Uniform Relocation Assistance Act

Revised: June 10, 2005
State Highway Administration – Office of Real Estate

**SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
MARYLAND STATE HIGHWAY ADMINISTRATION**

All State Highway Administration projects utilizing Federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), Public Law 105-117 in 1997, and Title 49 CFR Part 24 in 2005. State-funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212, of the Real Property Article of the Annotated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. There are two categories of residential occupants: 180-day owner-occupants and 90-day tenants and short-term owner-occupants. Non-residential occupants may be businesses, farms or no-profit organizations.

A displaced person that has owned and occupied a subject dwelling for at least 180 days prior to the initiation of negotiations for the property may receive a replacement housing payment of up to \$22,500. The replacement housing payment is composed of three parts: a purchase price differential; an increased mortgage interest differential; and reimbursement for incidental settlement expenses.

The purchase price differential is the difference between the value paid by the State Highway Administration for the existing dwelling and the cost to the displaced owner of a comparable replacement dwelling, as determined by the State's replacement housing study.

The increased mortgage interest differential is a payment made to the owner at the time of settlement on the replacement dwelling to negate the effects of less favorable financing in the new situation. The payment is calculated by use of the "buy-down" mortgage method.

Reimbursable incidental expenses are necessary and reasonable incidental costs that are incurred by the displaced person in purchasing a replacement dwelling, excluding pre-paid expenses such as real estate taxes and insurance. The maximum reimbursable amount for these incidental expenses is based upon the cost of the comparable selected in the replacement housing study.

A displaced person who has leased and occupied a subject dwelling for at least 90 days prior to the initiation of negotiations for the property may receive a replacement rental housing payment of up to \$5,250. The replacement rental housing payment is the difference between the

monthly cost of housing for the subject dwelling, plus utilities, and the monthly cost of housing for a comparable replacement rental unit, plus utilities, over a period of 42 months. Owner-occupants of 90-179 days prior to the initiation of negotiations for the subject dwelling are eligible for the same replacement rental housing payments as tenants.

As an alternative to renting, a displaced tenant-occupant may elect to apply the rental replacement housing eligibility amount toward the down payment needed to purchase a replacement dwelling.

The comparable properties used in calculating any replacement housing payment eligibility must comply with all local standards for decent, safe and sanitary (DS&S) housing and be within the financial means of the displaced person.

If affordable, comparable DS&S replacement housing cannot be provided within the statutory maximums of \$22,500 for 180-day owner-occupants or \$5,250 for 90-day tenants or short-term owners, the maximums may be exceeded on a case-by-case basis. This may only be done after the completion and approval of a detailed study that documents the housing problem, explores the available replacement options and selects the most feasible and cost-effective alternative for implementation.

In addition, eligible displaced residential occupants may be reimbursed for the expense of moving personal property up to a maximum distance of fifty (50) miles, using either an actual cost or fixed schedule method.

Actual cost moves are based upon the lower of at least two commercial moving estimates and must be documented with receipted bills or invoices. Other incidental moving expenses, such as utility reconnection charges, may also be paid in the same manner.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site and a re-establishment allowance of up to \$10,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of

the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to \$10,000 for the actual reasonable and necessary expenses of re-establishing at the replacement site. Generally, re-establishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location, and other fees paid to re-establish. Receipted bills and other evidence of these expenses are required for payment. The total maximum re-establishment payment eligibility is \$10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than \$1,000 nor more than \$20,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expense payment, the average annual net earnings of the business is to be one-half of the net earnings before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still

be eligible to receive the “in lieu of” payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to \$2,500 and re-establishment expenses up to \$10,000 or a fixed payment “in lieu of” actual moving expenses of \$1,000 to \$20,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$20,000 based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments “in lieu of” actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an “in lieu of” actual moving cost payment, in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the brochure entitled, “Relocation Assistance – Your Rights and Benefits,” that will be distributed at the public hearing for this project and be given to all displaced persons.

Federal and State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced persons.

In addition, the requirements of Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be eligible for relocation payments or other assistance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with this law in order to safeguard that funding. To this end, displaced persons will be asked to certify to their citizenship or alien status prior to receiving payments or other benefits under the Relocation Assistance Program.

Appendix C: Comments and Coordination Correspondence

I. AGENCY CORRESPONDENCE

December 14, 2005	MDNR (to SHA).....	C-1,2
January 10, 2006	FWS Endangered and Threatened Species (to SHA)	C-2,3
February 24, 2006.	MDNR Rare, Threatened and Endangered Species (to SHA)	C-3,4
August 11, 2006	SHA Memo Re: July 13, 2006 Purpose and Need Field Review	C-4 – C-6
August 16, 2006	SHA Summary Re: Purpose and Need Interagency Review Meeting.....	C-7 – C-10
March 28, 2007	MD State Historic Preservation Officer,	C-11 – C-20
	Attach. 6: Eligibility/Status Table (from SHA)	
July 5, 2007	Anne Arundel County, Office of Planning and Zoning (to SHA)	C-21
July 25, 2007	Anne Arundel County, Office of Planning and Zoning (from SHA)	C-22
August 15, 2007	SHA Summary Re: ARDS Interagency Review Meeting	C-23 – C-26
October 3, 2007	SHA Memo Re: September 11, 2006 BMC Technical Committee Meeting.....	C-26,27
January 20, 2008	Odenton Volunteer Fire Company (to SHA)	C-28
January 4, 2008	Directorate of Emergency Services (from SHA)	C-29 – C-31
January 4, 2008	Fort Meade Fire Department Chief (from SHA)	C-31 – C-33
January 9, 2008	Anne Arundel County Deputy Fire Chief (to SHA)	C-34
January 23, 2008	Maryland State Police, Lieutenant (to SHA)	C-35
February 1, 2008	Anne Arundel County Deputy Chief of Police (to SHA)	C-35
February 8, 2008	Anne Arundel County, Deputy Fire Chief (from SHA)	C-36
February 19, 2008	SHA Summary: Anne Arundel County Fire Department and	C-37,38
	Odenton Volunteer Fire Co	
April 21, 2008	SHA Re: National Park Service Meeting.....	C-38,40
April 22, 2008	Maryland Historical Trust Effects Letter (from SHA)	C-40-47
April 30, 2008	Anne Arundel County, Office of Environmental and Cultural Resources (to SHA).....	C-48

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November 9, 2006	Environmental Protection Agency (EPA) Purpose and Need Concurrence	C-49
July 19, 2006	U.S. Army Corps of Engineers (COE) Purpose and Need Concurrence	C-50
October 12, 2006	U.S. Fish and Wildlife Service (FWS) Purpose and Need Concurrence	C-50
December 15, 2006	National Park Service (NPS) Purpose and Need – No Comments	C-51
November 15, 2006	MD Department of Natural Resources (MDNR) Purpose and Need – Comments	C-51,52
March 23, 2007	Maryland Department of the Environment (MDE) Purpose and Need - No Comments.....	C-53
October 4, 2006	Maryland Department of Planning (MDP) Purpose and Need – Comments.....	C-53
October 16, 2006	Maryland Historical Trust (MHT) Purpose and Need – No Comments.....	C-54
November 27, 2006	Metropolitan Planning Organization (MPO) Purpose and Need – No Comments.....	C-54
October 6, 2006	Fort Meade Purpose and Need – No Comments.....	C-55
October 18, 2007	FHWA ARDS Concurrence.....	C-55

December 4, 2007	EPA ARDS Concurrence with Comments	C-56
October 7, 2007	FWS ARDS Concurrence	C-57
February 22, 2008	NPS ARDS Concurrence with Comments.....	C-57
February 25, 2008	MDNR ARDS Concurrence	C-58
November 13, 2007	MDE ARDS Concurrence.....	C-58
October 29, 2007	MDP ARDS Comments.....	C-59
October 19, 2007	MHT ARDS – No Comments.....	C-60
October 31, 2007	MPO ARDS – Comments.....	C-60,61
February 5, 2008	Fort Meade ARDS – Comments.....	C-62
February 29, 2008	COE ARDS Concurrence with Comments.....	C-62,63
III. ELECTED OFFICIALS CORRESPONDENCE		
April 4, 2007	John R. Leopold – from Maryland Department of Transportation (MDOT)	C-64
July 10, 2007	West County Chamber (cc: to MDOT).....	C-65
July 18, 2007	Theodore J. Sophocleus (from SHA).....	C-65-67
	(with June 28, 2007 Attachment: Jessup Improvement Association - from SHA)	
July 18, 2007	Pamela G. Beidle (from SHA).....	C-67
August 22, 2007	Pamela G. Beidle (to MDOT).....	C-68
September 10, 2007	Pamela G. Beidle (from MDOT)	C-69
September 18, 2007	John C. Astle (from SHA)	C-70
September 18, 2007	John R. Leopold (from SHA).....	C-71
September 18, 2007	Mary Ann Love (from SHA)	C-72
September 18, 2007	Ronald C. Dillon, Jr. (from SHA).....	C-73
September 20, 2007	Barbara A. Frush (from SHA)	C-74
IV. COMMUNITY MEETINGS AND PUBLIC CORRESPONDENCE		
August 29, 2006	Odenton Town Center Oversight Committee	C-75,76
September 29, 2006	Fort Meade Alliance Transportation Committee	C-77,78
February 21, 2007	North Odenton Business Association	C-78-80
February 21, 2007	Greater Odenton Improvement Association	C-80-82
April 11, 2008	Environmental Justice Letter (from SHA).....	C-82,83
March 28, 2007	Public Workshop Invitation Fliers (Spanish and Korean versions).....	C-84-86
March 28, 2007	Alternates Public Workshop	C-87
October 3, 2007	Jessup Improvement Association.....	C-87,88
January 12, 2008	Jessup Improvement Association (to SHA).....	C-89,90
March 19, 2008	Jessup Improvement Association Inc. (from SHA).....	C-90,91

I. Agency Coordination



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

December 14, 2005

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

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated December 6, 2005, for information on the presence of finfish species in the vicinity of the Maryland Department of Transportation's Project No. SP53B45: MD 175 - MD 295 to MD 170 (Capacity Improvements) in Anne Arundel County.

From the information you sent for review, it appears that the proposed work could impact drainages to the Little Patuxent River (Patuxent River Area). All tributaries within your project area are classified as Use I streams (Water Contact Recreation and Protection of Aquatic Life). Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

Our Fisheries Service has documented the spawning activities of both white perch (*Morone americana*) and herring (*Alosa sp.*) in the Little Patuxent River near your project site. Additionally, Table B1-4 list fish species documented by our Maryland Biological Stream Survey Program within the Patuxent Basin. Many of these species (except trout) could be found near your project site. All of these fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources during highway projects.

It should be noted that the glassy darter (*Etheostoma vitreum*), a listed species by our Maryland Natural Heritage Program, has been documented as a resident species in the Little Patuxent River and is relatively common immediately below the Fort Meade Dam at MD Route 198. Because this species is known to occur in only two small, unconnected locations in Maryland, its populations are not well suited to withstanding impacts to their habitat or recolonizing disturbed areas in the manner of some of the more common fish species. Even very infrequent and accidental impacts to the stream could be responsible for significant damage to the glassy darter population in Maryland. Stream habitat protection measures for this project should therefore focus on minimization of sedimentation and water quality impacts to downstream areas.

For more information on the current status of the glassy darter in Maryland and the habitat requirements of this species, you may contact the Wildlife and Heritage Division of our Department at 410-260-8567.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

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

Attachment

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Table B1-4. Fish species found in 1994 MBSS project sampling vs supplemental sampling, Patuxent Basin

Fish Species	MBSS Study	Supplemental Sampling
AMERICAN BROOK LAMPREY	X	X
AMERICAN EEL	X	X
BANDED KILLIFISH	X	
BANDED SUNFISH	X	X
BLACKNOSE DACE	X	X
BLUEGILL	X	X
BLUESPOTTED SUNFISH	X	X
BROWN BULLHEAD		X
BROWN TROUT		X
CENTRAL STONEROLLER	X	
CHAIN PICKEREL		X
CHANNEL CATFISH		X
COMMON SHINER	X	X
CREEK CHUB	X	X
CREEK CHUBSUCKER	X	X
CUTLIPS MINNOW	X	X
EASTERN MUDMINNOW	X	X
FALLFISH		X
FATHEAD MINNOW		X
GIZZARD SHAD		X
GLASSY DARTER	X	X
GOLDEN SHINER		X
GREEN SUNFISH		X
LAMPREY	X	X
LARGEMOUTH BASS		X
LEAST BROOK LAMPREY	X	X
LEPOMIS		X
LEPOMIS HYBRID		X
LONGNOSE DACE	X	X
MARGINED MADTOM	X	X
MOSQUITOFISH		X
MUMMICHOG		X
NORTHERN HOGSUCKER	X	X
PIRATE PERCH		X
POTOMAC SCULPIN	X	X
PUMPKINSEED		X
RAINBOW TROUT	X	X
REDBREAST SUNFISH		X

Table B1-4. (Continued)

Fish Species	MBSS Study	Supplemental Sampling
REDFIN PICKEREL	X	X
RIVER CHUB		X
ROYSIDE DACE	X	
SATINFIN SHINER	X	
SHIELD DARTER		X
SMALLMOUTH BASS	X	X
SPOTFIN SHINER	X	
SPOTTAIL SHINER	X	
STRIPEBACK DARTER	X	
STRIPED BASS	X	X
STRIPED KILLFISH		X
SWALLOWTAIL SHINER	X	X
TADPOLE MADTOM	X	X
TESSELLATED DARTER	X	
WHITE CATFISH	X	X
WHITE PERCH	X	X
WHITE SUCKER	X	X
YELLOW-BULLHEAD	X	X
YELLOW PERCH	X	X



United States Department of the Interior



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

January 10, 2006

FILE COPY

Mr. Bruce M. Grey
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

ATTN: Mr. Donald Sparklin

RE: Project No. SP053B45, Anne Arundel County, MD

Dear Mr. Grey:

This responds to your letter, received December 12, 2005, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Maricela Constantino at (410) 573-4542.

Sincerely,

G.A. D.
1/18/07
 M. J. Ratnaswamy, Ph.D.
 Program Supervisor, Threatened and Endangered Species

g:\end\SHA-md.SP053B45
 M. Constantino
 McCawley
 Moser



Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

February 24, 2006

Ms. Cynthia D. Simpson
 Maryland Department of Transportation
 State Highway Administration
 707 North Calvert Street
 Baltimore, MD 21202

RE: Environmental Review for Project No. SP053B45, MD 175: MD 295 to MD 170, Capacity Improvements, Anne Arundel County, Maryland.

Dear Ms. Simpson:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

We would also like to bring to your attention that Wildlife and Heritage Service's Natural Heritage database does indicate that the following plant species are known to occur within the vicinity of the project site:

Scientific Name	Common Name	State Status
<i>Helonias bullata</i>	Swamp Pink	Endangered, also Federally Threatened
<i>Lupinus perennis</i>	Wild Lupine	Threatened
<i>Panicum leucothrix</i>	Roughish Panicgrass	Uncertain

These species could potentially occur on the project site itself, if the appropriate habitat is present. Swamp Pink is a perennial wildflower that could potentially occur on the site in nontidal wetland habitat, including forested wet depressions, spring seeps, bogs, wet meadows and margins of small streams. Habitat for Wild Lupine is described as: Sandhills, clearings and open woods (Radford et al 1968); dry (or moist) open sandy or rocky ground of woods, roadsides, shaded woods edges, ridge crests, sandhills, bog edges (Hough 1983). Habitat for Roughish Panicgrass is described as: Pinelands, savannahs and low woods (Radford et al 1968); damp sandy pine-barrens (Fernald 1950).

If the appropriate habitat for any of the above state-listed species is found to occur within this project's limits-of-disturbance then we may request surveys for those species be conducted during the appropriate time of year when the species is most identifiable, and following our rare plant survey protocol. Though not required, we would also encourage you to consider the above species that are not state-listed when surveys are conducted. Please note that the time of year when Swamp Pink is most easily recognizable is early fall, usually before deciduous trees have dropped their leaves, when the Swamp Pink's semi-evergreen rosettes are most visible.

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Page 2
February 24, 2006

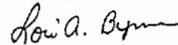
There are also records for the state-listed threatened Glassy Darier (*Etheostoma vitreum*) known to occur within the vicinity of the project site, in the Little Patuxent River. This species is especially vulnerable to siltation, therefore WHS recommends that in-stream work be avoided if possible, and strict adherence to all appropriate BMPs during all phases of work should be observed.

Our analysis of the information provided suggests that the forested area on or adjacent to the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird Species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of FIDS habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Avoid placement of new roads or related construction in the forest interior. If forest loss or disturbance is absolutely unavoidable, restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), and avoid road placement in areas of high quality FIDS habitat (e.g., old-growth forest). Maximize the amount of remaining contiguous forested habitat.
2. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
3. Maintain forest habitat as close as possible to the road, and maintain canopy closure where possible.
4. Maintain grass height at least 10" during the breeding season (May-August).

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,



Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER #2005.2821.aa
cc: R. Dintaman, ERU
K. McCarthy, WHS
M. Ratnaswamy, USFWS



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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

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

FROM: Nicole Washington 
Project Manager
Project Planning Division

DATE: August 11, 2006

SUBJECT: MD 175 Project Planning Study
Anne Arundel County
Project Number SP063B45

RE: Agency Field Review

An Agency Field Review for the MD 175 Project Planning Study was held on July 13, 2006. The following people were in attendance at the meeting:

George Cardwell	Anne Arundel County - OPZ	410-222-7432
Sajid Aftab	FHWA	410-719-7159
Andy Bagnall	Fort Meade - DFW - MPD	301-677-9304
Bob Eastwood	Fort Meade - DFW	301-677-9766
Bihui Xu	MDP	410-767-4567
Megan Blum	SHA-PPD	410-545-8563
Brian Lange	SHA-PPD	410-545-8532
L'Kiesha Markley	SHA-PPD	410-545-5641
Nicole Washington	SHA - PPD	410-545-8570
Ben Myrick	SHA-OOTS	410-787-5862
Sarah Michailof	Straughan Environmental Services	410-362-9200
Bob Bull	Wilson T. Ballard	410-363-0150
Joe Demont	Wilson T. Ballard	410-363-0150
Mark Lotz	Wilson T. Ballard	410-363-0150

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

Purpose of the Meeting

The purpose of the meeting is to introduce the MD 175 Project Planning Study, to present the draft Purpose and Need Statement, and to receive and address comments from the agencies on the project. A copy of the agenda is attached.

Purpose & Need Presentation

Nicole provided a presentation on the Purpose and Need. She summarized the project background and existing conditions (functional classification) of the roadway. The purpose of the project, at the time of this meeting, is to improve the existing capacity, traffic operations, and vehicular and pedestrian safety, while supporting existing and planned development in the area.

The need for the project is supported by the existing and forecasted traffic volumes and crash history, with several intersections failing or scheduled to fail by 2030 and a segment with crash rates higher than statewide averages for similar roadways. This area is one of the fastest growing areas in Anne Arundel County. Numerous developments, including the Arundel Mills Mall, BWI business district, and growth of Fort Meade have contributed to increased traffic volumes along the corridor. In addition, the 2005 Base Realignment and Closure (BRAC) process is expected to increase job and development activity even further.

Land use planning and economic development in the area is looking to foster the population, and household growth expected to increase by 15% and 27% respectively, by 2030. Intermodal connectivity will be a main facet of the project with the MARC Odenton Station listed as the third largest utilized station within the system.

Megan Blum presented the environmental features of the corridor, addressing existing land uses, natural environmental features, historic properties, commercial centers, and potential Environmental Justice locations.

Nicole noted there were two related transportation projects along MD 295. The first project, MD 295 (Baltimore Washington Parkway) is funded for design, right-of-way, and construction. The plan calls for widening MD 295 from just north of I-195 to I-695 from four to six lanes (1.5 miles). The second project extends from MD 100 to I-195 and Hanover Road from High Tech Drive in Howard County to MD 170 (Aviation Boulevard) and is funded for project planning. The plan for this project involves the widening of MD 295 from four to six lanes from just south of MD 100 to just north of I-195 (3.27 miles), construction of a new interchange at Hanover Road, as well as improvements to Hanover Road from High Tech Drive in Howard County to MD 170. This project is located approximately two miles north of the MD 175 study area.

Schedule

Nicole provided a summary of the project schedule, as follows:

- Alternates Public Workshop – Winter/Spring 2007
- Alternatives Retained for Detailed Study Package – Summer 2007
- Location/Design Public Hearing – Winter/Spring 2008
- Location/Design Approval – Spring 2009

Question and Answer Session

The following is a summary of the question and answer session:

- It was noted that Anne Arundel County performed a Feasibility Study and has transferred their findings and data to SHA. SHA has incorporated the findings into the preliminary build alternatives.
- A question was raised as to why the crash data shows an apparent improvement in conditions within the project area. A meeting will be held with SHA – Office of Traffic and Safety to review any short-term improvements or land use changes to which this statistical anomaly may be attributed.
- A question was raised as to why intermodal connectivity was not included in the Purpose and Need statement. The study team will look to incorporate intermodal needs as the draft P&N document is finalized.
- Maryland Department of Planning requested that the Purpose and Need statement address pedestrian and bicycle access and safety needs. The study team will look to incorporate this suggestion as the document is finalized.
- A request was made to update the figures in the Purpose and Need document with patterns rather than color for better black and white photocopy clarity.
- It was noted that the Maryland Transit Administration is working with Fort Meade DPW on proposed routes between the Fort, Odenton MARC Station, and BWI.

Mr. Bruce M. Grey
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Field Review

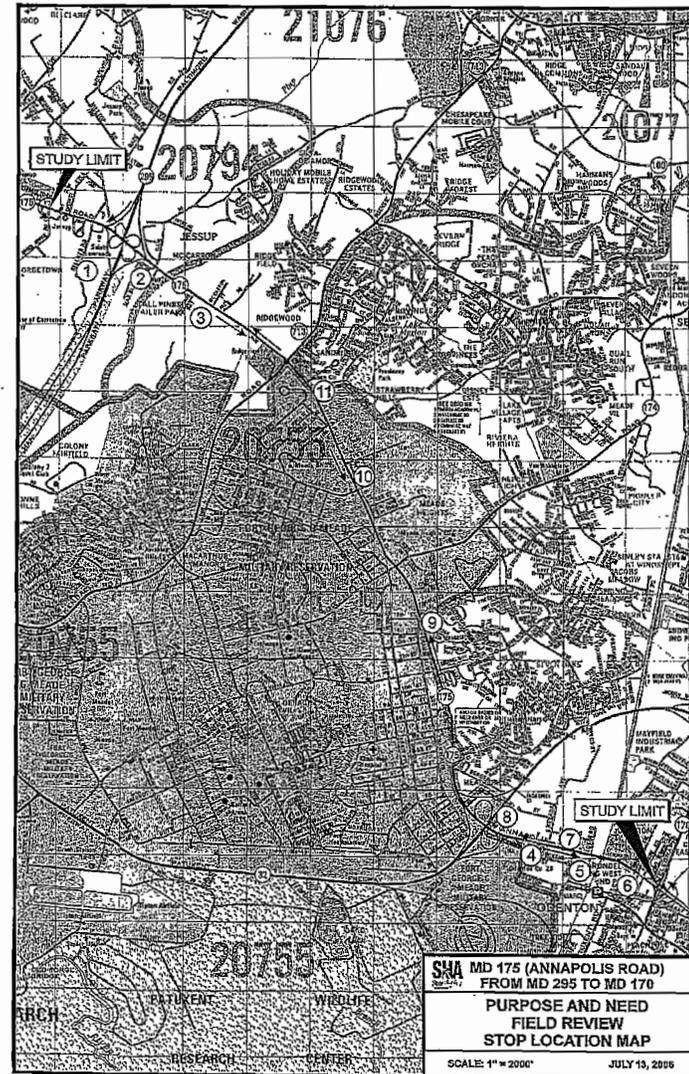
The MD 175 Corridor Field Review commenced following the presentation. The review covered the entire corridor with stops at 11 strategic locations/points of interest. The stop locations can be seen on the attached map and are described as:

1. Saint Lawrence Church, west of MD 295 along eastbound MD 175
2. Jessup Volunteer Fire Station/Max Blobs Park, east of MD 295 along eastbound MD 175
3. Potential wetland systems, east of Ballentines Way along eastbound MD 175
4. Odenton Fire Station, east of MD 32 along eastbound MD 175
5. Odenton MARC Station along eastbound MD 175
6. Forested lands at the recently build West County Library east of the MARC Station along eastbound MD 175. Here the team also viewed the poor sight distances of the MD 175 structure over the MARC rail lines and the intersection of MD 170 at MD 175.
7. The team viewed the cemetery along westbound MD 175 and a potential entrance to the proposed Odenton Town Center (a large mixed use land development project nearing construction phase).
8. The team viewed another potential entrance site to the proposed Odenton Town Center, east of MD 32.
9. Team viewed existing commercial and residential developments along westbound MD 175. Particular attention was brought to the close proximity of commercial structures to MD 175 and their existing on-street parking.
10. Newly constructed Fort Meade development.
11. Commercial and residential developments.

If you have any corrections or additions to the above meeting summary, please contact Megan Blum, SHA Environmental Manager at 410-545-8563 or Nicole Washington, SHA Project Manager at 410-545-8570.

Attachments

cc: Attendees
File



C-6

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

GENERAL

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

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

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

HANDOUTS

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

PROJECT PRESENTATIONS

MD 175 from MD 295 to MD 170

Anne Arundel County

Project Number: AA436B11

Presentation Focus: Purpose and Need

Project Manager: Nicole Washington (410-545-8570)

Environmental Manager: Megan Blum (410-545-8563)

Presentation Summary

Mr. Lange (SHA) distributed a power point handout for the presentation.

Ms. Washington (SHA) presented an update on the MD 175 project. She described the five segments of the project area from MD 295 to MD 170, the Purpose and Need, and traffic operations. Ms. Washington also discussed the intersections with the highest ADTs, (MD 32 and MD 170), and summarized the 2030 No-Build conditions, in which all signalized intersections, with the exception of MD 32, would be at operational failure.

Ms. Washington also went over safety conditions, stating that the segment from MD 713 to MD 295 currently has a crash rate that is significantly higher than the statewide average. The study area is within the Priority Funding Area (PFA) and is identified in the Odenton Small Area Plan as a prime area for economic growth. Additionally, there are several options for intermodal connectivity. The Maryland Transit Authority (MTA) is supportive of an expansion or possibly a new location for the Odenton MARC commuter rail station.

Ms. Washington also reviewed the public involvement strategy, which includes holding an Alternates Public Workshop in the Winter/Spring 2007 time frame; identifying and involving Environmental Justice groups; and holding business stakeholder meetings, as well as, separate community/civic association meetings. Mr. Karczeski (Wilson T. Ballard) spoke about the SCEA, explaining that they are still in the data collection phase, and to date, have identified some potential low-income populations within the project area. He also stated that 5 of the 11 schools have low-income or minority populations. Mr. Lotz (Wilson T. Ballard) said the SCEA boundary and timeline are currently being investigated, and demographics and other scoping activities are currently underway.

Ms. Blum (SHA) reviewed the environmental features. There may be residential and business displacements and loss of parking spaces within the study area. There are no identified rare, threatened, or endangered species in the area. The streams within the study area are Use I, and there is one Wetland of Special State Concern near the library. There is also one historic structure near the Odenton MARC Station that is listed in the National Register of Historic Places. There are nine archeological sites within the Area of Potential Effects. Section 4(f) areas potentially include several public schools (because they may have publicly used recreational fields).

Ms. Washington also went over the project schedule, and Location Approval is expected in 2009.

Issues/Questions Discussed

Ms. Hinton (NPS) asked whether there was a SHA/NPS property line identified with MD 295. SHA responded that they are coordinating with NPS on this.

Ms. King (FHWA) asked if the SAFETEA-LU requirement will be met as far as public involvement with the Purpose and Need. SHA responded that coordination with FHWA will help determine this, and that the Purpose and Need had been sent to citizens for input.

Mr. Sacks asked how Fort Meade and NSA will be involved. SHA stated that they were at the Purpose and Need field meeting and are actively involved with coordination. SHA

has the understanding that both Fort Meade and NSA are planning to attend the upcoming Preliminary Investigation strategy meeting with the County.

Mr. Golden (DNR) asked why one of the wetlands had been identified of special state concern. SHA responded the reason is currently unknown.

Mr. Schultz (USFWS) asked if this was a dualization project. SHA responded that they are still in the Purpose and Need stage and no alternatives have been identified at this point.

Mr. Marrero (FHWA) asked about the current conditions near MD 175. SHA said the road currently consists of only one lane travel lane each direction.

Ms. Xu (MDP) asked if this project would be on an expedited schedule. SHA responded that there are currently discussions about an expedited schedule, but so far the traditional Environmental Assessment schedule will be followed.

Mr. Hurt (MDE) asked that if expansion of Odenton MARC Station is supported by MTA, why is not mentioned in the Purpose and Need. SHA responded that it may be included in the Purpose and Need, as SHA has been coordinating with MTA.

Ms. Washington stated that a revised Purpose and Need based on comments received will be mailed out in approximately 2 weeks.

I-270 Multi-modal Study
Frederick and Montgomery Counties
Project Number: FR192B11
Presentation Focus: Project Update
Project Manager: Russ Walto (410-545-8547)
Environmental Manager: Anne Elrays (410-545-8562)

Presentation Summary

Mr. Horn (RK&K) went over the project limits, which cover a 30 mile segment from Frederick (Frederick County) to Shady Grove (Montgomery County). The public hearing and Draft EIS occurred in June 2002. Hundreds of comments were received from around the country, many in the form of a petition through NPS, regarding the Monocacy National Battlefield. Mr. Horn also stated that since 2002, the team has looked into ways to minimize the high number of residential displacements within the project area. The impacts were reduced from 35 to zero displacements in one community; however, there is still a large displacement area at the southern end of the project limit.

Mr. Horn said that Express Toll Lanes (ETL) has been under evaluation since 2003, and several corridor breakout studies have also begun since then. The I-270 team has also been coordinating with the MD 85 project team.

Public involvement has included a Public Workshop in June 2004 to present the ETL alternatives. These would occur south of Monocacy Battlefield, and would be one or two lanes. The team has met with area civic and business associations and MTA to discuss the proposed ETLs.

It was decided that an Environmental Assessment would be written to describe the ETL impacts. A Public Planning Workshop would be scheduled for the spring of 2007 so the ETL options would be available for public comment. SHA would then proceed with the FEIS.

Two interchanges have been reconfigured to minimize wetland impacts; additional impact minimization measures are ongoing.

All sites that were not included in the EIS will be covered in this EA, and technical reports are underway. There would be business relocations.

There is no dedicated funding for the project; the project is competing for funding within Maryland as well as nationwide. The team is considering phasing the project in key areas (those with the highest volume) as identified in the I-270 Corridor Community-Based Planning Area Master Plans, notably the corridor from Metropolitan Grove to Shady Grove.

The team is also currently studying 3-4 operation and maintenance sites. Montgomery County and the City of Gaithersburg have said they are willing to relocate an impound lot and City would donate land, if needed, near Metropolitan Grove. Coordination with MTA is also underway, with ridership results ready by the end of the month. The team is considering light rail and bus options in neighborhoods that would use the Corridor Cities Transitway (CCT). MTA says new parking spaces will be necessary.

The new KC multi-use facility developer agreed to accommodate the proposed MTA parking lot. The developer agreed to a 250-space parking garage, as well as a hiker/biker trail, and, right of way funding in exchange for a realignment that would run along the property rather than bisecting it. The development on the Crown Farm property must also provide funding for open space preservation. All of this information will be included in the technical reports and the EA. There are three historic properties on the site; two will be rehabilitated, an application will be put in for the NHRP, and then sold privately. Washington Station currently serves the property, and another station is proposed for 2025. The developer would like to combine these stations.

Issues Discussed

Ms. Xu (MDP) supports changing the alignment to avoid cutting through the Crown Farm property, but questioned how the new station would connect, and what type of public involvement would occur. SHA responded that the County, City, and developer would coordinate this.

Ms. Xu then asked about the schedule. SHA expects the EA review in the beginning of 2007. Completion is scheduled for June 2008, with the ROD following.

Ms. Hinton (NPS) asked if SHA was studying impacts the ETLs will have on the Monocacy Battlefield. SHA said this will be addressed in the EA.

Mr. Schultz (USFWS) asked why an EA was chosen for the new impacts, and would there be more right-of-way required. SHA responded that the EA would supplement the DEIS. There will be greater right-of-way requirements.

Mr. Johnson (FHWA) commented that the EA will address changes in scope and impact/footprint from the DEIS, and serve as a reevaluation of the DEIS prior to the completion of the FEIS.

Mr. Schultz asked if there will be public involvement for the EA. SHA responded that there will be a public workshop.

Mr. Schultz asked Ms. Xu if the developer was being asked for too much. Ms. Xu responded that she thought the developer is being asked for a lot, and she commented that she would like MTA to review connection sidewalks between the existing Washington station and the potential new station.

Mr. Schultz asked who would pay for this connection. SHA responded that the County, City, or developer would be responsible for this.

Mr. Johnson added that the decision to pursue an EA was made jointly with MTA.

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

Presentation Summary

Mr. Mitchell presented the configuration of the loop ramp at the MD 3/MD 450 interchange. It was initially designed at 35 mph, but in consideration of both

environmental impacts and safety issues, it is currently designed at 25 mph. Mr. Mitchell also said that the team looked at options with signal designs, while keeping environmental impacts to a minimum. Options currently included adding a deceleration lane on the approach to the ramp, and synchronizing two signals so that the approach to the signal at the ramp would be clear. This would address a safety issue, as visibility is limited on the downhill approach to the ramp. Mr. Mitchell said that coordination with the agencies has been ongoing.

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

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

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

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

Issues Discussed

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

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

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

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

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

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

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

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

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

The meeting was adjourned.

ATTENDANCE

Attendees	Organization	Email
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Rick Kiegel	MTA
Karen Arnold	SHA
Sheila Knowlton	G&O
Russel Walto	SHA
Brian Horn	RK&K
Cheryl Jordan	SHA
Heather Murphy	SHA
Bill Schultz	USFWS
Steve Elinsky	ACOE

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March 28, 2007

Re: Project No. AA436B11
 MD 175: MD 295 to MD 170
 Anne Arundel County, MD
 USGS Odenton 7.5' Quadrangle

Mr. J. Rodney Little
 State Historic Preservation Officer
 Maryland Historical Trust
 100 Community Place
 Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) proposed Project No. AA436B11, a project planning study for MD 175 between MD 295 and MD 170 in Anne Arundel County. SHA seeks to establish the project's Area of Potential Effects (APE) and to provide information about the National Register of Historic Places (NRHP) eligibility of historic standing structures within the APE. SHA's assessment of archeological potential is also provided.

A project location map is included as Attachment 1 and conceptual project plans for six alternatives are included as Attachment 2.

The purpose of this project is to improve the existing capacity, traffic operations, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area. Currently, MD 175 serves as primary access to Ft. Meade and Odenton from MD 295 and MD 32. In addition, this project will serve to accommodate future transportation needs in and around Ft. Meade and assist in revitalizing the commercial district in North Odenton. By improving MD 175, the project will improve connectivity between Odenton and MD 295.

Alternative 1 - No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the purpose and need for the project, however, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Mr. J. Rodney Little
 MD 175: MD 295 to MD 170
 Page Two

Build Alternatives - Common Features

Each of the build alternatives will include the following three basic elements:

- MD 175 Mainline Widening
- MD 175/MD 295 Interchange Modifications
- Fort Meade Access Improvement Options to provide improvements in the access to Fort Meade from MD 175

Alternative 2 - Transportation Systems Management

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. TSM improvements generally could be constructed with relatively low costs and few environmental impacts, but would provide no substantial improvements in capacity or operations to address future traffic conditions.

Alternative 3 - Six-Lane Roadway on Existing Centerline

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner Road and MD 170 from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot-wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane) separated by an 18-foot median. Additional pedestrian and bicycle accommodations would be included as part of this alternative, including sidewalks and/or a multi-use trail. The proposed right-of-way width for the six-lane section is 126 feet. The proposed Alternative 3 alignment follows the existing centerline of MD 175 and ties into Alternative 4 (four-lane section) or Alternative 5 (five-lane section) west of Sellner Road. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX, close to their current alignment.

Alternative 4 - Four-Lane Roadway West of Reece Road

Alternative 4 applies only to the western three-mile-long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. From Brock Bridge Road to MD 295, the proposed typical section consists of a 54-foot-wide roadway (two 11-foot travel lanes and a five-foot bike lane in each direction). Additional pedestrian and bicycle accommodations would be included as part of this alternative, including sidewalks and/or multi-use trail. The proposed right-of-way width for the four-lane section is 84 feet. From MD 295 to west of Reece Road, the typical section consists of two 28-foot-wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike lane), separated by an 18-foot median. The proposed right-of-way width for the four-lane divided section is 104 feet. The proposed Alternative 4 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 or Alternative 6 east of Reece Road.

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MD 175: MD 295 to MD 170
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Alternative 5 - Five-Lane Roadway Including a Center Turn Lane West of Reece Road

Alternative 5 applies only to the western three-mile-long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66-foot-wide roadway (two 11-foot travel lanes and a five-foot bike lane in each direction, and one continuous 12-foot vehicle center turn lane). Additional pedestrian and bicycle accommodations would be included as part of this alternative, including sidewalks and/or a multi-use trail. The proposed right-of-way width for the five-lane section is 96 feet. The proposed Alternative 5 alignment follows the existing centerline of MD 175 and can tie into Alternative 3 (six-lane roadway) or Alternative 6 east of Reece Road.

Alternative 6 - Six-Lane Roadway on Shifted Centerline

Alternative 6 includes the same typical section as Alternative 3. The proposed centerline for Alternative 6 uses the existing centerline in some locations but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. The Alternative 6 alignment proposes new bridges at two locations, MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad. Additional pedestrian and bicycle accommodations would be included as part of this alternative, including sidewalks and/or a multi-use trail. Alternative 6 can tie into Alternatives 4 or Alternative 5 west of Seller Road.

MD 175/MD 295 Interchange Modifications

The five options under consideration for the improvement of the MD 175/MD 295 interchange are:

Option A - with the Single Point Urban Interchange (SPUI) all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge to control all conflicting movements.

Option B - the Partial Cloverleaf Interchange option would eliminate the loop ramps in the northeast and southwest quadrants and relocate the traffic movements provided by these loop ramps onto left turns at signalized intersections with MD 175 in the southeast and northwest quadrants, respectively.

Option C - the Partial Cloverleaf Interchange option would eliminate the loop ramps in northwest and southeast quadrants and relocate the traffic movements provided by these loop ramps onto left turns at signalized intersections with MD 175 in the southwest and northeast quadrants, respectively.

Option D - the Full Diamond Interchange option would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections

Mr. J. Rodney Little
MD 175: MD 295 to MD 170
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with MD 175 in each of the four quadrants. So named because of the diamond-like appearance resulting from the interchange geometry, this option would result in the most compact design of the options under consideration.

Option E - the Full Diamond Interchange with Alignment Shift option would be similar to Option D, but would include a northerly shift in the alignment of MD 175 at the overpass of MD 295, to better maintain traffic during construction and further reduce impacts to adjacent properties.

Fort Meade Access Options

Various combinations of improved intersections, possibly including interchanges at several locations, will be considered at/near the four MD 175 intersections where access to Fort Meade is provided:

- MD 713 (Rockenbach Road)
- MD 174 (Reece Road)
- Mapes Road
- Llewellyn Avenue

SHA is working closely with Fort Meade to develop intersection improvements along MD 175, in combination with Fort Meade gate access improvements and internal roadway improvements, to accommodate the security needs and increasing traffic volumes forecasted for the post. Each of the preliminary intersection improvement options under consideration is compatible with Alternatives 3, 4, 5 or 6.

General Fort Meade Access Option

This option consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174 (Reece Road), Mapes Road, and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

Mapes Road Intersection Options

Mapes Road Option A - This option would provide an additional MD 175 access point to and from Fort Meade at a new signalized intersection between Mapes Road and Llewellyn Avenue. Traffic could turn left into Fort Meade from westbound MD 175, but could not turn left out of this entrance. Traffic exiting Fort Meade could use the improved Mapes Road gate. All of the other MD 175 entrances to Fort Meade would remain in operation and be widened. This new intersection would be partially signalized since only the eastbound MD 175 through traffic and

Mr. J. Rodney Little
MD 175: MD 295 to MD 170
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westbound left turn traffic movements would stop; all other movements would flow continuously.

Mapes Road Option B – This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road and MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

Reece Road Intersection Options

Reece Road Option A – This option would provide an additional MD 175 access point to and from Fort Meade at a new signalized intersection at 19th Street, west of Reece Road. Only eastbound MD 175 traffic would be able to enter at this location; westbound MD 175 traffic entering the Fort would do so by turning left at a widened Reece Road intersection. Traffic would exit Fort Meade at this new intersection location onto westbound MD 175 using a special intersection configuration known as the "Continuous Green- T (CGT)." The CGT intersection would include a traffic signal that would stop only eastbound MD 175 traffic to allow traffic to turn left out of Fort Meade. Westbound MD 175 would have a continuous green light condition, and traffic turning left out of Fort Meade would merge into the westbound traffic from the left-hand side.

Reece Road Option B – This option would provide a new exit from Fort Meade at 18th Street. Drivers traveling eastbound exiting Fort Meade would use a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Neither direction of MD 175 would have to stop for this movement. Drivers entering Fort Meade from the east and exiting to the east would still use Reece Road. All of the other MD 175 entrances to Fort Meade, including Reece Road, would remain in operation and be widened.

Reece Road Option C – This option would provide an additional access point to and from Fort Meade at 19th street without any additional traffic signals on MD 175. Westbound traffic entering Fort Meade would exit MD 175 from the right and use a ramp that would pass over both eastbound and westbound MD 175 into the Fort. Eastbound traffic to and from Fort Meade would be able to use this new access point, while westbound MD 175 exiting Fort Meade would need to use the signalized and widened Reece Road intersection.

Reece Road Option D – This option would be similar to Option C, except that this new access point would be dedicated to traffic entering Fort Meade only. All exiting traffic would need to use the signalized and widened Reece Road intersection.

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Reece Road Option E – This option would also be similar to Option C except that westbound traffic entering Fort Meade would exit from the left side of the roadway. Retaining walls would be constructed in the MD 175 median, allowing the westbound left turn lane to elevate above MD 175 and curve over the eastbound roadway to enter Fort Meade at 20th Street, west of Reece Road. Eastbound traffic to and from Fort Meade would be able to use this new access point, while westbound MD 175 exiting Fort Meade would need to use the signalized and widened Reece Road intersection.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered possible physical, visual, atmospheric, and audible impacts to historic properties. With the exception of Alternative 1, the above alternatives would require additional right-of-way. Because the proposed improvements for MD 175 involve alternatives that would widen the existing roadway, the APE includes the tax parcels adjacent to MD 295 within the project limits. The APE also includes properties adjacent to the MD 295 interchange, as indicated on the attached SHA quadrangle map for Odenton (Attachment 3).

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed project planning study.

Architecture: SHA Architectural Historian Melissa Blair consulted historic maps, the SHA-GIS Cultural Resources Database, and Maryland Inventory of Historic Properties (MIHP) forms, and conducted field visits on December 17, 2006 and March 15, 2007. SHA contracted with EHT Tracerics to identify and evaluate historic properties within the APE.

The APE is located in northwest Anne Arundel County. The APE is characterized by dispersed residential and commercial development, and includes portions of the Fort George G. Meade military base and the town of Odenton. The Baltimore-Washington Parkway (AA-5), which was listed in the NRHP on May 9, 1991, is within the APE. There are six previously recorded historic standing structures within the APE, which are included in the Maryland Inventory of Historic Properties (MIHP), Trusty Friend (AA-123), Concrete Block Bungalow (AA-754), the Jones House (AA-743), St. Lawrence Catholic Church (AA-20), the Odenton Survey District (AA-869), and Bridge No. 2048 (AA-2180). The first five MIHP properties were evaluated on Determination of Eligibility (DOE) forms, which are included as Attachment 4. Bridge No. 2048 was determined not eligible for the NRHP on February 14, 1994 as part of a previous SHA project.

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MD 175: MD 295 to MD 170
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Trusty Friend (AA-123) is recommended eligible for the NRHP. This single dwelling at 2839 Jessup Road, constructed circa 1870, is one of three wood-frame houses designed in the Italianate style in Jessup. The house is known as Trusty Friend, and it is the only house constructed in the Italianate style in Jessup to retain its cupola. The house is an excellent example of the Italianate style, which was popular during the mid- to late-nineteenth century. Trusty Friend remains remarkably intact with no major additions or alterations and continues to embody distinctive characteristics of the Italianate style, such as its cupola, the second-story balustraded balcony, and porch with Tuscan columns. The single dwelling at 2839 Jessup Road is qualified for eligibility under Criterion C.

The Concrete Block Bungalow (AA-754) is recommended not eligible for the NRHP. This single dwelling at 2822 Jessup Road, constructed in 1930, is representative of Craftsman-style bungalows constructed in Odenton during the first three decades of the twentieth century. Its use of rock-faced concrete block as the primary building material is a common characteristic of dwellings constructed throughout Maryland into the first quarter of the twentieth century. Although the Concrete Block Bungalow remains intact with no major additions or alterations, it is a common building type with similar contemporaneous examples located throughout the county.

The Jones House (AA-743) is recommended not eligible for the NRHP. This single dwelling at 1401 Annapolis Road was constructed circa 1870. The original house has been substantially enlarged by the construction of a 1901 main block and represents a common domestic form with similar contemporaneous examples located throughout Ann Arundel County and Maryland.

The St. Lawrence Catholic Church (AA-20) is recommended not eligible for the NRHP. St. Lawrence is the second oldest parish in Anne Arundel County. The church was built in 1866 and the cemetery contains graves that date back to 1864. The church lacks stylistic expression and does not embody distinctive characteristics of religious architecture. The cemetery does not have a significant array of gravemarkers or monuments, nor does the funerary art possess artistic or architectural significance.

The Odenton Survey District (AA-869) is recommended not eligible for the NRHP. The survey district is located within the larger community of Odenton. The Baltimore and Potomac Railroad (now the Amtrak/MARC rail) bifurcates the district. Although the growth of Odenton reflects nationwide development patterns associated with railroads, new construction and alterations to historic properties has compromised the integrity of the district. Several of the buildings in the district have retained their architectural integrity, including several examples of I-houses, the Queen-Anne style, foursquares, Craftsman-style bungalows, and the Classical Revival style, but these individual properties are outside of the APE. The integrity of design and workmanship throughout the survey district has been compromised by the construction of additions and the replacement of original materials. Furthermore, as MD 175 became a highly

Mr. J. Rodney Little
MD 175: MD 295 to MD 170
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traveled corridor that divided Odenton into northern and southern sections, single dwellings located along the highway were rehabilitated for commercial purposes and new commercial buildings were constructed. A small cluster of non-historic commercial buildings also flanks the intersection of Odenton Road and Piney Orchard Parkway, detracting from the residential character of Odenton Road. Although several historic buildings have retained their individual integrity, the overall district has not retained its integrity.

There are twenty-four (24) previously unidentified resources within the APE that are fifty years old or older. The resources include one former agricultural property, thirteen (13) residential properties, nine (9) commercial properties, and one bridge. None of these resources are recommended eligible for the NRHP.

Max Blob's Beer Park (AA-2377) is recommended not eligible for the NRHP. The property at 8012 Max Blob's Park Road is comprised of a farmhouse, as well as a polka hall and supporting outbuildings. The property, which has become popular for its polka hall, is known as Blob's Park. Constructed circa 1910, the farmhouse lacks stylistic expression and is a common example of the predominant type of dwelling built in Anne Arundel County in the mid to late nineteenth and early twentieth centuries. The ornamentation on the polka hall is unique within Anne Arundel County; however, the building and its associated outbuildings are less than fifty years old. A MIHP form and a DOE form for the property are included in Attachment 4.

The 13 residential properties are single family homes built in the early and mid-twentieth century. The nine commercial properties, which date to the mid twentieth century, are located in a commercial area across from the entrance to Fort Meade. These properties are not associated with historic events (Criterion A) or significant persons (Criterion B), and they are not significant for their design or construction (Criterion C). The residential and commercial growth within the APE happened randomly over time and developed in a dispersed pattern. There is no distinguishable entity that might constitute a historic district within the APE. The above properties do not have historical significance and are not recommended as eligible for the NRHP as documented in twenty-two (22) Short Forms for Ineligible Properties (short forms) included in Attachment 4.

Bridge No. 2023 is recommended not eligible for the NRHP. Constructed in 1952, the bridge is a three-span steel-beam bridge that was built as a component of the Baltimore-Washington Expressway. The abutments and piers are faced with granite veneer. In 1984, the entire bridge deck was replaced, along with portions of the abutments and piers. The original parapet design was replaced with concrete barriers topped with chain-link safety fences. Character-defining elements (CDEs) for steel-beam bridges include beams, abutments, and piers. All of Bridge No. 0202300's CDEs were modified during the deck replacement. The bridge is one of many such bridges built throughout the state and lacks architectural or engineering significance. The bridge is documented in a short form included in Attachment 4.

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SHA concludes that the Baltimore-Washington Parkway (AA-5) and Trusty Friend (AA-123) are the only NRHP listed or eligible architectural properties within the APE for this project.

Archeology: SHA Archeologist Carol A. Ebright assessed the potential of the project area through the SHA-GIS Cultural Resources Database, historic and environmental mapping, prior surveys, archeological site forms, and conducted a field visit on July 29, 2006.

Several sections of the project area have been previously surveyed. The MD 295/MD 175 interchange area was examined by Curry (1978), and an adjoining 0.5 mile long transect along MD 175 was covered by Wesler et al. (1981). A substantial section of MD 175 was included in the Fort Meade Phase I survey undertaken by Hornum et al. (1995). Kavanagh (1981) looked at the MD 32 corridor, including the MD 175 interchange, at the Phase I level. Wall (1995) surveyed a small area on the south side of MD 175 adjacent to the Amtrak line in Odenton. Additional investigations were undertaken by Hill (2000), Moose (2003), and Roth (2005). Cultural resources work at Ft. Meade was consolidated into an "Integrated Cultural Resources Management Plan" in December 2006.

Thirteen archeological sites have been recorded in or immediately adjacent to the study area (Attachment 5). Nine of 13 sites have been determined to be ineligible for NRHP listing. Four sites, including three cemeteries, have not been evaluated to date, although reports indicate that these sites are considered not eligible (Hill and Pfanstiehl 2000; USACE 2006). The cemeteries are likely to have unmarked graves.

Large sections of the project area have been disturbed by commercial, residential, and military development, but intervening intact areas are also present. The area is drained by tributaries to the Severn and Little Patuxent rivers, and undisturbed areas in general have high prehistoric and historic archeological potential. The project will need to be reassessed once the scope and impacts are better defined. Phase I archeological survey may be necessary based on the potential width of the study area. Prior SHA archeological investigations in other portions of present and former Ft. Meade lands have been hindered by potential hazardous wastes and unexploded ordnance. Information about these issues will need to be obtained prior to subsurface testing.

Review Request

Please examine the attached maps, plans, inventory forms, archeological site table, and Eligibility/Status Table (Attachment 6). We request your concurrence by April 30, 2007 that the Baltimore-Washington Parkway and Trusty Friend are the only NRHP listed or eligible historic standing structures within the APE. Once the archeological studies are completed, SHA will provide MHT with the opportunity to comment on the undertaking's effects. By carbon copy, we invite the National Park Service, Fort Meade, the Anne Arundel County Department of Planning and Code Enforcement County, and the Odenton Heritage Society to provide comments and participate in the Section 106 process. Pursuant to the requirement of the implementing

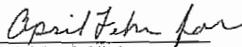
Mr. J. Rodney Little
MD 175: MD 295 to MD 170
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regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects. For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust). If no response is received by April 30, 2007, we will assume that these offices decline to participate. Please contact Ms. Melissa Blair at 410-545-8560 (or via email at mblair@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol A. Ebright may be reached at 410-545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

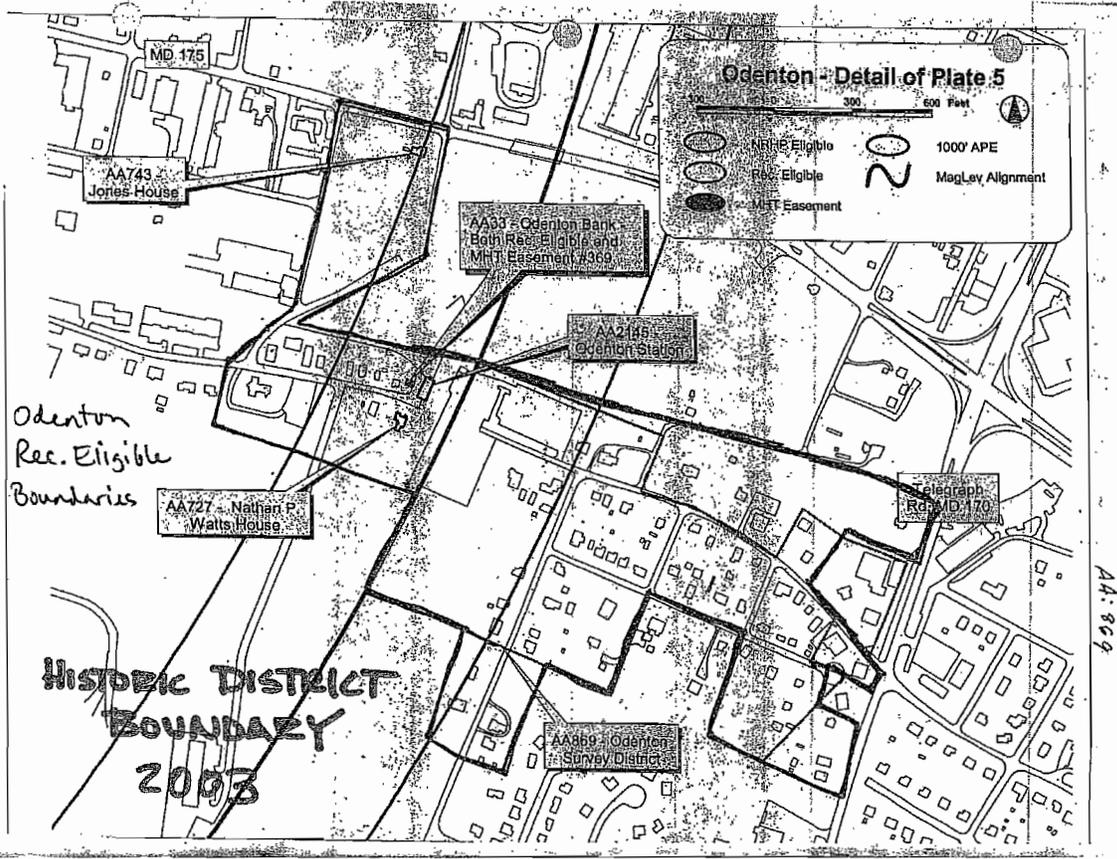
Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by:


Julie M. Schablitsky
Cultural Resources Team Leader
Project Planning Division

Attachments: 1) Project Location Map
2) Project Plans
3) Area of Potential Effects Map
4) Determination of Eligibility Forms
5) Archeological Sites Table
6) Eligibility/Status Table

cc: Ms. Melissa Blair, SHA-PPD
Ms. Megan Blum, SHA-PPD (w/Attachments 1, 3, 5, and 6)
Mr. Mick Butler, Fort George G. Mead (w/Attachments 1, 2, 3, 5, and 6)
Ms. Donna Donaldson, Odenton Heritage Society, (w/Attachments)
Ms. Carol A. Ebright, SHA-PPD (w/Attachments 1, 3, 5, and 6)
Mr. Bruce Grey, SHA-OPPE
Ms. Susan Hinton, National Park Service (w/Attachments 1, 2, 3, 5, and 6)
Mr. Clyde Reynolds, Fort George G. Mead (w/Attachments 1, 2, 3, 5, and 6)
Dr. Julie Schablitsky, SHA-PPD



Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

MHT Log No. 200701062

Project Number: AA436B11
 Project Name: MD 175; MD 295 to MD 170
 County: Anne Arundel
 Letter Date: March 28, 2007

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 5]):

- Concur
- Do Not Concur

Effect (as noted in the Effects Table [N/A]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- Agree

Agreement with FHWA's de minimus impact finding (as detailed in the referenced letter, if applicable):

- Agree

Comments:

The Maryland Historical Trust (Trust) disagrees with SHA's findings regarding the Odenton Historic District and the Jones House. The Trust determined that the Odenton Historic District (AA-369) is eligible for listing in the National Register of Historic Places (NRHP) in 2003. The historic district remains eligible for the NRHP. A copy of the NRHP boundary is attached to this concurrence page. In addition, the Jones House (AA-743) was determined eligible for the NRHP in 2003. The Jones House is also a contributing resource to the Odenton Historic District. The Trust concurs with SHA's determinations of eligibility for all other historic resources.

By: *[Signature]* Date: 7-13-07
 MD State Historic Preservation Office/
 Maryland Historical Trust

Reviewed by U.S. Dept. of Escrow:
 Mr. Donald H. Spinklin, Deputy Division Chief, Project Planning Division,
 MD State Highway Administration, P.O. Box 717, Baltimore, MD 21204-0717
 Telephone: 410-544-8554 and Facsimile: 410-309-5046

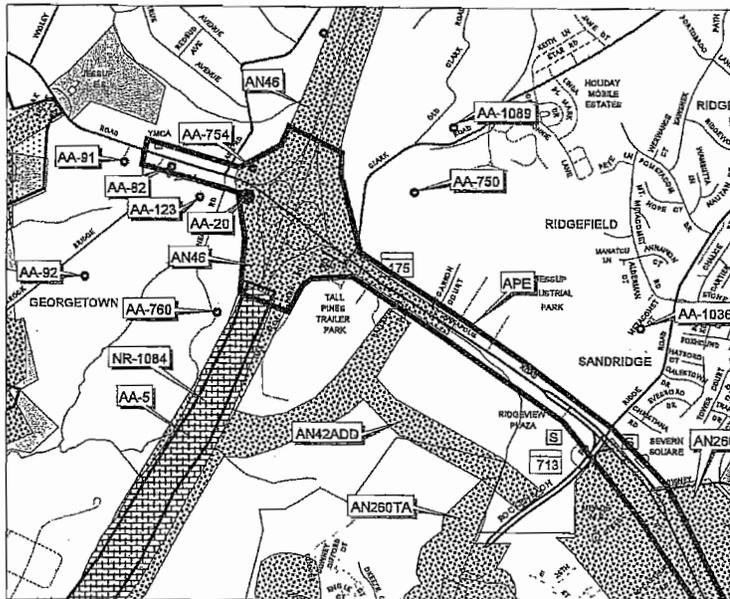
CC: Dr. Julie M. Schabliksky, SHA
 Mr. Roger White, Odenton Heritage Society

ATTN: HPHENT

Area of Potential Effects Map MD 175: MD 295 to MD 170

Attachment 3

Map A

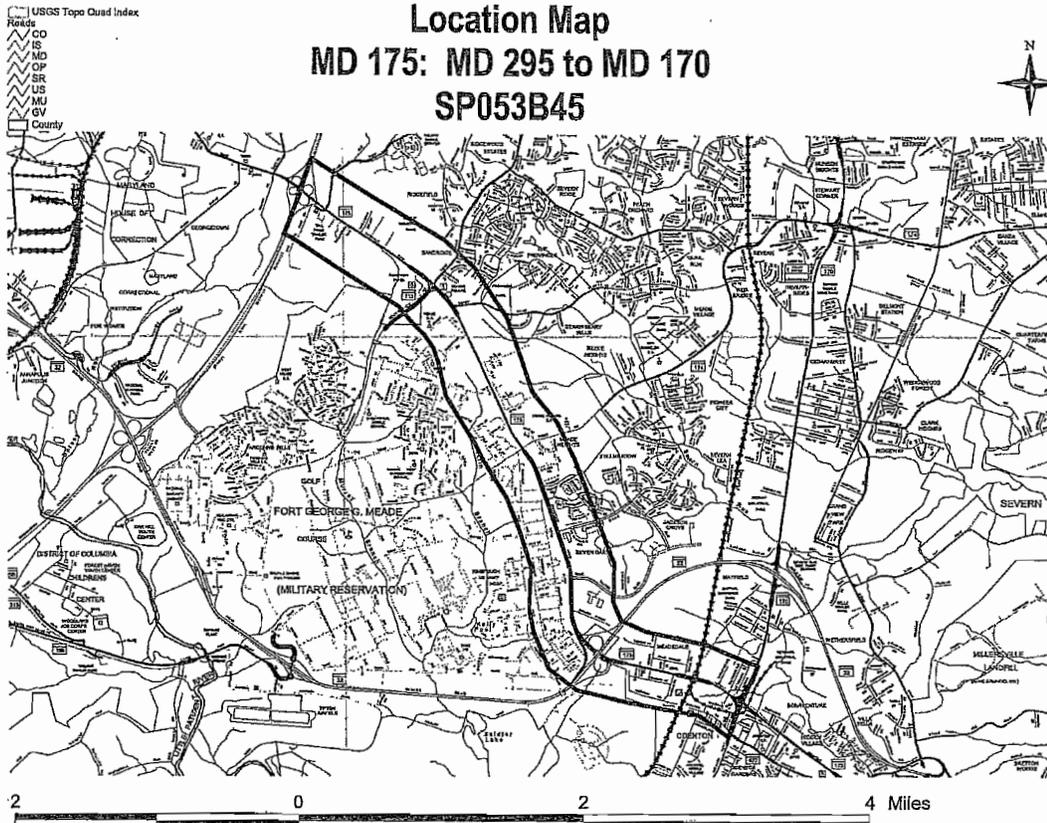


Anne Arundel County USGS Odenton Quad

- Maryland Historical Trust Easements
- Maryland Inventory of Historic Places
- National Register of Historic Places
- Archaeological Surveys



Location Map MD 175: MD 295 to MD 170 SP053B45

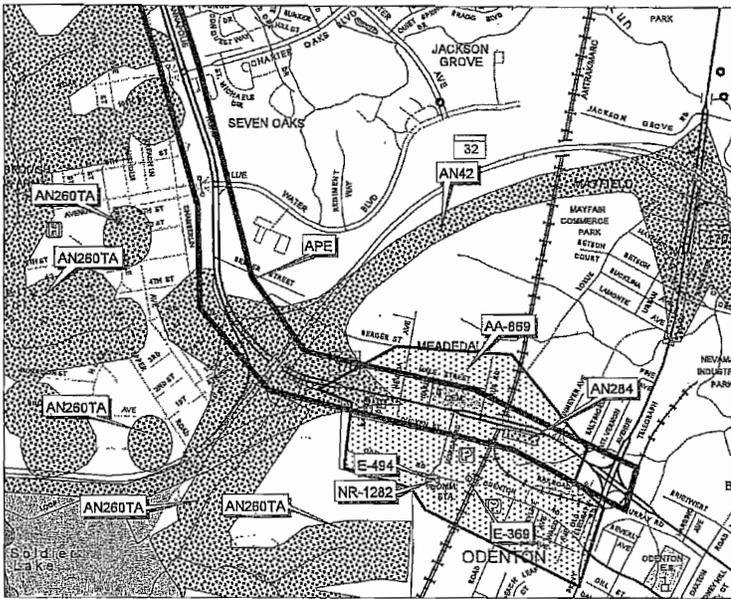


Attachment 7

Area of Potential Effects Map MD 175: MD 295 to MD 170

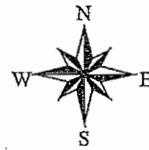
Map C

3



Anne Arundel County
USGS Odenton Quad

- Maryland Historical Trust Easements
- Maryland Inventory of Historic Places
- National Register of Historic Places
- Archaeological Surveys

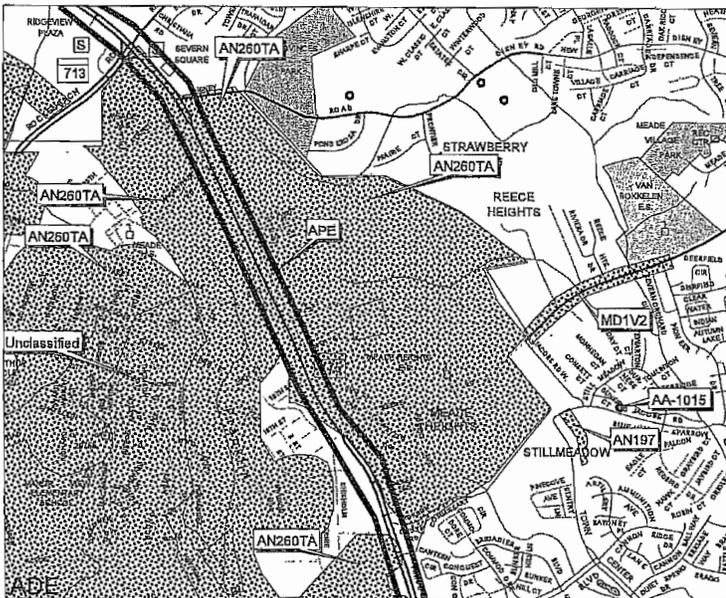


0.7 0 0.7 1.4 Miles

Area of Potential Effects Map MD 175: MD 295 to MD 170

Map B

3



Anne Arundel County
USGS Odenton Quad

- Maryland Historical Trust Easements
- Maryland Inventory of Historic Places
- National Register of Historic Places
- Archaeological Surveys



0.7 0 0.7 1.4 Miles

See Map C

Site Number	Name	Time Period	Prior Investigations and Recommendations	NR Status	Comments
18AN988		19 th -20 th	Hornum et al. 1995 (Area I-4) Ph 2 Moose 2003	Not eligible 10-23-03	Farmstead. "T. H. Morgan" in 1878
18AN990		World War I	Hornum et al. 1995 (Area K-1) Ph 2	Not Eligible 5-16-06	Military training area with trenches, foxholes, and rifle pits
18AN1175	Arundel Crossing West	Prehistoric, 20 th c	Hill and Pfanstiehl 2000 No further work recommended.	No DOE data found at MHT	Lithic scatter and modern refuse dump
18AN1271	OTC-C1	19 th c	Roth 2005	Not Eligible 12-29-05	At least 12 charcoal kilns related to Patuxent Furnace
18AN1272	OTC-D1	19 th -20 th c	Roth 2005	Not Eligible 6-02-05	Farmstead
18AN1273	OTC-E1	19 th c	Roth 2005	Not Eligible 6-02-05	At least 2 charcoal kilns related to Patuxent Furnace

Attachment 5

Previously Recorded Archeological Sites In and Near the MD 175 Study Area (Revised 3-26-07)

Site Number	Name	Time Period	Prior Investigations and Recommendations	NR Status	Comments
18AN970	Watts Cemetery	19 th -20 th c	Hornum et al. 1995 (Area K-a) Avoidance Not eligible (USACE 2006)	No DOE data found at MHT	Only two graves from 1881 and 1904 referenced in report. Watts surname. Same data from site form (Majorov 1995) and McGill (2007).
18AN971	Sulphur Spring Cemetery	19 th -20 th c	Hornum et al. 1995 (Area D-f) Avoidance Not eligible (USACE 2006)	No DOE data found at MHT	Associated with the former Sulphur Spring ME Church, whose former location, along w. a road trace, appears to be adjacent to the cemetery on the SW side. The church is on 1860 and 1878 maps. 25 marked graves per McGill (2007). 24 listings on site form by Majorov (1995)
18AN972	Friedhofer Cemetery	19 th -20 th c	Hornum et al. 1995 (Area J-d) Avoidance Not eligible (USACE 2006)	No DOE data found at MHT	25 graves in 40 x 40 ft. fenced area according to URS EBS report (2005). Nine "dated headstones" per site form (Majorov 1995). Eight marked graves according to McGill (2007). Friedhofer and Gary surnames.
18AN979		19 th c	Hornum et al. 1995 (Area C-1) Not eligible	Not eligible 6-22-95	Farmstead. "Capt. C. Bradley" in 1878.
18AN981		20 th c	Hornum et al. 1995 (Area C-4) Not eligible	Not eligible 6-22-95	Fence line and midden
18AN982		19 th -20 th c	Hornum et al. 1995 (Area D-1) Limited Ph 2 Moose 2003	Not eligible 10-23-03	Farmstead and stone-lined well. "Jenkins" in 1860 and 1878
18AN983		Early-Middle Archaic, 19 th c	Hornum et al. 1995 (Area D-1) Limited Ph 2 Moose 2003	Not eligible 10-23-03	Prehistoric short-term camp. Farmstead, possible tenant house location

18AN988	A	X	X 10-23-03	5	
18AN990	A	X	X 5-16-06	5	
18AN1175	A	ND		5	Considered ineligible by Hill and Pfanstiel (2000)
18AN1271	A	X	X 12-29-05	5	
18AN1272	A	X	X 6-2-05	5	
18AN1273	A	X	X 6-2-05	5	

Codes: Resource Types: S (Structure), A (Archeological Site), HD (Historic X District), NHL (National Historic Landmark)
 NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
 SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion
 Bold rows indicate review action requested

Eligibility/Status Table

Attachment 6

Project Name: MD 175: MD 295 to MD 170

March 28, 2007

Resource	Type	SHA NR Determination	SHPO Opinion	Attachment	Remarks
Baltimore-Washington Parkway (AA-5)	HD		NRL 05/9/1991		
Trusty Friend (AA-113)	S	NR	Requested 03/2007	4	
Concrete-Block Bungalow (AA-754)	S	X	Requested 03/2007	4	
Jones House (AA-743)	S	X	Requested 03/2007	4	
St. Lawrence Catholic Church (AA-20)	S	X	Requested 03/2007	4	
Odenton Survey District (AA-869)	S	X	Requested 03/2007	4	
Bridge No. 2048 (AA-2180)	S	X	X 02/14/199	4	
Bob's Park (AA-2377)	S	X	Requested 03/2007	4	
Commercial Building, 1564 Annapolis Road	S	X	Requested 03/2007	4	
Commercial Building, 1628 Annapolis Road	S	X	Requested 03/2007	4	
Single Dwelling, 7619 Rae Road	S	X	Requested 03/2007	4	
Single Dwelling, 2723 Annapolis Road	S	X	Requested 03/2007	4	
Commercial Building, 1698 Annapolis Road	S	X	Requested 03/2007	4	
Commercial Building, 1656 Annapolis Road	S	X	Requested 03/2007	4	
Commercial Building, 1670 Annapolis Road	S	X	Requested 03/2007	4	
Commercial Building, 1642 Annapolis Road	S	X	Requested 03/2007	4	
Commercial Building, 1636 Annapolis Road	S	X	Requested 03/2007	4	
Single Dwelling, 2840 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2838 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2834 Jessup Road	S	X	Requested 03/2007	4	
Commercial Building, 2826 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2820 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2755 Annapolis Road	S	X	Requested 03/2007	4	
Single Dwelling, 2860 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2859 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2856 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling, 2854 Jessup Road	S	X	Requested 03/2007	4	
Single Dwelling 2850 Jessup Road	S	X	Requested 03/2007	4	
Bridge No. 2023	S	X	Requested 03/2007	4	
18AN970	A	ND		5	Considered ineligible by Ft. Meade
18AN971	A	ND		5	Considered ineligible by Ft. Meade
18AN972	A	ND		5	Considered ineligible by Ft. Meade
18AN979	A	X	X 6-22-95	5	
18AN981	A	X	X 6-22-95	5	
18AN982	A	X	X 10-23-03	5	
18AN983	A	X	X 10-23-03	5	



Office of Planning and Zoning

P.O. Box 6675
2664 Riva Road
Annapolis, Maryland 21401

July 5, 2007

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

Dear Mr. Veramachaneni:

Thank you for your efforts and those of your staff to advance the Annapolis Road (MD 175) project planning study through the environmental assessment process. As you are aware, County Executive Leopold has indicated, in his May 29, 2007 Construction Priority Letter, that the segment of MD 175 between Telegraph Road (MD 170) and the Baltimore Washington Parkway is the County's highest highway construction priority.

With the impact of increased travel demand associated with employment and population growth brought on by the 2005 Base Realignment and Closure (BRAC) recommendations at Fort Meade, the potential for the enhanced use lease (EUL) project adding up to 10,000 jobs north of MD 175 along Reece Road, and other forecast growth in the Odenton area, assumptions made during the Odenton Town Center Master Plan and earlier MD 175 studies no longer hold true. However, MD 175 will still serve as a major roadway situated within the heart of the town center.

Given the roadway's dual road as a connector to Fort Meade from both MD 32 and the Baltimore Washington Parkway and as a main street within Odenton, the Office of Planning and Zoning is requesting that the development of the alternatives for improvements along MD 175 consider the following design issues:

- Lower level of service (LOS) than LOS D: Within the Odenton Town Center Master Plan area, the Planning & Zoning Officer can approve a lower level of service than LOS D, provided that safety is not compromised. Typically project planning strives to identify improvements that maintain LOS D through the forecast year. However, the *Odenton Town Center Master Plan* does allow a

lower level of service to exist. This issue may permit a reduction in lanes or intersection approach geometry.

- Lower design speed: Under normal circumstances, the SHA designs minor arterial roadways to a 45-mile per hour design standard. Since this roadway will permit on road bicycle use, encourage pedestrian activity, and function as a main street through the town center area, a lower design speed such as 35 miles per hour may prove to be more compatible with the intended uses and functions in this area. This may reduce vertical profiles and offer other choices regarding curb designs.
- Supporting travel demand of Fort Meade activities closest to MD 175 gates and trip generation from adjacent land use activities: MD 175 is a roadway found in a grid of other facilities such as MD 32 which is a freeway facility, and the newly funded for construction Odenton Town Center Boulevard which is a minor arterial. Travel generated in the study area or vehicle trips passing through the area will have other options to use. The design of MD 175 should safely accommodate vehicle and person (bicycle and pedestrian) trips generated by adjacent uses. That design to the extent reasonable should discourage travel with no origin or destination within the study by channeling that travel to the other facilities. When the County conducted its study of MD 175, Odenton Town Center Boulevard was not fully funded for construction, so more trips had to use MD 175 due to lack of other options.

The County's goals in the MD 175 project planning study is to create an alternative that can be constructed for the least cost and with the least impact to the natural and built environment. Increased costs and major impacts will likely adversely affect the project schedule extending the time to completion of this needed facility. Therefore, we request that you incorporate wherever possible, our design issues as you refine your alternatives for detailed study. Should you have questions or concerns about these issues, please contact George Cardwell, Planning Administrator, at (410) 222-7432 or via e-mail at pzcard44@accounty.org.

Sincerely,

Larry R. Tom
Planning and Zoning Officer

cc: Carole Sanner, Assistant Planning & Zoning Officer
George Cardwell, Planning Administrator

meade

C-21



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

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

Maryland Department of Transportation

July 25, 2007

Mr. Larry R. Tom
Planning and Zoning Officer
Anne Arundel County
Office of Planning and Zoning
P.O. Box 6675
2664 Riva Road
Annapolis MD 21401

Dear Mr. Tom:

Thank you for your letter dated July 5, 2007 and for your continued support and active participation in the MD 175 Project Planning Study. The County's vision and goals for MD 175 are extremely important to SHA as this project now transitions to the Alternatives Retained for Detailed Study (ARDS) stage. The comments contained in your letter regarding the context and operating characteristics of MD 175 through Odenton Town Center are particularly timely at this stage.

In your letter, you requested consideration of lower level of service (LOS) than LOS D. SHA is required under Federal guidelines to address the purpose and need of the project, with one of the primary measures being level of service. As referenced in your letter, the goal has traditionally been set at LOS D or better through the design year, which in this case is 2030. During the detailed studies stage, we will complete a thorough evaluation of traffic operations throughout the corridor. Analyses will extend beyond pure level of service and consider all operational parameters, such as signal delay, queue length, weaving operations, driveway influence, pedestrian influence, etc. The SHA Office of Traffic and Safety and Office of Highway Development will be heavily involved in these analyses and the associated design refinements to ensure the application of appropriate analysis methodologies/criteria and context sensitive improvements. We will share the results of our analyses and design iterations with you and the rest of the Project Team on a regular basis throughout the course of the detailed studies.

The visions and traffic operations criteria made evident in the Odenton Town Center (OTC) Master Plan and Odenton Small Area Plan will have a significant bearing on typical section and intersection lane configuration decisions. We understand that the entire MD 175 study segment east of MD 32 is in the "Core" sub-area of the Odenton Town Center, and we will take into consideration the higher County allowances for critical lane volume in this sub-area.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Mr. Larry R. Tom
Page Two

Secondly, you requested consideration of a lower design speed. During this next stage of Project Planning, the SHA Office of Highway Development and the study team will review the design speed and associated design criteria in the context of the "Core" designation described in the OTC Master Plan. Although no commitment to a reduction in design speed below 45 mph can be made at this time, we commit to giving full consideration of design criteria flexibility and context sensitive design practices, as have been implemented on similar projects throughout the State.

Lastly, you requested that we include the usage of other roadways such as the Odenton Town Center Boulevard in our travel demand model to help relieve traffic on MD 175. The land use assumptions contained in the travel demand forecasts that were generated as part of the Anne Arundel County MD 175 Feasibility Study, and incorporated into the first stage of this project planning study, have become outdated, primarily as a result of the Enhanced Use Lease (EUL) project, among others. As a result, SHA will be generating an updated set of travel demand forecasts as we begin the detailed studies stage this summer. Our Travel Forecasting Section will work closely with your office to be certain that the appropriate land use and roadway link assumptions are built into these updated forecasts. SHA is committed to maintaining the functional hierarchy of the state highway system, and again, we recognize the Town Center context and land access function served by MD 175 between MD 32 and MD 170.

Again, we thank you for comments at this important stage of the MD 175 Project Planning Study. If you have any additional questions, please do not hesitate to contact me or SHA's Project Manager, Mrs. Nicole Washington at 410-545-8570, toll free at 800-548-5026 or via email at nwashington@sha.state.md.us.

Sincerely,

Raja Veeramachaneni, Director
Office of Planning and
Preliminary Engineering

cc: Mr. George Cardwell, Planning Administrator, Anne Arundel County
Ms. L'Kiesha Markley, Travel Forecaster, SHA
Ms. Carole Sarner, Assistant Planning and Zoning Officer, Anne Arundel County
Mr. Bradley Smith, Environmental Manager, SHA
Ms. Nicole Washington, Project Manager, SHA
Mr. Gregory Welker, District Engineer, SHA

C-22

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
August 15, 2007

GENERAL

Mr. John Wisner (G&O) welcomed everyone to the meeting and introductions were made.

Mr. Greg Golden (DNR) said that he would like an update on the Long Draught Branch Stream Restoration project due to concerns at DNR regarding potential forest impacts. Mr. Joe Kresslein (SHA) said he would have the project team get in touch with Mr. Golden to potentially set up a meeting, and Mr. Golden said a meeting would suffice.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

It was noted that several agency concurrences were outstanding on the following projects:

- US 301/MD 304 Preferred Alternative and Conceptual Mitigation, concurrence was due by June 25. MDE, NMFS, and COE remain outstanding.
- Several agency concurrences are outstanding on the MD 198 Purpose and Need Statement. These were due on July 20.

No field review meetings are scheduled at this time.

OTHER

Mr. Wisner informed the agencies that a brief presentation on the use of ProjectWise is planned for the September IRM.

HANDOUTS

There were no concurrence package handouts at this meeting.

PROJECT PRESENTATIONS

I-95/I-495 (Capital Beltway)

University of Maryland Access Study

Prince George's County, Maryland

Project Number: PG478A11

Presentation Focus: Purpose & Need

SHA Project Manager: Alan Straus, 410-545-8524

SHA Environmental Manager: Theresa Christian, 410-545-8509

Presentation Summary

Mr. Alan Strauss (SHA/URS) introduced Ms. Janie Tiedeman (URS) to present the project, which was formerly called the University of Maryland Connector. Ms. Tiedeman reviewed the project location and pointed out that the present study was actually the fourth such study of this location since 1993, and several alternatives were produced as a result of the previous studies. In 2004, a stakeholder meeting was held, with results and recommendations being mixed. At that time, the project was put on hold until it resumed as the current study.

Ms. Tiedeman reviewed the preliminary purpose and need;

Purpose:

- Improve access, mobility, and safety for those traveling to and from the UM campus from I-95/I-495 and points north
- Provide enhanced opportunity for off-campus parking as it relates to the physical development of the UM campus and special events such as sports, concerts, and other activities

Need:

- Traffic and safety
- University of Maryland campus parking
- Other transportation modes in the study area
- Growth and development
- Consistency with plans and projects

Ms. Tiedeman presented the traffic and safety analysis, including existing and projected ADTs, and highlighted existing routes to the campus. The level of service (LOS) at most intersections within the study area are currently failing, and will continue to fail in the future projections. She also presented the crash rate and history, calling attention to the fact that several intersections have had a crash rate higher than the statewide average rate, including some fatalities.

The parking facilities at the University of Maryland are inadequate; and people currently park alongside MD 193, which is unsafe. The University plans for expansion necessitate the relocation of parking to an off-campus facility, and the Facilities Master Plan has identified satellite parking near the I-95/I-495 interchange.

Ms. Tiedeman also stated that other area transportation modes include a University shuttle, WMATA Metro and a Laurel Connect-a-Ride service. There are park and ride lots within the study area, as well as bicycle and pedestrian facilities. The study is entirely within a Priority Funding Area (PFA), and is consistent with other area studies as well as the County and Sector Master Plans.

Ms. Theresa Christian (SHA) then presented the environmental overview, stating that land use was mixed. The study area falls within two watershed drainage areas, Paint Branch and Northwest Branch. There are potential wetlands and floodplains within the study area. There is FIDS habitat in the study area, as well as two state-threatened plant species (dark green sedge and Halberd-leaved greenbriar), but no federally listed species. There are historical standing structures, as well as known archeological sites, some of which determinations of eligibility on the National Register of Historic Places (NRHP) have not yet been made.

Mr. Straus then summed up the presentation with the team's next steps, including preparing preliminary alternatives. The team will attempt to use relevant information from the previously mentioned studies in this effort. They will also look into cost-effective methods of conducting research on how students and faculty currently access the University of Maryland campus.

The Alternatives Public Workshop will be held in the Spring of 2008. SHA is seeking comments on the draft Purpose and Need Statement at this time.

Discussion

Mr. Phillip Bello (FHWA) asked if other studies in the area were also investigating traffic congestion alleviation, and what travel forecasting included. Mr. Straus replied that other projects in the area are in the Constrained Long Range Plan.

Mr. Kevin Magerr (EPA) asked if water quality in the streams was known, and Ms. Christian responded that this will be tested in a later stage of planning.

Mr. Golden (DNR) asked if the letter from DNR noted that Northwest Branch was stocked with trout. Ms. Christian answered that the correspondence from DNR and USFWS only indicated resident species.

Action Items

No action items were requested from the agencies during this presentation.

MD 175

Anne Arundel County, Maryland

Project Number: AA436B11

Presentation Focus: Alternatives Retained for Detailed Study

SHA Project Manager: Nicole Washington, 410-545-8570

SHA Environmental Manager: Bradley Smith, 410-545-8698

Presentation Summary

Ms. Danielle Edmonds (SHA) reviewed the project limits, existing typical sections, and the purpose and need, which includes the following.

Purpose:

- To improve the existing capacity, traffic operations, motor vehicle, bicycle and pedestrian safety, and while supporting existing and planned development in the area.

Need:

- The area around Fort Meade is one of the fastest growing areas of Anne Arundel County.
- Numerous developments including Arundel Mills Mall, growth of BWI Business District, and growth of Fort Meade have contributed to increased traffic volumes in the area.
- Large increases in employment and development expected as a result of the 2005 Base Realignment and Closure (BRAC) process.

Ms. Edmonds also reviewed public outreach efforts, including the March 2007 Alternates Public Workshop. Due to potential environmental justice and limited English proficiency populations, additional outreach efforts were made such as printing the newsletters in Spanish, Korean, and English, and hand-delivering meeting notices to business owners and operators.

Citizen comments were highlighted, and the majority of citizens (82%) stated they do not walk or bike along MD 175 due to unsafe conditions and lack of a continuous sidewalk or bike path. The majority of citizens liked Alternative 6 the most, while Alternative 1 was the least liked.

Ms. Nicole Washington (SHA) then presented the Alternatives and Options which were presented to the public.

Alternatives:

- Alternative 1 – No Build
- Alternative 2 – Transportation Systems Management (TSM)
- Alternative 3 – Six-Lane Roadway on Existing Centerline
- Alternative 4 – Four-Lane Roadway West of Reece Road
- Alternative 5 – Five-Lane Roadway with Center Turn Lane West of Reece Road
- Alternative 6 – Six-Lane Roadway on Shifted Centerline

Options:

- MD 295/MD 175 Interchange Options (A, B, C, D, E)
- Fort Meade Access Option
 - General Fort Meade Access Option
 - Mapes Road Intersection Options (A, B)
 - Reece Road Intersection Options (A, B, C, D, E)

Subsequent to the Alternates Public Workshop, additional Alternatives were developed based on comments received and coordination with Fort Meade.

New Alternative:

- Alternative 4 Modified – Four-Lane Divided Roadway West of Reece Road

New Options:

- MD 175/MD 295 Interchange Options A1, A2, F
- Max Blobs Options A, B
- General Fort Meade Access Option B

Ms. Washington then reviewed the Alternatives and Options that are not recommended for detailed study:

- Alternative 4 – Four-Lane Roadway West of Reece Road
- MD 175/MD 295 Interchange Options A1, B, C, and D
- Fort Meade Access Options – Mapes Road Access Option A, and Reece Road Access Option A, C, D, and E

Ms. Washington pointed out that based on coordination with the Fort, Fort Meade Options recommended to be retained have new locations for exits from the Fort, but in order to avoid the need for new manned gates, do not include new entry points.

Alternates and Options that are recommended for Detailed Study include the following.

- Alternatives 1, 2, 3, 4 Modified, 5 and 6
- MD 175/MD 295 Interchange Options A2, E, F, and Max Blob Options A and B
- Fort Meade Access Options – General Fort Meade Access Options A and B, Mapes Road Access Option B, and Reece Road Option B Modified

Mr. Jerry Karczeski (Wilson T. Ballard) then presented the environmental overview. Existing land use and features in the project area include commercial, residential, industrial, and large wooded areas dispersed throughout the study area, Fort Meade, and a highly utilized MARC station with new and planned parking facilities. The project area is within a PFA.

Based on census data, there are potential environmental justice communities in the central and western portions of the study areas, and the team will comply with Environmental Justice requirements in conducting outreach to these communities. There are 13 archeology sites, 9 of which were determined not eligible on the NRHP. There are also several historic standing structures: St. Lawrence Catholic Church is on the NRHP and Trust Friends is eligible. The historic district of Odenton is also within the study area limits. There is also the Baltimore-Washington Parkway, which is operated by the National Park Service, within the study area.

Potential impacts based on the current alternatives and options include the following:

- 6 to 93 acres of new right of way

- Up to six residential and 43 commercial displacements
- From 9.6 to 10.6 acres of Baltimore-Washington Parkway impacts
- Up to three stream crossings (1,500 – 1,600 linear feet of impact)
- Up to 2.2 acres of wetland impacts
- 1-33.7 acres of woodland impacts

Ms. Washington presented the project schedule, with Location/Design Approval anticipated in Spring 2009.

Discussion

Mr. Wiser asked the agencies if they had any comments to provide at this time.

Mr. Golden (DNR) asked if there were any known Sensitive Species Project Review Areas or a Wetlands of Special State Concern within the study area, and recommended ongoing coordination with DNR.

Ms. Denise King (FHWA) recommended that the project team to be sure the boundary for the Odenton historic district was accurate, and asked if the district boundary was adjacent to MD 175. Ms. Washington stated that the boundary does not actually touch MD 175, but it does come close to it. There will be impacts within the boundary, but they could also be the result of a current MARC project. The team is coordinating with WMATA on the issue.

Mr. Schultz (USFWS) asked if the coordination with the NPS has begun, and the team replied that it has.

Mr. Magerr (EPA) said he did not have comments, but reserved the opportunity to comment on the ARDS.

Action Items

Ms. Washington informed the agencies that the deadline for formal comments on the ARDS package is August 29, with concurrence due by September 28.

ATTENDANCE

Agency Attendees	Organization	Phone	Email
Alan Straus	SHA	410-545-8524	astraus@sha.state.md.us
Barbara Rudnick	EPA	215-814-3322	rudnick.barbara@epa.gov
Bill Schultz	USFWS	410-573-4586	bill_schultz@fws.gov
Bradley Smith	SHA	410-545-8570	Bsmith9@sha.state.md.us
Corren V. Giles	SHA-HDD	410-545-8783	cgiles@sha.state.md.us
Danielle Edmonds	SHA	410-545-8516	dcedmonds@sha.state.md.us
Denise King	FHWA	410-779-7145	denise.king@fhwa.dot.gov
Dennis Atkins	SHA-PPD	410-545-8520	datkins@sha.state.md.us
Greg Golden	MD DNR	410-260-8334	ggolden@dnr.state.md.us
Heather Murphy	SHA	410-545-8537	hmurphy@sha.state.md.us
Kevin Magerr	EPA	215-814-5724	Magerr.kevin@epa.gov
Janie Tiedeman	URS	410-891-9287	Janie_tiedeman@urscorp.com
Jerry Karzeski	Wilson T. Ballard		jenryk@wtbco.com
Joe Kresslein	SHA-PPD	410-545-8550	jkresslein@sha.state.md.us
John Wiser	G&O	410-583-6700	jwiser@g-and-o.com
Maria Lasek	USACE	410-962-4501	Maria.lasek@usace.army.mil
Nicole Washington	SHA	410-545-8570	nwashington@sha.state.md.us
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Prakash Dave	SHA-BDD	410-545-8355	pdave@sha.state.md.us
Sajid Afab	FHWA	410-779-7159	sajid.afab@fhwa.dot.gov
Sara Tomlinson	BMC	410-732-0500x1035	stomlinson@baltometro.org
Sheila Mahoney	SHA-PPD	410-545-8471	smahoney@sha.state.md.us
Theresa Christian	SHA/PPD	410-545-8697	tchristian@sha.state.md.us



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

John D. Porecki, Secretary
Neil I. Podczasz, Administrator

Maryland Department of Transportation

MEMORANDUM

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

FROM: Nicole Washington
Project Manager
Project Planning Division *Nicole Washington*

DATE: October 3, 2007

SUBJECT: MD 175 Project Planning Study
Anne Arundel County
Project Number AA436B11

RE: Baltimore Metropolitan Council Technical Committee Meeting

A meeting with the Baltimore Metropolitan Council (BMC) Technical Committee was held for the MD 175 Project Planning Study on September 11, 2006.

Purpose of the Meeting

The purpose of the meeting was to present the Alternatives Retained for Detailed Study (ARDS) for the MD 175 Project Planning Study to the Technical Committee to receive endorsement.

Alternatives Retained for Detailed Study Presentation

Nicole reiterated the purpose and need for the project, which is to improve the existing capacity, traffic operations, intermodal connectivity, motor vehicle, bicycle and pedestrian safety, while supporting existing and planned development in the area. The need for the project includes the existing and future operational deficiencies, existing high crash rates along a segment of MD 175, rapid growing areas in Anne Arundel County, proposed developments in the vicinity of the project study, in addition to the 2005 Base Realignment and Closure (BRAC) process. She continued pointing out the inconsistency in the geometry of the MD 175 roadway within the project limits and introduced the MD 175 Planning Study alternatives. Nicole noted that the project is currently in Stage II and detailed studies are being conducted on the ARDS, which were selected subsequent to the Public Workshop held in March of this year.

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Mr. Bruce M. Grey
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Danielle provided details on all the alternatives presented at the Workshop. She pointed out that following the Workshop the team recommended to drop alternative 4 a Four-Lane Divided Roadway west of Reece Road from further consideration due to the safety issues of not having a median to divide two-way traffic and allow for pedestrian refuge. Interchange Options A1, B, C and D were also dropped due to a disruption of traffic flow, number of stages required to construct the interchange, and high cost of Maintenance Of Traffic. Fort Meade Access Options proposing new access points onto the Fort were dropped as well because Fort Meade officials were concerned that these options would require new gates. Alternatives 1, 2, 3, 5, and 6, Interchange Options A2, E and F and the Fort Meade Mapes Road Access Option B and Reece Road Access Option B were retained for further studies.

Danielle continued stating that Alternative 4 Modified was developed following the Workshop. The typical section for this alternative consists of two-28' wide roadways one 12' and 11' travel lane and a 5-bike lane in each direction separated by an 18' median. Two Max Blobs Options and another Interchange Option were developed as well in an effort to alleviate queuing and eliminating unsafe vehicular traffic movements off of MD 295 traveling eastbound onto MD 175 and making left turn onto Clark Road. The new Interchange Option was developed per the Director of the Project Planning recommendation.

Schedule

Nicole provided a summary of the project schedule, as follows:

- Alternates Public Workshop – Winter/Spring 2007
- Alternatives Retained for Detailed Study Package – Summer 2007
- Location/Design Public Hearing – Winter/Spring 2008
- Location/Design Approval – Spring 2009

Question/Answer Session and Recommendation

The following is a summary of the question and answer session include the BMC recommendation:

- The question was raised as to whether the study team had looked into alternative options with four-lane throughout the entire corridor in an effort to minimize residential and commercial impacts. Nicole responded that the County had looked into that however the County' count were for the Design Year 2011 and did not include any BRAC improvements. Taking into account developments in the vicinity of MD 175 including the BRAC improvements, SHA's traffic analysis indicated that four-lane roadway would not be able to sustain the new volume by 2030, which is SHA's Design year.

Mr. Bruce M. Grey
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- A question was asked if the team considered transit services with each alternative. Nicole responded that has not been part of this study. SHA is not including major scale transit services, such as Light Rail or Bus Rapid Transit extensions, as part of the scope of this study. However, we are coordinating with the Maryland Transit Administration (MTA) and Maryland Department of Transportation (MDOT) on a Transit Oriented Development project located at the existing MARC Station in Odenton. Further, the Corridor Transportation Corporation (CTC), Howard County, and Anne Arundel County on enhancements to transit service by evaluating bus shelters and pull-offs. In addition, both Anne Arundel County and CTC have plans to evaluate expanding transit service.

Following the question and answer session, the BMC recommended that the MD 175 Planning Study be included in the Resolution.

If you have any corrections or additions to the above meeting summary, please contact Bradley Smith, SHA Environmental Manager at 410-545-8698 or me at 410-545-8570.

cc: MD 175 Core Team
File



ODENTON VOLUNTEER FIRE COMPANY, INCORPORATED
1425 Annapolis Road, Odenton, Maryland 21113 • PHONE (410) 674-4444

Mr. Joseph R. Kresslein
Assistant Division Chief, Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Project # AA436B11, MD 175 from MD 295 to MD 170, AA County

January 20, 2008

Dear Mr. Kresslein,

I recently received and reviewed a copy of revised proposals for the improvement of Route 175 from Deputy Chief John Scholz of the Anne Arundel County Fire Department along with a copy of correspondence to you regarding the possible impact of this project on the Odenton Volunteer Fire Company located at 1425 Annapolis Road (Rt. 175). I am willing to attend a meeting as Chief Scholz suggested, to discuss the project.

In the event that a meeting is impractical I wish to offer the following concerns at this time:

I am deeply concerned that the proposed improvements to Route 175 may have a negative impact on the fire company and the safe response of emergency apparatus from the station. It is imperative that the safe response of apparatus be maintained not only after the project is complete but also continually during the construction phase. This will be a challenge with either Proposed Alternate 3 or 6. It appears that Proposed Alternate 3 would require the complete relocation of the fire station prior to the start of major work on the highway.

Sufficient space (setback) is desired between our station and the highway for safe parking of apparatus on our front apron. Much of the cleaning and maintenance of our apparatus takes place directly in front of the station. Although much of this work could possibly occur elsewhere on the property it would necessitate stopping traffic on Route 175 numerous times on a daily basis which I believe to be inherently unsafe. Proposed Alternate 3 is problematic in this respect while it appears that Proposed Alternate 6 is not.

Proudly Serving the Greater Odenton Community Since 1931

It is imperative that consideration be given to the elevation of the finished road surface immediately in front of our station. The angle of departure of our apparatus leaving the station is already a problem. The last improvement made to Route 175 raised the road surface significantly higher than the apparatus floor. Our larger apparatus very nearly drags bottom when leaving the station. Even a small additional increase in elevation could render the fire station unusable. This should be considered with either Proposed Alternate 3 or 6.

Additional concerns include the need for apparatus to be able to respond in both directions from the station (east and west bound), return to the station safely and back into the apparatus bays from either direction, maintain or improve our traffic control devices and lights, and maintain access to our property for members, guests and patrons of our numerous fund raising events. Proposed Alternate 3 with its solid median would block all travel to or from west bound Route 175.

Thank you for your attention and please feel free to contact me for further information or discussion of these matters either at the fire station address above or on my cell phone at 443-623-1179.


Robert L. Rose, President

cc: Chief David L. Stokes
Chief Paul Gunshol
Deputy Chief John Scholz
File

RLR/tr

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



John D. Porcasi, Secretary
Noel J. Pedersen, Administrator

Maryland Department of Transportation

January 4, 2008

Colonel James Peterson
Directorate of Emergency Services
6619 Mapes Road
Fort George G. Meade, Maryland 20755

Re: Project No. AA436B11
MD 175 (Annapolis Road): From MD 295
(Baltimore-Washington Parkway) to
MD170 (Telegraph Road)
Anne Arundel County, Maryland

Dear Colonel Peterson:

The Maryland State Highway Administration (SHA) has initiated a Project Planning study to improve MD 175 (Annapolis Road) from MD 295 (Baltimore-Washington Parkway) to MD 170 (Telegraph Road) in Anne Arundel County, Maryland. The purpose of the MD 175 project is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area. Currently, MD 175 serves as primary access to Fort Meade and Odenton from MD 295 and MD 32. This project will also serve to accommodate future transportation needs in and around Fort Meade, as well as improve connectivity between Odenton and MD 295.

The purpose of this letter is to request your input in determining whether and how emergency services and response times would be affected by the proposed project alternatives. All possible impacts that may result from this project must be evaluated, including effects to emergency services and response times caused by the changes in traffic circulation patterns, access and/or road construction in the area. These impacts may be positive, such as improved response times following the roadway improvements, or negative, such as delayed or longer response times.

The following alternatives have been retained for detailed study and will be presented at the upcoming Public Hearing scheduled for June 2008.

Each of the MD 175 mainline build alternatives includes widening MD 175, MD 175/MD 295 interchange modifications and Fort Meade access improvement options. After considering a number of issues, including environmental and community impacts, traffic operations, and comments from regulatory agencies and the public, SHA has selected the

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Colonel James Peterson
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alternatives retained for detailed study (ARDS), which are briefly described below. ARDS documentation that includes a project location map and mapping of the alternatives is attached for your use.

MD 175 MAINLINE WIDENING

Alternative 1 – No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 – Transportation Systems Management (TSM)

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. TSM improvements generally could be constructed with relatively low costs, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- Geometric improvements to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Providing auxiliary lanes to improve current traffic operations.

Alternative 3 – Six-Lane Roadway on Existing Centerline

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road and Telegraph Road (MD 170) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction), separated by an 18-foot median. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX, close to their current alignment.

Alternative 4 Modified – Four-Lane Divided Roadway West of MD 174 (Reece Road)

Alternative 4 applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and MD 174. The proposed typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike

lane in each direction), separated by an 18-foot median. The proposed Alternative 4 alignment would widen the roadway to four lanes, generally follows the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 east of MD 174.

Alternative 5 – Five-Lane Roadway w/Center Turn Lane West of MD 174

Alternative 5 applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and MD 174. The proposed typical section consists of a 66-foot wide roadway (two 11-foot travel lanes and five-foot bike lanes in each direction, and one continuous 12-foot vehicle center turn lane). The proposed Alternative 5 alignment would widen the roadway to five lanes (including a center turn lane), generally follows the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 east of MD 174.

Alternative 6 – Six-Lane Roadway on Shifted Centerline

Alternative 6 would incorporate all of the improvements from Alternative 3 but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. The Alternative 6 alignment proposes new bridges at two locations, MD 175 over MD 295, and MD 175 over the MARC/CSX Railroad:

MD 175/MD 295 INTERCHANGE OPTIONS

Option A2

Interchange Option A2 utilizes a mainline shift to the north with the single point urban interchange (SPUI) in which all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge over MD 295 to control all conflicting movements.

Option E

Interchange Option E utilizes a northerly shift in the alignment of MD 175 with the full diamond interchange that would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants.

Option F

This partial cloverleaf interchange option would hold the existing southern edge of roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively.

Max Blobs Option A

With this option, the proposed outer ramp, in the southeast quadrant, would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blobs Road would exit mid-ramp onto Max Blobs Road and, for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated ramp to the MD 175 intersection.

Max Blobs Option B

With this option, the outer ramp, in the southeast quadrant, would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blobs Road and MD 175 eastbound would exit mid-ramp onto Max Blobs Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated ramp to the MD 175 intersection.

FORT MEADE ACCESS OPTIONS

General Fort Meade Access Option A

This option consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174, Mapes Road and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

General Fort Meade Access Option B

This continuous flow intersection option consists of an at-grade intersection improvement at either MD 713, MD 174, Mapes Road or Llewellyn Avenue. The result is a reduction in travel delays and increased capacity at the intersection.

Mapes Road Option B

This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road/MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

MD 174 Option B Modified

This option would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Fort Meade officials have requested that the

Colonel James Peterson
Project No. AA436B11
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proposed MD 175 eastbound ramp into the facility be eliminated thereby not requiring new gate control. All of the other MD 175 entrances to Fort Meade, including MD 174 would remain in operation and be widened.

Please provide your response by February 4, 2008. Should you have any questions or need additional information, please feel free to contact Mrs. Nicole Washington, Project Manager, at 410-545-8570 (toll free at 800-548-5026) or Mr. Bradley Smith, Environmental Manager, at 410-545-8698.

Very truly yours,

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

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

Enclosures

cc: Mr. Dennis Atkins, SHA-PPD
Mr. Bruce Grey, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD
Mr. Bradley Smith, SHA-PPD (w/enclosures)
Mrs. Nicole Washington, SHA-PPD

SHA

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

State Highway
Administration

John D. Paccari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

January 4, 2008

Chief Edward Rouvet
Fort Meade Fire Department
6619 Mapes Road
Fort George G. Meade, Maryland 20755

Re: Project No. AA436B11
MD 175 (Annapolis Road): From MD 295
(Baltimore-Washington Parkway) to
MD170 (Telegraph Road)
Anne Arundel County, Maryland

Dear Chief Rouvet:

The Maryland State Highway Administration (SHA) has initiated a Project Planning study to improve MD 175 (Annapolis Road) from MD 295 (Baltimore-Washington Parkway) to MD 170 (Telegraph Road) in Anne Arundel County, Maryland. The purpose of the MD 175 project is to improve the existing capacity, traffic operations, intermodal connectivity, and vehicular and pedestrian safety of MD 175, while supporting existing and planned development in the area. Currently, MD 175 serves as primary access to Fort Meade and Odenton from MD 295 and MD 32. This project will also serve to accommodate future transportation needs in and around Fort Meade, as well as improve connectivity between Odenton and MD 295.

The purpose of this letter is to request your input in determining whether and how emergency services and response times would be affected by the proposed project alternatives. All possible impacts that may result from this project must be evaluated, including effects to emergency services and response times caused by the changes in traffic circulation patterns, access and/or road construction in the area. These impacts may be positive, such as improved response times following the roadway improvements, or negative, such as delayed or longer response times.

The following alternatives have been retained for detailed study and will be presented at the upcoming Public Hearing scheduled for June 2008.

Each of the MD 175 mainline build alternatives includes widening MD 175, MD 175/MD 295 interchange modifications and Fort Meade access improvement options. After considering a number of issues, including environmental and community impacts, traffic operations, and comments from regulatory agencies and the public, SHA has selected the

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alternatives retained for detailed study (ARDS), which are briefly described below. ARDS documentation that includes a project location map and mapping of the alternatives is attached for your use.

MD 175 MAINLINE WIDENING

Alternative 1 – No-Build

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 – Transportation Systems Management (TSM)

The Transportation Systems Management (TSM) Alternative consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. TSM improvements generally could be constructed with relatively low costs, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- Geometric improvements to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Providing auxiliary lanes to improve current traffic operations.

Alternative 3 – Six-Lane Roadway on Existing Centerline

Alternative 3 consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road and Telegraph Road (MD 170) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction), separated by an 18-foot median. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX, close to their current alignment.

Alternative 4 Modified – Four-Lane Divided Roadway West of MD 174 (Reece Road)

Alternative 4 applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and MD 174. The proposed typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane and a five-foot bike

lane in each direction), separated by an 18-foot median. The proposed Alternative 4 alignment would widen the roadway to four lanes, generally follows the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 east of MD 174.

Alternative 5 – Five-Lane Roadway w/Center Turn Lane West of MD 174

Alternative 5 applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and MD 174. The proposed typical section consists of a 66-foot wide roadway (two 11-foot travel lanes and five-foot bike lanes in each direction, and one continuous 12-foot vehicle center turn lane). The proposed Alternative 5 alignment would widen the roadway to five lanes (including a center turn lane), generally follows the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 east of MD 174.

Alternative 6 – Six-Lane Roadway on Shifted Centerline

Alternative 6 would incorporate all of the improvements from Alternative 3 but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. The Alternative 6 alignment proposes new bridges at two locations, MD 175 over MD 295, and MD 175 over the MARC/CSX Railroad.

MD 175/MD 295 INTERCHANGE OPTIONS

Option A2

Interchange Option A2 utilizes a mainline shift to the north with the single point urban interchange (SPUI) in which all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge over MD 295 to control all conflicting movements.

Option E

Interchange Option E utilizes a northerly shift in the alignment of MD 175 with the full diamond interchange that would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants.

Option F

This partial cloverleaf interchange option would hold the existing southern edge of roadway in the interchange area and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively.

Chief Edward Rouvet
Project No. AA436B11
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Max Blobs Option A

With this option, the proposed outer ramp, in the southeast quadrant, would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blobs Road would exit mid-ramp onto Max Blobs Road and, for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated ramp to the MD 175 intersection.

Max Blobs Option B

With this option, the outer ramp, in the southeast quadrant, would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blobs Road and MD 175 eastbound would exit mid-ramp onto Max Blobs Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated ramp to the MD 175 intersection.

FORT MEADE ACCESS OPTIONS

General Fort Meade Access Option A

This option consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174, Mapes Road and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

General Fort Meade Access Option B

This continuous flow intersection option consists of an at-grade intersection improvement at either MD 713, MD 174, Mapes Road or Llewellyn Avenue. The result is a reduction in travel delays and increased capacity at the intersection.

Mapes Road Option B

This option would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road/MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

MD 174 Option B Modified

This option would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Fort Meade officials have requested that the

Chief Edward Rouvet
Project No. AA436B11
Page Five

proposed MD 175 eastbound ramp into the facility be eliminated thereby not requiring new gate control. All of the other MD 175 entrances to Fort Meade, including MD 174 would remain in operation and be widened.

Please provide your response by February 4, 2008. Should you have any questions or need additional information, please feel free to contact Mrs. Nicole Washington, Project Manager, at 410-545-8570 (toll free at 800-548-5026) or Mr. Bradley Smith, Environmental Manager, at 410-545-8698.

Very truly yours,

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

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

Enclosures

cc: Mr. Dennis Atkins, SHA-PPD
Mr. Bruce Grey, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD
Mr. Bradley Smith, SHA-PPD (w/enclosures)
Mrs. Nicole Washington, SHA-PPD

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Fire Department

8501 Veterans Highway, Millersville, Maryland 21108
Phone 410-222-8200 • Fax 410-987-2904 • TDD 410-222-8747
www.aacounty.org

John R. Leopold, County Executive
David L. Stokes, Fire Chief

January 9, 2008

Mr. Joseph R. Kresslein
Assistant Division Chief, Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Project No: AA436B11

Dear Mr. Kresslein,

I have been delegated the responsibility of answering your letter of January 4, 2008. In this letter the purpose was written that the State was requesting input in determining whether and how emergency services and response times would be affected by the proposed project alternatives. Additionally, your agency is requesting a reply by February 4, 2008.

Regarding your request, I wanted to respond to you as quickly as possible to explain the Department's position, as well as to provide enough time for a meeting prior to the deadline. Please understand there are options identified that either eliminate and/or *dramatically limit the operational effectiveness* of a fire station and in turn emergency response to an entire community. The Department respectfully requests a meeting to bring all stakeholders together so all parties involved have a voice. It is important to understand that the fire station in question is the Odenton Volunteer Fire Company located at 1425 Annapolis Road and is owned by a private corporation - the Odenton Volunteer Fire Company. While the Anne Arundel County Fire Department is preparing to articulate the operational impact of project # AA436B11, we are precluded by County Charter from becoming involved in the private corporate affairs of the Odenton Volunteer Fire Company. Their concerns need to be addressed by the leadership of that private corporation.

As of January 9, 2008, a message was left for Mrs. Nicole Washington to return a call and discuss an agreeable time for a meeting. Additionally, we would request that the future meeting serve as the means of providing the Department's response as outlined in the letter of January 4, 2008.

If you have any questions or would like to discuss my proposal and initial response, please feel free to contact me at 410-222-8326 (office) or 443-336-3581 (cell phone).

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Respectfully,

John M. Scholz
Deputy Fire Chief
Operations Bureau

- cc: David L. Stokes, Sr., Fire Chief
- Deputy Chief J. Robert Ray, Logistics Bureau
- Deputy Chief Reinhold Strobel Planning Bureau
- Division Chief Michael F.X. O'Connell, Shift Commander C
- Division Chief Frank A. Stokes, Shift Commander D
- Division Chief Michael E. Cox, Jr., Public Information Division
- Battalion Chief Keith D. Swindle, Operations 2
- President Robert L. Rose, Odenton Volunteer Fire Company
- Mr. Dennis Atkins, SHA-PPD
- Mr. Bruce Grey, SHA-PPD
- Mr. Bradley Smith, SHA-PPD
- Mrs. Bradley Smith, SHA-PPD
- Diary
- Desk Copy

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MARTIN O'MALLEY
GOVERNOR
ANTHONY G. BROWN
LI GOVERNOR

STATE OF MARYLAND
MARYLAND STATE POLICE

Barrack "P" Glen Burnie
6800 Aviation Boulevard
Glen Burnie, Maryland 21061-2597
410-761-5130



COLONEL
TERRANCE B. SHERIDAN
SUPERINTENDENT

January 23, 2008

Mr. Bruce M. Grey
Deputy Director, OPPE
707 N. Calvert St.
Baltimore MD 21202

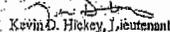
Ref: Project No. AA436B11
MD 175 From MD 295 to MD 170

Dear Mr. Grey:

I have reviewed the proposals for changes to MD 175 between MD 295 and MD 170, to include the interchanges with MD 285. The changes should not affect to a great extent the emergency response of troopers on MD 295. The agreement between MSP and the Anne Arundel County Police gives the county police primary jurisdiction on MD 175. Troopers do not handle calls for service on MD 175 and generally do not travel that roadway. The interchanges (ramps only) between MD 295 and MD 175 do fall within the jurisdiction of MSP. After reviewing the various plans, I do not anticipate any issues that would prevent MSP from the continued delivery of emergency services on MD 295 in the area of MD 175. Troopers quickly become familiar with construction zones and learn new methods of dealing with changing traffic patterns. Since MD 295, south of MD 175 is the jurisdiction of the U.S. Park Police, MSP does not normally handle any incidents south of MD 175, making the interchange with MD 175 the furthest southern location on MD 295 under MSP control. It is my opinion that any construction on MD 175 and the interchanges with MD 295 will cause little, if any, impact on the MSP and its delivery of police services.

Thank you for bringing this matter to my attention and requesting MSP input. If there are any other issues that need to be addressed, please do not hesitate to contact me.

Sincerely,


Kevin D. Hickey, Lieutenant
Commander
Glen Burnie Barrack

"Maryland's Finest"

Colonel James Teare, Sr.
Chief of Police



John R. Leopold
County Executive

February 1, 2008

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

Dear Mr. Grey,

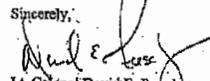
Thank you for allowing our department to review the Project Planning Study for MD Rt. 175. (Project Number AA436B11). I subsequently forwarded the study for review by Lieutenant Norm Milligan and Sergeant David Ennis of the department's Traffic Safety Section; and, Corporal Brian Smith, the District Traffic Coordinator of our Western District.

The three concur that police response should improve if the MD 175 mainline widening are carried out using Alternative #3 or #6. One concern with both Alternatives is the inclusion of a bike lane. Although it allows more roadway space for motorists to yield to emergency vehicles thus not interfering with response times, it introduces more police challenges. Another concern with the Alternative #3 scenario is any potential MD 175 closures relating to bridge reconstruction at MD 295 and more importantly over the MARC/CSX train tracks could obviously impact police and emergency response times. SEA does not mention if there is a need to close the roadway during bridge reconstruction.

Lieutenant Milligan feels that Fort Meade Access Option B has too many road hazards and configurations to work for the general public. Response times should improve substantially once the project is completed, depending on anticipated traffic counts for Rt. 175.

Once again, thank you for allowing our department the opportunity to review this important project. If you should seek additional input from Lt. Milligan or Sgt. Ennis they can be reached at our Traffic Safety Section at 410-222-8578, and Corporal Smith can be reached at our Western District at 410-222-6155.

Sincerely,


Lt. Colonel David E. Pressley
Deputy Chief, Field Operations Bureau
410-222-3028

DEP/tbb

cc: Colonel James Teare, Sr.
Lieutenant Norm Milligan
Sergeant Dave Ennis
Corporal Brian Smith

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

John D. Percari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

February 8, 2008

Mr. John M. Scholz
Deputy Fire Chief
Operations Bureau
8501 Veterans Highway
Millersville MD 21108

Dear Mr. Scholz:

Thank you for your letter dated January 9, 2008 regarding the MD 175 Planning Study in Anne Arundel County. The State Highway Administration (SHA) appreciates your response to our request for information regarding potential impacts of the MD 175 Planning Study to the operation of the Anne Arundel County Fire Department.

Currently, the MD 175 Planning Study is in Stage II of the planning process, where detailed engineering studies are being conducted on the Alternatives Retained for Detailed Studies (ARDS). These alternatives were selected based on the comments received during and immediately following the Public Workshop held in March 2007 along with other environmental, constructability, and cost considerations.

SHA has noted your request for a meeting with the MD 175 study team to discuss potential impacts to the Anne Arundel County emergency services and response as result of the proposed alternatives. As a follow-up to a previous conversation between one of our team members with Mr. Keith Swindle, we are currently obtaining the MD 175 study team members availabilities and will provide you with that information as soon as possible. We also would like to extend our appreciation to you for providing us with the names of representatives from the Anne Arundel County Fire Department and the Odenton Volunteer Fire Department that will be attending the meeting. To make this meeting more productive and inclusive, we are inviting members from the Odenton Volunteer Fire Company and Fort Meade Emergency Services. Attached are the plans of the ARDS that Mr. Swindle requested.

Your letter indicates that some of the MD 175 alternatives either eliminate and /or dramatically limit the operational effectiveness of a fire station and you recommend that any requests that SHA might have pertaining to the fire station be conveyed to the Odenton Volunteer Fire Company, as it is a private corporation. As stated previously, we are coordinating a meeting with both the Anne Arundel County Fire Department and the Odenton Volunteer Fire Department.

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Mr. John M Scholz
Page Two

If you have any additional questions or comments regarding the planning study, please feel free to contact Mrs. Nicole Washington, Project Manager, at 410-545-8570 or Mr. Bradley Smith, Environmental Manager, at 410-545-8698. Both can be reached toll-free at 800-548-5026. Thank you again for your interest in our planning efforts.

Very truly yours,

Nicole Washington
Project Manager
Project Planning Division

cc: Mr. George Cardwell, Planning Administrator, Office of Planning and Zoning -
Transportation, Anne Arundel County
Mr. Bradley Smith, Environmental Manager, Project Planning Division, SHA
Mr. Keith D. Swindle, Battalion Chief Operations Bureau, Anne Arundel County
Fire Department

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Meeting Record

Organization: MD 175 Study Team

Meeting Date: February 19, 2008

Meeting Location: Anne Arundel County Fire Department Headquarters
8501 Veterans Highway, Millersville, MD 21108

Purpose of the Meeting: To discuss potential impacts of the MD 175 Planning Study to the emergency services and response times with representatives from the Anne Arundel County Fire Department and Odenton Volunteer Fire Company

Meeting Agenda: MD 175 Planning Study Impacts to Fire Stations within the Project Corridor Study Area

Meeting Attendees/Invitees:

Michael O'Connell	Anne Arundel Fire Department	443-336-2196
John Scholz	Anne Arundel Fire Department	443-336-3581
Frank Stocks	Anne Arundel Fire Department	443-336-3583
Keith Swindle	Anne Arundel Fire Department	410-222-8344
Robert L. Rose	Odenton Volunteer Fire Company	443-623-1179
George Cardwell	Anne Arundel County	410-222-7432
Kim Tran	SHA D-5	410-841-1003
James Peterson	Fort Meade (Invited)	301-677-6029
Kim Tran	SHA D-5	410-841-1003
Danielle Edmonds	SHA PPD	410-545-8516
Mulowa Kajoba	SHA PPD	410-545-8039
Bradley Smith	SHA-PPD	410-545-8698
Nicole Washington	SHA PPD	410-545-8570
Joe Dement	Wilson T. Ballard	410-363-0150

Meeting Record
Anne Arundel County Fire Department
and Odenton Volunteer Fire Station
Page Two

Meeting Summary:

The meeting was requested by representatives from the Anne Arundel County Fire Department and the Odenton Volunteer Fire Company in conjunction with our request for information regarding potential impacts of the proposed MD 175 Planning Study alternatives to the emergency services facilities including their response time within the project study area. The meeting began with their reiteration of the purpose of the meeting followed by an introduction of all attendees. Next, the MD 175 study team presented Alternatives 3 and 6 of the Alternatives Retained for Detailed Study (ARDS). The implementation of the proposed improvements under these alternatives would require the most right-of-way. Interchange Option F (Max Blobs Park Station) was also discussed because these improvements would impact access to the Jessup Fire Station.

Topic of Discussion:

A representative from the Odenton Volunteer Fire Company was invited to the meeting to comment on the Odenton Volunteer Fire Company as it is privately operated and a displacement under Alternative 3. It was noted that the Anne Arundel County Fire Department would comment only on the impact of the study to the operational aspect of the fire stations within the project study area.

The MD 175 Planning Study team presented the ARDS and noted that currently the Odenton Volunteer Fire Company would not be impacted under Alternative 6 and the Jessup Fire Station is not being impacted under any ARDS. However, under the proposed Interchange Option F (Max Blobs Park Option), the fire station's access would be impacted as the improvements under this option call for additional traffic from MD 295 to flow onto Max Blob's Park Road, which is currently serving as the fire station's main access.

In an effort to potentially minimize impacts to the Odenton Volunteer Fire Company, the MD 175 study team requested if the station could be relocated further away from MD 175. It was noted that the dimensions of the existing fire station lot would not accommodate such a relocation. The study team noted that options to realign the proposed roadway would be explored to avoid impacts to the fire station. Guidelines for the fire station's turning radius and apron distance were requested by the study team. This was in an effort to ensure that the ingress and egress movements of the fire trucks are efficiently accommodated, should Alternative 6 be selected as the SHA Preferred Alternative.

Representatives from the Anne Arundel County Fire Department and the Odenton Volunteer Company inquired about whether the SHA Preferred Alternative has been already selected. It was noted that the SHA Preferred Alternative would be selected after the Public Hearing which is anticipated to be held in June of 2008. This selection would be accomplished by SHA taking into consideration factors including public input, environmental impacts, constructability, and construction costs.

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Meeting Record
Anne Arundel County Fire Department
and Odenton Volunteer Fire Station
Page Three

The study team added that the Anne Arundel County Fire Department, Odenton Volunteer Fire Company, and Jessup Fire Station can submit their comments on the alternatives and state their preference after the Public Hearing. A request was made that upon the implementation of the SHA Preferred Alternatives improvements, SHA ensures that there is no elevation differential between the proposed roadway and access to the station. Currently, the existing roadway and access to the Odenton Volunteer Fire Company are not leveled out. The study team noted that the cross-section would be reviewed to insure that the noted concern is addressed. Maps of Alternatives 3 and 6 were provided to the Anne Arundel County Fire Department and the Odenton Volunteer Fire Company representatives for their review. Next, the follow-ups were provided.

Follow-ups:

Anne Arundel County Fire Department will provide guidelines for turning radius and aprons distance to the MD 175 Study Team

cc: File
Attendees



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

John D. Porcari, Secretary
Neill J. Pedersen, Administrator

Maryland Department of Transportation

MEETING RECORD

Organization: National Park Service
Meeting Date/Time: April 21, 2008 at 9:00 AM
Location: National Park Service- National Capital Region Office
1100 Ohio Drive SW, Washington D.C. 20024
Purpose of Meeting: The purpose of this meeting was to discuss the MD 175/MD 295 Interchange Options and their associated impacts to National Park Service property.

Meeting Attendees:

Jitesh Parikh	FHWA-DelMar	410-779-7136
Susan Hinton	NPS-NCR	202-619-7106
Stephen Syphax	NPS-NCP East	202-690-5160
Raja Veeramachaneni	SHA-OPPE	410-545-0412
Melissa Blair	SHA-PPD	410-545-8560
Danielle Edmonds	SHA-PPD	410-545-8516
Bradley Smith	SHA-PPD	410-545-8698
Joe Dement	Wilson T. Ballard	410-363-0150

Key Issues Summary:

- MD 175 Project Planning Study Overview
- Review of MD 175/MD 295 Interchange Options
- Property Ownership Discussion

Meeting Summary:

Raja Veeramachaneni provided an overview of the MD 175 Project and the Base Realignment and Closure process (BRAC) associated with Fort Meade. Joe Dement provided an overview of the MD 175/MD 295 Interchange Options currently under consideration. The National Park Service (NPS) noted what they liked and did not like about each interchange option. The Maryland State Highway Administration (SHA) and the NPS had preliminary discussions on how property ownership may be handled during and after construction. The meeting was adjourned at 10:45 AM.

Topics of Discussion:

MD 175 Project Planning Study Overview

The SHA began the meeting by giving an overview of the MD 175 Project Planning Study. It was noted that BRAC, along with other development in the area, will bring increased traffic

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volumes to MD 175. Approximately 5,000-7,000 on base jobs are expected to be added to Fort Meade as part of BRAC, with an additional 9,000 jobs coming through the Enhanced Use Lease (EUL) development. It was noted that MD 295, MD 32 and MD 198 serve as major access roads to the Fort Meade area.

As a cooperating agency on the MD 175 Project Planning Study, the NPS provided the SHA with copies of a response letter dated April 18, 2008, that outlined all of NPS's comments on the draft Environmental Assessment/Section 4(f) Evaluation. The NPS also confirmed that their property line is accurately depicted on the mapping.

Review of MD 175/MD 295 Interchange Options

Each attendee was provided mapping for all the interchange options, a Section 4(f) impact table and photographs of present day conditions. The interchange options were then reviewed one-by-one.

Interchange Option F

Interchange Option F works only with Alternative 3 and would require the existing bridge to be widened to the north. It was explained that under Option F, the existing northern loop ramps would be removed and the SW, SE, and NE diamond ramps would be widened to accommodate increased traffic. The SHA noted that Interchange Option F would have the least impact to NPS property of all the interchange options. The NPS remarked that they liked that the southern portion of the existing bridge would remain intact under this option, but expressed concern about the amount of grading required to widen the existing ramps. The NPS also expressed concern that the additional lanes would require removal of vegetation and inquired if the SHA was aware of any proposed developments beyond the NPS boundary that may further reduce the vegetative screen. The SHA noted that a church and cemetery are located southwest of the interchange and possible future developments were proposed east of the interchange. The NPS asked if the new slopes would be vegetated. The SHA noted that slopes, particularly steep slopes, would not likely be able to support large trees, but that reforestation would occur at appropriate locations. The NPS noted that they have encountered problems with the soil in this region and asked if the SHA had conducted any soil surveys. The SHA noted that soil surveys would be completed at a later stage of project development.

The SHA mentioned that in addition to the normal Interchange Option F, two Max Blob options have been developed that are compatible with Interchange Options E and F. The SHA confirmed that the NPS had previously expressed their concerns about the additional vegetation removal required to construct either of the Max Blob options and their concerns were once again noted.

The NPS pointed out that their parkways are generally designed to contain more vegetation and natural areas than pavement, and that the ratio of green space to pavement is very important to

them. The NPS also noted that since the MD 175 bridge is visible from NPS property they envision a simple, context sensitive bridge design for the MD 175 bridge.

Interchange Option E

Interchange Option E works only with Alternative 6 and would require construction of a new bridge north of the existing bridge. All the loop ramps and the existing bridge would be removed if Interchange Option E is selected. The SHA explained that the current impact numbers do not tally the pavement removal within the loop ramps as an impact since it is anticipated that the land will be replanted and remain under NPS ownership. The NPS agreed that the SHA's approach for calculating impacts was appropriate, but noted that a NPS historian should be consulted to determine if the removal of the loop ramps compromise the historic integrity of the parkway's design. The NPS also mentioned that their parkways have several design exemptions and asked if these would be applied to the work that would be required along the MD 295 ramps. The SHA said that these design exemptions would apply to all work within NPS property.

The NPS stated that Interchange Option E is not as favored as Interchange Option F, because of the removal of the existing bridge and loop ramps.

Interchange Option A2

Interchange Option A2 works only with Alternative 6 and would require construction of a new bridge north of the existing bridge. All the loop ramps and the existing bridge would be removed if Interchange Option A2 is selected. The design of Interchange Option A2 consists of a Single Point Urban Interchange (SPUI) with all the ramps to and from MD 295 at MD 175 aligned to function at a single traffic signal to be located at the center of the bridge. The NPS expressed concern that this design would introduce an urban feel to the parkway, which they did not support. Like the other options, Interchange Option A2 includes vegetation removal, so the NPS inquired about artistic renderings that could show what the proposed interchanges would look like from the Baltimore-Washington Parkway. The SHA agreed to produce renderings for each of the interchange options that depict conditions immediately following construction, as well as, once the replanted trees are fully grown. The SHA also offered to provide net impervious surface calculations for each of the interchange options.

The NPS stated that Interchange Option A2 is their least liked of all the interchange options due the introduction of new visual elements they feel are out of character with the remainder of the parkway and the fact that it has the highest Section 4(f) use of all the interchange options.

Property Ownership Discussion

The next topic of discussion concerned land ownership during and after construction. Since some of the proposed work would occur within property currently owned by the NPS, it was agreed that at least a preliminary discussion of how the proposed work could be completed

would be beneficial to both the SHA and the NPS. The NPS stated that the SHA may be able to conduct work within NPS property through a Special Use Permit, which would allow the SHA to complete roadway improvements without having to assume ownership of NPS property. The SHA stated it would prefer not to assume ownership of any land within the current NPS property. The NPS stated that while they support that approach as well, they would need to review specific details with their Real Estate Department to determine the appropriate course of action.

Follow-Up Items

- The SHA will provide the NPS with net impervious surface calculations for each of the interchange options (*Note: These calculations were emailed to the NPS on 4/22/08*)
- The SHA will provide the NPS with pictures of the MD 140/I-695 interchange as an example of how a Single Point Urban Interchange looks to approaching drivers (*Note: Several pictures of the MD 140/I-695 interchange were emailed to the NPS on 4/22/08*)
- The SHA will produce renderings for all the MD 175/MD 295 interchange options
- The SHA will respond to the NPS letter dated April 18, 2008
- The NPS will coordinate with representatives from their Real Estate Department to determine if the SHA will be able to perform work within the NPS property through temporary easements, as opposed to acquiring right-of-way
- The SHA will include the NPS in the Section 106 consultation process (*Note: The SHA mailed a copy of the Section 106 effects letter to the NPS on April 22, 2008. The SHA has asked that the NPS provide comments by May 2, 2008*)

cc: File
Attendees



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

John D. Forcari, Secretary Designate
Neill J. Pedersen, Administrator

Maryland Department of Transportation

April 22, 2008

Re: Project No. AA436B11
MD 175: MD 295 to MD 170
Anne Arundel County, MD
USGS Odenton 7.5' Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that alternatives of the proposed Project No. AA436B11, a project planning study for MD 175 between MD 295 and MD 170 in Anne Arundel County, would have adverse effects on historic properties:

Alternatives Retained for Detailed Study

After considering a number of issues, including environmental and community impacts, traffic operations, and comments from regulatory agencies and the public, SHA has selected the Alternatives Retained for Detailed Study (ARDS), which are described below. Alternatives Mapping for all Alternatives Retained for Detailed Study are included as Attachment 1.

Alternative 1 - No-Build

No major improvements are proposed with Alternative 1; the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. This alternative does not address the purpose and need for the project. However, it serves as a baseline for comparing the impacts and benefits of other proposed alternatives.

Alternative 2 - Transportation Systems Management (TSM)

The Transportation Systems Management (TSM) Alternative (Attachment 1, Figures A2-1 to A2-7) consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. The TSM improvements generally could be constructed with relatively low costs, but would provide no substantial improvements in capacity or operations to address future traffic conditions. Examples of TSM improvements that may be considered for the MD 175 corridor include:

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

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- Intersection improvements, such as the addition of turning lanes or improved signal timing.
- Geometric improvements to sharp curves, crests, or dips in the roadway allowing improved sight distance and safety.
- Access management strategies to improve safety and operations at access points.
- Adding a center turn lane in areas with a high frequency of entrances generating left turning traffic.
- Providing auxiliary lanes to improve current traffic operations.

MD 175 Mainline Build Alternatives

Each of the MD 175 mainline build alternatives includes widening MD 175, MD 175/MD 295 Interchange modifications, and Fort Meade access improvement options.

Alternative 3 – Six-Lane Roadway on Existing Centerline

Alternative 3 (Attachment 1, Figures A3-1 to A3-7) consists of the widening of approximately 5.5 miles of MD 175 between Sellner/Race Road and Telegraph Road/Piney Orchard Parkway (MD 170) from two/four lanes to six lanes following the existing centerline. The proposed typical section consists of two 39-foot wide roadways (one 12-foot travel lane, two 11-foot travel lanes and a five-foot bike lane in each direction), separated by an 18-foot median. Alternative 3 would include the reconstruction of the MD 175 bridges over MD 295 and MARC/CSX, close to their current alignment. This alternative can tie into Alternative 4 or Alternative 5 west of Sellner/Race Road. Pedestrian and bicycle accommodations would be included as part of this alternative.

Alternative 4 Modified – Four-Lane Divided Roadway West of Reece Road

Alternative 4 Modified (Attachment 1, Figures A4/3-1 to A4/3-4) applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. The proposed typical section consists of two 28-foot wide roadways (one 12-foot travel lane, one 11-foot travel lane, and a five-foot bike lane in each direction), separated by an 18-foot median. This alternative is similar to the previous Alternative 4 except the 18-foot median extends from Brock Bridge Road to Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative. The proposed Alternative 4 Modified alignment would widen the roadway to four lanes, generally following the existing centerline of MD 175, and can tie into Alternative 3 or Alternative 6 at Reece Road.

Alternative 5 – Five-Lane Roadway w/Center Turn Lane West of Reece Road

Alternative 5 (Attachment 1, Figures A5/3-1 to A5/3-4) applies only to the western 3.0-mile long segment of the MD 175 study area, between Brock Bridge Road and Reece Road. The proposed typical section consists of a 66-foot wide roadway (two 11-foot travel lanes and five-foot bike lanes in each direction, and one continuous 12-foot vehicle center turn lane). The proposed Alternative 5 alignment would widen the roadway to five lanes (including a center turn lane), generally following the existing centerline of MD 175, and can tie into Alternative 3 or

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Alternative 6 at Reece Road. Pedestrian and bicycle accommodations would be included as part of this alternative.

Alternative 6 – Six-Lane Roadway on Shifted Centerline

Alternative 6 (Attachment 1, Figures A6-1 to A6-7) would incorporate all of the improvements of Alternative 3 but proposes southern and northern alignment shifts to minimize or avoid environmental impacts and/or commercial displacements. Pedestrian and bicycle accommodations would be included as part of this alternative. The Alternative 6 alignment proposes new bridges at two locations, namely MD 175 over MD 295 and MD 175 over the MARC/CSX Railroad.

Alternative 6 includes Option 21 ½ Street Shift (Attachment 1, Figure A6-3a to A6-4a). This alignment shift is compatible with a four, five or six-lane typical section that proposes a southern alignment shift from east of Rockenbach Road to Reece Road in order to provide the minimum standoff distance from existing Fort Meade buildings to the proposed roadway edge. The alignment shift will avoid the need to blast proof the existing buildings that fall within the guideline standoff distance.

Alternative 6A – Resource Minimization Alignment

Alternative 6A (Attachment 1, Figures A6-6a to A6-7a) includes the same typical section and utilizes the same alignment as Alternative 6 between Sellner/Race Road and MD 32, but Alternative 6A proposes a northern alignment shift to minimize or avoid environmental impacts and/or commercial displacements along the south side of MD 175 between MD 32 and MD 170. The shifted alignment proposes a new bridge at MD 175 over the MARC/CSX Railroad.

MD 175/MD 295 Interchange Options

Option A2

Alternative 6 Interchange Option A2 (Attachment 1, Figure A6-1a) utilizes a mainline shift to the north with the Single Point Urban Interchange (SPUI) in which all of the ramps to and from MD 295 at MD 175 would be realigned to function with one traffic signal in the center of the MD 175 bridge over MD 295 to control all conflicting movements.

Option E

Alternative 6 Interchange Option E (Attachment 1, Figure A6-1) utilizes a northerly shift in the alignment of MD 175 with the full diamond interchange that would eliminate all loop ramps and relocate the traffic movements provided by each of the loop ramps onto left turns at signalized intersections with MD 175 in each of the four quadrants.

Option F

Compatible with Alternative 3 (Attachment 1, Figure A3-1), this partial cloverleaf interchange option would hold the existing southern edge of the roadway in the interchange area

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and would eliminate the loop ramps in the northeast and northwest quadrants. Traffic movements would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively.

Max Blobs Option A

With this option (Attachment 1, Figure A6-1b), the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blob's Park Road would exit mid-ramp onto Max Blob's Park Road, and for Clark Road access, travel to the signalized intersection with MD 175. Vehicles destined to MD 175 eastbound and westbound will continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection.

Max Blobs Option B

With this option (Attachment 1, Figure A6-1b), the proposed outer ramp in the southeast quadrant would provide for vehicles to exit at two points along the ramp. Vehicles destined to Clark/Max Blob's Park Road and MD 175 eastbound would exit mid-ramp onto Max Blob's Park Road and travel to the signalized intersection with MD 175. Vehicles destined to MD 175 westbound would continue on the relocated interchange ramp to the MD 175/MD 295 signalized intersection.

Interchange Options A2 and E can be applied with Alternatives 3, 4, 5, 6, and 6A. Interchange Option F can be applied with Alternative 3, 4, and 5. Max Blob's Park Road Options A & B (MBPROA) work with all interchange options except Option A2.

Fort Meade Access Options

General Fort Meade Access Option A

This option (Attachment 1) consists of at-grade intersection widening at MD 713 (Rockenbach Road), MD 174 (Reece Road), Mapes Road and Llewellyn Avenue. This option would not significantly change the way vehicles enter and exit Fort Meade onto MD 175, but would increase the capacity of the subject intersections by adding left turn lanes, right turn lanes and/or through lanes at each intersection.

General Fort Meade Access Option B

This continuous flow intersection option (Attachment 1, Figures A6-4b and A6-5a) consists of an at-grade intersection improvement at either MD 174 (Reece Road) or Mapes Road. The result is a reduction in travel delays and increased capacity at the intersection.

Mapes Road Option B

This option (Attachment 1, Figure A6-5b) would significantly enhance the capacity of the Mapes Road entrance to Fort Meade by providing a ramp for westbound MD 175 traffic to enter the Fort using a grade-separated bridge over eastbound MD 175. To exit Fort Meade, drivers

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traveling westbound and northbound would use the at-grade signalized intersection at Mapes Road/MD 175, as with current conditions. Drivers traveling eastbound would have a free right turn onto MD 175, thus avoiding the signalized intersection.

Reece Road Option B Modified

This option (Attachment 1, Figure A6-4c) would provide a new exit from Fort Meade at 18th Street. Drivers wanting to travel westbound on MD 175 would exit Fort Meade using a ramp that passes over eastbound MD 175 and merges onto westbound MD 175. Fort Meade officials have requested that the proposed MD 175 eastbound ramp into the facility be eliminated thereby not requiring new gate control. All of the other MD 175 entrances into Fort Meade, including Reece Road would remain in operation and would be widened.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered possible physical, visual, atmospheric, and audible impacts to historic properties. With the exception of Alternative 1 (No Build), the above alternatives would require additional right-of-way for properties along MD 175. Because the proposed improvements for MD 175 involve alternatives that would widen the existing roadway, the APE includes the tax parcels adjacent to MD 295 within the project limits. The APE also includes properties adjacent to the MD 175 interchange, as indicated on the attached SHA quadrangle map for Odenton (Attachment 2).

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the alternatives retained for detailed study.

Architecture: SHA Architectural Historian Melissa Blair consulted historic maps, the SHA-GIS Cultural Resources Database, and Maryland Inventory of Historic Properties (MIHP) forms, and conducted field visits on December 17, 2006, March 15, 2007, and April 18, 2008.

SHA previously coordinated with your office regarding the National Register of Historic Places (NRHP) eligibility of historic standing structures located within the APE. In a letter dated March 28, 2007, SHA concluded that the Baltimore-Washington Parkway (AA-5), which is listed in the NRHP, and Trusty Friend (AA-123), which is eligible for listing in the NRHP, were the only NRHP listed or eligible architectural properties within the APE. An additional 29 resources were recommended not eligible. On July 13, 2007, MHT disagreed with SHA's findings regarding the Odenton Historic District (AA-869) and the Jones House (AA-743). MHT had already determined that both resources were eligible for listing in the NRHP in August of 2003. At the time of our letter, SHA was not aware of these determinations, but we agree that the Odenton Historic District and the Jones House are NRHP eligible.

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Since our last letter, SHA has identified and evaluated eight additional architectural resources that are within the APE: the Nichols-Bethel Methodist Church Cemetery, 334 Baldwin Road, 1428 Annapolis Road, 1422 Annapolis Road, 1418 Annapolis Road, 1410 Annapolis Road, 1416 Annapolis Road, and 1419 Annapolis Road. All eight properties are located adjacent to MD 175 in the town of Odenton, but outside of the boundary of the NRHP eligible Odenton Historic District. SHA recommends that these eight properties are not eligible for listing in the NRHP, as documented on the Short Forms for Ineligible Properties (short forms) included as Attachment 3.

SHA concludes that the Baltimore-Washington Parkway (AA-5), Trusty Friend (AA-123), the Odenton Historic District (AA-869), and the Jones House (AA-743) are the only NRHP listed or eligible architectural properties within the APE for this project.

Historic Standing Structures Impact Analysis

The proposed build alternatives for this project, the mainline widening alternatives and the MD 175/MD 295 interchange options, could impact historic standing structures. Fort Mead Access Options would not impact historic standing structures and will not be discussed further in this letter. The following is a description of the impacts to the NRHP listed and eligible resources resulting from the MD 175 Alternatives.

Baltimore-Washington Parkway

The Baltimore-Washington Parkway is listed on the NRHP under Criteria A and C in the areas of transportation and landscape architecture. The NRHP boundary for the parkway encompasses the 19-mile federally owned and maintained section of the parkway, which extends north from the District of Columbia terminating just south of MD 175 and encompasses a portion of the MD 175/MD 295 interchange. The portion of MD 295 north of MD 175 is owned and operated by SHA, and is not considered a historic resource. The boundary shown on the project plans has been confirmed by the National Park Service (NPS) as the accurate extent of the federally-owned section. This boundary extends further north than the boundary delineated on the USGS quadrangle map included with the NRHP Registration Form for the Baltimore-Washington Parkway. Although the federally-owned section of the parkway includes a portion of the MD 175/MD 295 interchange, the Maryland State Roads Commission constructed the entire interchange in 1951, including the entrance and exit ramps on the south side of MD 175. This may account for any design differences between this interchange and other interchanges further south along the parkway that were built by the federal Bureau of Public Roads.

According to its NRHP Registration Form, some of the significant features of the Baltimore-Washington Parkway that are important to preserve include "right-of-way with heavy slope vegetation, opposing roadways separated by a variable-width median, curvilinear road alignments, stone-faced bridge abutments, and contour grading fit to the topography." The portion of the historic parkway within the APE features heavy vegetation, a wide median, and a cloverleaf interchange design. As a result of our previous coordination for this project, the

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bridge that carries MD 175 over MD 295 (SHA Bridge No. 0202300) was determined not eligible for the NRHP. The bridge is outside of the NRHP boundary for the parkway and has lost historic integrity due to a 1984 redecking. Stone-facing remains on the bridge abutments and piers. While the bridge is not eligible for listing in the NRHP, SHA has learned that the NPS still considers the stone-facing on Bridge No. 0202300 an important part of the viewshed of the parkway.

Alternatives 1 and 2 would have no impacts on the Baltimore-Washington Parkway. As mentioned above, Alternatives 3, 4, 5, 6, and 6A could all be designed with a variety of interchange options; therefore, impacts to the parkway will be discussed by interchange option.

Interchange Option A2 proposes substantial changes to the existing interchange. The SPUI design would require signalization to be placed at the center of the new bridge over MD 295, which would be highly visible from the parkway. Bridge No. 0202300 would be removed, which would alter the viewshed of the historic portion of the parkway. Option A2 would involve clearing vegetation along the existing entrance and exits ramps south of MD 175. However, because of the removal of existing interchange ramps, there would be a net loss to the total impervious surface within the historic boundary, which could allow for an increase in the area available for additional landscaping. Due to significant changes in the overall viewshed of the historic parkway, Interchange Option A2 would adversely impact the Baltimore-Washington Parkway.

Interchange Option E also proposes substantial changes to the existing interchange. The design of this option would require signalization to be placed on MD 175 at the new exit and entrance ramps, which would be visible from the parkway. Bridge No. 0202300 would be removed, which would alter the viewshed of the historic portion of the parkway. As with the other interchange options, Option E would involve clearing vegetation. However, because of the removal of existing interchange ramps, there would be a net loss to the total impervious surface within the historic boundary, which could allow for an increase in the area available for additional landscaping. Due to significant changes in the overall viewshed of the historic parkway, Interchange Option E would adversely impact the Baltimore-Washington Parkway.

Interchange Option F proposes modifications to the existing ramps inside the park boundary (south side of MD 175). Option F has the least amount of direct impacts to the NPS property because it introduces minor widening and resurfacing of existing pavement and does not require as much grading work as the aforementioned options. Minor modification of the existing ramps would accommodate an additional travel lane on a portion of the ramps and would result in the removal of some vegetation along the ramps. The historic portion of the parkway would continue to have a dense buffer of vegetation shielding the surrounding area. Bridge No. 0202300 would be widened to the north. The southern elevation of the bridge, which faces the historic parkway, would remain intact. New traffic signals would be installed on MD 175, but these signals would be located to the outside of the interchange and would be

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marginally visible from the parkway. Direct impacts to the park property are minimal and the interchange modifications would not markedly change the overall character of the interchange. Option F would not cause a significant impact to the viewshed of the historic parkway or cause alteration to the characteristics that qualify the historic parkway for inclusion in the NRHP. Option F would have no adverse impacts to the Baltimore-Washington Parkway.

Max Blobs Options A and B are designed to work with all interchange options except Option A2. Impacts by these options to the Baltimore-Washington Parkway will be dependent on the larger interchange option that is chosen. However, it is important to note that the NPS has concerns about increasing the number of lanes that exit from the parkway.

Coordination with the NPS was initiated as part of the alternatives development process. On April 21, 2008, project team members met with NPS to discuss impacts to the Baltimore-Washington Parkway. Additional coordination with the NPS will occur throughout the remaining phases of the planning study, as well as during design and construction if a build alternative is selected and funded.

Odenton Historic District and the Jones House

The Odenton Historic District is located south of MD 175 and west of MD 170 (Telegraph Road/Piney Orchard Parkway) within the larger community of Odenton. The Jones House is located on the south side of MD 175 at 1401 Annapolis Road. The Odenton Historic District is eligible under Criterion C for the community's architecture, as it reflects the town's development in the late-nineteenth and early twentieth century as an important railroad town at the junction of several major rail lines. The Jones House is eligible under Criteria A and C as an excellent example of the cross-gable homes built in rural areas and small towns around the turn of the twentieth century. The Jones House is also a contributing resource to the Odenton Historic District.

The only contributing element to the Odenton Historic District that would be adversely impacted by the build alternatives is the Jones House. A very minor portion of the Odenton Historic District outside of the Jones House property would be directly impacted by Alternatives 2, 3, 6, and 6A to accommodate grading activities, however, these minor impacts are to non-contributing elements of the historic district. For Alternative 2, Odenton Historic District impacts (outside of the Jones House property) result from the proposed TSM double left turn intersection improvements to Morgan Road in the form of MD 175 pavement widening to the south, Morgan Road pavement widening, and fill embankment to support the widening. Impacts result from Alternatives 3, 6, and 6A due to the proposed mainline widening from a four-lane to a six-lane section, the widening of the Morgan Road approach to MD 175, and the shift in the alignment away from the Nichols-Bethel Methodist Church Cemetery. These minor impacts to the Odenton Historic District (outside of the Jones House property) will have no adverse impacts on the Odenton Historic District.

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The Jones House would be impacted and displaced by both Alternatives 3 and 6, but would not be displaced by Alternative 2 or Alternative 6A. Impacts to, and displacement of, the Jones House under Alternatives 3 and 6 result from the proposed widening to a six-lane section, as well as the alignment shift to avoid the Nichols-Bethel Methodist Church Cemetery. Under Alternative 3, the southern roadway edge would shift approximately 30 feet from its current location to within 10 feet of the Jones House, and grading to support this shifted roadway edge would undermine the foundation of the house. Under Alternative 6, the southern roadway edge would shift approximately 80 feet from its current location, which is beyond the front of the Jones House. Alternative 6A would not introduce any impacts to the Jones House property beyond minimal grading impacts incurred by the Morgan Road widening.

Alternative 1 would have no impact on the Jones House. Because they involve minor grading impacts to the edges of the property and would not alter characteristics that qualify the house for listing in the NRHP, Alternative 2 and Alternative 6A would have no adverse impacts to the Jones House. Due to the physical destruction of the house, Alternatives 3 and 6 would adversely impact the Jones House. Alternatives 4 and 5 do not apply to the segment of MD 175 in the vicinity of the Jones House, but are designed to tie into other alternatives in this area. Because the Jones House is a contributing element, this assessment of impacts also applies to the Odenton Historic District.

The current owner of the Jones House has expressed interest to relocate the structure further south of MD 175, but still within the Odenton Historic District, in order to free that land up for development. If the Jones House is moved by the property owner prior to completion of our Section 106 consultation for this project, we will coordinate with your office as to whether a reconsideration of the MD 175 project's impacts to the Jones House and Odenton Historic District are warranted.

Trusty Friend

Trusty Friend is an excellent example of the Italianate style, and is eligible for listing in the NRHP under Criterion C. Alternative 1 and Alternative 2 would have no impacts on Trusty Friend. Alternatives 4 and 5 would involve work within the property's historic boundary, which is defined as its current tax parcel. Specifically, the property would be affected by either the four-lane divided or the five-lane undivided typical section proposed between Brock Bridge Road and MD 295. The widening of MD 175 would result in the southern edge pavement shifting as much as 50 feet to the south towards the Trusty Friend property resulting in grading impacts to the frontage of the property. The house will remain set back over 300 feet from the proposed edge of road and no change to access to the property is anticipated. The proposed roadway widening in the vicinity of Trusty Friend would not alter the characteristics of Trusty Friend that qualify it for eligibility for listing in the NRHP. There would continue to be a substantial distance between the house and the roadway, preserving the integrity of the property's historic setting. Alternatives 3, 6, and 6A are designed to tie into either Alternative 4

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or 5 west of Sellner Road. There would be no adverse impacts to Trusty Friend by Alternatives 3, 4, 5, 6, and 6A.

Attachment 4 provides plans that show specific areas of impacts within the boundaries of the NRHP listed and eligible resources. Table 1 provides a quantified breakdown of direct acreage impacts to each of the resources.

Table 1: Historic Standing Structures Direct Impacts by Build Alternative (in acres)

	B-W Parkway	Odenton Historic Dist.*	The Jones House	Trusty Friend	Total Property Impacted
Alternative 1 (No-Build)	0.0	0.0	0.0	0.0	0.0
Alternative 2 (TSM)	0.0	0.0	0.3	0.2	0.5
Alternative 3 (MD 295 Option F)	1.4	0.9	0.6	0.4	2.4
Alternative 4 (MD 295 Option F)	1.4	0.0-1.0**	0.1-0.9**	0.4	1.9-2.7
Alternative 5 (MD 295 Option F)	1.4	0.0-0.1**	0.1-0.9**	0.3	1.8-2.6
Alternative 6 (MD 295 Option A2)	3.9	1.0	0.9	0.4	5.2
Alternative 6 (MD 295 MBPROA)	3.8	1.0	0.9	0.4	5.1
Alternative 6A (MD 295 Option A2)	3.9	0.8	0.1	0.4	4.0

*This column represents the impacts to the portions of the Odenton Historic District that are not contributing elements to the historic district and therefore not included in the impacts total.

**Alternatives 4 and 5 do not apply to the segment of MD 175 at the Odenton Historic District or Jones House. A range of impacts, based on impacts to Alternatives 2, 3 and 6, were applied in the Odenton Historic District and Jones House columns to determine Alternatives 4 and 5 totals.

Archeology: SHA Archeologist Carol A. Ebright previously determined limited portions of the project were likely to contain archeological resources and recommended Phase I archeological survey. The need for detailed background research at several cemeteries in or adjacent to the limits of disturbance was also indicated.

SHA contracted with R. Christopher Goodwin & Associates, Inc. to conduct Phase I archeological survey in ten potentially intact portions of the project area. Access to two survey tracts within Survey Area 7 (Areas 7-1 and 7-2) could not be obtained and these areas remain untested. Based on the overall results of the Phase I survey, we are recommending no further work for these parcels.

Detailed background research was conducted on three church/cemetery properties to ascertain the probability of encountering unmarked graves: Sulfur Springs Cemetery, Nichols-Bethel Cemetery, and the St. Lawrence Martyr Roman Catholic Church. The Nichols-Bethel Cemetery, and the St. Lawrence Martyr Roman Catholic Church properties will be directly impacted, and these were assigned Survey Area 7-5 and Survey Area 2, respectively. A fourth

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cemetery, the Watts Cemetery, is outside the LOD, but the project area between the fenced cemetery, and MD 175 was re-examined (Survey Area 6) because prior auger tests located intact soils below fill.

Four survey tracts, including Survey Area 6, were located on Ft. Meade. Several had been previously examined at various levels as part of the Ft. Meade cultural resources management plan, although these surveys did not extend into SHA's right-of-way. Survey Areas 4 and 5 were re-examined because they were adjacent to an abandoned alignment of MD 175, and some parts had not been previously shovel-tested. Survey Area 10 is much larger than SHA requested, but includes the targeted previously unsurveyed tract.

Enclosed for your review and comment is one copy of the draft report *Phase I Archeological Survey of Portions of MD Rte 175 between Brock Brick Road and MD Rte 170, Anne Arundel County, Maryland* (Attachment 5) by Kathleen Child and Benjamin Riggle. Although we have numerous comments on the report (Attachment 6), SHA agrees with the recommendations of the consultant. Two Historic period domestic archeological sites were recorded. Site 18AN1402 represents the archeological component of the Jones House (MIHP AA-743). Site 18AN403 is a trash dump associated with a no longer extant structure built after 1907 and before 1947. Both sites have suffered disturbance, have limited research potential, and are considered ineligible for listing in the NRHP.

Only one of the four cemeteries, the Nichols-Bethel Cemetery, is expected to have marked and possible unmarked graves that could be impacted by the MD 175 improvements. Additional work to be performed once impacts are better defined may involve remote sensing. Because of the relatively recent age of the cemetery, and general lack of information potential, the cemetery has not been assigned an archeological site number.

In sum, SHA has determined that archeological sites 18AN402 and 18AN403 are not eligible for NRHP listing (Attachment 7). No further work is recommended for Survey Areas 7-1 and 7-2, for which access was denied. Depending on the future project design, remote sensing is likely to be required to determine possible impacts to human remains at the Nichols-Bethel Cemetery. Two other sites within the current limits of disturbance, 18AN981 and 18AN988 were previously determined ineligible for listing in the NRHP.

Resolution of Adverse Effects

With the exceptions of Alternative 1 (No Build) and Alternative 2 (TSM), alternatives developed for the MD 175 project would have adverse effects on historic properties. We will consult further with your office and other consulting parties to resolve adverse effects pursuant to 36 CFR 800.6.

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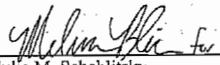
Review Request

Please examine the attached plans, map, photographs, archeological report, and the Eligibility/Effects Table (Attachment 7). We request your concurrence by May 2, 2008 that there would be adverse effects on historic properties by Alternatives 3, 4, 5, 6, and 6A and MD 175/MD 295 Interchange Options A2 and E of the MD 175 project planning study. By carbon copy, we invite the National Park Service, Fort Meade, the Anne Arundel County Department of Planning and Code Enforcement County, the Odenton Heritage Society, and the Jessup Improvement Association to provide comments and participate in the Section 106 process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects. For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust). If no response is received by May 2, 2008, we will assume that these offices decline to participate. Please contact Ms. Melissa Blair at 410-545-8560 (or via email at mblair@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol A. Ebright may be reached at 410-545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

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

by:


Julie M. Schablitsky
Cultural Resources Team Leader
Project Planning Division

- Attachments: 1) Project Plans
2) Area of Potential Effects Map
3) Short Forms for Ineligible Properties
4) Plans showing impacts to NRHP properties
5) Draft Archeology Report
6) SHA Comments on Archeology Report
7) Eligibility/Effects Table

**Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects**

Project Number: AA436B11 MHT Log No. 200801120
Project Name: MD 175: MD 295 to MD 170
County: Anne Arundel
Letter Date: April 22, 2008

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 7]):

- Concur
 Do Not Concur

Effect (as noted in the Effects Table [Attachment 7]):

- No Properties Affected
 No Adverse Effect
 Conditioned upon the following action(s) (see comments below)
 Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use: N/A

Agreement with FHWA's de minimus impact finding: N/A

Comments:

1. It is the opinion of the Maryland Historical Trust (Trust) that all build mainline alternatives evaluated for the MD 175 planning study will adversely affect historic properties.
2. We concur with SHA's comments on the draft Phase I archeological survey report, agree that no further work is warranted in survey Areas 7-1 and 7-2, and await copies of the final report for our library.
3. We await further consultation with SHA regarding the potential effects of proposed ancillary actions and project modifications on historic and archeological properties, as planning progresses.
4. We look forward to working with SHA to seek ways to avoid, minimize and mitigate the project's adverse effects.
5. Specific comments regarding impacts to historic properties are provided on the attached table.

By:


MD State Historic Preservation Office/
Maryland Historical Trust

5-2-08
Date

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Cultural Resources Team Leader, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8564 and Facsimile: 410-209-5046

Attachment - Effect Table
CC:

Mr. Roger White, Odenton Heritage Society
Ms. Susan Hinton, National Park Service
Ms. Darian Schwab, Anne Arundel County Department of Planning and Zoning, Cultural Resources Division

Resource	Type	SHA NR Det.	SHPO Opinion	Alt. 1 Impact	Alt. 2 Impact	Alt. 3 Impact	Alt. 4 Impact*	Alt. 5 Impact*	Alt. 6 Impact	Alt. 6A Impact	SHPO Opinion and Comments
1419 Annapolis Road	S	X	X 05/01/2008								
18AN1402	A	X	X 05/01/2008								
18AN1403	A	X	X 05/01/2008								
18AN981	A	X	X 6/22/1995								
18AN988	A	X	X 10/23/2003								
Effect				NPA	NPA	AE	NAE	NAE	AE	AE	AE

* See Additional Table for MD 295/MD 175 Interchange Options Impacts to Baltimore-Washington Parkway

MD 175/MD 295 INTERCHANGE OPTIONS TABLE

Resource	Type	Option A2 Impact	Option E Impact	Option F Impact	Max Blobs Option A and B Impact*	SHPO Opinion and Comments
Baltimore-Washington Parkway	HD	Adverse	Adverse	No Adverse	n/a	MHT concurs with SHA that Interchange Option A2 and Option E will have an adverse effect on the Baltimore-Washington Parkway. Option F will have no adverse effect.
Effect		AE	AE	NAE		

* Impacts to the parkway by Max Blobs Options A and B will be dependent the interchange option they would be joined with.

FORT MEADE ACCESS OPTIONS DO NOT IMPACT NRHP LISTED OR ELIGIBLE RESOURCES

Codes:

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

MAINLINE ALTERNATIVES TABLE

Resource	Type	SHA NR Det.	SHPO Opinion	Alt. 1 Impact	Alt. 2 Impact	Alt. 3 Impact	Alt. 4 Impact*	Alt. 5 Impact*	Alt. 6 Impact	Alt. 6A Impact	SHPO Opinion and Comments
Baltimore-Washington Parkway*	HD		NRL 05/1991	None	None	n/a	n/a	n/a	Adverse	Adverse	MHT concurs that Alternatives 3, 4, 5, 6 and 6A will adversely affect the Baltimore-Washington Parkway if Interchange Option A2 or Option E are chosen as the preferred MD 295 crossing design. Mainline Alternatives utilizing Interchange Option F will have no adverse effect on the resource.
Odenton Historic District	HD		NR 08/2003	None	No Adverse	Adverse	n/a	n/a	Adverse	No Adverse	Alternatives 3 and 6 adversely affect the Odenton Historic District and the Jones House, a contributing resource to the historic district.
Jones House	S		NR 08/2003	None	No Adverse	Adverse	n/a	n/a	Adverse	No Adverse	As mentioned above, Alternatives 3 and 6 adversely affect the Odenton Historic District and the Jones House, a contributing resource to the historic district.
Trusty Friend	S		NR 07/2007	None	None	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	MHT does not concur with SHA regarding the effect finding for Trusty Friend. Alternatives 3, 4, 5, 6 and 6A will have an adverse effect on the property. The roadway will move 50 feet closer to the main house, resulting in the partial destruction of the historic driveway approach and the removal of vegetation. The alternatives will introduce visual and atmospheric elements into the property's setting that will need to be minimized or mitigated.
Nichols-Bethel Cemetery	S	X	X 05/01/2008								Based on future project design, we understand that SHA may undertake remote sensing investigations of the cemetery to determine possible impacts to human remains and comply with applicable Maryland cemetery law, as warranted. We encourage SHA to carefully explore all options that would avoid impacting this sensitive resource.
334 Baldwin Road	S	X	X 05/01/2008								
1428 Annapolis Road	S	X	X 05/01/2008								
1422 Annapolis Road	S	X	X 05/01/2008								
1418 Annapolis Road	S	X	X 05/01/2008								
1410 Annapolis Road	S	X	X 05/01/2008								
1416 Annapolis Road	S	X	X 05/01/2008								



Office of Environmental and
Cultural Resources
2664 Riva Road, 4th Floor
Annapolis, MD 21401

April 30, 2008

Dear Ms. Blair:

As stated in the SHA report for Project No. AA436B11, three historic properties have been determined eligible for listing to the National Register of Historic Places; *Trusty Friend* (AA-123), the *Jones House* (AA-743), and the *Odenton Historic District* (AA-869). The following are our Office's comments on the historic properties as well as archaeological sites. **Trusty Friend (AA-123):** After reviewing the proposed plan, our Office concurs that Alternatives 1-6A will have no adverse effect on this historic property, since the house will not be demolished or displaced and the historic setting of "Trusty Friend" would predominantly remain intact.

Odenton Historic District (AA-869) & Jones House (AA-743): For any development in the Odenton area, the County adheres to the guidelines and regulations set forth in the Odenton Town Center Plan (OTCP) in our review process. This plan has been formally adopted by the Anne Arundel County Planning and Zoning Department to govern development in this area. For your reference you can view the OTCP online at: <http://www.aacounty.org/PlanZone/MasterPlans/OTC/Index.cfm>. Please refer to the boundary map (Figure 43; Chapter 3 Section 2.4) of the adopted Odenton Historic District as per the OTCP which also highlights other historic resources that are contributing to the historic district. Please note that the "Jones House" is designated as contributing; and as per the regulations and guidelines for Historic Preservation outlined on pages 96 (Chapter 3 Section 2.4) and 243 (Chapter 4 Section 2.7) of the OTCP, the Jones House must be retained. Our office strongly recommends that an alternative be chosen that does not adversely impact or displace the Jones House. As for the Odenton Historic District itself, our office concurs that

the proposed alternatives would not adversely impact the historic district (Figure 43) or the other contributing resources outside the district with the exception of the Jones House.

Archaeology: In the Phase I Archaeological Survey of the above noted project, (Draft report by Goodwin and Associates April 2008) two archaeological sites were recorded; 18AN1403, and 18AN1402. We concur with the findings by Goodwin and Associates that 18AN1402 lacks research potential and have no further comment on the disposition of that site. Site 18AN1403, and its association with AA-743, the Jones House, however has been identified as significant by the Odenton Town Center Plan.

While our office would strongly recommend that an alternative plan be selected that will not negatively impact the Jones House and its house lot, should any of the proposed alternatives be selected that will cause a negative effect to the house and its environs, (such as relocation of the house), our office would request that further- though limited- archaeological study be undertaken on the Jones House Lot, specifically to document the domestic use areas, and to record the location of the landscape features and outbuildings historically associated with the Jones House. Note that under the Secretary of the Interior's Standards for the Treatment of Historic Properties, under considerations for a building site in all treatments, they recommend identification, retention and preservation of these landscape and house lot feature relationships. If it is not feasible to retain the house lot and its association with the historic structure, we would encourage additional archaeology be conducted to at least identify and document these features prior to their destruction. In particular, the use and function of the two outbuilding foundations would add to our understanding of this late 19th century house and lot. We welcome the opportunity to consult and this SHA project and look forward to being involved in the process as this project moves forward.

If you have any further questions please contact either Darian Schwab (Historic Sites Planner) or Jane Cox (County Archaeologist) at 410-222-7440. Thank you.

(410) 222-7441
www.aacounty.org
recycled paper

(410) 222-7441
www.aacounty.org
recycled paper

II. Streamline Regulatory Agency Coordination

Purpose and Need -
Alternates Retained for Detail Study -

mau

PURPOSE AND NEED

Project Name & Limits: MD 175: MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments: *None at this time*

Additional Information Needed:

Signature: *[Signature]* Date: *10-16-06*

Please return to:
 Ms. Megan Blum
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004

PURPOSE AND NEED

Project Name & Limits: MD 175: MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: *[Signature]* Date: *11-9-06*

Please return to:
 Ms. Megan Blum
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004

C-49

final

DRAFT

PURPOSE AND NEED

PURPOSE AND NEED

OCT26'06 11:24:49 DPT/E

Project Name & Limits: MD 175; MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: William Scholtz Date: 10/12/06

Project Name & Limits: MD 175; MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: Paul W. [unclear] Date: 2/19/06

Please return to:

Ms. Megan Blum
707 N. Calvert St, C-301
Baltimore, MD 21202
(f) 410-209-5004

C-50

PURPOSE AND NEED

Project Name & Limits: MD 175: MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: *Sharon M. Blum* Date: 12/15/06

Please return to:

Ms. Megan Blum
707 N. Calvert St, C-301
Baltimore, MD 21202
(f) 410-209-5004

PURPOSE AND NEED

Project Name & Limits: MD 175: MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: *Ray C. Denton Jr.* Date: 11-15-06

Please return to:

Ms. Megan Blum
707 N. Calvert St, C-301
Baltimore, MD 21202
(f) 410-209-5004

C-51



MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

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

November 15, 2006

Mr. Joseph Kresslein
State Highway Administration
Project Planning Division
P.O. Box 717
Baltimore MD 21203-0717

Dear Mr. Kresslein:

This letter is in response to the State Highway Administration request for Department comments on the September 2006 Purpose and Need Statement for: MD 175 (Annapolis Road) From MD 295 (Baltimore/Washington Parkway) to MD 170 (Telegraph Road), Anne Arundel County. This version of the document is marked "Draft", but we understand that it is the latest version of the document and ready for formal comments. The Department has had staff review the subject Purpose and Need Statement, as well as attend the presentation and discussion of the related information at the Interagency Review meeting. The Department also plans to have staff participate in the continued interagency review process for this document and subsequent planning efforts.

The Department has the following minor comments on the Purpose and Need Statement:

In the Environmental Inventory section, the only streams referenced are the tributaries to Little Patuxent River. It appears that this section should also refer to the headwater tributaries to Severn Run which is located nearby on the northeast side of the current MD 175 alignment.

On page 15 of the Purpose and Need Statement, there is potentially confusing text on natural resources for the reader, although it might have come directly from a Department of Natural Resources "trilogy" letter response. When our letter refers to "no State or Federal records for rare, threatened, and endangered species within the project boundaries" as referenced on page 15, this phrasing typically refers to any given specific project or construction site itself. Following that is a statement that there are possible occurrences of sensitive species in the vicinity of the project. For a reader of this highway related document, those two sentences may sound contradictory. Since this current document is for a purpose and need comment milestone and there is not really a defined "project boundary" yet, only a larger study area and project limits placed at either end of a stretch of existing road, we suggest some minor editing for clarity. Perhaps it can be stated that there are no known records within or immediately adjacent to the existing MD 175 alignment (which probably best represents that first reference to "project boundaries"), but there are potential occurrences within the project study area. We are available to discuss the minor editing further.

Regarding the reference to glassy darters on page 15, it was our understanding within the Environmental Review Unit that there were more than two known "locations" for the fish within

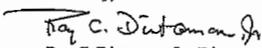
Tawes State Office Building • 580 Taylor Avenue • Annapolis, Maryland 21401
410.260.8DNR or toll free in Maryland 877.620.8DNR • www.dnr.maryland.gov • TTY users call via Maryland Relay
NOV 24 06 PM 2:30 EST

Maryland. It was our understanding that there were two to three watersheds known to support the species, and a larger number of individual sites where the species could be found. If this is correct, it is possible that the text should be modified slightly in this glassy darter reference. We will look into this issue further, and will report back to the study team.

In summary, we advocate and support the consideration and optimized protection of natural resources within the project study area during planning and any implementation of this project. The project's study area is known to support several natural resources of interest, so we advocate early coordination on these issues through the normal natural resource coordination process for projects of this type.

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

Final

PURPOSE AND NEED

Project Name & Limits: MD 175: MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

Concur (without comments) Concur (w/ minor comments) Does Not Concur

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: Elder A. Shyris Date: 3/23/07

Please return to:
 Ms. Megan Blum
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004

PURPOSE AND NEED

Project Name & Limits: MD 175: MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

Concur (without comments) Concur (w/ minor comments) Does Not Concur

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments: we suggest adding "bicycle safety" to the purpose statement.

Additional Information Needed:

Signature: Paulie Xu Date: 10/4/06

Please return to:
 Ms. Megan Blum
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004

C-53

6/9/00 10:42:00 AM

Final

PURPOSE AND NEED

Project Name & Limits: MD 175; MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: Jana Chalcedo Date: 10/16/06

OCT19/06 PM 1:05 DPPE

PURPOSE AND NEED

Project Name & Limits: MD 175; MD 295 to MD 170

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

Federal Highway Administration Corps of Engineers
 Environmental Protection Agency Fish and Wildlife Service

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

Comments / Reasons for Non-Concurrence:

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

National Park Service MD Dept. of the Environment MD Historical Trust
 National Marine Fisheries Service MD Department of Planning Metropolitan Planning Org.
 MD Dept. of Natural Resources Fort Meade

Provides Comments (below or attached) Has No Comments

Comments:

Additional Information Needed:

Signature: Regina Aria Date: 11/27/2006

Please return to:

Ms. Megan Blum
707 N. Calvert St, C-301
Baltimore, MD 21202
(f) 410-209-5004

200603214 2pa TT 10/16/06

C-54

Final

PURPOSE AND NEED

Project Name & Limits: MD 175; MD 285 to MD 170	
Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):	
<input type="checkbox"/> Federal Highway Administration	<input type="checkbox"/> Corps of Engineers
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> Fish and Wildlife Service
<input checked="" 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: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.</i>	
<input type="checkbox"/> National Park Service	<input type="checkbox"/> MD Dept. of the Environment
<input type="checkbox"/> National Marine Fisheries Service	<input type="checkbox"/> MD Department of Planning
<input type="checkbox"/> MD Dept. of Natural Resources	<input checked="" type="checkbox"/> Fort Meade
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> Metropolitan Planning Org.
<input type="checkbox"/> Provides Comments (below or attached) <input type="checkbox"/> Has No Comments	
Comments:	
Additional Information Needed:	
Signature: <u>Clyde W. Reynolds</u>	Date: <u>6-2-06</u>

Please return to:

Ms. Megan Blum
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 175; MD 295 to MD 170	
Having reviewed the attached Alternatives Retained for Detailed Study 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"/> Fish and Wildlife Service
<input type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> Corps of Engineers
<input type="checkbox"/> MD Dept. of the Environment	<input type="checkbox"/> National Park 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 not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.</i>	
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning
<input type="checkbox"/> Fort Meade	<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>[Signature]</u>	Date: <u>10/18/07</u>

Please return to:

Mr. Bradley Smith
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004

C-55

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 175: MD 295 to MD 170	
Having reviewed the attached Alternatives Retained for Detailed Study 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 checked="" type="checkbox"/> Environmental Protection Agency	<input type="checkbox"/> Corps of Engineers
<input type="checkbox"/> MD Dept. of the Environment	<input type="checkbox"/> MD Dept. of Natural Resources
	<input type="checkbox"/> National Park Service
<input type="checkbox"/> Concurs (without comments) <input checked="" type="checkbox"/> Concurs (w/ minor comments) <input type="checkbox"/> Does Not Concur	
Comments / Reasons for Non-Concurrence: <i>see attached email</i>	
<small>Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.</small>	
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning
<input type="checkbox"/> Fort Meade	<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>Barbara Rudnick</i>	Date: <i>12-04-07 (email)</i>

Please return to:
 Mr. Bradley Smith
 707 N. Calvert St, C-301
 Baltimore, MD 21202
 (f) 410-209-5004.

6/8/00

Barbara Rudnick/R3/USEPA/US To: Barbara Rudnick/R3/USEPA/US
 cc: [redacted]
 12/06/2007 08:07 AM bcc: [redacted]
 Subject: Fw: MD 175 Project Planning Study- From MD 295 to MD 170 in Anne Arundel County

Barbara Rudnick/R3/USEPA/US To: Theresa Christian <TChristian@sha.state.md.us>
 S cc: [redacted]
 12/04/2007 03:17 PM Subject: Re: MD 175 Project Planning Study- From MD 295 to MD 170 in Anne Arundel County

Theresa,

I have reviewed the ARDS for MD 175. The Agency concurs with the alternatives. My only comment, which does not relate so much to alternatives, than the general study, is:

It would be helpful to show the alignment and impacts (including the proposed development shown on the ARDS environmental maps) overlaying Green Infrastructure, identifying any wildlife hub or corridor in or near the study area. This may be useful to help identify mitigation/preservation opportunities, especially wooded stream buffer.

Thank you.

~~~~~  
 Barbara Rudnick  
 US EPA Region III (3EA30)  
 1650 Arch Street, Phila, PA 19103  
 (215) 814-3322/ Fax: (215) 814-2783

C-56

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

Project Name & Limits: MD 175; MD 295 to MD 170

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

Concur (without comments)     Concur (w/ minor comments)     Does Not Concur

Comments / Reasons for Non-Concurrence:

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

MD Historical Trust     MD Department of Planning     Metropolitan Planning Organization  
 Fort Meade

Provides Comments (below or attached)     Has No Comments

Comments:

Additional Information Needed:

Signature: William Schutt    Date: 10/7/07

Please return to:

Mr. Bradley Smith  
707 N. Calvert St, C-301  
Baltimore, MD 21202  
(f) 410-209-5004

5 OCT 11 2007 10 20 AM

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

Project Name & Limits: MD 175; MD 295 to MD 170

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

Concur (without comments)     Concur (w/ minor comments)     Does Not Concur

Comments / Reasons for Non-Concurrence:

A part of this project studies the reconfiguration of the interchange between Maryland Route 175 and the Baltimore Washington Parkway, a National Register-listed property under the jurisdiction of the National Park Service. The project is expected to impact approximately 10 acres of the Baltimore Washington Parkway. The parkway is a significant public park, and a significant historic resource, and therefore qualifies for special protection pursuant to Section 4(f) of the National Transportation Act of 1966, as amended. There are 7 options for the interchange described in the report; and the impacts to the parkway vary among options. Although these impacts vary, there is no mention that consideration was given to parkway impacts in the selection of the alternatives to be retained for further study. Reconfiguration of the connecting ramp alignments, the preservation or removal of the bridge which currently carries Route 175 over the parkway, and the visual impacts of roadway lights and signals that could be added into the scenic corridor of the parkway are all elements that we believe deserve some consideration, even at this preliminary stage. Nevertheless, we are pleased to see that a full range of options remains within the Alternatives Retained for Detailed Study, so that the next stage of this project should bring to light the potential impacts of preserving or removing the bridge, and adding roadway lighting, signals, and signage into the scenic view corridor. The importance of preserving the scenic characteristics of the parkway and its view corridor cannot be overstated. Both of the Max Blobs alternatives propose to double the pavement width of the connecting ramp between the northbound parkway and eastbound Rt. 175. This character-changing and precedent-setting element should be avoided.

We appreciate the opportunity to provide these comments and look forward to further coordination as the design alternatives are studied in detail.

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

MD Historical Trust     MD Department of Planning     Metropolitan Planning Organization  
 Fort Meade

Provides Comments (below or attached)     Has No Comments

Comments:

Additional Information Needed:

Signature: Sharon M. Blanton    Date: 2/22/08

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

|                                                                                                                                                                                                                                          |                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Project Name & Limits: MD 175; MD 295 to MD 170                                                                                                                                                                                          |                                                                   |
| Having reviewed the attached Alternatives Retained for Detailed Study 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"/> Environmental Protection Agency                                                                                                                                                                                 | <input type="checkbox"/> Corps of Engineers                       |
| <input type="checkbox"/> MD Dept. of the Environment                                                                                                                                                                                     | <input checked="" type="checkbox"/> MD Dept. of Natural Resources |
|                                                                                                                                                                                                                                          | <input type="checkbox"/> National Park Service                    |
| <input checked="" type="checkbox"/> Concur (without comments) <input type="checkbox"/> Concur (w/ minor 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 minor 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"/> Fort Meade                                                                                                                                                                                                      | <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>Gregory J. Borden</u>                                                                                                                                                                                                      | Date: <u>2-25-08</u>                                              |

Please return to:  
 Mr. Bradley Smith  
 707 N. Calvert St, C-301  
 Baltimore, MD 21202  
 (f) 410-209-5004

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

|                                                                                                                                                                                                                                          |                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Project Name & Limits: MD 175; MD 295 to MD 170                                                                                                                                                                                          |                                                             |
| Having reviewed the attached Alternatives Retained for Detailed Study 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"/> Environmental Protection Agency                                                                                                                                                                                 | <input type="checkbox"/> Corps of Engineers                 |
| <input checked="" type="checkbox"/> MD Dept. of the Environment                                                                                                                                                                          | <input type="checkbox"/> MD Dept. of Natural Resources      |
|                                                                                                                                                                                                                                          | <input type="checkbox"/> National Park Service              |
| <input type="checkbox"/> Concur (without comments) <input type="checkbox"/> Concur (w/ minor 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 minor 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"/> Fort Meade                                                                                                                                                                                                      | <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>Ed A. [Signature]</u>                                                                                                                                                                                                      | Date: <u>4/13/07</u>                                        |

Please return to:  
 Mr. Bradley Smith  
 707 N. Calvert St, C-301  
 Baltimore, MD 21202  
 (f) 410-209-5004

C-58



Maryland Department of Planning

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

Richard Eberhart Hall  
Secretary  
Matthew J. Pomeroy  
Deputy Secretary

October 29, 2007

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

ATTN: Mr. Joseph R. Kresslein

Re: The MD 175 Project Planning Study, Anne Arundel County, Maryland

Dear Mr. Grey,

This letter is in response to your agency's request for the Maryland Department of Planning's comments on the Alternates Retained for Detailed Study (ARDS) for the MD 175 Project Planning Study and the preliminary Planning Act Consistency Checklist for the ARDS. Based on the review of these documents and the information provided in the project study process, we support the recommendation of carrying forward the ARDS. We view that the build alternates retained for detailed studies, including the TSM Alternate, are consistent with the Maryland Economic Growth, Resource Protection, and Planning Act.

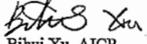
In the detailed study stage, the project team will further study pedestrian and bicycle facilities improvements. In this regard, we offer the following comments for your consideration.

- We encourage SHA to evaluate the merits of a 4-lane section of MD 175 between MD 32 and Morgan Road to provide a more pedestrian and bicycle friendly environment to support the Odenton Town Center development based on the Anne Arundel County's recommendation.
- Re: MD 175/MD 295 Interchange Options, provision of pedestrian and bicycle safety access should be part of the criterion for selecting a preferred option.
- We encourage the continuing coordination with Fort Meade to advocate the provision of pedestrian and bicycle access to Fort Meade.
- In addition to the mainline of MD 175, pedestrian and bicycle connections along intersecting roadways should be considered to provide logical linkages to nearby activity sites.

Mr. Bruce M. Grey  
Page 2

Thank you for providing MDP the opportunity to review the ARDS for the project. Should you have any questions with regard to the above comments, please do not hesitate to contact me at 410-767-4567 or by email at [bxu@mdp.state.md.us](mailto:bxu@mdp.state.md.us).

Sincerely,

  
Bihui Xu, AICP  
Manager, Transportation Planning

Cc: Kiman Choi, MDP  
Michael E. Jackson, MDOT  
Harvey Gold, OPZ, Anne Arundel County

C-59

1 OCT 23 '07 AM 11:25 CFP

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

Project Name & Limits: MD 175: MD 295 to MD 170

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

Concur (without comments)     Concur (w/ minor comments)     Does Not Concur

Comments / Reasons for Non-Concurrence:

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

MD Historical Trust     MD Department of Planning     Metropolitan Planning Organization  
 Fort Meade

Provides Comments (below or attached)     Has No Comments

Comments:

Additional Information Needed:

Signature: Chris Johnson    Date: 10/19/07

Please return to:

Mr. Bradley Smith  
707 N. Calvert St, C-301  
Baltimore, MD 21202  
(f) 410-209-5004

6/2/00

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

Project Name & Limits: MD 175: MD 295 to MD 170

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

Concur (without comments)     Concur (w/ minor comments)     Does Not Concur

Comments / Reasons for Non-Concurrence:

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

MD Historical Trust     MD Department of Planning     Metropolitan Planning Organization  
 Fort Meade

Provides Comments (below or attached)     Has No Comments

Comments: *Minor*  
*Please refer to BRTB Resolution # 08-5*

Additional Information Needed:

Signature: Regina L. Aris    Date: 10/31/07

Please return to:

Mr. Bradley Smith  
707 N. Calvert St, C-301  
Baltimore, MD 21202  
(f) 410-209-5004

6/2/00

C-60

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #08-5

RESOLUTION TO ENDORSE ALTERNATIVES RETAINED FOR DETAILED STUDY  
MD 175 FROM MD 295 TO MD 170

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

WHEREAS, Section 450.318 of the Final Metropolitan Transportation Planning Rules issued by the Federal Highway Administration and Federal Transit Administration on October 28, 1993 identifies the requirements of a major metropolitan transportation study in identifying all promising mobility solutions; and

WHEREAS, in October of 1997, the Baltimore Regional Transportation Board approved Resolution # 98-7, adopting a work program for the Congestion Management System (CMS) corridor implementation; and

WHEREAS, one of the primary purposes of the Congestion Management Process is to identify promising mobility improvement and congestion management strategies, rather than select specific transportation improvement projects for implementation. These improvements will be considered for the next steps of the planning and project development process and, where appropriate, studied further in more detail; and

WHEREAS, the State Highway Administration has provided a draft Purpose and Need Statement dated July, 2006 and made a formal presentation at the Interagency Review meeting on August 16, 2006; and

WHEREAS, on September 26, 2006, the Baltimore Regional Transportation Board approved Resolution # 07-6 endorsing the MD 175 Purpose and Need Statement; and

WHEREAS, this study involves increasing existing capacity, improving traffic operations as well as safety for motor vehicles, bicycle and pedestrians, while supporting existing and planned development in the area; and

WHEREAS, the State Highway Administration has provided Alternatives Retained for Detailed Study (ARDS) dated July, 2007 and made a formal presentation at the Interagency Review meeting on August 15, 2007; and

NOW, THEREFORE, BE IT RESOLVED, that the Baltimore Regional Transportation Board, as a commenting agency, endorses the MD 175 Alternatives Retained for Detailed Study as described in Attachment A.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its September 25, 2007 meeting.

Sept. 25, 2007  
Date

  
Carl Balser, Chairman  
Baltimore Regional Transportation Board

C-61

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

Project Name & Limits: MD 175; MD 295 to MD 170

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

Concur (without comments)     Concur (w/ minor comments)     Does Not Concur

Comments / Reasons for Non-Concurrence:

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

MD Historical Trust     MD Department of Planning     Metropolitan Planning Organization  
 Fort Meade

Provides Comments (below or attached)     Has No Comments

Comments: *Installation reserves the right to negotiate any impacts upon the installation related to alternatives.*

Additional Information Needed:

Signature: *[Signature]*    Date: *5 Feb 08*

Please return to:

Mr. Bradley Smith  
707 N. Calvert St, C-301  
Baltimore, MD 21202  
(f) 410-209-5004

8/9/00

**ALTERNATIVES RETAINED FOR DETAILED STUDY**

Project Name & Limits: MD 175; MD 295 to MD 170

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

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

Concur (without comments)     Concur (w/ minor comments)     Does Not Concur

Comments / Reasons for Non-Concurrence: *We understand our comments will be addressed as the study proceeds*

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

MD Historical Trust     MD Department of Planning     Metropolitan Planning Organization  
 Fort Meade

Provides Comments (below or attached)     Has No Comments

Comments:

Additional Information Needed:

Signature: *Paul Westlauffer*    Date: *2/29/08*

Please return to:

Mr. Bradley Smith  
707 N. Calvert St, C-301  
Baltimore, MD 21202  
(f) 410-209-5004

8/9/00

C-62

| Page    | Reviewer | Comment                                                                                                                                                                                                                                                                                                                                                                    | SHA Action                                                                         |
|---------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| General | ACOE     | Referring to Alternative 6, Figure APP 5d, we question whether you could shift the widening to the south to avoid displacing all those businesses?                                                                                                                                                                                                                         | This comment will be investigated during Stage II of the Project Planning process. |
| General | ACOE     | Referring to Alternative 6, Figure APP 5f, we question whether you could flatten the curve (i.e., shift the widening to the south) between Town Center Blvd and MD 170 in order to avoid displacing the Exxon Station on the north side of MD 175 at Winnemeyer Ave. Such a southern shift would not result in any additional displacements on the south side of the road. | This comment will be investigated during Stage II of the Project Planning process. |

**MD 175 Project Planning Study**  
**Draft Alternatives Retained for Detailed Study (ARDS)**  
**Errata Sheet**

| Page    | Reviewer | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | SHA Action                                                                         |
|---------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| General | ACOE     | Referring to Alternative 6, Figures APP 5 and APP 5a, it is not clear what is preventing you from shifting the alignment slightly to the north, between MD 295 and McCarron Court, so that the displacement of the Shell Station at the intersection of Clark Road can be avoided.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This comment will be investigated during Stage II of the Project Planning process. |
| General | ACOE     | Referring to Alternative 6, Figures APP 5a and APP 5b, it appears that Alternative 6 results in a northerly shift in the vicinity of the Friendly's, Taco Bell, and Hardees. This northerly shift results in the dry cleaner (at the Ridge Road intersection) being displaced. (Alternative 4, which does not have a northern alignment shift, avoids displacing the dry cleaner). If this shift and its resulting displacement is being proposed primarily to reduce impacts to the wetland that is located on the south side of MD 175 opposite McCarron Court and Rae Road, we would like to be further consulted. We have not seen this wetland, but it is quite possible that the value of this wetland may not warrant an alignment shift that results in the taking of an additional business in exchange for a minimal wetland reduction. | This comment will be investigated during Stage II of the Project Planning process. |

### *III. Elected Officials Correspondance*

---



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor  
**Anthony G. Brown**  
Lt. Governor  
**John D. Porcari**  
Secretary  
**Beverley K. Swaim-Staley**  
Deputy Secretary

April 4, 2007

The Honorable John R. Leopold  
Anne Arundel County  
P.O. Box 2700  
Annapolis, Maryland 21404

Dear County Executive Leopold:

Thank you for your letter to Governor Martin O'Malley regarding the MD 175 Planning Study in Anne Arundel County. The Governor received your letter and asked me, as Secretary of the Maryland Department of Transportation, to respond on his behalf.

Your concern regarding the project schedule and your corresponding request that it be accelerated has been noted. The Maryland State Highway Administration (SHA) will also investigate opportunities to utilize the strategic highway network provision associated with the Defense Highway Act.

As you know, the MD 175 Project Planning Study will look to improve the existing capacity, traffic operations and safety of MD 175 between MD 170 and MD 295. Our current schedule includes an Alternates Public Workshop on March 28, 2007, a Location/Design Public Hearing in Winter/Spring 2008, and Location/Design Approval in Spring 2009. This last step represents the conclusion of the Project Planning process. Funding will need to be identified for making interim or complete roadway improvements to address traffic needs as they develop.

Please be aware that because this project will be receiving federal funding, it is required to follow the documentation process determined by the National Environmental Policy Act (NEPA). All NEPA studies must satisfy specific milestones throughout the process and the current MD 175 project has been scheduled accordingly, as indicated by the schedule listed above. The study team is working to ensure that the schedule is kept current and plan to expedite the NEPA documentation process to the extent possible.

In regard to your recommendation to utilize the strategic highway network provision associated with the Defense Highway Act, SHA does not have the authority to initiate this process. The Defense Access Road (DAR) Program provides a means for the military to pay their share of the cost of public highway improvements necessary to mitigate an unusual impact of a defense activity. To initiate a DAR project, the local military base identifies the access or mobility needs and brings these deficiencies to the attention of the Military Surface Deployment and Distribution Command (SDDC). We will proactively work with Fort Meade to find ways to share the cost of the project.

My telephone number is 410-865-1000  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable John R. Leopold  
Page Two

Thank you, again, for your letter. The Governor appreciates hearing from you, and on his behalf, I thank you for your interest in this very important matter. If you have any further questions or comments, please do not hesitate to contact Mr. Raja Veeramachaneni, SHA's Director of Planning and Preliminary Engineering at 410-545-0412, toll free 888-204-4828 or via e-mail at rveeramachaneni@sha.state.md.us. SHA will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,

*[Signature]*  
John D. Porcari  
Secretary

*JOHN:  
I LOOK FORWARD  
TO WORKING WITH YOU  
ON THIS PROJECT.  
JOHN*

- cc: The Honorable Barbara A. Mikulski, United States Senate  
The Honorable Benjamin J. Cardin, United States Senate  
The Honorable Steny H. Hoyer,  
The Honorable C.A. Dutch Ruppersberger, III,  
The Honorable John P. Sarbanes,  
The Honorable James E. DeGrange, Sr.,  
Mr. Neil J. Pedersen, Administrator, State Highway Administration  
Mrs. Nicole Washington, Project Manager, State Highway Administration  
Mr. Gregory Welker, District Engineer, State Highway Administration

C-64



July 10, 2007

RECEIVED

JUL 18 2007

SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

lwy  
The Honorable John Leopold  
Anne Arundel County Executive  
Arundel Center  
44 Calvert Street  
Annapolis, MD 21401

Dear John:

We recently received the attached response from the State Highway Administration regarding the West County Chamber Board's concerns about the expansion of MD 175 through the Odenton Town Center area. We continue to have concerns about their approach to the area, and we believe your concerns mirror our own.

Specifically, the State Highway Administration appears to be following a track that is not responsive to the Odenton Town Center Plan, and in fact threatens the fiscal viability of the Odenton Town Center by constructing a six-lane divided highway through what is designed to be a pedestrian-scale development. Given the recent ZEA Fiscal Impact Study that projected \$1.5 billion in tax revenues accruing to Anne Arundel County if the Odenton Town Center were even partially built out, such a disruption should clearly be as disconcerting to the County as it is to the residents and businesses of Odenton who have waited too long for this project to come to fruition.

It is notable that the SHA letter is not even factual in addressing our concerns; they appear to be unaware that Town Center Boulevard was funded in your current capital budget, and also that there are entrances to Fort George G. Meade that do not require access to Route 175 (though they may not currently be in use). These are points that should be explored with the State Highway Administration before the project moves forward.

We urge you to take a hands-on leadership role on this issue before plans are set in motion that can't be reversed. It's clear that the State Highway Administration will only respond to pressure from the highest levels, and needs to be made aware that development of the Odenton Town Center is a priority of your administration.

With warm regards,

*Claire Louder*  
Claire Louder  
Executive Director

cc: The Honorable Anthony Brown, Lieutenant Governor  
The Honorable John D. Porcari, Maryland Secretary of Transportation  
The Honorable James Benoit, Anne Arundel County Councillman  
Mr. Robert Hannon, President and CEO, Anne Arundel Economic Development Corp.  
Mr. Robert Leib, Special Assistant for BRAC/Education, Office of the County Executive  
Mr. Robert Burdon, President, Annapolis and Anne Arundel County Chamber of Commerce

West Anne Arundel County Chamber of Commerce  
8379 Finney Cochran Parkway, Suite B • Odenton, Maryland 21113  
(410) 672-3422 • fax (410) 672-5475  
www.waaccc.org • info@waaccc.org

NEIL - DISCUSS  
PLEASE MD 175  
PROJECT WITH MR. JP



Marlin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

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

Maryland Department of Transportation

July 18, 2007

The Honorable Theodore J. Sophocleus  
Maryland House of Delegates  
6 Bladen Street, Room 162  
Annapolis MD 21401

Dear Delegate Sophocleus:

Thank you for your letter in reference to the Jessup Improvement Association (JIA) letter regarding the MD 175 Project Planning Study in Anne Arundel County. The Maryland State Highway Administration (SHA) had also received a copy of the letter from JIA President Alvera Miller, and responded to their list of concerns and proposed facility improvements. A copy of the response letter to President Miller, dated June 28, 2007, is attached.

Please be aware that the SHA Project Planning Study Team met with the JIA in January 2007 to introduce the MD 175 Project Planning Study and receive community input. The SHA study team is attempting to schedule another meeting with the JIA sometime in the near future. We will notify you of the meeting date, time and location as soon as it has been scheduled.

If you have any additional questions, please do not hesitate to contact me or SHA's Project Manager, Mrs. Nicole Washington at 410-545-8570 or via email at washington@sha.state.md.us.

Sincerely,

*Raja Veeramachaneni*

Raja Veeramachaneni, Director  
Office of Planning and Preliminary Engineering

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



Mark O'Malley, Governor  
Anthony G. Brown, Lt. Governor

John D. Foran, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

June 28 2007

Ms. Alvera Miller  
President  
Jessup Improvement Association, Inc.  
Post Office Box 183  
Jessup MD 20794-0138

Dear President Miller:

Thank you for your interest in the MD 175 Planning Study in Anne Arundel County. We have noted your concerns regarding potential impacts to properties, alterations to your community's character, interruption of planned developments, and your concerns that SHA is not addressing the regional "big picture" traffic issues. We have also made note of your proposed facility improvements as well as your request to meet with the members of the Maryland State Highway Administration (SHA) planning team.

As you are already aware, the MD 175 Project Planning Study will look to improve the existing capacity, traffic operations and safety of MD 175 between MD 170 and MD 295. Our current schedule includes the completion of a Draft Environmental Document with a Location/Design Public Hearing in Spring 2008, and obtaining Location/Design Approval from the Federal Highway Administration in Spring 2009. This last step represents the conclusion of the Project Planning process.

The SHA appreciates your concerns regarding the traffic issues that affect the entire region. Long range planning by the state, county and the Baltimore Metropolitan Council will address such regional strategies. The MD 175 project is included in the Highway Needs Inventory, SHA's part of the statewide long range plan, and will undergo detailed project development. As such, the current MD 175 study being conducted by SHA's Project Planning Division is just one of several transportation improvement studies being conducted by SHA, Maryland Transit Administration (MTA), Maryland Department of Transportation, Anne Arundel County, Howard County and other agencies to develop comprehensive, multi-modal and inter-modal solutions to the growing travel demands in Central Maryland. The MD 175 project evolved from an Anne Arundel County feasibility study in 2006 and previous MDOT Highway Needs Inventories and is being closely coordinated with SHA's on-going studies for MD 295, MD 3 and MD 198, as well as the MTA Maglev, MARC studies and the Corridor Transportation Corporations development for enhanced transit service in Anne Arundel and Howard counties. This project alone is not intended as a "one size fits all," rather it is one of many solutions being considered to address the Base Relocation and Closure process and Enhanced Use Lease development in and around Ft. Meade, as well as other associated developments.

My telephone number/toll-free number is  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0200 • www.marylandroads.com

Ms. Alvera Miller  
Page Two

Regarding your suggestion to upgrade MD 175 to a four-lane divided facility please be aware that the study is maintaining consideration of a four-lane section from Brook Bridge Road to Clark Road. In addition, SHA's traffic level of service studies conducted for the year 2030 indicate, that without improvements, several intersections will fail (a failing intersection does not have the capacity to process the entire volume of traffic during a typical signal cycle) including: Brook Bridge Road, Race Road, Clark Road, Rockenbach Road, Disney Road, Reece Road, Mapes Road, Charter Oaks Boulevard, Morgan Road, Winnemeyer Avenue and MD 170 (Telegraph Road). The existing typical section from Rockenbach Road to MD 170 along MD 175 is already four lanes with a left turn lane. Consequently, these intersections will need to be improved to at least six lanes in order to achieve an acceptable level of service for the design year 2030.

Your recommendation for roundabouts at the intersections of MD 175 and Race Road and at MD 175 at Clark Road has been noted. However, roundabouts generally are not used for intersections which require more than two lanes in each direction. Specifically, a roundabout for Clark Road at MD 175 is not conducive for the projected traffic volumes that the intersection is expected to experience. Depending on the interchange option SHA carries forward for detailed study (determined during the next phase of the planning process); a roundabout may be a possible solution to the level of service concerns at the Race Road intersection. However, because roundabout designs typically require a larger amount of land than a traditional intersection, there will likely be a greater area of property impact, and possibly displacements, which would not be desirable for the community or SHA.

As part of the Fort Meade Access Options developed and presented at the Alternates Public Workshop, SHA is proposing separate right-turn lanes into the Fort at both Reece Road and Mapes Road entrances. In addition, SHA is considering grade separation options that would bridge traffic over MD 175. Please be aware that SHA has and will continue to coordinate with Fort Meade's Executive Officers on all access issues as well as the compensation required from SHA for the use of federal land for the expansion of MD 175.

In your letter you requested that SHA look at expanding the number of lanes along MD 32. Specifically, you seek to have MD 32 widened to an eight-lane facility from MD 295 to MD 170. As you know, MD 32 is a four-lane controlled access highway that works in tandem with, and is reliant upon, arterial facilities in the study area such as MD 175, to allow vehicles to access adjacent land uses in the Fort Meade, Odenton, Jessup and surrounding areas. The MD 175 Study Team is incorporating, where appropriate, context sensitive design features to encourage the use of MD 32 for through travel across the region. However, MD 175 is the only route available to access the main gates at Fort Meade, where traffic increases in the order of several thousand peak hour trips are forecast in the next 20 years, and the area in the region most in need of immediate improvement. Even if widened, MD 32 would not provide sufficient access to the Fort Meade area to address the severe and growing congestion on MD 175 approaching the Fort Meade gates and other intersections serving the related BRAC and EUL developments.

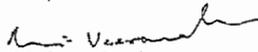
C-66

Ms. Alvera Miller  
Page Three

Given the anticipated growth in traffic volumes in the area, SHA has included in the Highway Needs Inventory (a guide from which Project Planning studies are selected), the segments of MD 32 from MD 295 east to MD 198 and from MD 295 to the Howard County Line.

Your request to schedule a meeting with the SHA MD 175 Project Planning Team has been noted. Members of the study team met with your group in January 2007 to discuss your concerns. We will gladly meet with your group again and will contact your office to set a convenient time and location to meet. In addition, you have been added to the study mailing list, and you will be receiving additional project information in the near future. If you have any additional questions or comments regarding the planning study, please feel free to contact Mrs. Nicole Washington, Project Manager, at 410-545-8570 or [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us). Mrs. Washington can also be reached toll-free at 800-548-5026. Thank you again for your interest in our planning efforts.

Very truly yours,

  
Raja Veeramachaneni  
Director  
Office of Planning and  
Preliminary Engineering

cc: Ms. Anne Elrays, Environmental Manager, Project Planning Division, SHA  
Mr. George Cardwell, Planning Administrator, Anne Arundel County Department of Public Works and Transportation  
Mrs. Nicole Washington, Project Manager, Project Planning Division, SHA  
Mr. Greg Welker, District Engineer, District 5 Office, SHA -- with incoming letter



Marlin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

John D. Poremi, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

July 18, 2007

The Honorable Pamela G. Beidle  
The Maryland House of Delegates  
6 Bladen Street, Room 161  
Annapolis, Maryland 21401

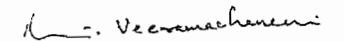
Dear Delegate Beidle:

Thank you for your letter in reference to the Jessup Improvement Association (JIA) letter regarding the MD 175 Project Planning Study in Anne Arundel County. The Maryland State Highway Administration (SHA) had also received a copy of the letter from JIA President Alvera Miller, and responded to their list of concerns and proposed facility improvements. A copy of the response letter to President Miller, dated June 28, 2007, is attached.

Please be aware that the SHA Project Planning Study Team met with the JIA in January 2007 to introduce the MD 175 Project Planning Study and receive community input. The SHA study team is attempting to schedule another meeting with the JIA sometime in the near future.

If you have any additional questions, please do not hesitate to contact me or SHA's Project Manager, Mrs. Nicole Washington at 410-545-8570 or via email at [washington@sha.state.md.us](mailto:washington@sha.state.md.us).

Sincerely,

  
Raja Veeramachaneni, Director  
Office of Planning and Preliminary Engineering

C-67

PAMELA G. BEIDLE  
Legislative District 32  
Anne Arundel County

Environmental Matters Committee



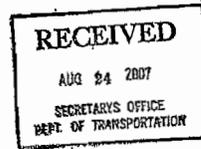
Annapolis Office  
The Maryland House of Delegates  
6 Bladen Street, Room 161  
Annapolis, MD 21401  
410-841-3370  
Fax 410-841-3347  
E-Mail Pamela.Beidle@house.state.md.us

*The Maryland House of Delegates*

ANNAPOLIS, MARYLAND 21401

August 22, 2007

Mr. John Porcari, Secretary of Transportation  
Office of Secretary  
Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076



RE: Plans for Route 175

Dear Secretary Porcari:

I recently received a collection of letters between the West County Chamber (Anne Arundel County) and State Highways concerning the MD 175 Planning Study. I am greatly concerned about the plans for the six lane highway and how it will impact the Odenton Town Center. The Chamber is requesting that a viable alternative for Route 175 be considered that will be consistent with the Town Center plan and I believe this is a reasonable request.

The Odenton Town Center has been in the planning stage for many years, but in my last two years on the County Council we approved the Odenton Town Center Master Plan and completed the comprehensive rezoning plan. If MD 175 brings six lanes through the Town Center it will obliterate the plan that has been many years in creation. The Town Center plan will provide housing, retail opportunities, services, and restaurants for the workers arriving to Fort Meade.

May I suggest that the widening of Route 175 occur between Fort Meade and Route 295? I think a study will show that most of the traffic for Fort Meade and NSA comes from either Route 295, east on 175 to Fort Meade or from Route 32 to NSA and Fort Meade. I do not think the majority of traffic will come from Route 97 to Route 175.

The Odenton Town Center Master Plan needs to survive and other alternatives for Route 175 need to be considered. Please help by being certain that other alternatives are being considered for the expansion of Route 175.



Odenton has waited 30 years for the Town Center to come to fruition, please protect the Town Center now that it is moving forward.

Thank you for your consideration.

Sincerely,

Pamela G. Beidle  
State Delegate

PGB:nlc

C-68



**Maryland Department of Transportation**  
The Secretary's Office

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

John D. Porcari  
Secretary

Beverley K. Swaim-Staley  
Deputy Secretary

September 10, 2007

The Honorable Pamela G. Beidle  
Maryland House of Delegates  
161 House Office Building  
6 Bladen Street  
Annapolis MD 21401-1991

Dear Delegate Beidle:

Thank you for your letter regarding the concerns you share with the West Anne Arundel County Chamber of Commerce (WAACCC) over the State Highway Administration's (SHA) MD 175 Project Planning Study. Specifically, you are concerned that the proposed six-lane alternative under consideration is not consistent with the recommendations provided in the *MD 175 Roadway and Streetscape and Odenton Town Center Master Plan, October 1999*.

The SHA project planning study team met with the WAACCC in September, 2006 to introduce the MD 175 study and receive initial feedback and input from WAACCC members. At this meeting, the study team advised the WAACCC members that the purpose of the project planning study is to improve the existing capacity of this highway, along with traffic operations, inter-modal connectivity, and motor vehicle, bicycle, and pedestrian safety, while supporting existing and planned development in the area. The members of WAACCC were invited to the March 28, 2007 Alternates Public Workshop, and the study team presented all of the initial traffic, environmental, and engineering findings for public review and comment.

As previously explained to WAACCC members, SHA did consider the Master Plan recommendations, and we recognize that the currently proposed six-lane widening is not entirely consistent with the Master Plan. The recommendations from the October, 1999 study do not account for traffic volumes expected to be generated by the Base Realignment and Closure (BRAC) process. The current study must address these anticipated, additional traffic volumes. If the study team were to implement the Master Plan typical section with proposed on-street parking, every intersection, from MD 170 to the MD 32 interchange, would experience a failing level of service before the horizon year of 2030. A "failing level of service" occurs when congestion reaches a level that surpasses the intersection's capacity. The result is that vehicles will be waiting at signals for two or more red phases, before they can clear the intersection.

My telephone number is 410-865-1000  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Pamela G. Beidle  
Page Two

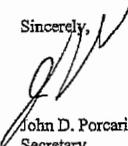
The Master Plan, which assumed a design year of 2018, projected Average Daily Traffic (ADT) of 25,000 vehicles per day (vpd) in the Odenton Town Center area in that year. When SHA began its project planning study in 2006, the most current data showed that 35,000 vpd were already traveling through Odenton in 2004. Thus, by 2004, the actual ADT on MD 175 through Odenton was 40 percent higher than the Master Plan had projected for fourteen years hence.

In addition, SHA's planning study forecasts an ADT of 49,000 vpd by the SHA design year of 2030. This projection represents a 14,000 vpd increase over the actual ADT in 2004. Further, SHA's Origin and Destination studies show that traffic increases will come to the Fort Meade area not only via MD 295 and MD 32, but also via MD 170 and MD 3 to the east. Traffic levels are already exceeding the capacity of the intersection at MD 175 and MD 170.

Please be assured that the SHA study team will continue to look for context-sensitive solutions that support existing and planned improvements within Odenton Town Center. At this time, however, we cannot incorporate a typical section that does not address the additional growth that is projected to occur as a result of BRAC.

Thank you again for your interest in this project. If we may be of further assistance, please do not hesitate to contact me or Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA at 410-545-0412, toll-free 888-204-4828 or via email at rveeramachaneni@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,

  
John D. Porcari  
Secretary

cc: Mr. Neil J. Pedersen, Administrator, SHA  
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA

C-69

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



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

Maryland Department of Transportation

September 18, 2007

The Honorable John C. Astle, Chairman  
Anne Arundel County Senate Delegation  
123 James Senate Office Building  
11 Bladen Street  
Annapolis MD 21401-1991

Dear Senator Astle:

The State Highway Administration (SHA) has completed the initial Project Planning studies for the MD 175 Corridor Transportation Planning Study from MD 170 to MD 295 including the Sellner/Race Road and Brook Bridge Road intersections. The proposed mainline alternatives that were developed for the project include: Alternative 1 (No-Build), Alternative 2 Transportation System Management (TSM), Alternatives 3 and 6 (6-lane Divided Roadway), Alternative 4 (4-lane Roadway) and Alternative 5 (5-lane Undivided Roadway). In addition, options were developed to improve access and safety of the MD 295/MD 175 interchange and Fort Meade entrances.

During the initial planning stage, alternatives were developed and an environmental inventory identified socioeconomic, natural, and cultural resources, which were considered during the development of the alternatives.

On March 28, 2007 an Alternates Public Workshop was held at the Meade High School to present Alternatives 1 through 6, MD 295/MD 175 interchange options and Fort Meade access options to the public and to receive comments. Enclosed is a copy of the Alternates Public Workshop brochure that includes general descriptions of all the alternatives and options listed previously.

Following the workshop, and based on engineering parameters, environmental constraints, secondary and cumulative effects, government and agency consideration, and citizen input Alternative 4, MD 295/MD 175 Interchange Options A1, B, C, D and Mapes Road Option A and Reece Road Options A, C, D and E were dropped from further consideration.

My telephone number/toll-free number is 410-545-0400 or 1-800-296-0770  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable John C. Astle  
Page Two

An environmental document will be prepared describing each retained alternative and its potential impacts. The document will be circulated and made available to the public prior to the Location/Design Public Hearing. The hearing is currently scheduled for Spring, 2008. In accordance with Section 8-612 of the Annotated Code of the General Public Laws of Maryland, we are informing you of SHA's plan to proceed with final project planning for the MD 175 Corridor Study.

If you have any questions or concerns, please do not hesitate to contact Mr. Raja Veeramachaneni, of Director of Planning and Preliminary Engineering, at 410-545-0412, 800-548-5026, or rveeramachaneni@sha.state.md.us. He will be happy to assist you. Of course, please do not hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen  
Administrator

Enclosure

cc: Mr. John D. Porcari, Secretary, Maryland Department of Transportation  
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA  
Mr. Greg Welker, District Engineer, SHA, District 5  
Mrs. Nicole Washington, Project Manager, Project Planning Division, SHA

C-70



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

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

Maryland Department of Transportation

September 18, 2007

The Honorable John R. Leopold  
Anne Arundel County Executive  
Arundel Center  
44 Calvert Street  
Annapolis MD 21401

Dear Executive Leopold:

The State Highway Administration (SHA) has completed the initial Project Planning studies for the MD 175 Corridor Transportation Planning Study from MD 170 to MD 295 including the Sellner/Race Road and Brock Bridge Road intersections. The proposed mainline alternatives that were developed for the project include: Alternative 1 (No-Build), Alternative 2 Transportation System Management (TSM), Alternatives 3 and 6 (6-lane Divided Roadway), Alternative 4 (4-lane Roadway) and Alternative 5 (5-lane Undivided Roadway). In addition, options were developed to improve access and safety of the MD 295/MD 175 interchange and Fort Meade entrances.

During the initial planning stage, alternatives were developed and an environmental inventory identified socioeconomic, natural, and cultural resources, which were considered during the development of the alternatives.

On March 28, 2007 an Alternates Public Workshop was held at the Meade High School to present Alternatives 1 through 6, MD 295/MD 175 interchange options and Fort Meade access options to the public and to receive comments. Enclosed is a copy of the Alternates Public Workshop brochure that includes general descriptions of all the alternatives and options listed previously.

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My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable John R. Leopold  
Page Two

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If you have any questions or concerns, please do not hesitate to contact Mr. Raja Veeramachaneni, of Director of Planning and Preliminary Engineering, at 410-545-0412, 800-548-5026, or rveeramachaneni@sha.state.md.us. He will be happy to assist you. Of course, please do not hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen  
Administrator

Enclosure

cc: Mr. John D. Porcari, Secretary, Maryland Department of Transportation  
Mr. Ron Bowen, Director of Public Works, Anne Arundel County  
Mr. Larry R. Tom, Planning and Zoning Officer, Anne Arundel County  
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA  
Mr. Greg Welker, District Engineer, SHA, District 5  
Mrs. Nicole Washington, Project Manager, Project Planning Division, SHA

C-71



September 18, 2007

The Honorable Mary Ann Love, Chairperson  
Anne Arundel County House Delegation  
165 House Office Building  
6 Bladen Street  
Annapolis MD 21401-1991

Dear Delegate Love:

The State Highway Administration (SHA) has completed the initial Project Planning studies for the MD 175 Corridor Transportation Planning Study from MD 170 to MD 295 including the Sellner/Race Road and Brock Bridge Road intersections. The proposed mainline alternatives that were developed for the project include: Alternative 1 (No-Build), Alternative 2 Transportation System Management (TSM), Alternatives 3 and 6 (6-lane Divided Roadway), Alternative 4 (4-lane Roadway) and Alternative 5 (5-lane Undivided Roadway). In addition, options were developed to improve access and safety of the MD 295/MD 175 interchange and Fort Meade entrances.

During the initial planning stage, alternatives were developed and an environmental inventory identified socioeconomic, natural, and cultural resources, which were considered during the development of the alternatives.

On March 28, 2007 an Alternates Public Workshop was held at the Meade High School to present Alternatives 1 through 6, MD 295/MD 175 interchange options and Fort Meade access options to the public and to receive comments. Enclosed is a copy of the Alternates Public Workshop brochure that includes general descriptions of all the alternatives and options listed previously.

Following the workshop, and based on engineering parameters, environmental constraints, secondary and cumulative effects, government and agency consideration, and citizen input Alternative 4, MD 295/MD 175 Interchange Options A1, B, C, D and Mapes Road Option A and Reece Road Options A, C, D and E were dropped from further consideration.

My telephone number/toll-free number is 410-545-0400 or 1-800-296-0770  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Mary Ann Love  
Page Two

An environmental document will be prepared describing each retained alternative and its potential impacts. The document will be circulated and made available to the public prior to the Location/Design Public Hearing. The hearing is currently scheduled for Spring, 2008. In accordance with Section 8-612 of the Annotated Code of the General Public Laws of Maryland, we are informing you of SHA's plan to proceed with final project planning for the MD 175 Corridor Study.

If you have any questions or concerns, please do not hesitate to contact Mr. Raja Veeramachaneni, of Director of Planning and Preliminary Engineering, at 410-545-0412, 800-548-5026, or rveeramachaneni@sha.state.md.us. He will be happy to assist you. Of course, please do not hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen  
Administrator

Enclosure

cc: Mr. John D. Porcari, Secretary, Maryland Department of Transportation  
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA  
Mr. Greg Welker, District Engineer, SHA, District 5  
Mrs. Nicole Washington, Project Manager, Project Planning Division, SHA

C-72



September 18, 2007

The Honorable Ronald C. Dillon, Jr.  
Chairman, Anne Arundel County Council  
Arundel Center  
44 Calvert Street  
Annapolis MD 21401

Dear Chairman Dillon:

The State Highway Administration (SHA) has completed the initial Project Planning studies for the MD 175 Corridor Transportation Planning Study from MD 170 to MD 295 including the Sellner/Race Road and Brock Bridge Road intersections. The proposed mainline alternatives that were developed for the project include: Alternative 1 (No-Build), Alternative 2 Transportation System Management (TSM), Alternatives 3 and 6 (6-lane Divided Roadway), Alternative 4 (4-lane Roadway) and Alternative 5 (5-lane Undivided Roadway). In addition, options were developed to improve access and safety of the MD 295/MD 175 interchange and Fort Meade entrances.

During the initial planning stage, alternatives were developed and an environmental inventory identified socioeconomic, natural, and cultural resources, which were considered during the development of the alternatives.

On March 28, 2007 an Alternates Public Workshop was held at the Meade High School to present Alternatives 1 through 6, MD 295/MD 175 interchange options and Fort Meade access options to the public and to receive comments. Enclosed is a copy of the Alternates Public Workshop brochure that includes general descriptions of all the alternatives and options listed previously.

Following the workshop, and based on engineering parameters, environmental constraints, secondary and cumulative effects, government and agency consideration, and citizen input Alternative 4, MD 295/MD 175 Interchange Options A1, B, C, D and Mapes Road Option A and Reece Road Options A, C, D and E were dropped from further consideration.

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The Honorable Ronald C. Dillon, Jr.  
Page Two

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If you have any questions or concerns, please do not hesitate to contact Mr. Raja Veeramachaneni, of Director of Planning and Preliminary Engineering, at 410-545-0412, 800-548-5026, or rveeramachaneni@sha.state.md.us. He will be happy to assist you. Of course, please do not hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen  
Administrator

Enclosure

cc: Mr. John D. Porcari, Secretary, Maryland Department of Transportation  
Mr. Ron Bowen, Director of Public Works, Anne Arundel County  
Mr. Larry R. Tom, Planning and Zoning Officer, Anne Arundel County  
Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA  
Mr. Greg Welker, District Engineer, SHA, District 5  
Mrs. Nicole Washington, Project Manager, Project Planning Division, SHA

C-73

Martha O'Malley, Governor  
Anthony G. Brown, Lt. Governor



John D. Peroni, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

September 20, 2007

The Honorable Barbara A. Frush  
Maryland House of Delegates  
3019 Chapel View Drive  
Beltsville MD 20705-3429

Dear Delegate Frush: *Barbara*

Thank you for your letter regarding the proposed six-lane alternative that is being considered as part of the State Highway Administration's (SHA) MD 175 Project Planning Study. As you state, the West Anne Arundel County Chamber of Commerce (WAACCC) believes that this alternative is not consistent with the recommendations provided in the *MD 175 Roadway and Streetscape and Odenton Town Center Master Plan, October 1999*. I appreciate knowing that you agree with the views of the WAACCC on this issue.

The SEA Project Planning Study Team met with the WAACCC in September, 2006 to introduce the MD 175 Project Planning Study and receive initial feedback and input. At this meeting, the study team explained that the purpose of the project planning study is to improve existing capacity, traffic operations, and inter-modal connectivity, as well as motor vehicle, bicycle, and pedestrian safety, while supporting existing and planned development in the area. The members of the WAACCC were invited to the March 28, 2007 Alternates Public Workshop, at which the study team presented all of the initial traffic, environmental, and engineering findings for public review and comment.

As previously explained to WAACCC members, SHA did consider the Master Plan recommendations, and we recognize that the current proposed six-lane widening is not entirely consistent with the Master Plan. The recommendations from the October, 1999 study are outdated, and they do not (as the current study must), account for traffic volumes that are forecasted to occur as a result of Base Realignment and Closure (BRAC). If the study team were to implement the Master Plan typical section with proposed on-street parking, every intersection from MD 170 to the MD 32 interchange would experience a failing level of service before the horizon year of 2030. A failing level of service means that congestion has hit a level which surpasses the intersection's capacity, such that vehicles wait at signals for two or more red phases.

My telephone number/toll-free number is 410-545-9400 or 1-800-286-0770  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Barbara A. Frush  
Page Two

The Master Plan, which assumed a design year of 2018, projected Average Daily Traffic (ADT) of 25,000 vehicles per day (vpd) in the Odenton Town Center area in that year. When SEA began its project planning study in 2006, the most current data showed that 35,000 vpd were already traveling through Odenton in 2004. Thus, by 2004, the actual ADT on MD 175 through Odenton was 40 percent higher than the Master Plan had projected for fourteen years hence.

Origin and Destination studies performed by SEA show that traffic increases will not only be coming to the Fort Meade area via MD 295 and MD 32, but that commuters will also use MD 170 and MD 3 to the east. Traffic levels are already exceeding the capacity of the MD 170 intersection. While the project will continue to look at ways to support the existing and planned improvements within the Odenton Town Center, at this time we are unable to incorporate a typical section that does not address the additional growth projected to occur under BRAC.

Thank you again for your interest in this project. If you have any further questions or comments, please do not hesitate to contact Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA at 410-545-0412, toll-free 888-204-4828 or via email at [rveeramachaneni@sha.state.md.us](mailto:rveeramachaneni@sha.state.md.us). Of course, you should never hesitate to contact me directly.

Sincerely,

*Neil J. Pedersen*

Neil J. Pedersen  
Administrator

cc: Mr. Raja Veeramachaneni, Director of Planning and Preliminary Engineering, SHA  
Ms. Nicole Washington, Project Manager, Project Planning Division, SHA  
Mr. Greg Welker, District Engineer, SHA

C-74

*IV. Community Meetings &  
Public Correspondance*

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

Robert L. Flanagan, Secretary  
Nell J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

**MEMORANDUM**

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

FROM: Nicole Washington *Nicole Washington*  
Project Manager  
Project Planning Division

DATE: September 22, 2006

SUBJECT: MD 175 Project Planning Study  
Anne Arundel County  
Project Number AA436B11

RE: Odenton Town Center Oversight Committee Meeting

A meeting of the Odenton Town Center Oversight Committee was held on August 29th.

Purpose of the Meeting

The purpose of the meeting was to present the Purpose and Need for the MD 175 Project Planning Study.

Purpose & Need Presentation

Nicole Washington provided a presentation on the Purpose and Need. She summarized the project background and existing conditions of the roadway. The purpose of the project is to improve the existing capacity, traffic operations, intermodal connectivity, motor vehicle, bicycle and pedestrian safety, while supporting existing and planned development in the area.

The need for the project is supported by the existing and forecasted traffic volumes and crash history, with several intersections failing or scheduled to fail by 2030 and a segment with crash rates higher than statewide averages for similar roadways. This area is one of the fastest growing areas in Anne Arundel County. Numerous developments, including the Arundel Mills Mall, BWI business district, and growth of Fort Meade have contributed to increased traffic volumes along the corridor. In addition, the 2005 Base Realignment and Closure (BRAC) process is expected to increase job and development activity even further.

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 767 North Calvoet Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Mr. Bruce M. Grey  
Page Two

Land use planning and economic development in the area is looking to foster population and household growth which is expected to increase by 15% and 27% respectively by 2030. Intermodal connectivity will be a main facet of the project with the MARC Odenton Station listed as the third most utilized station within the system.

Megan Blum presented the environmental features of the corridor, addressing existing land uses, natural environmental features, and historic properties.

Nicole noted there were two related transportation projects along MD 295. The first project along MD 295 (Baltimore Washington Parkway) is funded for design, right-of-way, and construction. The plan calls for widening MD 295 from just north of I-195 to I-695 from four to six lanes (1.5 miles). The second project extends from MD 100 to I-195 and along Hanover Road from High Tech Drive in Howard County to MD 170 (Aviation Boulevard) and is funded for project planning. The plan for this project involves the widening of MD 295 from four to six lanes from just south of MD 100 to just north of I-195 (3.27 miles), construction of a new interchange at Hanover Road, as well as improvements to Hanover Road from High Tech Drive in Howard County to MD 170. This project is located approximately two miles north of the MD 175 study area.

Preliminary Public Involvement Plan/Strategy

Nicole provided a summary of the preliminary public involvement plan/strategy, as follows:

- Alternates Public Workshop – Winter/Spring 2007
- Business Stakeholder Meetings – At Various Milestones
- Community/Civic Associations Meetings – As Requested
- Location/Design Public Hearing – Winter/Spring 2008

Schedule

Nicole provided a summary of the project schedule, as follows:

- Alternates Public Workshop – Winter/Spring 2007
- Alternatives Retained for Detailed Study Package – Summer 2007
- Location/Design Public Hearing – Winter/Spring 2008
- Location/Design Approval – Spring 2009

C-75

Question and Answer Session

The following is a summary of the question and answer session:

- Comments on Traffic projections:
  - Committee members were confused by Winnemeyer Avenue having the highest ADT, since Winnemeyer is a small street.
- Regional issues
  - Committee members mentioned that the MD 32/MD 198 interchange had major issues, and wanted to know why the project was not looking at that as well
    - Nicole stated that SHA as a whole is looking at the entire region's traffic, but this specific project is only focusing on MD 175.
  - Committee members stated their concern that SHA is only looking at narrow "stovepipes" instead of regional traffic
    - Nicole and George Cardwell both reiterated that SHA's Regional Planning office is looking at overall transportation concerns; however, this project is limited to MD 175.
- Crash summary data
  - Committee members asked where the crash summary data came from
    - Nicole answered that we get the data through the SHA Office of Traffic and Safety (OTS), which in turn receives the data from the Maryland State Police, who only have data on reported accidents.
- Environmental Overview
  - Committee members asked about wetland effects on the western portion of the corridor between MD 295 and Rockenbach/Ridge Roads.
    - Megan answered that wetland data is currently just from available information, and no field studies have been done. They will be completed at later stages of the planning study.
- Comments on MARC Station
  - Committee members wanted to know what transit services were taken into effect for the traffic figures.
    - Nicole answered that the services/projects that had funding or were included in the Constrained Long Range Plan (CLRP) were taken into account; however, SHA could not include plans that are not in the CLRP.
  - Committee members wanted to know what effect the MARC station has on MD 175 traffic, whether most traffic was just using MD 175 to get from Howard County to the MARC station, bypassing the Savage stop because of Camden Line unreliability.
  - Committee members were also under the impression that a portion of cars were bypassing the BWI MARC station to park at the Odenton station, because BWI parking is paid and Odenton is free.

- The Committee had asked for a license plate study of the Odenton station, but had not received the final study, because the person at MTA who conducted the study no longer worked there
  - George Cardwell said that the study is available from MTA.

If you have any corrections or additions to the above meeting summary, please contact Mrs. Megan Blum, SHA Environmental Manager at 410-545-8563 or Mrs. Nicole Washington, SHA Project Manager at 410-545-8570.

cc: MD 175 Core Team  
File

C-76



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

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

Maryland Department of Transportation

**MEMORANDUM**

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

FROM: Nicole Washington *Nicole Washington*  
Project Manager  
Project Planning Division

DATE: October 20, 2006

SUBJECT: MD 175 Project Planning Study  
Anne Arundel County  
Project Number AA436B11

RE: Meeting with Fort Meade Alliance Transportation Committee

The MD 175 Study Team provided a presentation to the Fort Meade Alliance Transportation Committee on September 29, 2006 at the Anne Arundel County Western District Police Station.

**Purpose of the Meeting**

The purpose of the meeting was to provide the Transportation Committee with background on the Project Planning Process and to present the Purpose and Need for the MD 175 Project Planning Study.

**Purpose & Need Presentation**

Nicole Washington provided a presentation on the Purpose and Need. She summarized the project background and existing conditions of the roadway. The purpose of the project is to improve the existing capacity, traffic operations, intermodal connectivity, motor vehicle, bicycle and pedestrian safety, while supporting existing and planned development in the area.

Mr. Bruce M. Grey  
Page Two

The need for the project is supported by the existing and forecasted traffic volumes and crash history, with several intersections failing or scheduled to fail by 2030 and a segment with crash rates higher than statewide averages for similar roadways. This area is one of the fastest growing areas in Anne Arundel County. Numerous developments, including the Arundel Mills Mall, BWI business district, and growth of Fort Meade have contributed to increased traffic volumes along the corridor. In addition, the 2005 Base Realignment and Closure (BRAC) process is expected to increase job and development activity even further.

Land use planning and economic development in the area is looking to foster population and household growth which is expected to increase by 15% and 27% respectively by 2030. Intermodal connectivity will be a main facet of the project with the MARC Odenton Station listed as the third most utilized station within the system.

Nicole noted there were two related transportation projects along MD 295. The first project along MD 295 (Baltimore Washington Parkway) is funded for design, right-of-way, and construction. The plan calls for widening MD 295 from just north of I-195 to I-695 from four to six lanes (1.5 miles). The second project extends from MD 100 to I-195 and along Hanover Road from High Tech Drive in Howard County to MD 170 (Aviation Boulevard) and is funded for project planning. The plan for this project involves the widening of MD 295 from four to six lanes from just south of MD 100 to just north of I-195 (3.27 miles), construction of a new interchange at Hanover Road, as well as improvements to Hanover Road from High Tech Drive in Howard County to MD 170. This project is located approximately two miles north of the MD 175 study area.

**Preliminary Public Involvement Plan/Strategy**

Nicole provided a summary of the preliminary public involvement plan/strategy, as follows:

- Alternates Public Workshop – Winter/Spring 2007
- Business Stakeholder Meetings – At Various Milestones
- Community/Civic Associations Meetings – As Requested
- Location/Design Public Hearing – Winter/Spring 2008

**Schedule**

Nicole provided a summary of the project schedule, as follows:

- Alternates Public Workshop – Winter/Spring 2007
- Alternatives Retained for Detailed Study Package – Summer 2007
- Location/Design Public Hearing – Winter/Spring 2008
- Location/Design Approval – Spring 2009

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

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Mr. Bruce M. Grey  
Page Three

Question and Answer Session

The following is a summary of the question and answer session:

- Committee members asked when planning and design are likely to be done on the project so that construction can be started
  - Nicole answered that if the project receives additional money for the other phases of the Highway Development Process like Final Design, Right-Of-Way, and Construction right after planning is complete, the normal project timeline would have a 2013 start date for construction.
- Committee members expressed disbelief about the ADT figures for 2030, specifically the highest ADT being at Winneyer Avenue. Since the road currently leads to a library on one side of MD 175 and a warehouse on the other, they did not believe the intersection would have the highest ADT.
  - Nicole explained that the future projections are based on future development, not just current, and that intersection design is also incorporated into the figures. However, she said that the ADT figures will be checked to ensure accuracy.
- Committee members asked if the future Extended Use Lease (EUL) development will improve any infrastructure, and what the timeline would be for that project.
  - Bert Rice answered that Fort Meade and the EUL project want to be good neighbors, and will improve necessary infrastructure. He added that the EUL timeline and phasing will be the developer's responsibility, but that the Fort Meade BRAC would be completed by September of 2011.

The Fort Meade Alliance Transportation Committee is looking to organize a Transportation Summit in late January 2007 to discuss transportation and transit issues, and to determine if new methods can be used to improve transportation. Elected officials will be invited from surrounding counties as well as Baltimore City and Laurel.

If you have any corrections or additions to the above meeting summary, please contact Mrs. Nicole Washington, SHA Project Manager at 410-545-8570 or [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us).

cc: MD 175 Core Team  
File



MEMORANDUM

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

FROM: Nicole Washington *Nicole Washington*  
Project Manager  
Project Planning Division

DATE: March 28, 2007

SUBJECT: MD 175 Planning Study  
Project No: AT436B11

RE: Meeting Minutes for the North Odenton Business Association

A meeting between the State Highway Administration (SHA) and the North Odenton Business Association (NOB) was held on Wednesday, February 21, 2007 at the West County Library in Odenton, Maryland. Approximately 50 members of the North Odenton Business Association attended the meeting. The following members of the MD 175 project team were also in attendance:

|                   |                         |              |
|-------------------|-------------------------|--------------|
| George Cardwell   | Anne Arundel County OPZ | 410-222-7432 |
| Joe Harrison      | SHA - PPD               | 410-545-8506 |
| Brian Lange       | SHA - PPD               | 410-545-8532 |
| Nicole Washington | SHA - PPD               | 410-545-8570 |
| Greg Welker       | SHA - District 5 DE     | 410-841-1001 |
| Mark Lotz         | Wilson T. Ballard       | 410-363-0150 |
| Joe Dement        | Wilson T. Ballard       | 410-363-0150 |

Purpose of the Meeting

The purpose of this meeting was to introduce the study, to present the preliminary alternatives and interchanges developed for the corridor, and to discuss issues and coordination efforts with the business community and their operations along MD 175.

C-78

After brief introductions and an overview of the meeting's purpose by the District Engineer, Greg Welker, Nicole Washington gave an overview of the Purpose and Need and project history for the MD 175 study. Nicole's review of the project's background included the findings of previous studies that were conducted by Anne Arundel County. This included both the Odenton Town Center Plan and MD 175 Feasibility Study, and discussed how the needs and conclusions of those efforts differ and relate to the current project. The 1999 study concluded that a typical section of 130-feet wide (hinge-point to hinge-point) would be needed versus the current study that proposes only 126-feet between hinge-points. Likewise, Nicole noted that the 1999 study included optional service roads, a feature that would not be included in the current study. The presentation continued with a summary of the SHA project planning process as well as the crash history and traffic operations along the corridor. In addition, Nicole and Mark Lotz provided a summary of the alternatives currently proposed. The alternatives are as follows

#### Alternatives

- Alternative 1: No-Build
- Alternative 2: Transportation Systems Management
- Alternative 3: 6-Lane Roadway on Existing Centerline
- Alternative 4: 4-Lane Roadway west of Reece Road
- Alternative 5: 5-Lane Roadway including a center turn lane west of Reece Road
- Alternative 6: 6-Lane Roadway with Shifted Centerline
- Fort Meade Access Options
- MD 295 Interchange Options

#### Schedule

Nicole provided the following tentative schedule currently in place for the project:

- Alternates Public Workshop -- March 28, 2007
- Alternatives Retained for Detailed Study Package -- Summer 2007
- Location/Design Public Hearing -- Winter/Spring 2008
- Location/Design Approval -- Spring 2009

#### Comments/Questions Regarding SHA Planning Studies

The following is a summary of the discussions held during the meeting:

- A representative from Senator DeGrange's office noted that the Senator is concerned about the issues surrounding the MD 175 project and has been active in seeking funding for the project to move beyond the planning phase.
- Bert Rice, the Fort Meade representative, noted that the Fort will only be providing land once a formal request is made to the Fort that includes a final design for the proposed highway. SHA noted that the Fort is a cooperating agency for the project planning phase, is on the Project Team, and has been notified of the SHA alternatives.

- A NOB member asked how long it would be until SHA's final design is submitted to the Fort. SEA responded that because the project is only funded for planning, it cannot be determined when final design would be completed. However, the planning phase is scheduled to be complete by 2009, and then the final design phase would commence if funding is made available.
- Greg Welker explained how during the design and right-of-way acquisition processes, SHA would have individual meetings with property owners/business operators, in accordance with federal and state laws, to address any concerns regarding the project. In addition, Greg explained that property owners would be offered fair market value for any portion of their property impacted by the study along as part of an appraisal process. Businesses and residents may also be eligible for relocation assistance funds.
- A NOB member asked how lease holders would be affected. Greg stated that would likely be an issue the lessee would have to address with the owner.
- Greg also explained to the members that SHA tries to avoid the use of "eminent domain" at all costs. He estimated that more than 90% of displacements are negotiated and avoid the "eminent domain" process.
- SHA noted that the planning team will meet with individual property owners, as requested, as the planning study advances into Stage II of the process with detailed alternatives development.
- A NOB member asked if SEA was considering any mainline alternatives that shifted to the non-Fort Meade side of MD 175. SEA responded that no such alternative was under consideration at this time.
- SEA noted that they have been coordinating with Fort Meade on access (gate) issues and the traffic levels that may result with the Base Realignment and Closure (BRAC) process.
- SEA noted that MD 175 is not the only project in the area being considered as the BRAC process commences. The members were informed that a similar SEA project planning study is underway for MD 198 as well as studies around Aberdeen Proving Ground. Additionally, SEA and Anne Arundel County are looking for additional funding to investigate the needs of intersections around the Fort Meade/West Anne Arundel County region to determine if minor improvements are needed to meet future traffic demands.
- The NOB members were told that SEA is looking for ways to get the Fort-bound traffic off of MD 175 sooner, rather than clogging the corridor during peak travel periods. However, to do so, the Fort would need to open additional gates which would require additional man power.
- A property owner expressed his concerns that the County's Master Plan was not being followed. George Cardwell responded that the SEA proposed alternatives do follow the needs expressed in the County Master Plan and that all land uses are following suit as well.
- The SEA team noted that it would be happy to come back to meet with the NOB to discuss how the project has been progressing at a future date.

Mr. Bruce M. Grey  
Page Four

**Follow Ups**

- SHA will add the NOB members who requested to be added to the MD 175 Project Team List.

If you have any corrections or additions to the above meeting summary, please contact Mrs. Nicole Washington, SHA Project Manager at 410-545-8570 or [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us).

cc: SHA Attendees  
Mr. George Cardwell  
Mr. Greg Welker



**MEMORANDUM**

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

FROM: Nicole Washington *Nicole Washington*  
Project Manager  
Project Planning Division

DATE: April 4, 2007

SUBJECT: MD 175 Planning Study  
Project No: AT436B11

RE: Meeting Minutes for the Greater Odenton Improvement Association

A meeting between the State Highway Administration (SHA) and the Greater Odenton Improvement Association (GOIA) was held on Wednesday, February 21, 2007 at the Odenton Volunteer Fire Department in Odenton, Maryland. Approximately 25 members of the GOIA attended the meeting. The following elected official and members of the MD 175 project team were in attendance:

|                   |                             |              |
|-------------------|-----------------------------|--------------|
| Jamie Benoit      | Anne Arundel County Council | 410-222-1401 |
| George Cardwell   | Anne Arundel County OPZ     | 410-222-7432 |
| Joe Harrison      | SHA - PPD                   | 410-545-8506 |
| Brian Lange       | SHA - PPD                   | 410-545-8532 |
| Nicole Washington | SHA - PPD                   | 410-545-8570 |
| Greg Welker       | SHA - District 5 DE         | 410-841-1001 |
| Mark Lotz         | Wilson T. Ballard           | 410-363-0150 |
| Joe Dement        | Wilson T. Ballard           | 410-363-0150 |

**Purpose of the Meeting**

The purpose of this meeting was to introduce the study, to present the preliminary alternatives and interchanges developed for the corridor, and to discuss issues and coordination efforts with the business community and their operations along MD 175.

After brief introductions and an overview of the meeting's purpose by the District Engineer, Greg Welker, Nicole Washington gave an overview of the Purpose and Need and project history for the MD 175 study. Nicole's review of the project's background included the findings of previous studies that were conducted by Anne Arundel County. This included both the 1999 Odenton Town Center Plan and 2006 MD 175 Feasibility Study. In order to give the audience an idea of how the planning process worked, Nicole continued the presentation with a summary of the National Environmental Policy Act of 1969 (NEPA) and a review of the SHA project planning process. Nicole then reviewed the current crash history and traffic operations along the MD 175 corridor and noted how the data supports the need for this project. In addition, Nicole and Mark Lotz provided a descriptive summary of the alternatives currently proposed. The alternatives are as follows:

#### Alternatives

- Alternative 1: No-Build
- Alternative 2: Transportation Systems Management
- Alternative 3: 6-Lane Roadway on Existing Centerline
- Alternative 4: 4-Lane Roadway west of Reece Road
- Alternative 5: 5-Lane Roadway including a center turn lane west of Reece Road
- Alternative 6: 6-Lane Roadway with Shifted Centerline
- Fort Meade Access Options
  - Reece Road Options A, B, C, and D
  - Mapes Road Options A and B
- MD 295 Interchange Options
  - Option A -- Single Point Urban Diamond
  - Options B and C -- Modified Cloverleaf
  - Option D - Diamond

#### Public Involvement Strategy

Nicole noted that SHA has a detailed strategy for public involvement which includes the following:

- Advertisements (Initiation Ad, Notice for Workshop and Hearing)
- Project Mailing List
- Mailings (Initial Newsletter, Brochures for Workshop and Hearing)
- Internet site: [www.marylandroads.com](http://www.marylandroads.com)

#### Schedule

Nicole provided the following tentative schedule currently in place for the project:

- Alternates Public Workshop -- March 28, 2007
- Alternatives Retained for Detailed Study Package -- Summer 2007
- Location/Design Public Hearing -- Winter/Spring 2008
- Location/Design Approval -- Spring 2009

#### Comments/Questions Regarding SHA Planning Studies

The following is a summary of the discussions held during the meeting:

- A member of the GOIA asked why SHA was no longer considering service roads along MD 175. SHA responded that the property required for both the widening of MD 175 along with a service road and its associated offsets would exceed the acceptable area of impact for this study.
- SHA was asked what will be happening at the MD 170/MD 175 intersection. SHA responded that the team is looking at many improvement options at this location and that more detailed information would be available at the March 28<sup>th</sup> Alternates Workshop. Further, it was noted that this intersection was chosen as the terminus of the project in order to stay consistent with the 1999 Odenton Small Area Plan and the 2006 County Feasibility Study.
- The audience asked what the timeframe for the construction of the project will be. SHA responded that it does not know at this time what the schedule for design, right-of-way acquisition, and construction will be. The only schedule SHA has is for the planning phase which is should be completed by 2009.
- It was asked how a six-lane section will fit through the existing area. SHA responded that they are currently looking at several alternatives, one of which would maintain the existing northern edge of the roadway and widen onto Fort Meade Property. However, there are no guarantees that this alternative will be selected.
- A member of the audience stated that a parking structure will be needed at the MARC station within the next 5 or 6 years.
- The GOIA requested that SHA consider the entire region, and not just the MD 175 highway. SHA responded that it is currently looking at issues associated with MD 198, MD 295 in the immediate area as well as several other on-going regional studies that impact other roadways across the County.
- SHA was asked if there are any plans along MD 170. SHA responded that the only project other than MD 175 is at the intersection of MD 174/MD 170. Further, Anne Arundel County is seeking funds to do additional intersection studies to incorporate low-cost improvements to alleviate traffic congestion and improve safety.
- How will the proposed median affect emergency vehicle access? SHA responded that median breaks would be provided at a safe spacing distance in addition to design features that may allow for emergency vehicles to access the median in any location (mountable curbs).
- A member asked how pedestrian facilities are going to be provided. SHA responded that pedestrian facilities are being incorporated throughout the corridor alternatives and that additional information will be provided at the Workshop and as the study progresses.
- A member asked if a four-lane section would work. SHA responded that the team investigated this as an alternative, but it would not provide sufficient capacity for the forecasted traffic volumes.

Mr. Bruce M. Grey  
Page Four

- SHA was asked why the planning process will take three years to complete. SHA responded that there are certain legal requirements the state has to take in order to receive funding from the federal government.
- The GOIA wanted to know if decorative lights will be put on the CSX bridge. SHA responded that Anne Arundel County would need to provide the funding for such lights.
- SHA reminded the members of GOIA to please sign-up to be included on the mailing list or visit [www.marylandroads.com](http://www.marylandroads.com) to receive updated information as it becomes available.

**Follow Ups**

- SHA will add the GOIA members who requested to be added to the MD 175 Project Team List.

If you have any corrections or additions to the above meeting summary, please contact Mrs. Nicole Washington, SHA Project Manager at 410-545-8570 or [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us).

cc: MD 175 Core Team



April 11, 2008

Re: Project No. AA436B11  
MD 175 Project Planning Study  
From MD 295 to MD 170  
Anne Arundel County

Dear Sir/Madam:

The Maryland State Highway Administration (SHA) is currently conducting Project Planning Studies to improve MD 175 between MD 295 and MD 170 in Anne Arundel County (see attached map).

We would appreciate your assistance in informing your community about the project and potential impacts. Project information can be found by going to: <http://www.marylandroads.com/WebProjectLifeCycle/ProjectHome.asp>. A Public Hearing for this project is anticipated for June 26, 2008. The SHA also wants to provide the opportunity for meeting with you and other representatives of your organization to address any questions and concerns they may have regarding the project.

Thank you for your time and consideration. If you wish to schedule a meeting with SHA representatives, or simply be placed on our mailing list, please contact the SHA Project Manager, Ms. Nicole Washington, at 410-545-8570, or the Environmental Manager, Mr. Bradley Smith, at 410-545-8698 or toll-free at 1-800-548-5026.

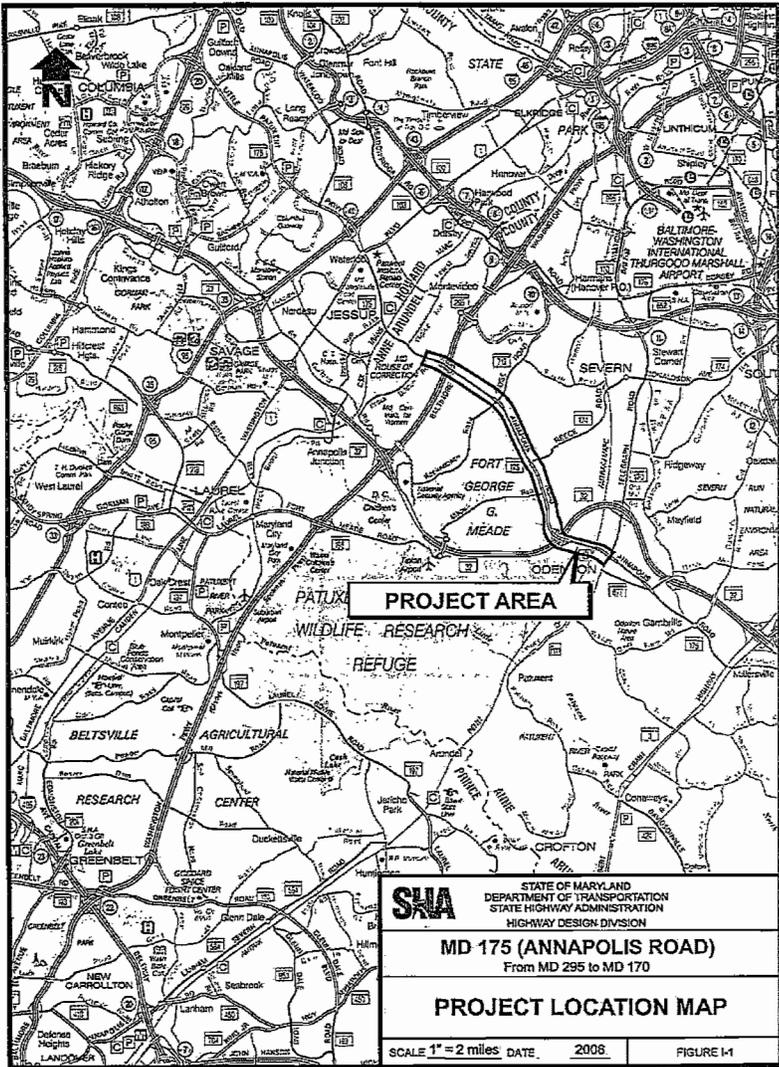
Very truly yours,

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

by:

Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

Enclosure



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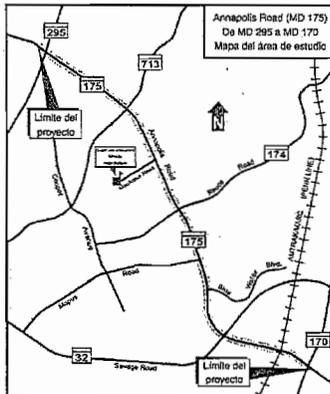


¡MANTÉNGASE INFORMADO! ¡PARTICIPE!

ESTUDIO DE PLANIFICACIÓN DEL PROYECTO DE LA MD 175  
PRÓXIMOS TALLERES PÚBLICOS DE ALTERNATIVAS

Lunes, 28 de marzo de 2007  
5:00 p.m. a 8:00 p.m.  
Meade High School

1100 Clark Road, Fort Meade, Maryland 20755



Este proyecto concierne las modificaciones que se propusieron para Annapolis Road (MD 175), desde Baltimore/Washington Parkway (MD 295) a Telegraph Road (MD 170) en el Condado Anne Arundel.

El propósito de este taller es informar al público acerca del progreso del Estudio de Planificación del Proyecto y brindar la oportunidad de definir el rango de alternativas del proyecto. Se presentarán afiches informativos para explicar el propósito y la necesidad del proyecto, las alternativas que se consideran actualmente, los posibles impactos ambientales y los proyectos y mejoras relacionados. Los representantes de la Administración Estatal de Carreteras (SHA) estarán a su disposición para dialogar acerca de diferentes temas del proyecto y registrar sus comentarios. No se ofrecerá una presentación formal.

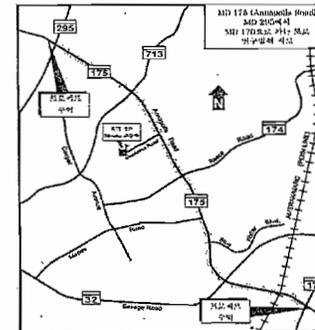


정보에 귀를 기울이십시오! 참여하십시오!

MD 175 프로젝트 계획 연구  
다음 대안 공개 회의

날짜와 시간: 2007년 3월 28일, 수요일, 오후 5시 ~ 8시  
장소: Meade 고등학교

1100 Clark Road, Fort Meade, Maryland 20755



이 프로젝트는 Anne Arundel 카운티 MD 295(Baltimore/Washington Parkway)에서 MD 170(Telegraph Road)으로 가는 MD 175(Annapolis Road) 도로 개선 제안에 관한 것입니다.

이 회의의 목적은 본 프로젝트 계획 연구 진척 내용을 주민들에게 알리고 본 프로그램에 대한 대안 범위를 명확히 밝히기 위한 것입니다. 본 프로젝트의 목적과 필요성, 고려 중인 대안, 환경적 영향 그리고 관련 프로젝트 및 개선안 등을 전시해 설명해 드릴 것입니다.

이 회의에 주정부 도로관리청(State Highway Administration: SHA) 직원이 함께 하여 해당 프로젝트 문제를 논하고 주민 여러분의 의견을 기록할 것입니다. 본 회의에서 공식적인 발표는 없습니다.

Mapa del área del proyecto



**Adquisición de propiedades: Conozca el proceso y sus derechos**

La siguiente información es de carácter general. Encontrará mayor información en los folletos: "Su tierra y sus carreteras" y "Asistencia para la reubicación".

**¿POR QUÉ SON NECESARIOS LOS PROYECTOS DE CARRETERAS?**

Las necesidades de transporte de la gente cambian a lo largo del tiempo. A menudo, estas necesidades deben satisfacerse con la construcción de nuevas carreteras o con su reparación. La Administración Estatal de Carreteras (SHA) hace su mayor esfuerzo por reducir el impacto en los residentes, los comercios y el medio ambiente. Según las Constituciones y leyes de EE.UU. y de Maryland, el Estado tiene derecho a adquirir propiedad privada para uso público. Dichos documentos asimismo garantizan sus derechos estableciendo límites sobre lo que el Estado puede hacer.

**¿CÓMO SE REALIZA EL PROCESO DE ADQUISICIÓN?**

Una vez que el Estado determina la cantidad de terreno que necesita para mejorar una carretera, se realizan pruebas y se obtiene la información del título de la misma. Si su propiedad se ve afectada, recibirá una carta de la Oficina de Bienes Raíces de la SHA y se enviará a un profesional en bienes raíces o un tasador para establecer el valor de la propiedad. La valuación se basa en el valor de mercado e incluye el pago de la propiedad adquirida más la disminución del valor de la propiedad restante.

**¿QUÉ SUCEDE DURANTE LAS NEGOCIACIONES?**

El intermediario se pondrá en contacto con usted a fines de concretar una cita para hablar sobre la adquisición y sobre la oferta. Esta se realizará en el horario y el lugar que sea conveniente para usted y el intermediario. El Estado tiene toda la intención de adquirir propiedades por medio de negociaciones positivas. Todas sus preguntas serán respondidas. Una vez que usted acepta la oferta, se firma y se tramita un contrato, se lleva a cabo una reunión de acuerdo de resolución de la propiedad y, al momento de la entrega de la escritura, recibirá un cheque como pago por la propiedad.

**¿QUÉ SUCEDE SI NO ACEPTO LA OFERTA DE LA SHA?**

Contamos con tres métodos más para adquirir la propiedad, que se explican en detalle en el folleto "Su tierra y sus carreteras". La SHA los utilizará sólo como último recurso. La SHA reconoce que este proceso legal es extraño para la mayoría de la gente. Si deben comenzarse procedimientos legales, el intermediario le explicará el proceso y sus derechos claramente. Ninguno de estos procedimientos impide que las partes lleguen a un acuerdo extrajudicial en cualquier momento del proceso. La SHA desea que todas las adquisiciones se completen en buenos términos con la menor cantidad de complicaciones posibles.

**¿QUÉ SUCEDE SI DEBO MUDARME?**

En caso de que su vivienda o su comercio sean adquiridos, tendría la posibilidad de recibir fondos para la nueva vivienda, los costos de la mudanza y otros gastos relacionados con la mudanza de su comercio.

**¿DÓNDE PUEDO OBTENER MÁS INFORMACIÓN?**

Comuníquese con Sue Bauer, Jefa de Derecho de Vía, al (410) 841-1057, o mediante correo electrónico a: [sbauer@sha.state.md.us](mailto:sbauer@sha.state.md.us).

**MD 175 de MD 295 a MD 170  
Estudio de Planificación del Proyecto**

**¿NECESARIO ESTE PROYECTO?**

Se extienden 5,5 millas por la MD 175, desde la MD 295 a la MD 32. Este proyecto mejorará los viajes en Fort Meade, se estipula que el tránsito aumentará más del 50% para el año 2030. Todas las intersecciones cercanas estarán muy congestionadas. Con este proyecto se mejorará el recorrido por Fort Meade y se logrará que sea más seguro para que las personas caminen, monten en bicicleta o utilicen los autobuses.

**¿QUÉ SE ESTÁ ESTUDIANDO?**

Se están considerando una cantidad de alternativas preliminares, entre ellas, una Alternativa sin construcción, que propone que no haya mayores cambios. A excepción de la Alternativa 2, con cada una de las Alternativas de Construcción se ampliará la MD 175. Además, estas intersecciones o cruces, se construirían en la MD 295 y en las entradas de Fort Meade. Se tendrán en cuenta las mejoras para peatones y ciclistas.

**¿CUÁLES SON LAS ALTERNATIVAS DE CONSTRUCCIÓN?**

**Alternativa 2: Administración de los sistemas de transporte (TSM)** - Con esta alternativa se harían mejoras no costosas, como carriles de giro o la combinación de las entradas de los negocios a lo largo de la MD 175. Se mejoraría la seguridad, pero no aliviaría la congestión del tráfico futuro.

**Alternativa 3: Carretera de seis carriles con la línea central actual** - Con esta alternativa se ampliaría la MD 175 a una carretera de seis carriles a lo largo de las 5,5 millas del proyecto. La nueva carretera tendría tres carriles en cada dirección, con una franja central en el medio.

**Alternativa 4: Carretera de cuatro carriles al oeste de Reece Road** - El equipo de proyecto se encuentra analizando si al ampliar el oeste de Reece Road MD 175 a cuatro carriles sería suficiente para el tránsito en el futuro. Esta nueva sección tendría dos carriles en cada dirección, con una franja central en el medio. El este de Reece Road, MD 175 se expandiría a seis carriles como se describió en la alternativa 3 ó 6.

**Alternativa 5: Carretera de cinco carriles incluyendo carril de giro central en el oeste de Reece Road** - Ésta es la misma alternativa que la anterior, sólo que en lugar de una franja central, se utilizaría un carril de giro central hacia el oeste de Reece Road.

**Alternativa 6: Carretera de seis carriles con línea central diferente** - Ésta es la misma que la alternativa 3, sólo que la MD 175 iría al norte o al sur para reducir el impacto en los comercios.

**¿DE QUÉ MANERA AFECTA ESTO A LAS PROPIEDADES CERCANAS?**

El estado debería comprar tierras de alrededor de 160 propiedades para realizar las alternativas de la 3 a la 6. En la mayoría de los casos, esto representa porciones angostas de la carretera más amplia. Sin embargo, la cantidad de propiedades que deberían comprarse por completo llegarían a 49 en la alternativa 3 y a 26 en la alternativa 6. En el reverso de este panfleto se brinda más información sobre el proceso de adquisición del derecho de vía.

**¿CUÁL ES EL SIGUIENTE PASO?**

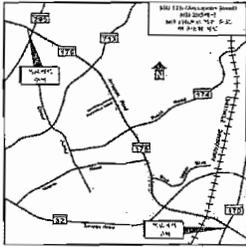
- Realizar análisis de ingeniería y medio ambiente de las alternativas más factibles (otoño o invierno de 2007)
- Llevar a cabo una Audiencia Pública (invierno o primavera 2008)
- Obtener las aprobaciones finales (primavera de 2009)

**¿DÓNDE PUEDO ENCONTRAR MÁS INFORMACIÓN?**

Visite nuestro sitio en Internet en [www.marylandroads.com](http://www.marylandroads.com) o comuníquese con Nicole Washington, Directora del Proyecto, sin cargo al 1-800-548-5026, o mediante correo electrónico a: [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us).

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**프로젝트 범위 지도**



**부동산 취득: 절차와 권리 이해**

다음은 일반적인 사실 정보입니다. 더 자세한 정보는 "Your Land and Your Highways" 및 "Relocation Assistance" 책자에서 확인하실 수도 있습니다.

**고속도로 프로젝트가 필요한 이유**

세질의 흐름에 따라 교통에 따른 필요도 변화가 마련됩니다. 종종 이러한 변화에 발맞춰 도로를 새로 건설하거나 기존의 도로를 증축하는 방법으로 그 필요를 충족하곤 합니다. 주정부 도로관리청(SHA)은 모든 노선을 대해 주거지역, 상업지역 그리고 환경적으로 미치는 영향을 최소화할 것입니다. 주정부에게 미국 및 메릴랜드 헌법과 법률에 따라 공장을 위한 용도로 개인 부동산을 취득할 권리가 있는 것은 사실이지만 그런 법률 문서들은 귀하의 권리를 보장하고 주정부가 취할 수 있는 행동에 어떤 제한을 가하기도 합니다.

**부동산 취득 절차**

주정부는 차도 개선에 필요한 토지 취득 양을 결정할 후 그에 따른 분석실험과 함께 해당 부동산에 대한 소유권 정보를 획득합니다. 귀하의 재산이 주정부가 취득할 부동산 대상에 포함될 경우 주정부 도로관리청 산하기관의 부동산 사무실은 귀하에게 관련 고지서를 발송하고 부동산 전문가가 감정가가 나가 귀하의 부동산 가치를 감정합니다. 부동산 감정은 종종 시가에 따라 감정되며, 실제로 취득하게 되는 부동산 매입금액과 같은 부동산의 가치가 떨어지는 것에 따른 보상금이 산정됩니다.

**협상시 발생할 일**

협상 기관은 귀하에게 연락하여 해당 토지 취득과 부동산 매매값을 의논하기 위해 약속을 정할 것입니다. 약속 시간과 장소는 양방에게 편리한 시간과 장소로 정해집니다. 주정부는 부동산 취득시 법령에 정해진 대로 협상을 하기 위해 모든 노력을 기울일 것이며, 귀하의 질문에 성심껏 답해 드릴 것입니다. 주정부가 제안하는 부동산 매매값에 귀하가 동의할 하던 해당 계약서의 서명한 후 그에 따른 업무가 시작되고 부동산 소유권 설정을 위한 모임에서 관련 증서를 교환하면 보상금 수표가 제공될 것입니다.

**주정부 도로관리청(SHA)이 제안하는 부동산 매매값에 동의하지 않을 경우**

부동산 취득에는 3 가지 방법이 있습니다. "Your Land and Your Highways" 책자에 잘 설명되어 있습니다. 주정부 도로관리청은 이들 방법을 최후수단으로 사용할 것이며, 대부분의 일반인들이 이러한 법적 절차를 잘 모른다는 것을 알고 있습니다. 하지만 법적인 절차를 시작해야만 할 경우 협상기관에서 해당 절차와 귀하의 권리를 명확하게 설명해 드릴 것입니다. 이러한 절차는 어느 단계를 막론하고 양방이 법원이 아닌 다른 곳에서 협상하지 못하도록 하는 것입니다. 주정부 도로관리청은 가능한 한 아무런 분쟁 없이 상호적인 태도로 모든 취득 절차를 서로 완수할 수 있기를 바랍니다.

**강제 이전을 해야만 할 경우**

귀하의 가택이나 사업체를 주정부에서 매입해야만 할 경우 주택 대체 비용, 이사비용 및 기타 사업관련 이전비용에 관한 보상금을 받게 될 수도 있습니다.

**주거 정보 획득 연락처**

공도용지 책임자, Sue Bauer, (410) 841-1057 로 전화하거나 [shauer@sha.state.md.us](mailto:shauer@sha.state.md.us) 로 이메일을 보내십시오.

SHA's Project Planning Division conducted an Alternates Public Workshop on March 28, 2007 at Meade High School in Fort Meade, MD. Approximately 402 people attended, including local residents, community leaders, elected officials, and county representatives. The majority of comments concerned traffic congestion and safety, in particular the safety of pedestrians and bicyclists. The comments also noted that the public is in support of a build alternative, with the majority of respondents voting against the No-Build Alternative.

**WORKSHOP COMMENTS**

The following is a summary of the comments received during the Workshop, followed by the tallied responses returned by the public from the comment card included with the Brochure.

- Citizens asked why the project study area was not extended to I-95 to the northwest.
- Citizens asked if SHA looked at other intersections along MD 170.
- Is SHA taking property on the corners of MD 170?
- What will the internal roadway for the Odenton Station (MARC) look like?
- Citizens stated they were in favor of the six-lane roadway and want it built immediately.
- Is SHA considering parking along the frontage of existing businesses along MD 175?
- SHA was asked to utilize as much Fort Meade property as possible to avoid business displacements.
- Citizens voiced their concerns over the lack of transit options.
- Citizens were interested in discussing the developments proposed for the study area.
- Most citizens seemed in favor of the project's purpose and need.
- People seemed concerned about the impact of the project on MD 295.
- There were concerns raised about shifting the project away from businesses.
- It was noted that many people do not obey the yield signs off of MD 295, creating a very dangerous situation.
- Some people were very excited about the economic opportunities this would bring to the area.
- Many people were interested in what the next steps were to get construction underway.
- Citizens noted that there is a need to widen MD 175 to I-95 due to the considerable amount of truck traffic on MD 295 that uses MD 175 westbound to the truck stops in Howard County.
- Members of the Jessup Improvement Association voiced their concerns regarding impacts to the St. Lawrence Catholic Church, and would like to have the church made eligible for the National Register of Historic Places.

**MD 175 CORRIDOR TRANSPORTATION STUDY**  
Summary of MD 175 Alternates Public Workshop Comment Cards

Total Number of Comments Received: 160

| Question                                                | Highest Response |                               | Percentage of Total |
|---------------------------------------------------------|------------------|-------------------------------|---------------------|
| Question 1: Where do you live? (see map)                | 57               | F - Outside of the Study Area | 36%                 |
| Question 2: What alternative do you like the most?      | 54               | Alternative B                 | 34%                 |
| Question 3: What alternative do you like the least?     | 50               | Alternative 1                 | 31%                 |
| Question 4: Do you currently walk or bike along MD 175? | 121              | No                            | 76%                 |
| Question 5: When using MD 175 where are you traveling?  | 88               | Columbia                      | 61%                 |



Marlin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

John D. Porecki, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

**MEMORANDUM**

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

FROM: Nicole Washington *Nicole Washington*  
Project Manager  
Project Planning Division

DATE: November 19, 2007

SUBJECT: MD 175 Planning Study  
Project No: AT436B11

RE: Meeting Minutes for the Jessup Improvement Association

A meeting between the State Highway Administration (SHA) and the Jessup Improvement Association (JIA) was held on Wednesday, October 3, 2007 at the Jessup Maryland Community Hall. About twenty two people attended the meeting, which was coordinated through Anne Arundel County. The meeting was intended for members of the JIA Board, elected officials, Anne Arundel County, and SHA District 5 representatives, and MD 175 project study team; however, a few residents and a representative of the Maryland Gazette were present as well. The following were in attendance:

|                      |                                |              |
|----------------------|--------------------------------|--------------|
| George Cardwell      | Anne Arundel County OPZ        | 410-222-7432 |
| Bob Leib             | Anne Arundel County            | 410-222-1227 |
| Daryl Jones          | Anne Arundel County Council    | 410-222-6890 |
| Pam Beidle           | House of Delegates District 32 | 410-841-3370 |
| Mary Ann Love        | House of Delegates District 32 | 410-841-3511 |
| Ted Sophocleus       | House of Delegates District 32 | 410-841-3372 |
| Richard Herbert      | Jessup Community               | 410-796-7999 |
| Donald A. Miller Jr. | Jessup Community               | 410-799-3529 |
| Staci George         | MD Gazette                     | 410-766-3700 |
| George Moule         | Jessup Community               | 410-799-3755 |
| Kevin Fields         | JIA                            | 410-977-0868 |
| Gary Mauler          | JIA                            | 410-419-8247 |
| Alvera Miller        | JIA                            | 410-799-3413 |

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

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Mr. Bruce M. Grey  
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|                   |                                 |              |
|-------------------|---------------------------------|--------------|
| Ann Mullan        | JIA                             | 410-799-3425 |
| Jenn Thompson     | Representative for Pam Beidle   | 410-841-3370 |
| Ed DeGrange       | Senator District 32             | 410-841-3593 |
| Gregory Welker    | SHA-D5                          | 410-841-1001 |
| Danielle Edmonds  | SHA - PPD                       | 410-545-8516 |
| Mulowa Kajoba     | SHA - PPD                       | 410-545-8039 |
| Nicole Washington | SHA - PPD                       | 410-545-8570 |
| Michele Waitis    | West Co. Chamber of<br>Commerce | 410-551-9116 |
| Mark Lotz         | The Wilson T. Ballard Co.       | 410-363-0150 |

#### **Purpose of the Meeting**

The purpose of this meeting was to discuss issues and concerns the members of the JIA Board had regarding the MD 175 Project Planning Study.

#### **Summary of Discussion**

After a brief introduction of all attendees, the JIA Board members expressed concerns about the geometry of the proposed build-out alternative, the project limits, and Fort Meade's usage of the gate off of MD 32. They also inquired about other studies that are being conducted in the vicinity of the MD 175 Project Planning study. Next, Nicole Washington provided an overview of the project's background, and Mark presented the Alternatives Retained for Detailed Study, including typical sections as well the reasons for dropping other options, which included construction cost, constructability (maintenance of traffic during construction), and impact to the St. Lawrence Church. At the end of the presentation, Nicole presented the project's schedule and next steps.

Based on the assumption that Alternative 6 (Six-Lane Roadway) was the SHA Preferred Alternative, JIA felt that SHA had not demonstrated the need for a six-lane alternative as being the best solution to address existing operational deficiencies. The Study Team noted that currently the MD 175 planning study is in Stage II where detailed engineering studies are being conducted and the six-lane alternative has been retained for detailed study. However, the SHA Preferred Alternative will be selected after the Public Hearing, which is anticipated to be held at the end of Spring 2008. A Draft Technical Report, including results from all the engineering and environmental studies and traffic analysis for the 2030 build-out year, will be available to the public for review prior to the Public Hearing. Comments received from the Public Hearing along with information included in the document will be further evaluated and used to select SHA's Preferred Alternative. Alternative 6 was used in Stage I of the project planning process as the basis for conducting the worst-case environmental impact analysis, but it has not been selected as the Preferred Alternative.

Mr. Bruce M. Grey  
Page Three

JIA Board members were additionally concerned about Alternative 6, as they are wary of the transition of six lanes of traffic to the existing two lane roadway west of MD 295. The Study Team clarified that improvements west of MD 295 include only Alternative 4 and Alternative 5, a four and five lane improvement (middle lane being center turning lane), respectively. The project limits were extended to Brock Bridge Road to allow for sufficient room to properly tie-in the MD 295 ramps to the existing roadway. The JIA inquired about the design speed limit and if additional alternatives can still be developed. It was noted that design speed limit is 45 MPH and additional alternatives can still be developed. So JIA recommended that SHA looked into a potential roundabout at Sellner/Race Road, and they provided sketches of the proposed roundabout.

Next, the JIA Board members stated that there was no logic to improve MD 175 only from MD 295 to MD 170 as the existing operational deficiencies extend beyond the current project study limits. They also inquired about what SHA is doing to address traffic issues along MD 100 and MD 32. It was noted that the Study Team is looking at improvements along MD 175 within the project limits and that the project was funded for planning only. Anne Arundel County representatives described the initiatives that the County is undertaking to handle the expected growth.

To address the JIA's concerns about Fort Meade's utilization of MD 32, both Greg Welker and Senator DeGrange stated that there have been ongoing conversations with the Fort to determine if primary access can be changed to MD 32; however, this is something that the State could not control. In addition, Greg gave an overview of the planned State projects that are currently underway to analyze the impacts of Base Realignment Corridor (BRAC). Since the residents expressed concern over the State not evaluating any roadways beyond MD 175, he discussed the MD 198 project as well as the short-term improvements that were being analyzed at various intersections across the County. The study team added that currently SHA is conducting a short improvement study to accommodate traffic that would be generated by the BRAC improvements as well. The JIA Board members inquired about potentially implementing high-speed Transit and MARC transportation and requested information regarding growth in the vicinity of the BWI Airport. Greg recommended that these concerns be conveyed to Maryland Department of Transportation (MDOT). MDOT contact information will be provided by SHA.

#### **Follow-Ups**

- SHA to provide the JIA with contact person from MDOT to discuss all of the State's initiatives to aide in the BRAC growth and discuss other improvements in the vicinity of MD 175
- JIA to develop a roundabout design on MD 175 at Sellner/Race Road and provide to MD 175 Study Team for further evaluation

If you have any corrections or additions to the above meeting summary, please contact Mrs. Nicole Washington, SHA Project Manager at 410-545-8570 or [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us).

cc: MD 175 Core Team

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# Jessup Improvement Association Inc.

Post Office Box 183  
Jessup, MD 20794-0138  
(410)789-0391

12 Jan 2008

Office of Planning and Preliminary Engineering  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street, Mall Stop C-411  
Baltimore, MD 21202  
Attn: Mr. Raja Veeramachaneni

Subject: MD 175 Project Planning Study

Dear Mr. Veeramachaneni,

Please extend our sincere appreciation your staff members for attending our October 3, 2007 and the information provided and the responses to our many questions.

The MDOT response, dated November 27, 2007, failed to indicate you would be including the consideration of a circle option in the subject planning study. We strongly feel it to be a viable and lower cost alternative. Attached is upgraded evaluation which was discussed and provided to your staff on October 3<sup>rd</sup>.

The Community of Jessup still remains dissatisfied with the possibility of a six lanes traffic lanes from Ridge Road west and construction of a massive interchange at MD Route 175 and the B/W Parkway. These proposed options appear to establish a situation where 6 lanes of traffic could easily be extended through our community. Such an action would completely destroy the character of our community and require the condemnation of numerous homes and businesses.

There are a large number of developers ready to build directly adjacent to the MD Route 175 and B/W Parkway interchange at the west end of the proposed improvement area. The developers will be required to make a number of road improvements. We believe the circle option may be within the fiscal means and capability of these developers and Anne Arundel County has already started an attempt to coordinate improvements in this area. This being the case, SHA/BRAC funded improvements would not be required to be provided west of Ridge Road. It would also eliminate the usual situation where improvements provided by the developers are ripped out and redone by SHA just a few years later.

If you have any questions, please contact Mr. Kevin Fields or myself. Mr. Fields can be reached at (410)977-0868.

Sincerely,

Alvera Miller  
President  
Jessup Improvement Association

Attach: (1) Evaluation of Rt 175 and B/W parkway

RT 175 Mfg 3 Oct 07 v3

-1-

01/12/08



JESSUP MD  
(410)789-0391

## Intersection of MD 295 and Jessup Road (Rt 175)

### Background and Assumptions:

- Safety for both vehicular and pedestrian traffic is paramount.
- A great deal more development will occur in the area. A partial listing surrounding possible/projected developments within 1/2 mile of the B/W Parkway and Rt 175:
  - Arundel Preserve (MXU~250 acres)
  - Clarks 100/COPT Develop and Constr (old BGE -- Constellation) (MXU~250 acres)
  - Duvall Properties NW of the Jessup Road and Race road intersections (C/R~10 acres)
  - Blob's Park (MXU~300 acres)
  - Roberts Property at Balentines Lane (~14 acres)
  - Parkway Manor Motel (C-4 ~13 acres)
  - Fields Estate Property C-4 (~10 acres)
  - St Clair/Rising Sun Sand Pit (R-2 ~67 acres)

### Option 1 – Diamond Interchange - Four Light Proposal

#### Benefits:

- Provides access to the Arundel Preserve Project
- Converts existing cloverleaf interchange to a diamond interchange.
- Improves access to Clark, Race and Sellner Roads under safer conditions than present situation.

#### Concerns:

- Requires construction and continued SHA maintenance of four traffic lights. All 4 lights are within ~ 1/2 Mile on RT 175 and will require a close sequencing and be operated in conjunction with Fire Department light and access. If the computer stops => total grid lock.
- Safety – Multiple turning movements across high volume lanes. (T-bone accidents)
- Reduces access to existing businesses and the fire department.
- Requires a large amount of right a way and requires large amounts of additional property be acquired. Would most likely require acquisition and demolition of 2 gas stations, a commercial business, a home and the Catholic Church.
- Not significantly pedestrian friendly. Projected right a way does include sidewalks or area for landscaping. (Ghetto construction)
- Little room for expansion and any expansion will be expensive.
- Requires the reconstruction/widening construction of existing bridge over the B/W Parkway by at least 2 lanes to support turning movement lanes.
- Cost of Construction is high and maintenance costs are high, also.
- Increases the negative impact of the Community of Jessup by encouraging an increase in traffic flow through the community to the west.

### Option 2 – Traffic Circles

Description – East side of B/W parkway has a large 2-lane circle with six legs. 4 legs are bi-directional and 2 legs (Parkway ramps) are one-way. The west side circle would be smaller with 4 legs of which 3 are bi-directional and 1 is one way. Circles would be placed within the existing state right of way.

CIRCLES/JESSUP/PC02/W3

DRAFT

PG 1 OF 1

1/12/2008

Intersection of MD 295 and Jessup Road (Rt 175)

Benefits:

- Increased safety due to the removal of crossing turning movements. Reduction of serious accidents and increased use of divided highways.
- Improved Fire Department access to locations west and to the B/W Parkway southbound and not impeded by any traffic lights.
- No (or few) traffic lights required (Reduced construction cost and lower maintenance)
- Minimal land acquisition and reduces road surface area.
- Provides an "Entrance" to the Arundel Preserve, Proposed Home Depot and the Blobs Park proposed developments. Milestone Parkway, Race Road and Blob's Park Road would be extended to the circles and the remove the need to access Rt 175 and Clark Road before accessing the B/W Parkway. This allows for less confusion for travelers arriving to use facilities provided at the developments.
- Provide space and incentive to provide pedestrian access and quality landscaping.
- Reduced number of intersections - Existing Clark Road/Jessup Road intersection is removed. Clark Road would be tied into Milestone Parkway North of or at Fields Road.
- East traffic circle can be installed independent of any work on the west side of the B/W Parkway
- Widening of Rt 175 Bridge over the B/W Parkway may not be required or significantly reduced scope. Option allows use of existing 4 lanes as through lanes.
- Reduced Cost of Construction.
- Construction/situation is similar to the US 29 and MD 216 Interchange and SHA proposed Option E.

Concerns:

- Land acquisition/trade from Home Depot (old Parkway Manor Motel). This property will be split by this option. However each parcel is large enough to support development and the smaller SE portion could be ideal for a restaurant pad and the storm water management requirements, depending on how milestone parkway is run through to reach the Arundel Preserve project. Additionally, this parcel would have direct access to RT 175. Existing Clark road right-a-way could be given to the developer.
- Volume capabilities of the circle system, which could be addressed with lights controlling the flow of traffic into the circles from high volume legs, if required. Lights at Brock Bridge Road, Ridge Road and future McCarron Ct/Blob's Park access can also be used to reduce the flow in the circle.

Prepared By:  
Kevin Fields, P.E.  
(410)977-0868



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

John D. Percari, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

March 19, 2008

Ms. Alvera Miller  
President  
Jessup Improvement Association, Inc.  
Post Office Box 183  
Jessup MD 20794-0138

Dear President Miller:

Thank you for your continuous interest in the MD 175 Planning Study in Anne Arundel County. Your recommendations for a traffic circle, comparison of the MD 216 and US 29 circle, and concerns regarding the six-lane alternative, the MD 175/MD 295 Interchange Option E, and proposed developer contributions have been noted. Below are the answers to your concerns:

Viability/Consideration of a Traffic Circle at MD 175/MD 295

The traffic circle option, which you describe as Option 2 in your letter does not address the Purpose and Need for the project, which is to improve the existing capacity and traffic operations along MD 175. Traffic circles are generally designed for roadways with traffic below congestion. Due to the high traffic volumes along MD 175 in this section, a triple-lane circle would be required. In order to implement this type of circle, more than 300 feet of right-of-way would be needed to account for design elements like stormwater management, bicycle and pedestrian accommodations, and landscaping treatments. Currently, the typical section for the six-lane alternative, which transitions to a four-lane divided roadway west of Sellner Road requires 126 feet to 136 feet of right-of-way; therefore, a traffic circle in this location would require significantly more right-of-way. Traffic circles of this magnitude are generally not constructed due to operational and safety deficiencies. As traffic circles get larger, drivers tend to maintain existing roadway speeds and do not slow down at the roundabout entries increasing the potential for more sideswipe crashes.

After the Public Hearing, which is anticipated to be held in June 2008, the MD 175 Planning Study Team will select the SHA Preferred Alternative, taking into consideration all comments that would be received from the public, environmental impacts, cost and constructability of the alternatives. A Draft Technical Report will be available to the public for review prior to the Public Hearing, followed by the display of the Final Environmental Document in Summer 2009. We appreciate your suggestion and will further document and address this option in the Final Environmental document.

C-90

Ms. Alvera Miller  
Page Two

#### Comparison of Roundabout at US 29/MD 216

In your letter, you suggested that the design of the traffic circle be similar to the one located at MD 216 and US 29. Unfortunately, the MD 175 project does not appear to have the space available to be able to construct an interchange like the one at MD 216 and US 29. In addition, the traffic volumes along MD 216 in this segment are considerable lower than the volumes along MD 175. Existing 2007 Average Daily Traffic (ADT) along MD 216 near US 29 range from 18,230 to 20,110 vehicles per day (vpd); whereas, the 2004 ADT volumes along MD 175 between Sellner Road and Clark Road range from 29,600 to 31,500 vpd. By 2030, the design year that we are designing the MD 175 improvements, the ADTs in the segment range from 43,350 to 57,900 vpd.

#### Concerns on the Six-Lane Divided Alternative

Your letter expressed dissatisfaction with the six-lane alternative and concern that the six lanes could extend through the Jessup area. Currently, the projected traffic volumes for the year 2030 indicate the need for six lanes on MD 175 from MD 170 to the Sellner/Race Road intersection. From Sellner/Race Road to Brock Bridge Road, our analysis indicates that only four through lanes are required. Based on this, all MD 175 Mainline Alternatives propose three through lanes eastbound and westbound in the MD 175/MD 295 Interchange area and four through lanes from Sellner/Race Road to Brock Bridge Road (tapered to the existing two through lane condition west of Brock Bridge Road). Pedestrian and bicycle accommodations are part of these alternatives, including on-road bike lanes (eastbound and westbound), sidewalks and/or multi-use trail. Sidewalks have also been proposed in the plans for all intersecting roads.

#### Concerns on the MD 175/MD 295 Interchange Option E

A number of concerns were raised in your letter about the MD 295 Interchange Option E including signal timing, access to existing businesses and the Jessup Fire Department, and right-of-way needs. The proposed traffic signals would be programmed to maximize traffic operations in this area as well as to help to create a safer environment for vehicular, bicycle, and pedestrian traffic. In the event of electrical outage, it is expected that police officers will be required to direct traffic. It is expected that emergency vehicles will have signal priority preemption at all traffic signals.

Ms. Alvera Miller  
Page Three

With any of the proposed mainline alternatives, access to the existing businesses and fire department along Max Blob's Park Road will be safer with improved roadway conditions similar to Clark and Sellner/Race Roads, which was listed as a benefit of the diamond interchange option.

Since the proposed interchange configurations fit within SHA-owned property, the right-of-way and environmental impacts have been minimized as much as possible given the needs stressed by the traffic analysis study. The potential displacements are caused by roadway widening of MD 175 and side roads, not because of the interchange options. None of the mainline alternatives or interchange options proposed displaces the St. Lawrence Catholic Church.

#### Developer Contributions

Lastly, regarding your recommendation to consider potential improvements that would be implemented by the developers, the project team is underway with detailed engineering and environmental studies on the Alternatives Retained for Detailed Studies (ARDS). The alternatives under study were presented at the last Jessup Improvement Association meeting on October 3, 2007. As part of the detailed engineering evaluations, we are coordinating with the developers in the vicinity of our project study area to ensure that their proposed improvements to the MD 175 are consistent with our proposed alternatives. The purpose of our coordination is to reduce duplication and unnecessary expenditures.

Hopefully this letter has responded to your expressed concerns. Our project team will continue to evaluate your suggestions, along with all public input, as the study progresses. If you have any additional questions or comments regarding the planning study, please feel free to contact Ms. Nicole Washington, Project Manager, at 410-545-8570 or [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us). Ms. Washington can also be reached toll-free at 800-548-5026. Thank you again for your interest in our planning efforts.

Very truly yours,

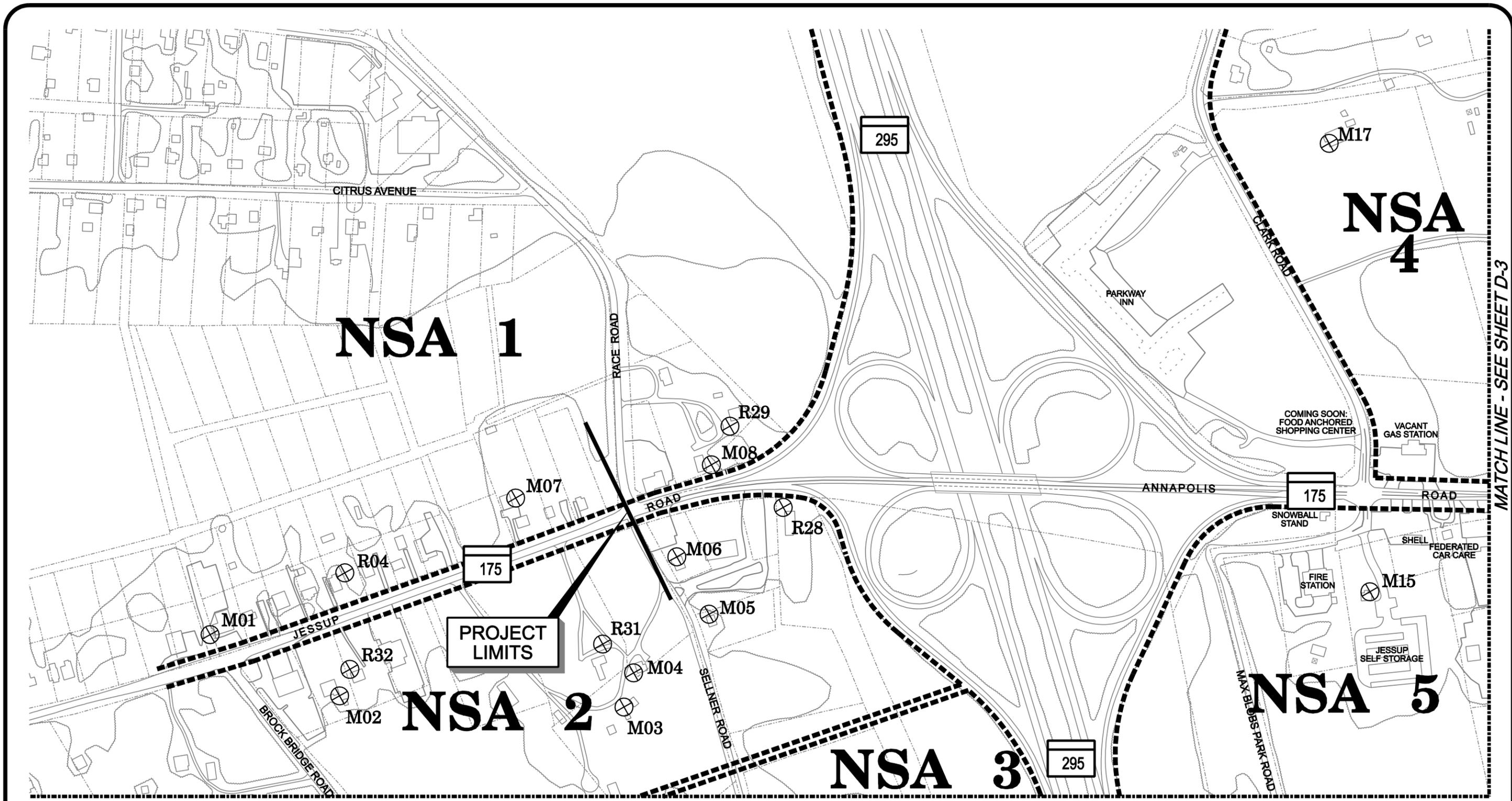


Raja Veeramachaneni  
Director  
Office of Planning and  
Preliminary Engineering

## **Appendix D: Noise Sensitive Areas and Receptor Locations**

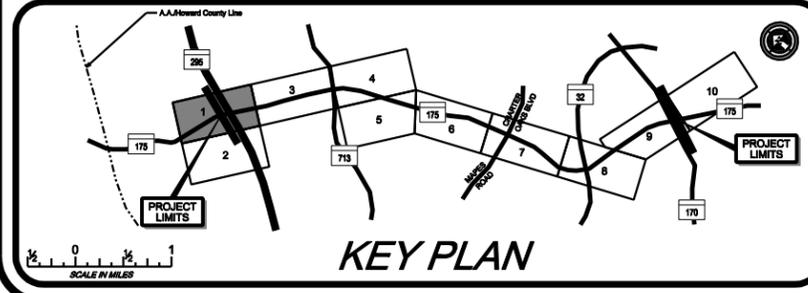
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MATCH LINE - SEE SHEET D-3

MATCH LINE - SEE SHEET D-2

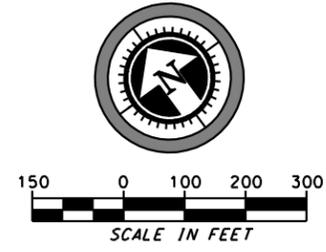


**LEGEND**

- NSA BOUNDARY
- Ft. George G. Meade Military Reservation

RECEIVER LOCATIONS

- R01 MONITORED
- M01 MODELED



**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
State Highway Administration

**HIGHWAY NOISE ANALYSIS**  
MD 175 From MD 295 to MD 170

Noise Sensitive Areas and Receptor Locations

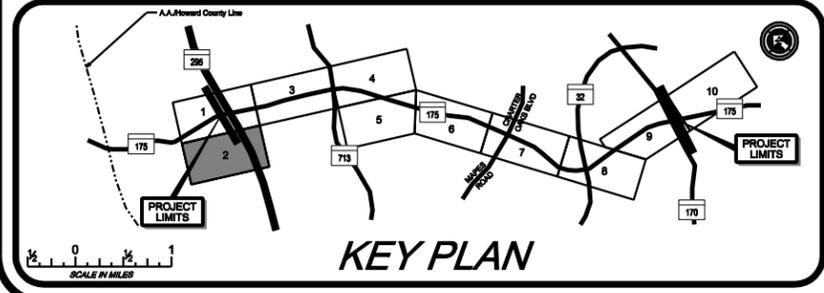
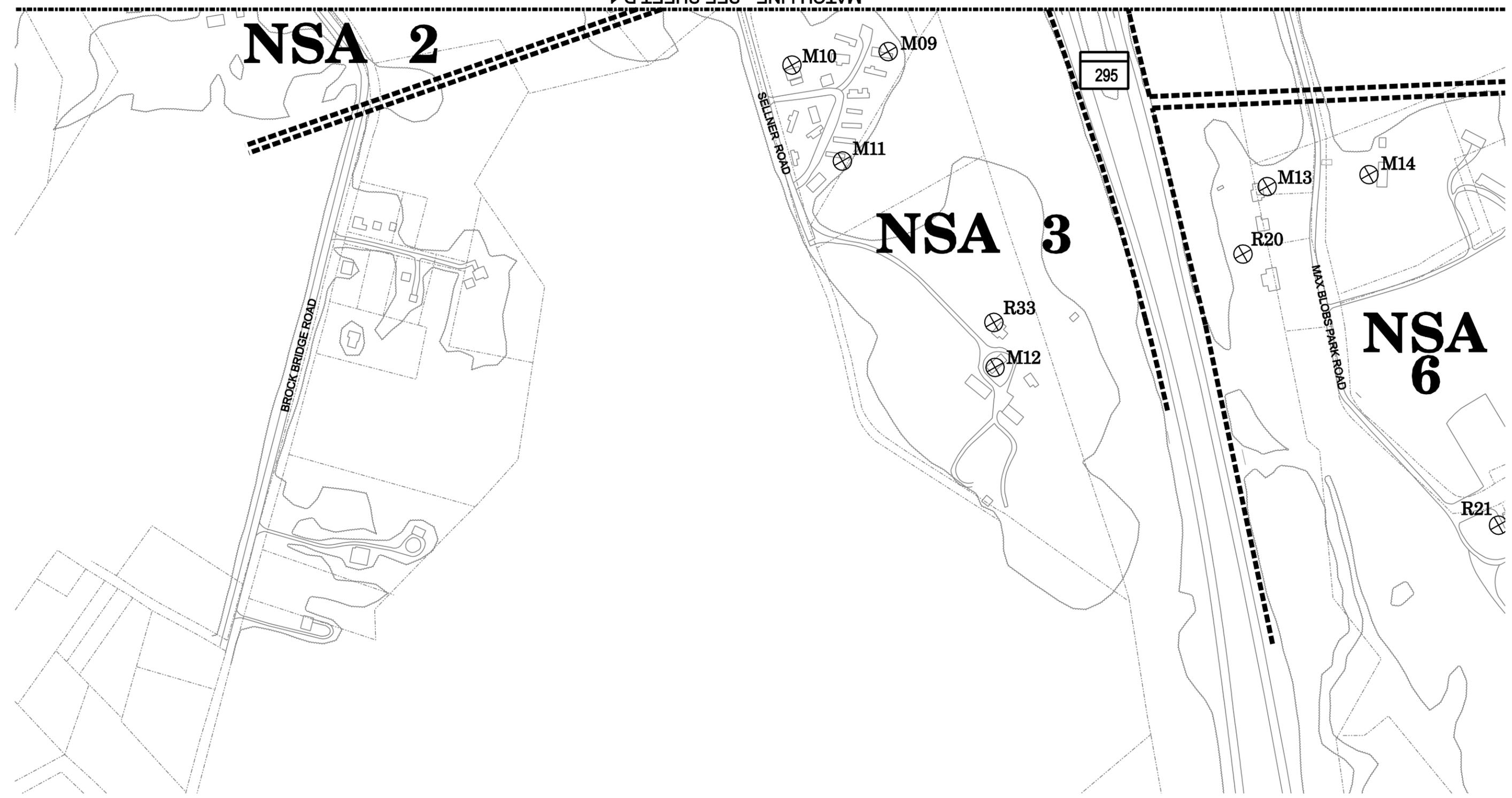
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| SCALE<br>As Shown | DATE<br>MAY 2008 | FIGURE<br>D-1 |
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MATCH LINE - SEE SHEET D-1

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# NSA 3

# NSA 6



**LEGEND**

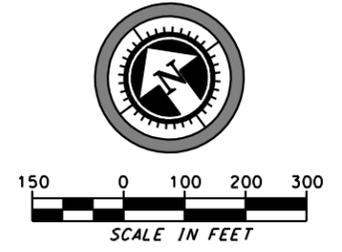
----- NSA BOUNDARY

----- FL. George G. Meade Military Reservation

RECEIVER LOCATIONS

R01 MONITORED

M01 MODELED



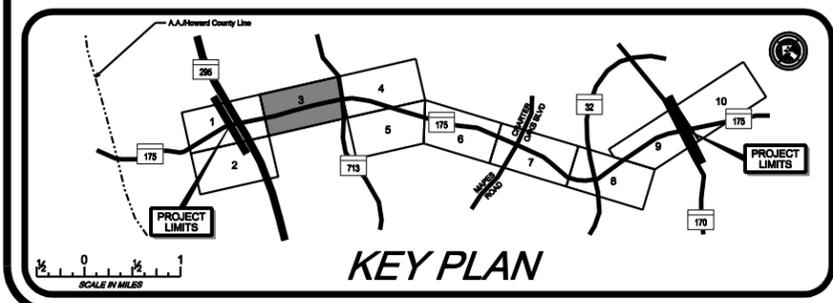
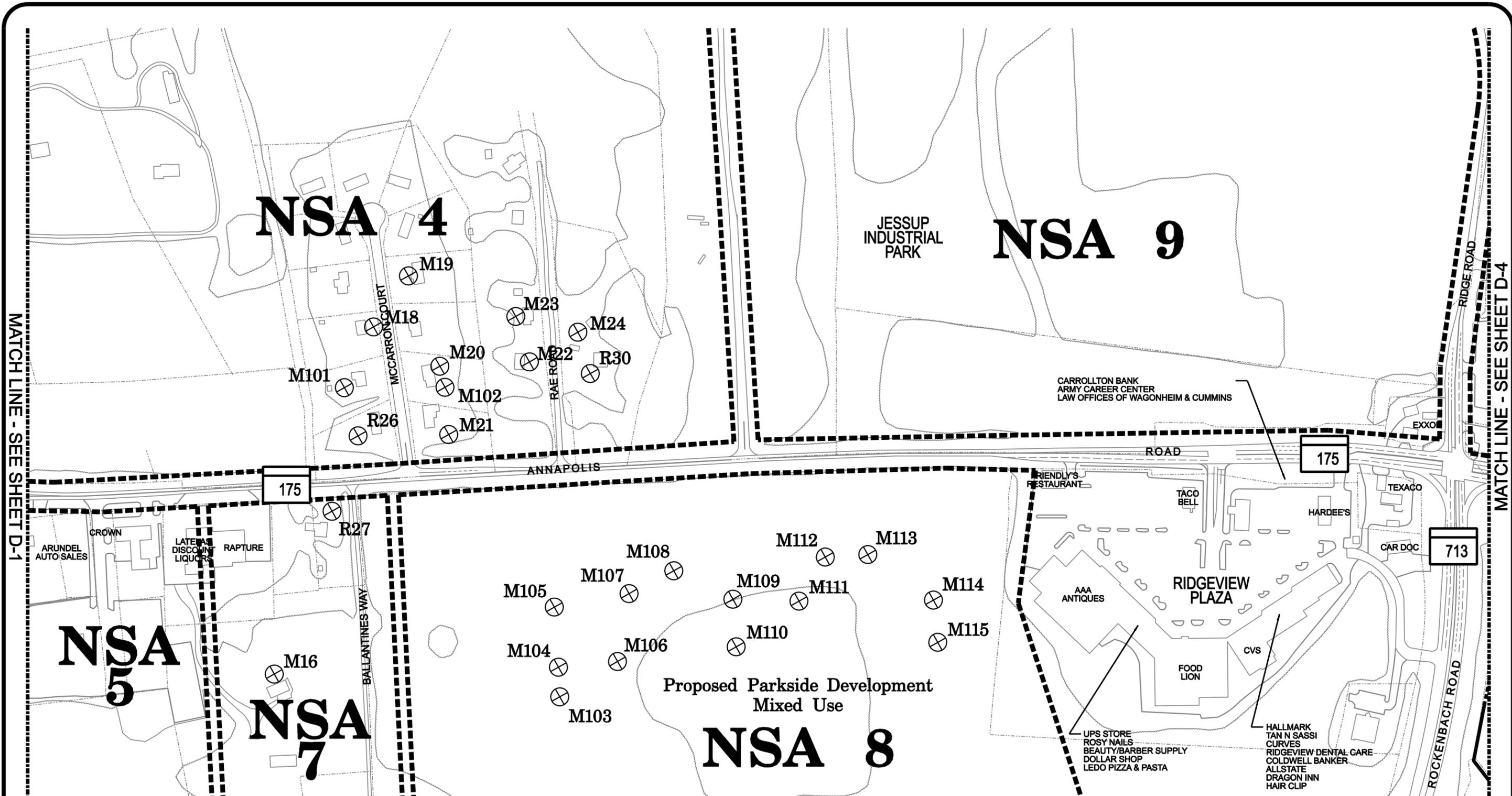
**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
State Highway Administration

STATE HIGHWAY ADMINISTRATION

**HIGHWAY NOISE ANALYSIS**  
MD 175 From MD 295 to MD 170

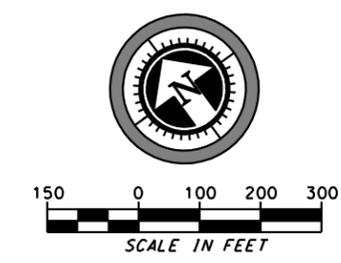
Noise Sensitive Areas and Receptor Locations

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| SCALE<br>As Shown | DATE<br>MAY 2008 | FIGURE<br>D-2 |
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**LEGEND**

- - - - - NSA BOUNDARY  
 - - - - - Ft. George G. Meade Military Reservation  
 ○ (with dot) RECEPTOR LOCATIONS R01 MONITORED  
 ○ (with X) RECEPTOR LOCATIONS M01 MODELED

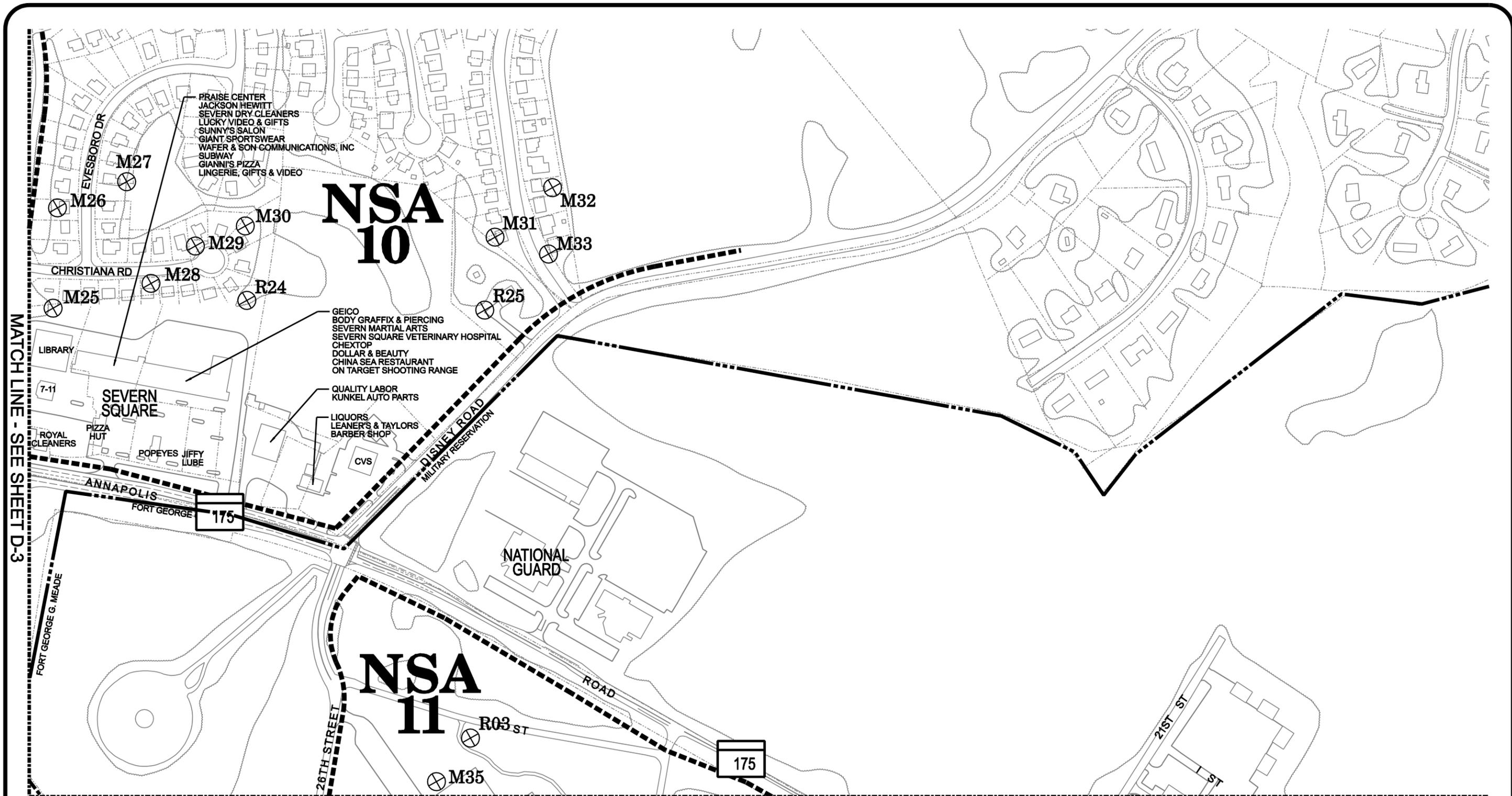


**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION

**HIGHWAY NOISE ANALYSIS**  
 MD 175 From MD 295 to MD 170

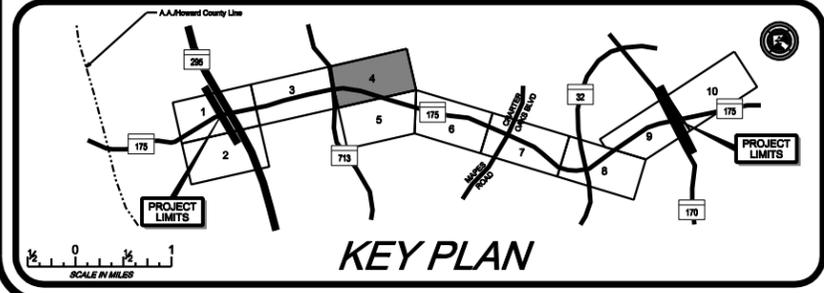
Noise Sensitive Areas and Receptor Locations

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| SCALE<br>As Shown | DATE<br>MAY 2008 | FIGURE<br>D-3 |
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MATCH LINE - SEE SHEET D-3

MATCH LINE - SEE SHEET D-5

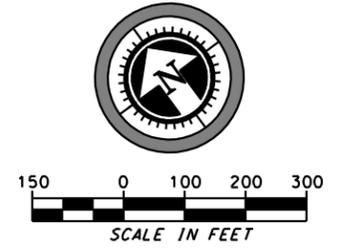


**LEGEND**

- NSA BOUNDARY
- Ft. George G. Meade Military Reservation

RECEIVER LOCATIONS

- R01 MONITORED
- M01 MODELED



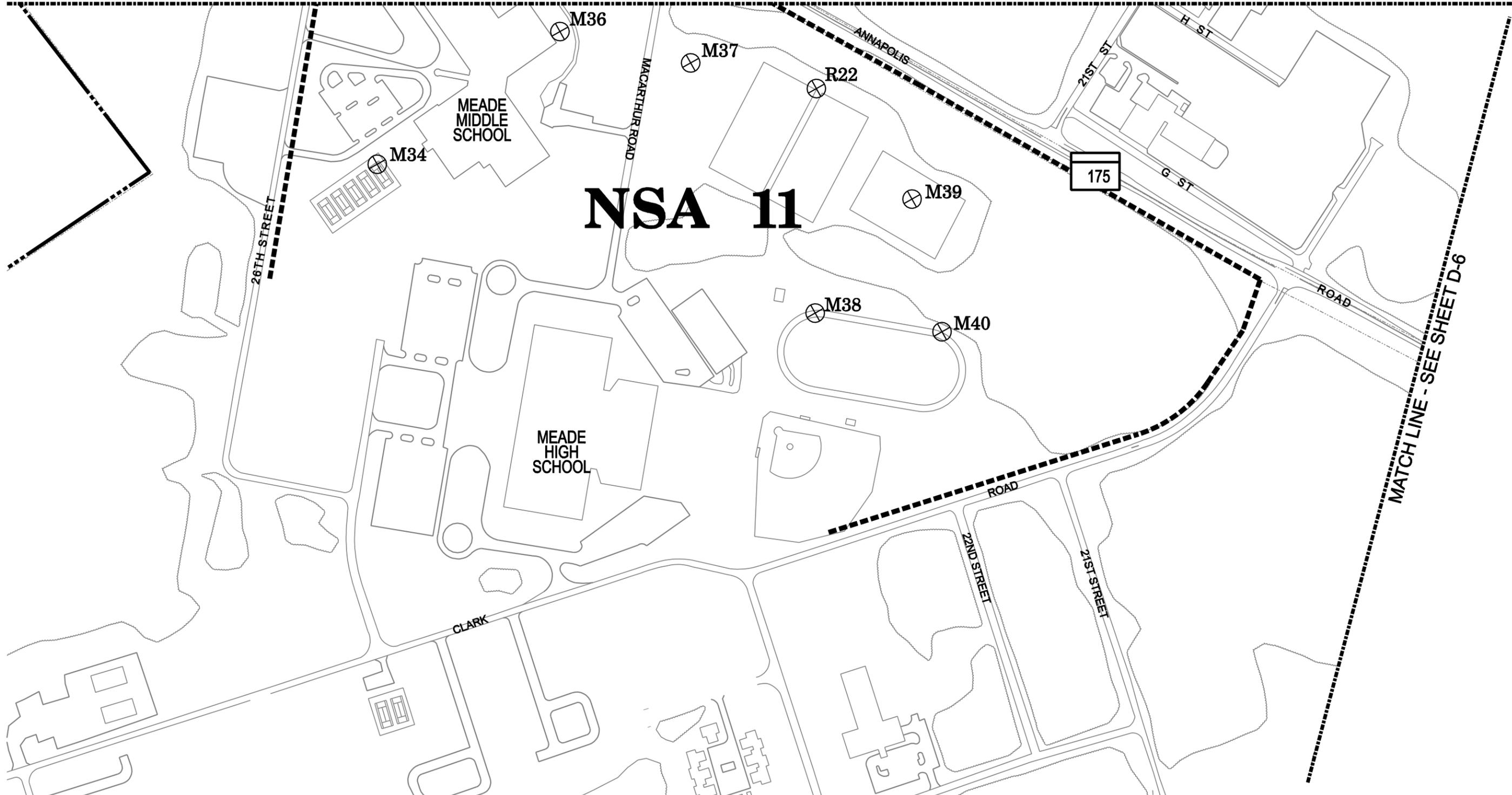
**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

**HIGHWAY NOISE ANALYSIS**  
MD 175 From MD 295 to MD 170

Noise Sensitive Areas and Receptor Locations

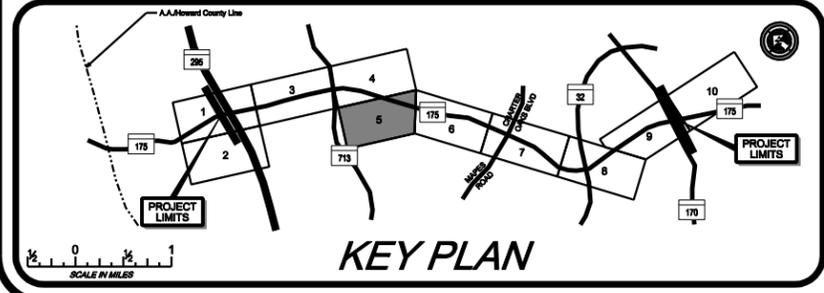
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| SCALE<br>As Shown | DATE<br>MAY 2008 | FIGURE<br>D-4 |
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MATCH LINE - SEE SHEET D-6

# NSA 11



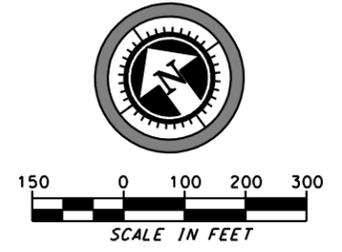
**LEGEND**

RECEIVER LOCATIONS

- ⊗ R01 MONITORED
- ⊗ M01 MODELED

--- NSA BOUNDARY

- - - FL. George G. Meade Military Reservation

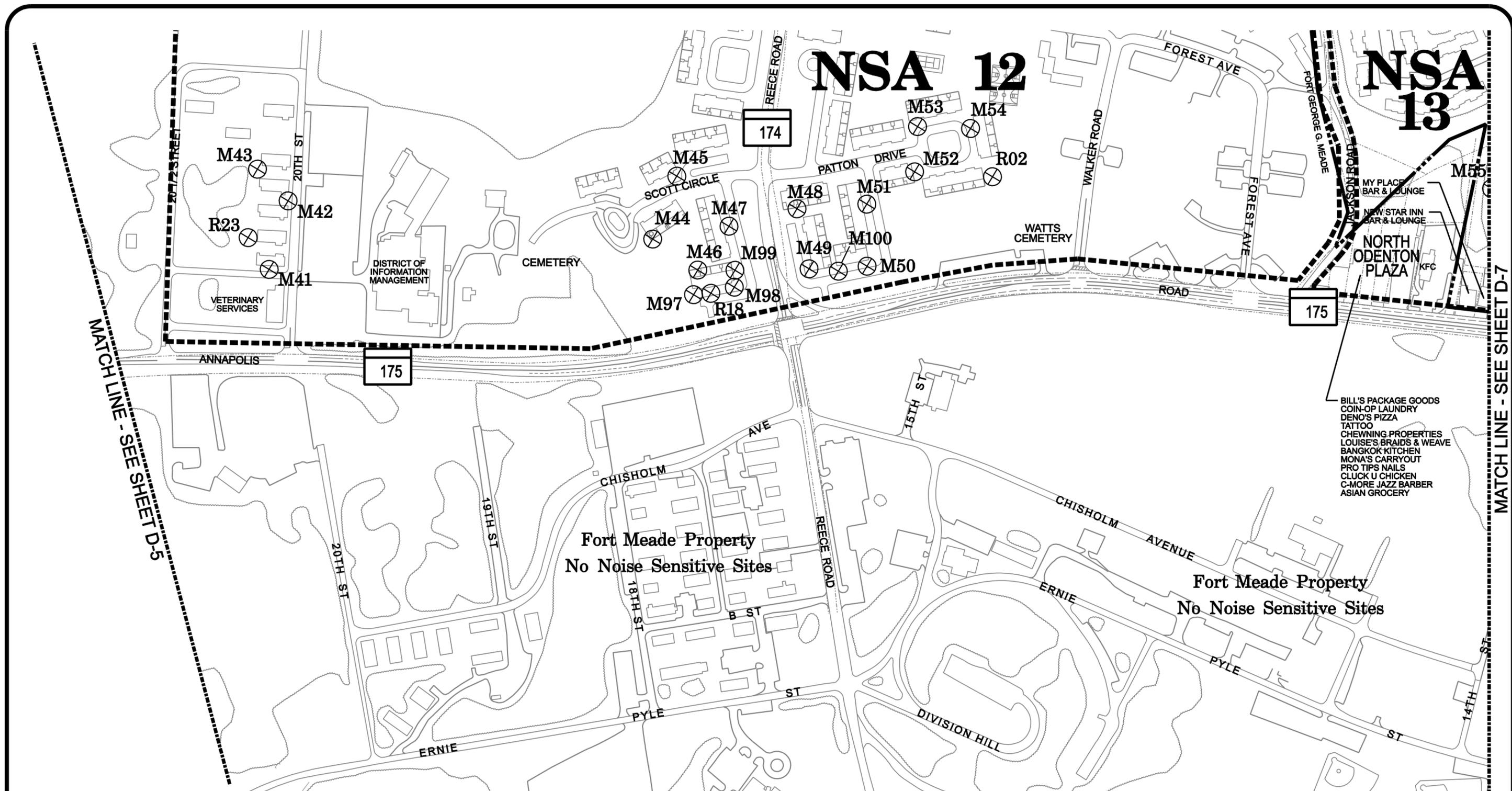


**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
State Highway Administration

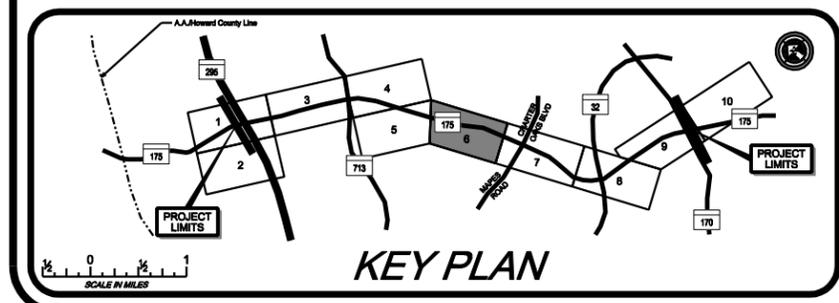
**HIGHWAY NOISE ANALYSIS**  
MD 175 From MD 295 to MD 170

Noise Sensitive Areas and Receptor Locations

|                   |                  |               |
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| SCALE<br>As Shown | DATE<br>MAY 2008 | FIGURE<br>D-5 |
|-------------------|------------------|---------------|



- BILL'S PACKAGE GOODS
- COIN-OP LAUNDRY
- DENO'S PIZZA
- TATTOO
- CHEWNING PROPERTIES
- LOUISE'S BRAIDS & WEAVE
- BANGKOK KITCHEN
- MONA'S CARRYOUT
- PRO TIPS NAILS
- CLUCK U CHICKEN
- C-MORE JAZZ BARBER
- ASIAN GROCERY

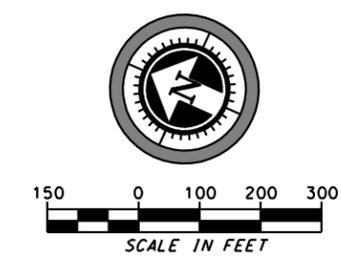


**LEGEND**

- NSA BOUNDARY
- Ft. George G. Meade Military Reservation

RECEIVER LOCATIONS

- R01 MONITORED
- M01 MODELED

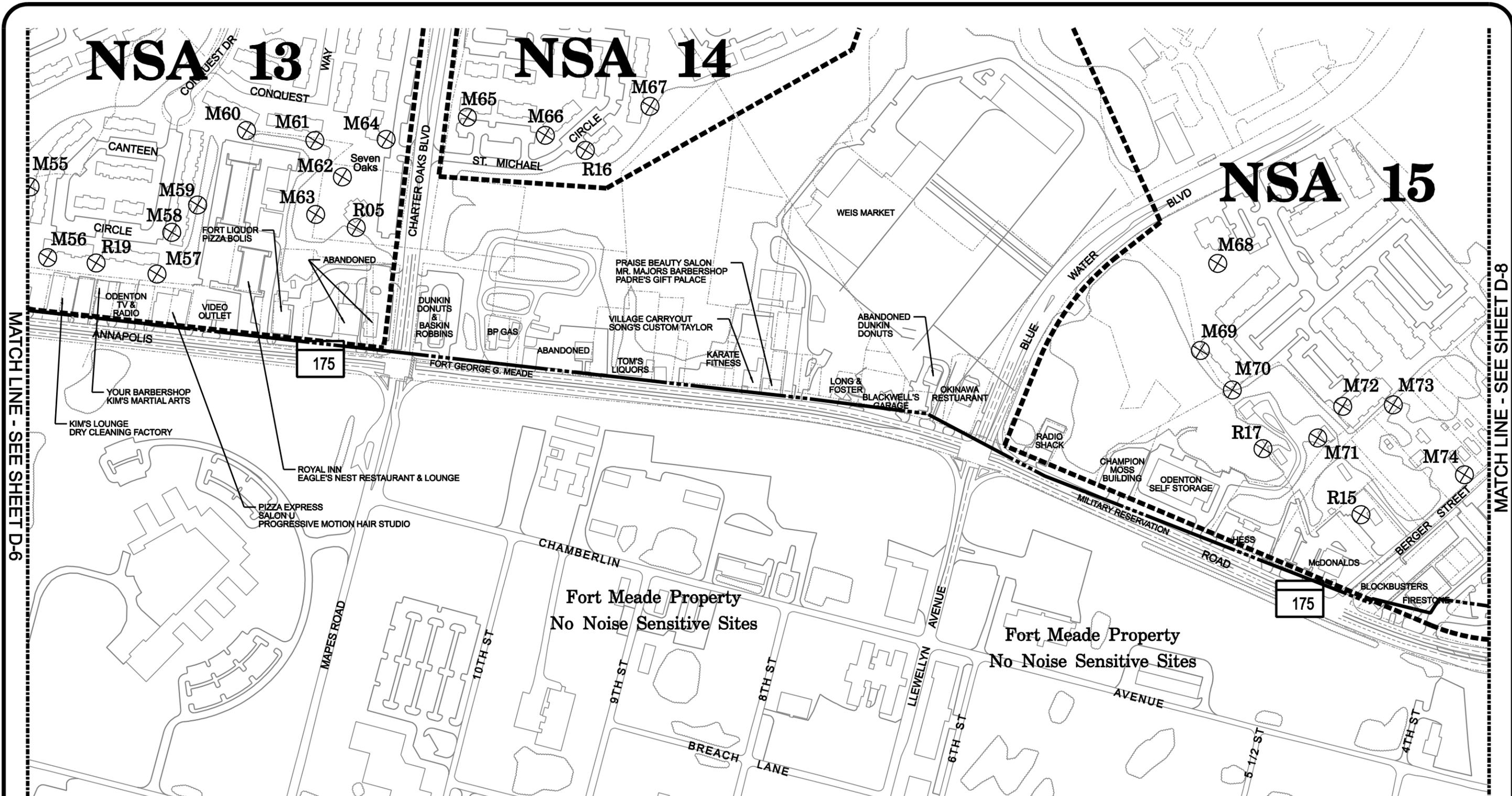


**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION

**HIGHWAY NOISE ANALYSIS**  
 MD 175 From MD 295 to MD 170

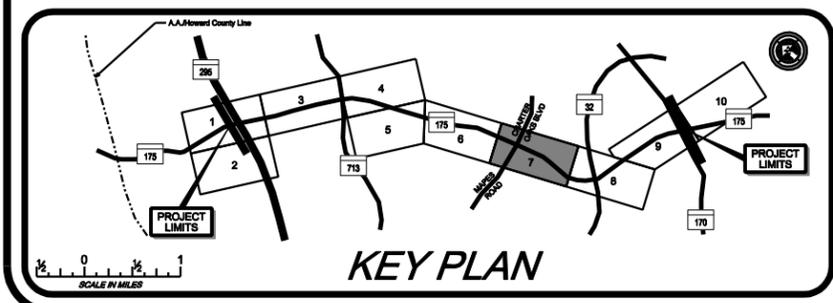
Noise Sensitive Areas and Receptor Locations

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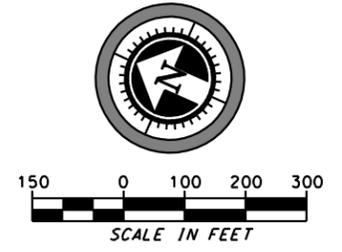
MATCH LINE - SEE SHEET D-6

MATCH LINE - SEE SHEET D-8



**LEGEND**

- NSA BOUNDARY
- Ft. George G. Meade Military Reservation
- RECEIVER LOCATIONS
- R01 MONITORED
- M01 MODELED

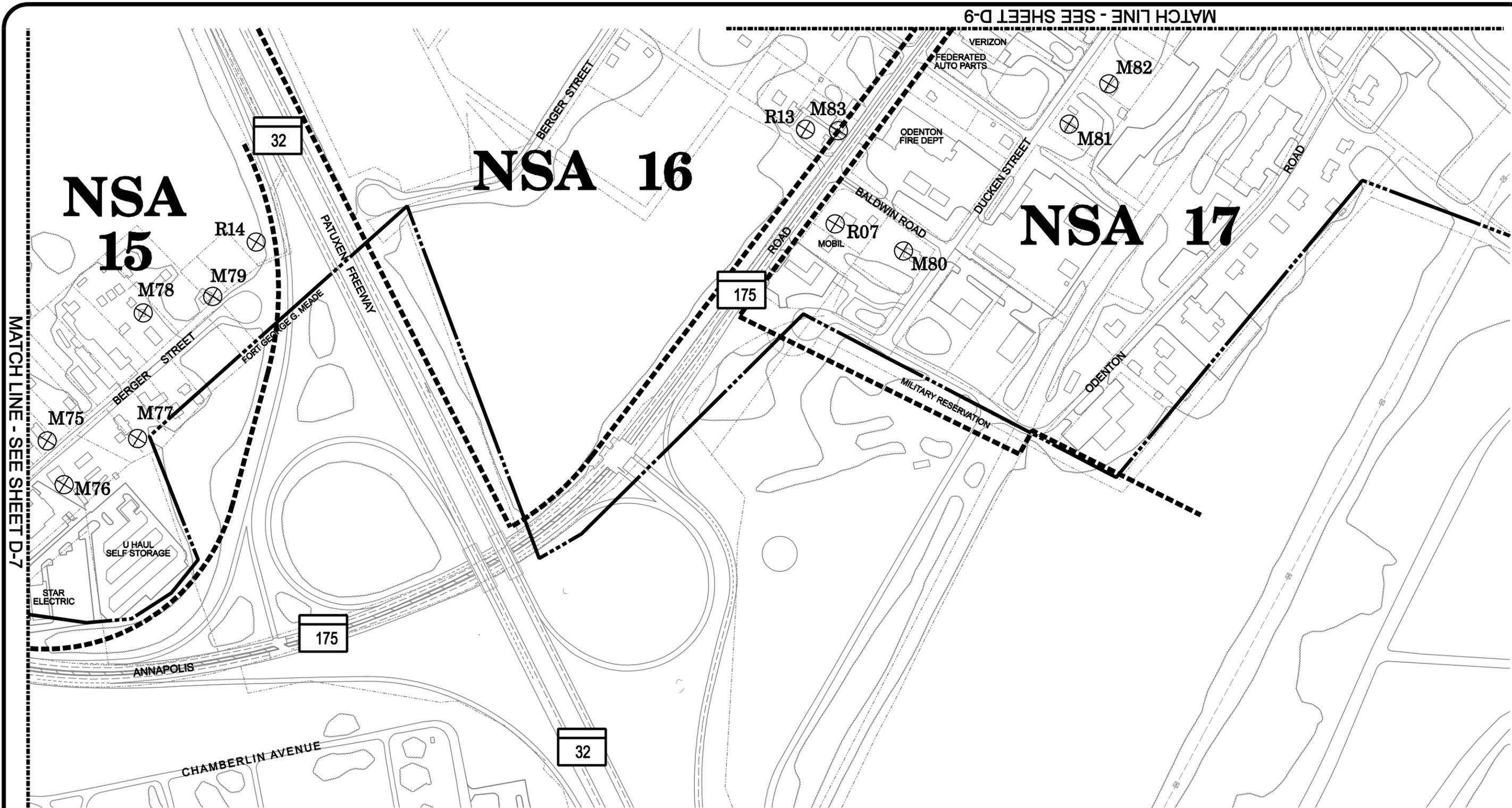


**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
State Highway Administration

**HIGHWAY NOISE ANALYSIS**  
MD 175 From MD 295 to MD 170

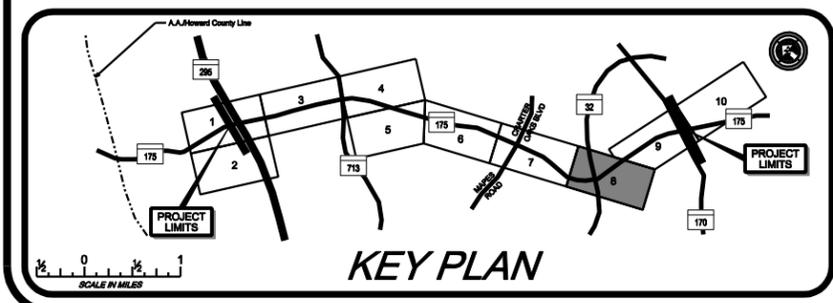
Noise Sensitive Areas and Receptor Locations

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| As Shown | MAY 2008 | D-7    |



MATCH LINE - SEE SHEET D-7

MATCH LINE - SEE SHEET D-9

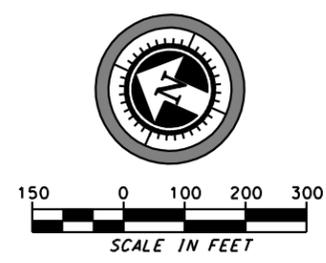


**LEGEND**

- NSA BOUNDARY
- - - - - Ft. George G. Meade Military Reservation

RECEIVER LOCATIONS

- R01 MONITORED
- M01 MODELED

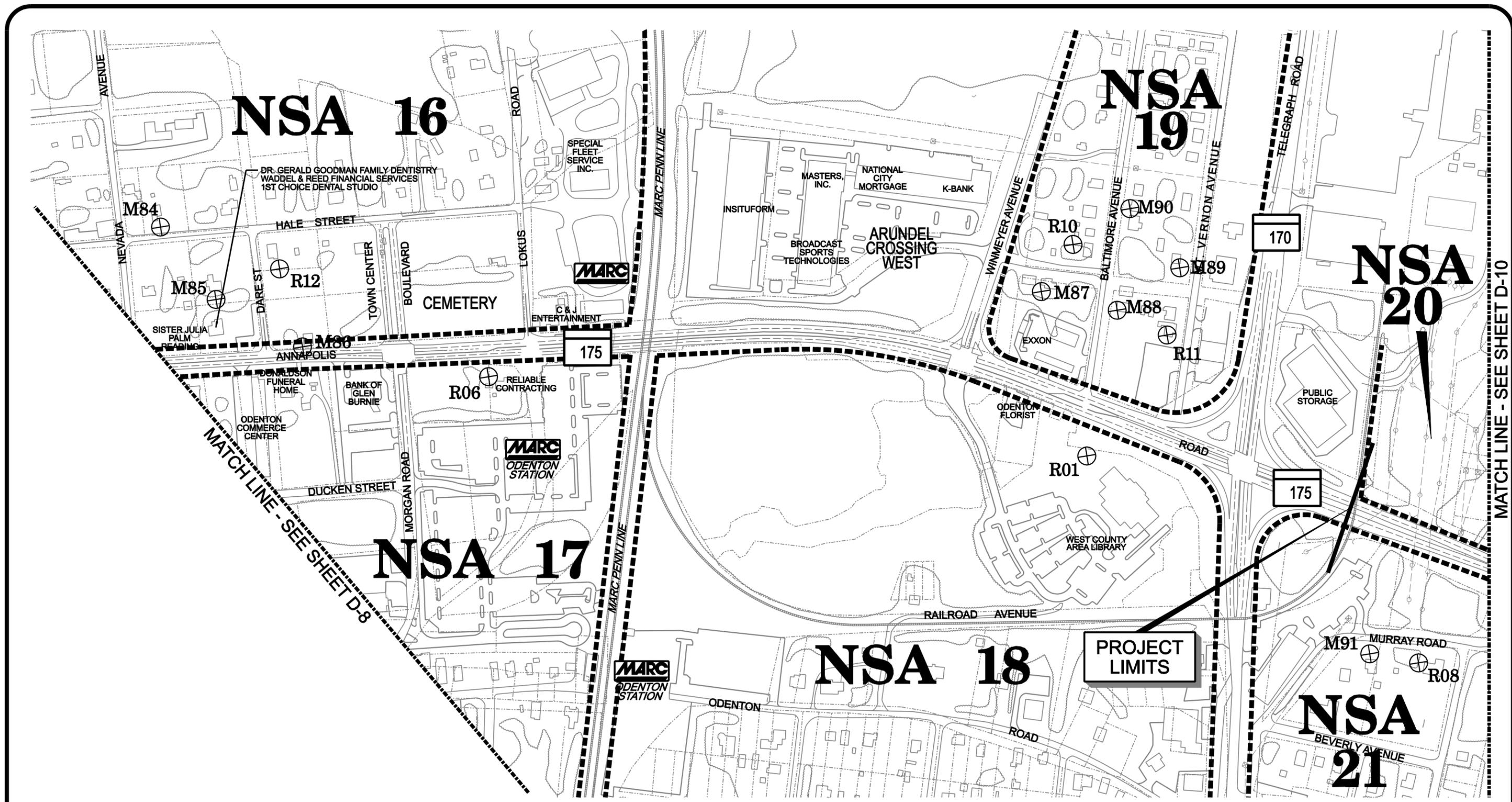


**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION

**HIGHWAY NOISE ANALYSIS**  
 MD 175 From MD 295 to MD 170

Noise Sensitive Areas and Receptor Locations

|                   |                  |               |
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| SCALE<br>As Shown | DATE<br>MAY 2008 | FIGURE<br>D-8 |
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**NSA 16**

**NSA 19**

**NSA 20**

**NSA 17**

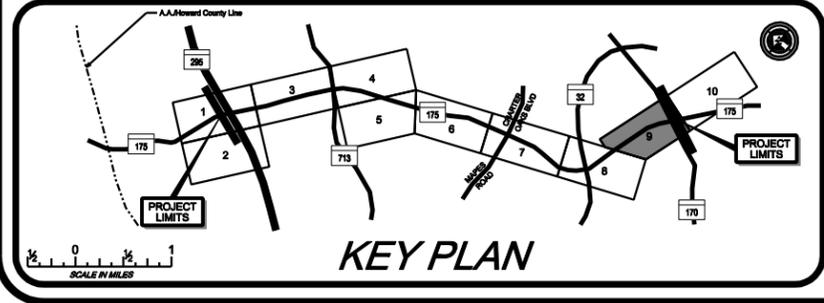
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**NSA 21**

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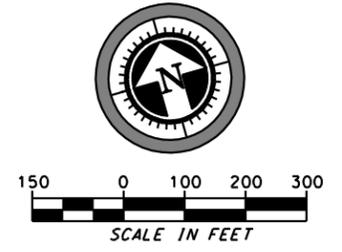
MATCH LINE - SEE SHEET D-10

PROJECT LIMITS



**LEGEND**

- NSA BOUNDARY
- FL George G. Meade Military Reservation
- RECEIVER LOCATIONS
- R01 MONITORED
- M01 MODELED

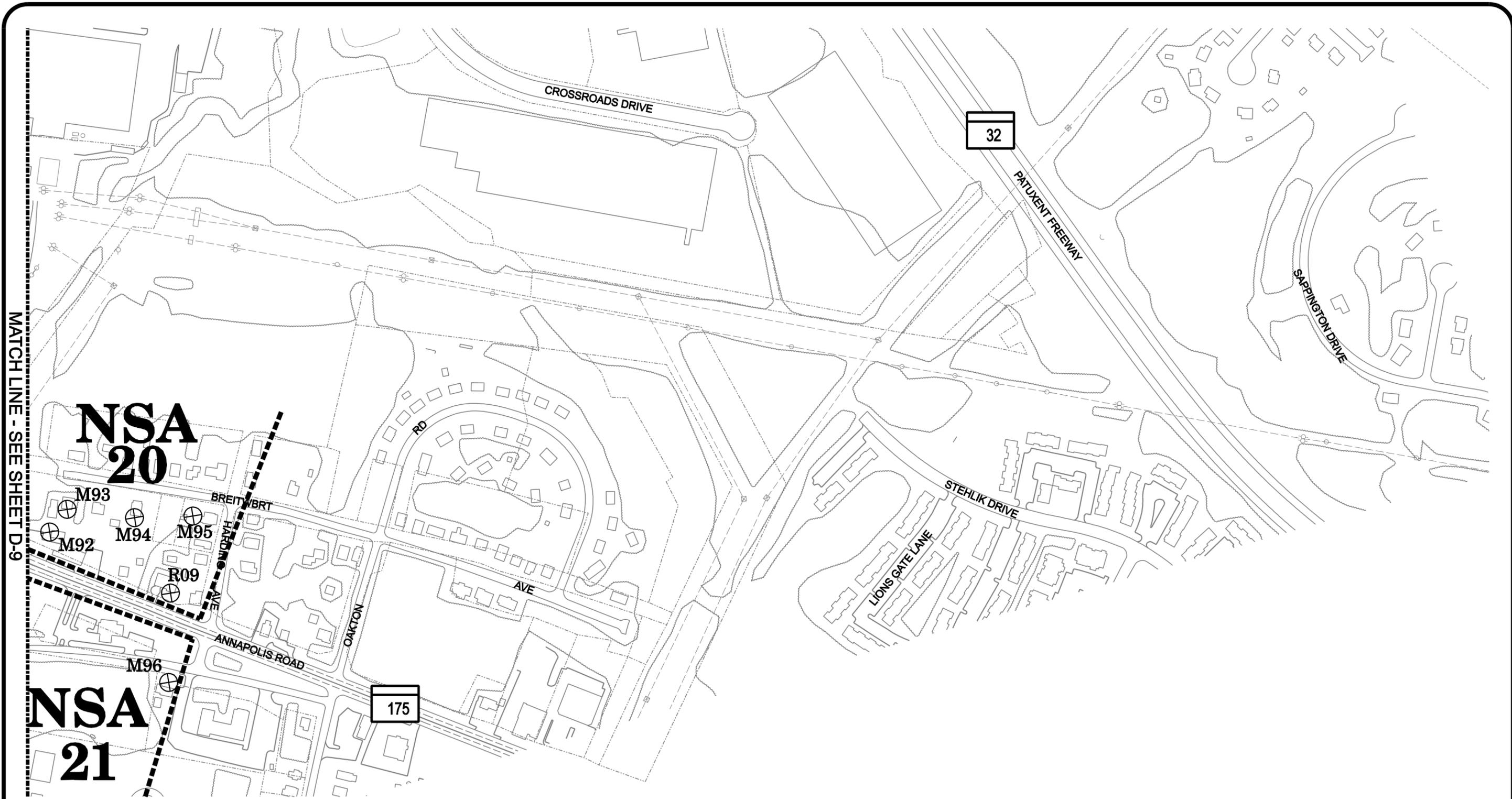


**SNA** MARYLAND DEPARTMENT OF TRANSPORTATION  
State Highway ADMINISTRATION

**HIGHWAY NOISE ANALYSIS**  
MD 175 From MD 295 to MD 170

Noise Sensitive Areas and Receptor Locations

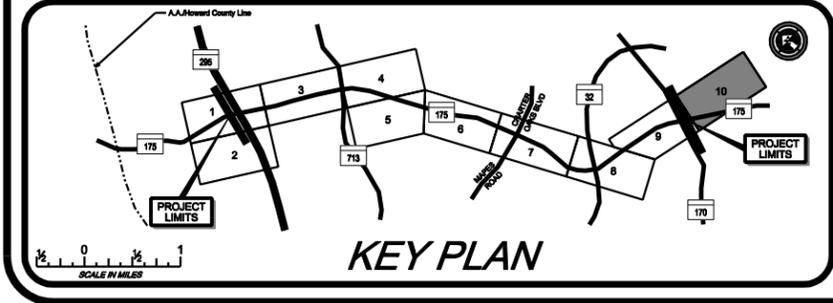
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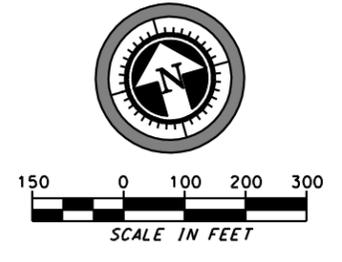
**NSA 20**

**NSA 21**



**LEGEND**

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|  | NSA BOUNDARY                             |     | RECEIVER LOCATIONS |
|  | FL. George G. Meade Military Reservation | R01 | MONITORED          |
|  |                                          | M01 | MODELED            |



|                                                                       |          |        |
|-----------------------------------------------------------------------|----------|--------|
|                                                                       |          |        |
| MARYLAND DEPARTMENT OF TRANSPORTATION<br>STATE HIGHWAY ADMINISTRATION |          |        |
| <b>HIGHWAY NOISE ANALYSIS</b><br>MD 175 From MD 295 to MD 170         |          |        |
| Noise Sensitive Areas and Receptor Locations                          |          |        |
| SCALE                                                                 | DATE     | FIGURE |
| As Shown                                                              | MAY 2008 | D-10   |