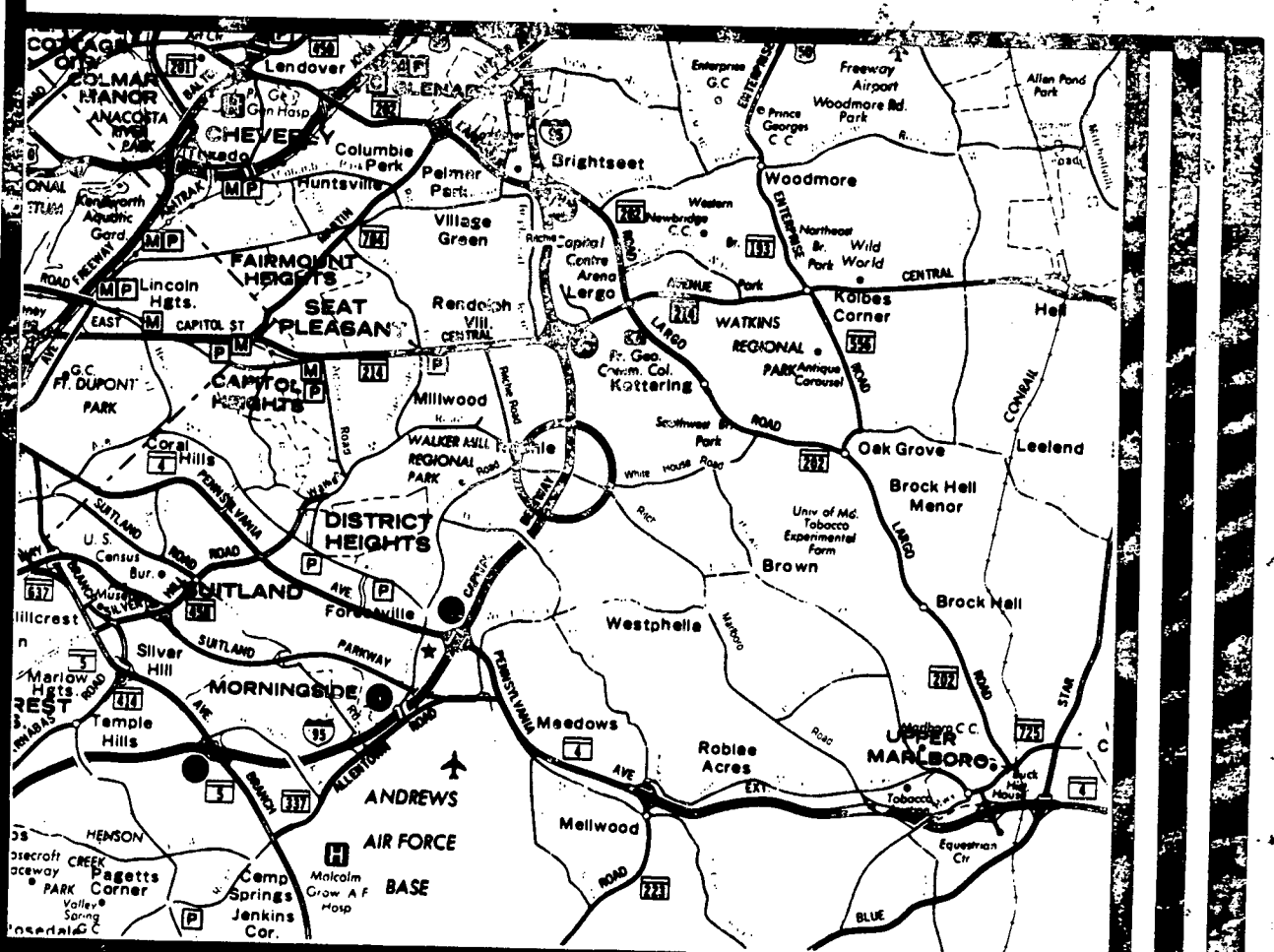
FINDING OF NO SIGNIFICANT IMPACT

FOR

CONTRACT NO. P874-101-372

I-95 (CAPITAL BELTWAY) AT RITCHIE MARLBORO ROAD PRINCE GEORGES COUNTY, MARYLAND



ared by
DEPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

2

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

INTERSTATE I-95 INTERCHANGE AT RITCHIE-MARLBORO ROAD, PRINCE GEORGES COUNTY, MARYLAND

The Federal Highway Administration has determined that Alternate 5-B, a spread diamond interchange at I-95 and Ritchie-Marlboro Road and the widening of Ritchie-Marlboro Road to six lanes from White House Road to Walker Mill Road, will have no significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment and the attached documentation which summarizes the assessment and documents the selection of the selected alternate. The configuration and ultimate decision of the ramp intersections with Ritchie-Marlboro Road will be the subject of further evaluation during the design phase of the project and the analysis provided to FHWA for review and approval as part of the Interstate Access approval. Any resultant new or different environmental impacts will be reevaluated at that time. In addition, the selected alternative conforms with the Clean Air Act Amendments of 1990, in accordance with the US DOT/EPA June 7, 1991 guidance.

This FONSI has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

11/15/91
Date

Herman Rodrigo
For Division Administrator

INTERSTATE ROUTE 95 (CAPITAL BELTWAY) RITCHIE-MARLBORO ROAD
INTERCHANGE CONSTRUCTION
CONTRACT NO. P 874-101-372

FINDING OF NO SIGNIFICANT IMPACT

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I.
RECORD OF DECISION

6

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF
SEPTEMBER 16, 1991

* * * * *

CONCURRENCE WITH PRIOR ACTION

A Finding of No Significant Impact (FONSI) is being prepared on the project listed below. Location approval will be requested from the Federal Highway Administration, recommending a diamond roundabout, whose configuration is that of a diamond interchange.

Contract No. P 874-101-372
I-95 (Capital Beltway) at Ritchie-Marlboro Road
Interchange Study
PDMS No. 161088

The decision to proceed in this manner was made by the Administrator at a team meeting held on July 17, 1991.

/bc

cc: E.L. Homer
R. Olsen
C. Mills
R. Douglas
N. Pedersen
L. Ege
E. Freedman
A. Capizzi
C. Simpson
SRC-Prince George's County File

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

DATE: September 11, 1991

SUBJECT: Contract No. P 874-101-372
I-95 (Capital Beltway)
at Ritchie-Marlboro Road
Interchange Study
PDMS No. 161088

The Project Planning Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that the Federal Highway Administration will approve the document and grant Location Approval in November of 1991.

The decision was made to proceed with the FONSI recommending a diamond roundabout, whose configuration is that of a diamond interchange. The significant difference is that the diamond intersections between the ramps and Ritchie-Marlboro Road would be constructed as British Style Roundabouts.

The selection was made by Administrator Hal Kassoff at a team meeting held on July 17. A summary of the meeting and the Project Team Recommendation are enclosed.

This information is being sent to you as part of the procedures by which you submit the action to the Administrator, receive his approval and formally record and file this action.

I concur with the above recommendation.

Hal Kassoff, Administrator — Date 9/16/91

Enclosures

cc: Mr. Robert Douglass
Mr. Louis H. Ege, Jr.
Mr. Elizabeth Homer
Mr. Creston Mills
Mr. C. Robert Olsen
Ms. Cynthia D. Simpson

My telephone number is 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Since the decision meeting with the State Highway Administration (SHA), additional study and research has been completed regarding the I-95 ramp intersections with Ritchie-Marlboro Road. A roundabout type option is currently being considered and is preferred by the SHA. As part of the research, transportation agencies in the state of California and in England and Australia were contacted. The roundabout option has been used in England and Australia and appears to be working successfully.

Before a final decision is made, the SHA will complete analyses to determine the operational potential of the roundabout option and the signalized intersection. SHA will then consult with the Federal Highway Administration as part of the Interstate Access point approval process to determine the type of intersection that will be constructed.

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

FROM: Neil J. Pedersen, Director Neil J Pedersen
Office of Planning and
Preliminary Engineering

DATE: September 11, 1991

SUBJECT: Contract No. P 874-101-372
I-95 (Capital Beltway)
at Ritchie-Marlboro Road
Interchange Study
PDMS No. 161088

RE: DECISION DOCUMENTATION MEMORANDUM

The Project Planning Division is completing the project planning phase for the study of an interchange to access I-95/I-495 (the Capital Beltway) at Ritchie-Marlboro Road in Prince George's County.

The Location/Design Public Hearing for this project was held on June 21, 1990 at the Arrowhead Elementary School in the Upper Marlboro area. Approximately 135 people attended the hearing. The testimony and written comment was split for and against an interchange.

A full cloverleaf (Alternate 5) was presented at the public hearing. As the result of public and agency comments, supplemental configuration concepts were developed in the effort to minimize:

- wetland impacts;
- the footprint for the interchange (the acreage needed); and
- operational conflicts (e.g., weaving) along the Capital Beltway.

A Project Review Meeting was held with you on July 17, 1991 to review the status of supplemental studies on the I-95/Ritchie-Marlboro Road project. The following were in attendance:

My telephone number is 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Hal Kassoff	State Highway Administrator
Neil J. Pedersen	Director, Office of Planning and Preliminary Engineering (OPPE)
Louis H. Ege, Jr.	Deputy Director, OPPE
Cynthia Simpson	Deputy Division Chief, Project Planning Division (PPD)
Joseph Finkle	PPD
Bruce Grey	PPD
Victor Janata	PPD
Monty Rahman	PPD
Edward Myers	Hurst-Rosche Engineers, Inc.

These supplemental concept alternates were presented:

- The diamond roundabout, whose configuration is that of a diamond interchange. The significant difference is that the diamond intersections between the ramps and Ritchie-Marlboro Road would be constructed as British Style Roundabouts.

- The two-bridge roundabout, which involves a rotary roadway bridging the beltway north and south of the existing beltway bridges.

- The partial cloverleaf, providing directional ramps only in the northeast and southwest quadrants, and directional and loop ramps in the northwest and southeast quadrants.

- The Value Engineering Team concept, which involves two trumpet interchanges and connecting ramps in the greater southwest quadrant to connect I-95 and Ritchie-Marlboro Road.

The review of the above concepts resulted in the decision to develop the detailed study of the diamond roundabout, and to assess the impacts. The results of that study show the roundabout alternate to have significant advantages over the cloverleaf interchange.

- The diamond roundabout (Alternate 5B) impacts less than five acres of wetland versus the eleven acres impacted by the full cloverleaf (Alternate 5), which was presented in the Environmental Assessment and at the Location/Design Public Hearing.

- Right-of-way acreage needed for the diamond roundabout is less than 61 acres versus the more than 74 acres for the full cloverleaf.

- The roundabout intersections greatly increase traffic capacity over traditional diamond ramp intersections. With a diamond interchange configuration, all weaving movements would be avoided on I-95, in comparison to the loop ramp weaves for the full cloverleaf configuration.

- The total multi-phase cost to construct the diamond roundabout is estimated at $56 million versus the $63 million presented at the public hearing for the full cloverleaf configuration. (A large portion of this cost is right-of-way. Consideration should be given to requiring donation of right-of-way owned by property owners who would benefit from construction of the interchange.)

As a result, we are requesting your concurrence in the selection of the diamond roundabout as the alternate to pursue for location and design approvals. We are proceeding with the development of the Finding of No Significant Impact document. With the review meeting held on July 17, 1991 and your familiarity with the project and its issues, I believe a formal decision meeting will not be necessary for this study.

CONCURRENCE:

Hal Kassoff
Administrator

9/12/91
Date

cc: Attendees
Mr. Charles B. Adams
Mr. John D. Bruck
Mr. Antony M. Capizzi
Mr. John M. Contestabile
Mr. Robert D. Douglass
Mr. Stephen F. Drumm
Mr. Robert J. Finck
Mr. Earle S. Freedman
Mr. James K. Gatley
Mr. John H. Grauer
Ms. Angela B. Hawkins
Mr. Thomas Hicks
Mr. Robert J. Houst
Mr. Vernon J. Kral
Mr. Creston J. Mills, Jr.
Mr. Charles R. Olsen
Mr. Thomas C. Watts
Mr. James L. Wynn
Mr. Michael J. Zezeski

II.
COMPARISON OF ALTERNATES

TABLE S
COMPARISON OF ALTERNATES

ANALYSIS ITEM	NO-BUILD	ALTERNATE 5	SELECTED ALTERNATE 5-B
Social Economic Impacts			
1. Relocations			
a. Residences	0	7	7
b. Businesses	0	0	0
c. Farms	0	0	0
d. Right-of-Way	0	74.2	60.5
2. Minority Families affected	0	1	1
3. Parkland or recreation area affected	0	0	0
4. Consistent with area land use plans	No	Yes	Yes
5. Historic Sites affected	0	0	0
6. Archeological Sites affected	0	3	3
Natural Environment Impacts			
1. Number of stream relocations	0	0	0
2. Number of stream crossings	0	8	8
3. Threatened or endangered species affected	No	No	No
4. Acres of prime farmland affected	0	43	43
5. Impacts to 100-year flood-plain (Acres)	0	0	0
6. Wetlands affected (Acres)	0	11	3.8
7. Woodlands affected (Acres)	0	28.5	18.6
8. Number NSA's exceeding noise abatement criteria or increases of 10 dBA or more over ambient	0	3	3
9. Air quality sites exceeding S/NAAQS (2015)	0	0	0
Approximate Costs (1991 Dollars in Thousands)	0	$65,000	$56,000

III.
SUMMARY OF ACTIONS AND RECOMMENDATIONS

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. BACKGROUND

1. Project Location

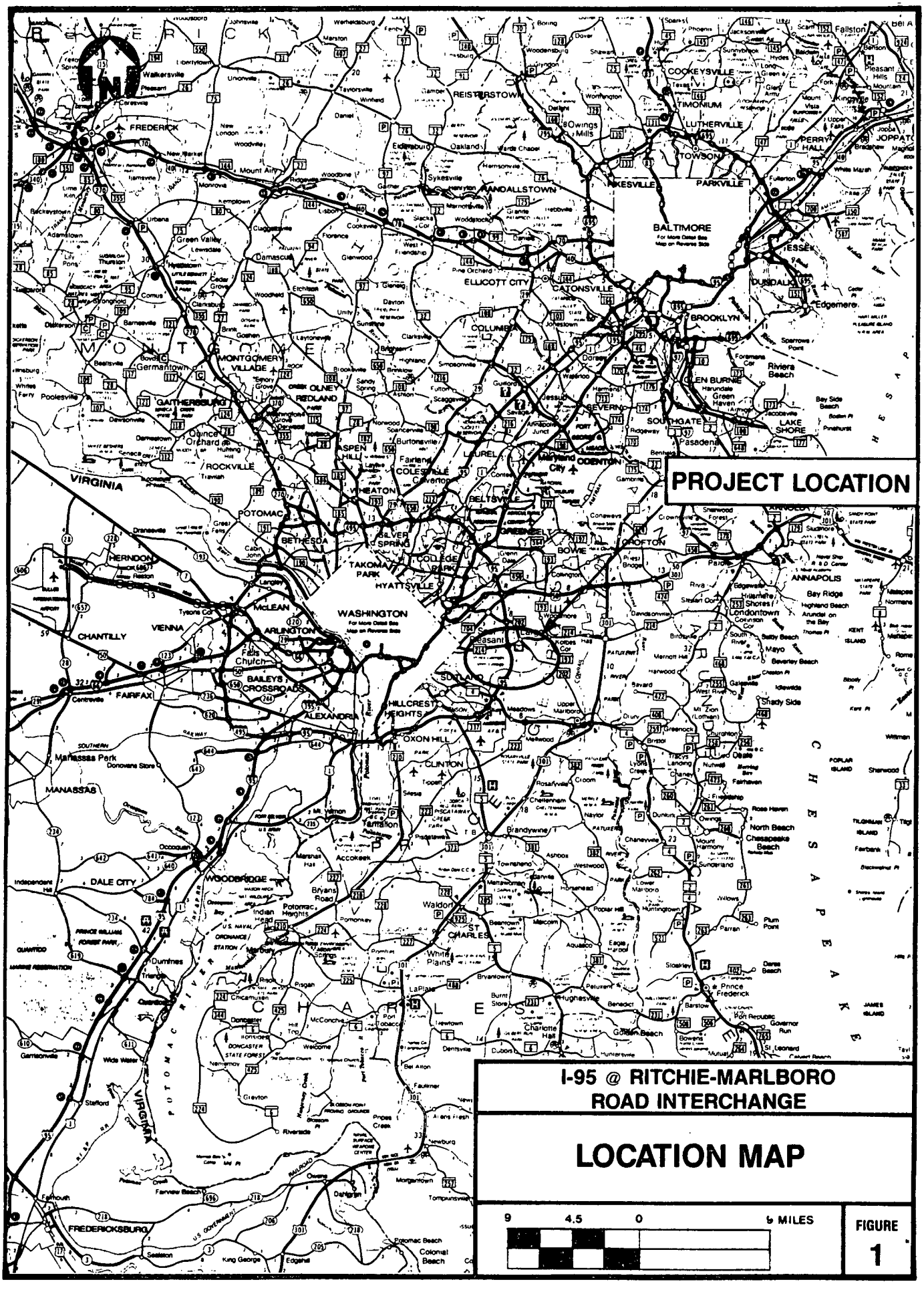
The I-95/Ritchie-Marlboro Road Interchange study area is located in the western part of Prince George's County east of Washington D.C. (see Figure 1). The area is bounded by MD 214 (Central Avenue) to the north, D'Arcy Road to the south, MD 202 to the east, and Ritchie Road to the west (see Figure 2). The proposed interchange would be located about 1.6 miles south of the I-95/MD 214 interchange and about 2.4 miles north of the I-95/MD 4 interchange.

The study area portion of I-95 currently serves multiple functions. It serves commuter traffic as the eastern portion of the Capital Beltway and provides circumferential access to points around the Washington, D.C. metropolitan area. The facility also serves interstate through traffic traveling between Florida and Maine.

2. Purpose and Need for the Project

The purpose of this project is to provide an additional access point on the Capital Beltway at Ritchie-Marlboro Road which presently underpasses I-95. This new interchange access would serve to redistribute the number of trips being made off and on I-95 at the adjacent I-95/MD 214 and I-95/MD 4 interchanges.

The existing interchanges at MD 214 and MD 4 will not provide adequate capacity or access for the developing industrial and commercial areas located between MD 214 on the north, MD 4 on the south, Ritchie Road/Forestville Road on the

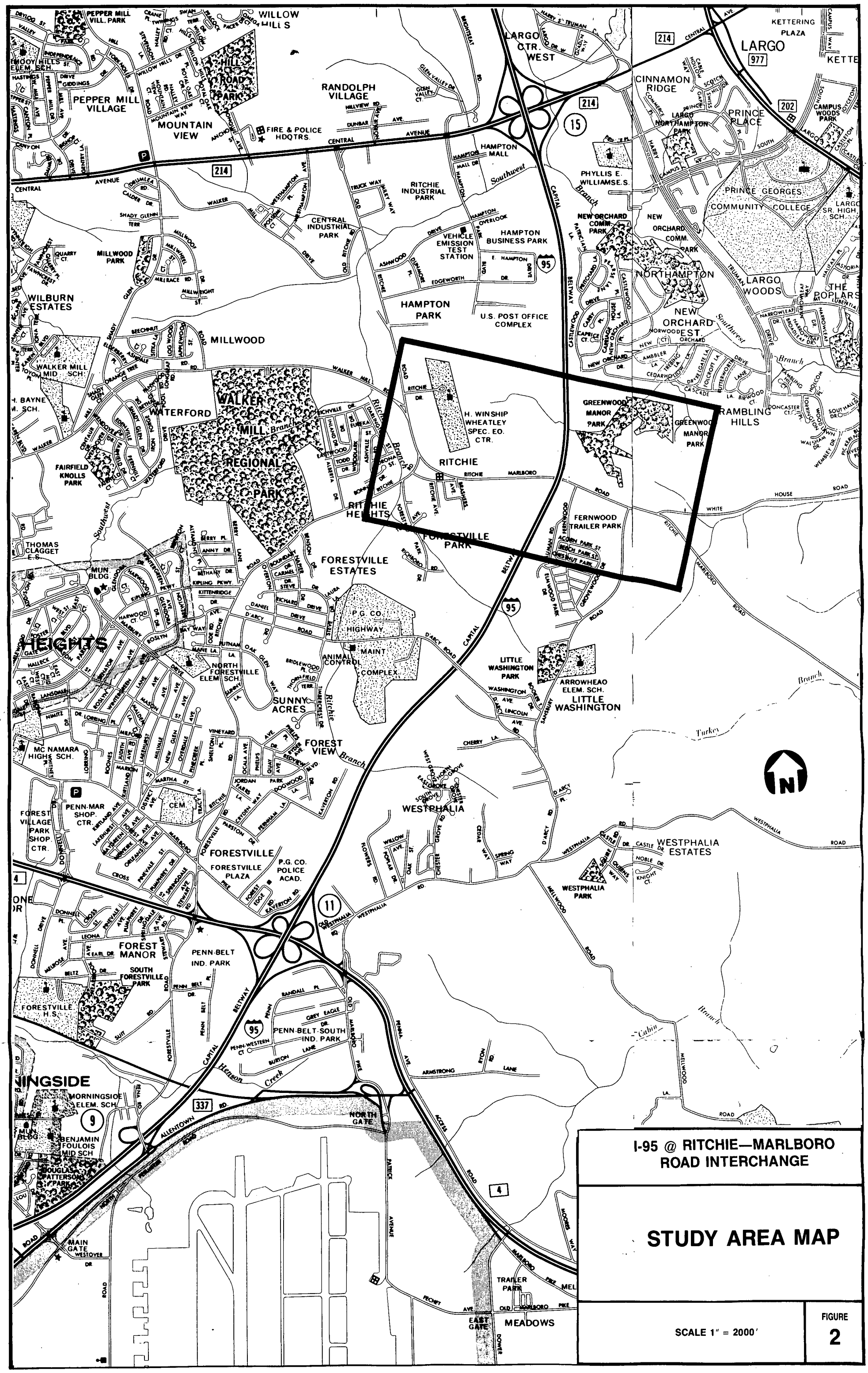

PROJECT LOCATION
I-95 @ RITCHIE-MARLBORO
ROAD INTERCHANGE
LOCATION MAP
9 4.5 0 9 MILES
FIGURE
1
FREDERICK
MONTGOMERY
PRINCE GEORGES
CHARLES
ANNE ARUNDEL
BALTIMORE
HOWARD
VIRGINIA
WASHINGTON
BALTIMORE
CHESAPEAKE
POTOMAC RIVER

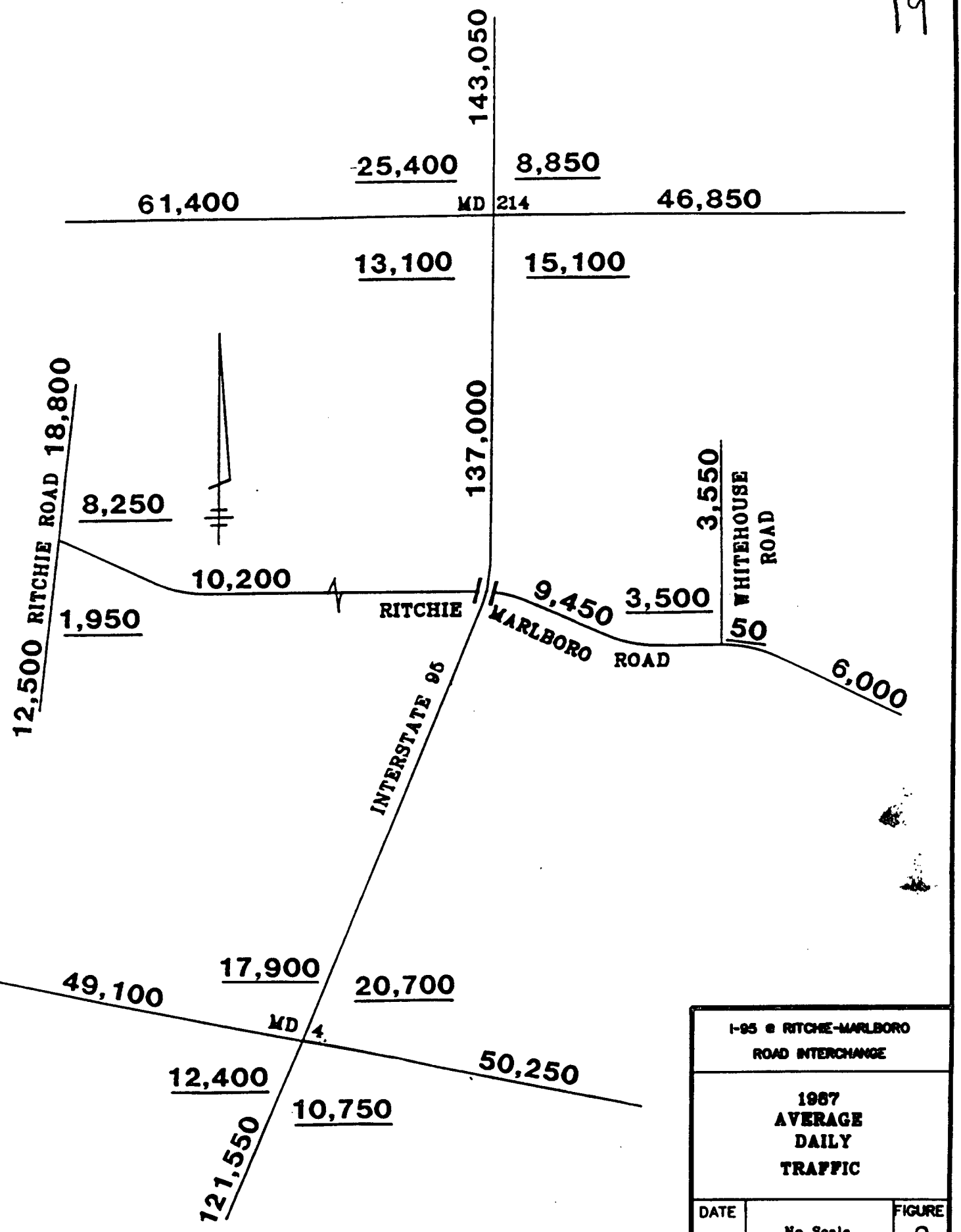
west, and I-95 on the east. Existing and worsening congestion at the adjacent I-95/MD 214 and I-95/MD 4 interchanges and the connecting local roadway system would be alleviated by implementing the proposed I-95/Ritchie-Marlboro Road interchange. Both the I-95/MD 214 and I-95/MD 4 interchanges are experiencing accident rates significantly higher than the statewide averages for similar facilities.

Currently, traffic bound for the Ritchie-Marlboro Road area from I-95 exits at two points:

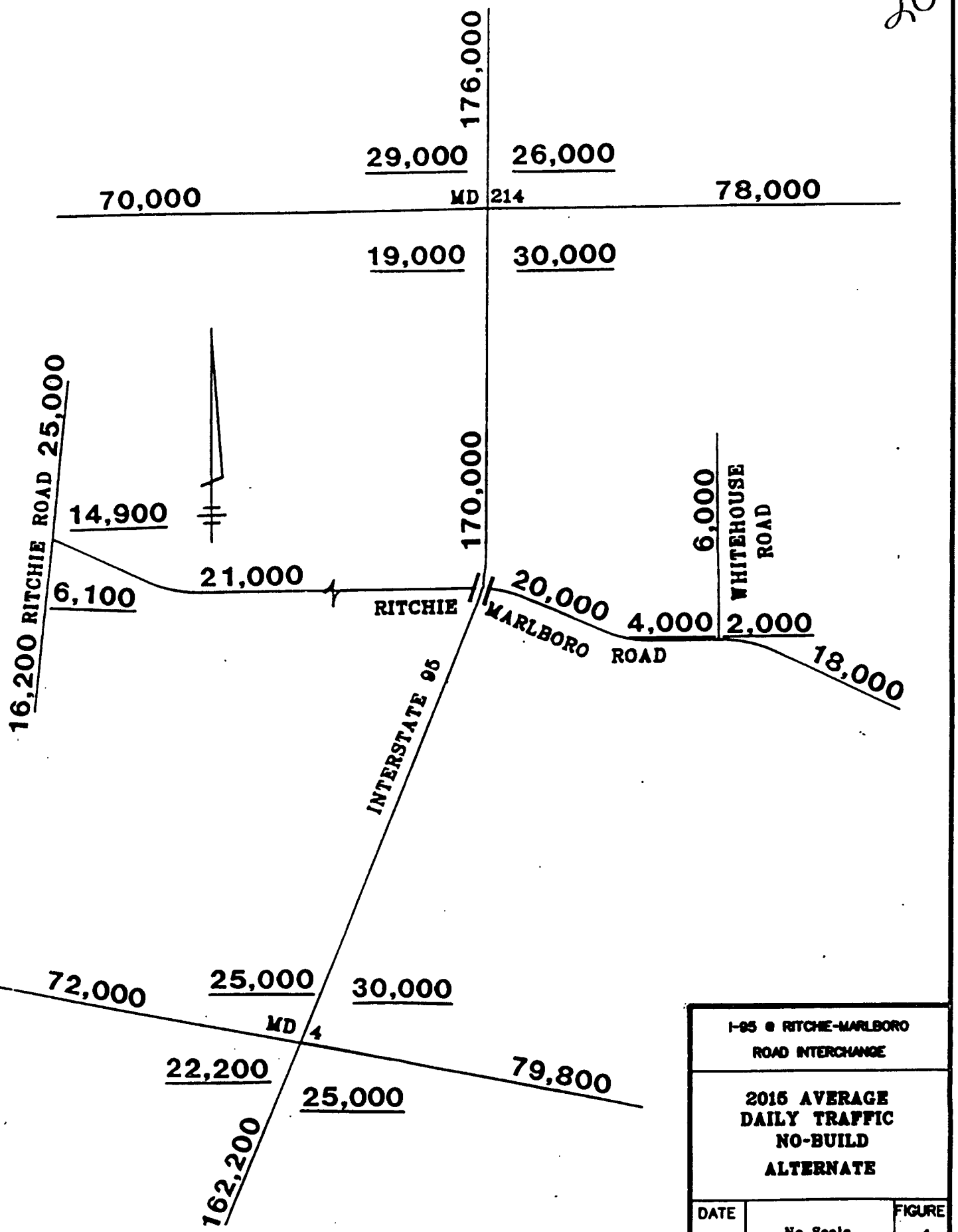
- At MD 214, traffic travels west to Ritchie Road and south to Ritchie-Marlboro Road.
- At MD 4, traffic travels west to Forestville Road, north to Ritchie Road, and north to Ritchie-Marlboro Road. (An alternate route from MD 4 is east on MD 4 to Westphalia, to D'Arcy Road, and either north and west, over I-95, to Ritchie Road, or north to Sansbury Road to Ritchie-Marlboro Road.)

Under a "No-Build"Alternate, the interchanges of I-95 at MD 214 and at MD 4 will have to accommodate the traffic volume growth brought about by the current development. For example, a platted residential subdivision is located in the northeast quadrant and industrial developments are being considered for both the southwest and northwest quadrants of the proposed interchange with Ritchie-Marlboro Road. The two existing interchanges are already experiencing operational problems and high accidents rates with today's traffic, and

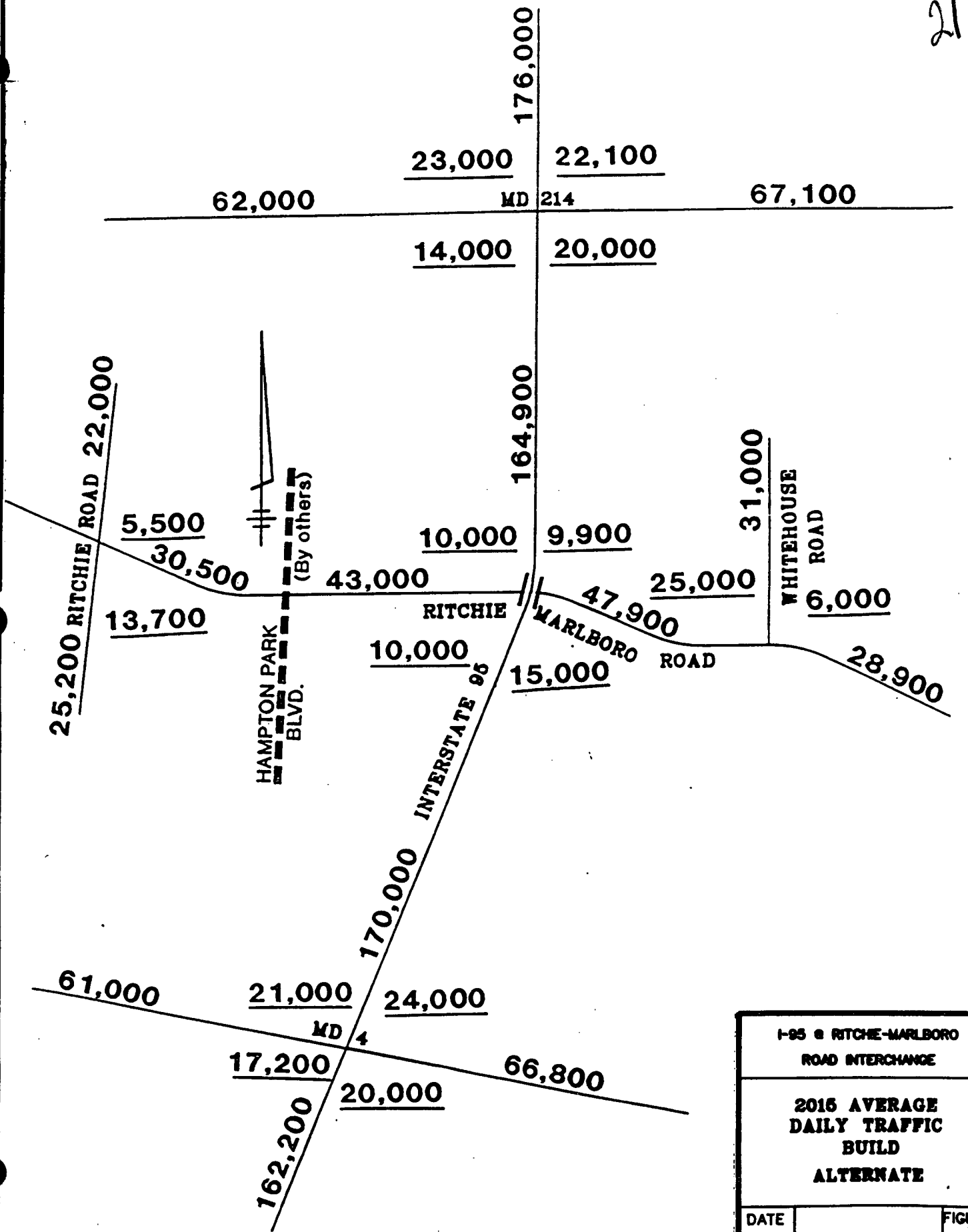

I-95 @ RITCHIE—MARLBORO ROAD INTERCHANGE
STUDY AREA MAP
SCALE 1" = 2000'
FIGURE 2
PEPPER MILL VILLAGE
MOUNTAIN VIEW
RANDOLPH VILLAGE
HILL ROAD PARK
WILLOW HILLS
FIRE & POLICE HDQTRS.
HAMPTON MALL
RITCHIE INDUSTRIAL PARK
CENTRAL INDUSTRIAL PARK
VEHICLE EMISSION TEST STATION
HAMPTON BUSINESS PARK
HAMPTON PARK
U.S. POST OFFICE COMPLEX
LARGO CTR. WEST
PHYLLIS E. WILLIAMSE.S.
PRINCE GEORGES COMMUNITY COLLEGE
NEW ORCHARD COMM. PARK
NORTHAMPTON
NEW ORCHARD EST.
LARGO WOODS
THE POPLARS
CINNAMON RIDGE
PRINCE PLACE
LARGO NORTHAMPTON PARK
CAMPUS WOODS PARK
KETTERING PLAZA
LARGO
WILBURN ESTATES
MILLWOOD PARK
MILLWOOD
WALKER MILL MID SCH.
H. BAYNE M. SCH.
WATERFORD
WALKER MILL REGIONAL PARK
FAIRFIELD KNOLLS PARK
H. WINSHIP WHEATLEY SPEC. ED. CTR.
RITCHIE
RITCHIE HEIGHTS
FORESTVILLE PARK
GREENWOOD MANOR PARK
RAMBLING HILLS
FERNWOOD TRAILER PARK
THOMAS CLAGGET E.S.
MUN. BLDG.
FORESTVILLE ESTATES
P.G. CO. HIGHWAY MAINT. COMPLEX
ANIMAL CONTROL
LITTLE WASHINGTON PARK
ARROWHEAD ELEM. SCH.
LITTLE WASHINGTON
HEIGHTS
NORTH FORESTVILLE ELEM. SCH.
SUNNY ACRES
FOREST VIEW
MC NAMARA HIGH SCH.
PENN-MAR SHOP. CTR.
FOREST VILLAGE PARK SHOP. CTR.
FORESTVILLE
FORESTVILLE PLAZA
P.G. CO. POLICE ACAD.
WESTPHALIA
WESTPHALIA ESTATES
WESTPHALIA PARK
FOREST MANOR
PENN-BELT IND. PARK
SOUTH FORESTVILLE PARK
FORESTVILLE H.S.
PENN-BELT SOUTH IND. PARK
MORNINGSIDE
MORNINGSIDE ELEM. SCH.
BENJAMIN FOULOIS MID SCH
DOUGLAS PATTERSON PARK
MAIN GATE
NORTH GATE
EAST GATE
MEADOWS
TRAILER PARK
Southwest Branch
Ritchie Branch
Turkey Branch
Cabin Branch
Henson Creek
CAPITAL BELTWAY
PATRICK AVENUE
ACCESS ROAD
ALLENTOWN ROAD
D'ARCY ROAD
MARLBORO ROAD
WESTPHALIA ROAD
CENTRAL AVENUE
214
202
95
15
4
11
9
337
977



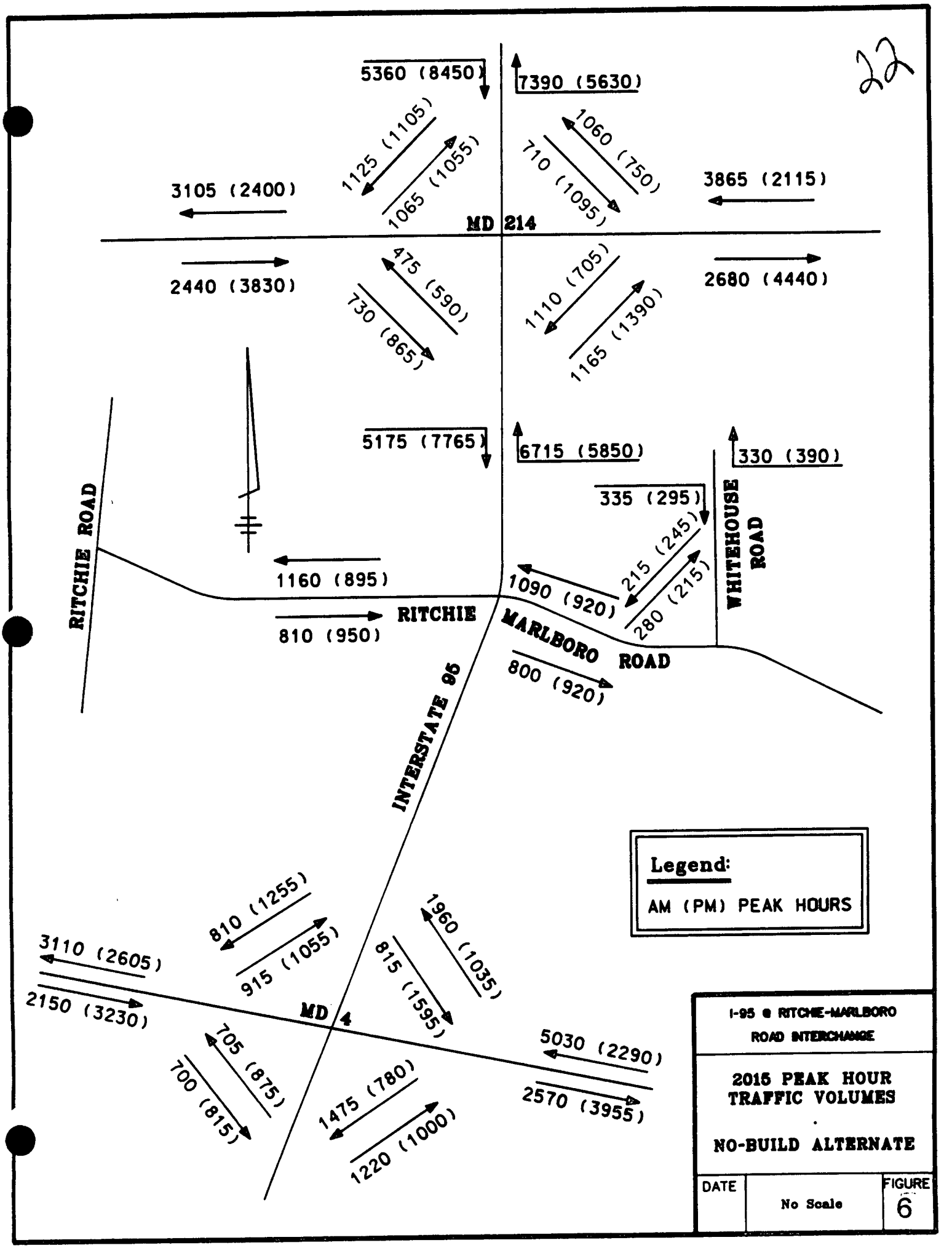
I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE		
1987 AVERAGE DAILY TRAFFIC		
DATE	No Scale	FIGURE 3



I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE		
2015 AVERAGE DAILY TRAFFIC NO-BUILD ALTERNATE		
DATE	No Scale	FIGURE 4



I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE		
2015 AVERAGE DAILY TRAFFIC BUILD ALTERNATE		
DATE	No Scale	FIGURE 5

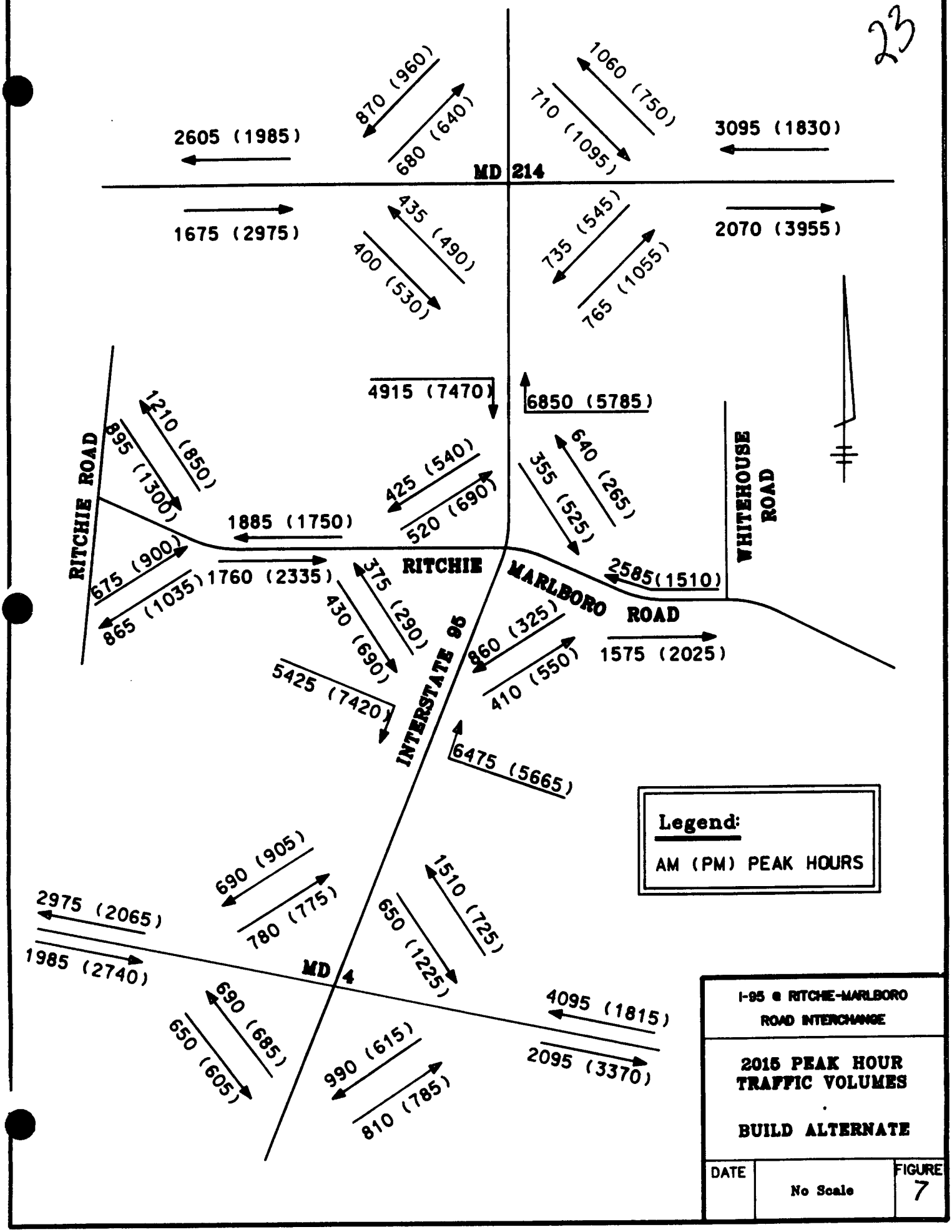


I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE

2015 PEAK HOUR TRAFFIC VOLUMES

NO-BUILD ALTERNATE

DATE	No Scale	FIGURE 6



I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE

2015 PEAK HOUR TRAFFIC VOLUMES

BUILD ALTERNATE

DATE	No Scale	FIGURE 7

are currently at capacity. These interchanges could not accommodate the planned future growth without a major failure in traffic flow.

A certain amount of development will not occur unless this interchange project goes forward. The lack of an interchange may not make the development economically viable, or Prince George's County may not allow the development because of it's Adequate Public Facilities Ordinance. The development that occurs as a result of this interchange will have additional environmental impacts. This planned development will impose impacts on wetland sites, air quality, noise, prime farmland soils, and forested areas. However, all development that occurs will be required to comply with all applicable local, state, and federal environmental requirements.

An interchange at I-95/Ritchie-Marlboro Road will ease traffic congestion on MD 214 and MD 4 and at their interchanges with I-95 by redirecting a portion of traffic to this new interchange. Figures 6 and 7 illustrate the AM and PM peak hours for the 2015 No-Build and Build scenarios. The I-95/Ritchie-Marlboro Road interchange would decrease the traffic volumes by an average of 20 percent at the MD 214 and MD 4 interchanges.

In 1987, Ritchie-Marlboro Road carried an average daily traffic (ADT) of 10,200 vehicles. This ADT is a mix of local residential and commercial/industrial traffic. I-95 carried an ADT of 137,000 vehicles. Under the No-Build Alternate

these volumes are projected to increase to 21,000 for Ritchie-Marlboro Road and to 170,000 for I-95 in the design year 2015. Figures 3-5 illustrate these ADT volumes. Trucks constitute nine percent of the current and design year (2015) build and no-build ADT's for Ritchie-Marlboro Road and eleven percent for I-95.

Level of Service describes traffic operating conditions, and varies primarily with traffic volumes and number of lanes. It is a measure of such factors as speed, traffic interruptions or restriction, and freedom to maneuver. Six levels of service, designated A through F, from best to worst have been established to identify traffic operations (Highway Capacity Manual, 1985). Level of Service A represents a condition of relatively free flow (Low volumes and higher speeds). Levels of Service B and C describe conditions involving stable flow but increasing restrictions on operating speeds and maneuvering. Level of Service D approaches unstable flow (tolerable delays in the case of urban streets) while Level of Service E volumes are at or near capacity of the highway. Level of Service F represents conditions below capacity in which there are recurring operational breakdowns with forced flow.

A decrease in traffic volumes translates into an improved level of service for MD 214 and MD 4 at their interchanges with I-95. The levels of service for these two roadways were generally improved and the V/C ratios (the ratio

of demand flow rate to capacity for a traffic facility) were decreased by an average of 20%. (Table 1 summarizes these findings.)

Similarly, the ramps to and from MD 214 and MD 4 had an improved level of service for the build condition. Also, the ramp volumes were decreased by approximately 20% for the build condition. (Table 2 summarizes these findings.)

The volumes for I-95 traffic were not decreased much for the build condition. This is because the predominant movement on this segment of the Capital Beltway is the through movement. Consequently, the volumes and levels of service for I-95 realized only a slight improvement for the build alternate.

TABLE 1
MD 214 AND MD 4 TRAFFIC ANALYSIS

SEGMENT	CONDITION	V/C RATIO	LOS
MD 214 EB weave section between the loop ramps			
2015 No-Build	AM Peak	0.76	D
2015 Build	AM Peak	0.59	C
2015 No-Build	PM Peak	1.21	F
2015 Build	PM Peak	1.04	F
MD 214 WB weave section between the loop ramps			
2015 No-Build	AM Peak	0.91	E
2015 Build	AM Peak	0.73	D
2015 No-Build	PM Peak	0.62	C
2015 Build	PM Peak	0.46	C
MD 4 EB weave section between the loop ramps			
2015 No-Build	AM Peak	0.67	C
2015 Build	AM Peak	0.59	C
2015 No-Build	PM Peak	1.18	F
2015 Build	PM Peak	0.99	E
MD 4 WB weave section between the loop ramps			
2015 No-Build	AM Peak	1.11	F
2015 Build	AM Peak	0.97	E
2015 No-Build	PM Peak	0.63	C
2015 Build	PM Peak	0.52	C

TABLE 2
RAMP ANALYSIS
AT MD 214 AND MD 4

SEGMENT	TIME	CONDITION	LOS
I-95/MD 214 Interchange			
Northeast Outer Ramp Merge	2015 No-Build	AM Peak	D
	2015 Build	AM Peak	D
	2015 No-Build	PM Peak	D
	2015 Build	PM Peak	C
Southwest Outer Ramp Diverge	2015 No-Build	AM Peak	C
	2015 Build	AM Peak	B
	2015 No-Build	PM Peak	F
	2015 Build	PM Peak	D
Southeast Outer Ramp Merge	2015 No-Build	AM Peak	D
	2015 Build	AM Peak	C
	2015 No-Build	PM Peak	F
	2015 Build	PM Peak	F
Northeast Outer Ramp Diverge	2015 No-Build	AM Peak	F
	2015 Build	AM Peak	D
	2015 No-Build	PM Peak	C
	2015 Build	PM Peak	C
I-95/MD 4 Interchange			
Northeast Outer Ramp Merge	2015 No-Build	AM Peak	C
	2015 Build	AM Peak	D
	2015 No-Build	PM Peak	D
	2015 Build	PM Peak	C
Southwest Outer Ramp Diverge	2015 No-Build	AM Peak	C
	2015 Build	AM Peak	C
	2015 No-Build	PM Peak	D
	2015 Build	PM Peak	C
Southeast Outer Ramp Merge	2015 No-Build	AM Peak	F
	2015 Build	AM Peak	C
	2015 No-Build	PM Peak	F
	2015 Build	PM Peak	E
Northeast Outer Ramp Diverge	2015 No-Build	AM Peak	F
	2015 Build	AM Peak	F
	2015 No-Build	PM Peak	C
	2015 Build	PM Peak	C

Accident data compiled for this study covers the period 1986 through mid-August 1989. 1989 data is not for a complete year, so 1989 was not used in calculating the accident rates.

Table 3 highlights the accident data for the proposed interchange area including the interchanges north and south of Ritchie-Marlboro Road. With the exception of I-95 through Ritchie-Marlboro Road, all roadways are experiencing accidents rates higher than the statewide average for similarly designed facilities (numbers represent accidents per 100 million vehicle miles [mvm]).

TABLE 3
ACCIDENT ANALYSIS

ROADWAY	ACCIDENT RATE	STATEWIDE AVERAGE RATE
I-95 thru Ritchie-Marlboro Road	56	75
Ritchie-Marlboro Road	218	202
White House Road	456	159
I-95 thru MD 214 Interchange	204	75
MD 214 thru I-95 Interchange	455	375
I-95 thru MD 4 Interchange	114	75
MD 4 thru I-95 Interchange	310	240

The proposed interchange area is planned for intense development in the near future. This development includes commercial, industrial, and residential proposals. The increased traffic volumes generated by this development will worsen existing accident problems at the adjacent I-95 interchanges under the No-Build Alternate.

The Build Alternate proposes an I-95 interchange in the area of Ritchie-Marlboro Road. This interchange would provide a third access to the developing area and would alleviate some of the traffic congestion already experienced at the MD 214 and MD 4 interchanges.

The Build Alternate proposes the reconstruction of Ritchie-Marlboro Road to a six-lane, divided highway from Ritchie Road to White House Road with no control of access outside the limits of the interchange. Ritchie-Marlboro Road can then be expected to experience an accident rate of approximately 145 acc/100mvm of travel which also equates to the statewide average rate.

3. Planning History

The study of an interchange on I-95 at Ritchie-Marlboro Road first appeared in the Fiscal Year 1987-1992 Consolidated Transportation Program (CTP), Interstate Development and Evaluation Program and has been included in all subsequent programs. The project is currently included in the development and evaluation portion of the Fiscal Years 1991-1996 CTP for planning only. Following location and design approvals, the project will be eligible for inclusion in future programs of the CTP for engineering, right-of-way acquisition, and construction.

The I-95/Ritchie-Marlboro Road interchange first appeared in the 1971-1990 Highway Needs Inventory (HNI). It was also identified in the 1973-1992 HNI. The interchange was not included in the 1975-1994 or 1976-1998 HNI; however, it

was included in the 1977-1996 HNI. It has been included in all subsequent HNI's since 1979.

The 1982 Prince George's County General Plan, developed by the Maryland-National Capital Park and Planning Commission (M-NCP&PC), identifies a new interchange at I-95 and Ritchie-Marlboro Road. Ritchie-Marlboro Road was also identified for improvement to an arterial highway.

In M-NCP&PC's Adopted and Approved Suitland District Heights Master Plan 1985, this interchange is identified to serve traffic generated by the planned employment areas adjoining I-95 between Central Avenue (MD 214) and Pennsylvania Avenue (MD 4). Ritchie-Marlboro Road is also identified to be upgraded to an arterial highway.

The interchange is also identified in the Adopted and Approved Master Plan for Largo-Lottsford, 1990, and the July 1973 Westphalia, Mellwood, Upper Marlboro, Rosaryville, Naylor, Aquasco and Vicinity Master Plan. White House Road/Ritchie-Marlboro Road, is identified in M-NCP&PC's 1977 Largo-Lottsford Master Plan to be upgraded to a four to six-lane arterial from I-95 to MD 202.

Substantial changes have occurred in the project area and in the entire Washington metropolitan area in recent years. Intense development has occurred in the MD 214 corridor (north of the I-95/Ritchie-Marlboro grade separation).

Several Prince George's County roadway projects in the project area are scheduled for construction within the next 5 years. These include the reconstruction of Ritchie Road from approximately 0.7 miles south of western project terminus at Walkers Mill Road/Relocated Ritchie Marlboro Road intersection to approximately 0.5 miles north of the western project terminus. This project would upgrade Ritchie Road from a 2-lane facility to a 5-lane street section or 6-lane divided highway. Another project is the reconstruction of Walker Mill Road. This project would begin at Ritchie Road and continue westerly for approximately 3 miles. This project would upgrade Walker Mill Road from a 2-mile facility to a 6-lane divided highway.

B. ALTERNATES

1. Alternates Considered

The No-Build Alternate (Alternate 1) and Alternate 5 were presented at the Location/Design Public Hearing. Six other alternates (Alternates 2, 3, 3-A, 4, 4-A and 5-A) were considered as varied concepts of Alternate 5, the full cloverleaf. But because these alternates would not adequately handle the projected traffic volumes for 2015 and would operate at a Level of Service E, they were dropped from further consideration following the Alternates Public Meeting. Also, the I-95 freeway segment fails (Level-of-Service) because the forecasted traffic volume is too great for eight

lanes. Therefore, any interchange alternate will "fail" at the ramp merge and diverge points along I-95. The addition of another through lane in each direction on I-95 will produce acceptable levels of service for these merge/diverge points. The following is a description of all of the Alternates considered during the study.

a. No-Build (Alternate 1)

Under the No-Build Alternate, the I-95 (Capital Beltway)/Ritchie-Marlboro Road grade-separation would remain the same. Minor improvements, such as resurfacing and shoulder improvements would occur over a period of time as part of normal highway maintenance and safety operations. These procedures would not measurably improve the ability of the existing roadway network to accommodate the predicted increase in traffic volume up to the design year 2015. The No-Build Alternate is not considered to be a reasonable solution to the regional transportation problems. Existing operational problems and high accident rates at the adjacent I-95/MD 214 and I-95/MD 4 interchanges and the connecting roadway system would worsen with future traffic increases, driven by continuing development in the region. Alternate 1 was dropped from consideration and is only continued here as a base line comparison to the Selected Alternate.

b. Alternate 2

Alternate 2 consisted of a spread diamond interchange, utilizing the existing dual structures to

carry I-95 over Ritchie-Marlboro Road. Ramps would be located to permit the ultimate expansion to a full cloverleaf interchange. Ritchie-Marlboro Road could only be widened to four undivided lanes to fit under the exisitng bridges. This alternate would not adequately handle the projected traffic volumes for 2015 because it does not provide sufficient lanes for Ritchie-Marlboro Road. It would operate at Level of Service F by the design year.

c. Alternate 3

Alternate 3 consisted of a spread diamond interchange with a new structure carrying I-95 over Ritchie-Marlboro Road. Ritchie-Marlboro Road would be reconstructed to a six-lane dual curbed highway. This alternate which provided unsignalized terminal intersection, would not adequately handle the projected traffic volume for 2015. The unsignalized east and west side ramp intersections with Ritchie-Marlboro Road would operate at Level of Service E.

d. Alternate 3-A

Alternate 3-A was the same as Alternate 3 except that the existing bridges carrying I-95 over Ritchie-Marlboro Road would be extended. Sight distance constraints could result in a lower posted speed for the reconstructed Ritchie-Marlboro Road than for Alternate 3. This alternate, which provided unsignalized ramp terminal intersections, would not adequately handle the projected traffic volumes for 2015. The unsignalized east and west side ramp intersections with Ritchie-Marlboro Road would operate at Level of Service E.

e. Alternate 4

Alternate 4 consisted of a partial cloverleaf interchange with a new structure carrying I-95 over Ritchie-Marlboro Road which would be constructed as a six-lane, dual curbed highway. This alternate, which provided an unsignalized ramp terminal intersection, would not adequately handle the projected traffic volumes for 2015. The unsignalized west side ramp intersection with Ritchie-Marlboro Road would operate at Level of Service E.

f. Alternate 4-A

Alternate 4-A was the same as Alternate 4 except that the existing bridges carrying I-95 over Ritchie-Marlboro Road would be extended. Sight distance constraints could result in a lower posted speed for the reconstructed Ritchie-Marlboro Road than for Alternate 4. This alternate, which provided an unsignalized ramp terminal intersection, would not adequately handle the projected traffic volumes for 2015. The unsignalized west side ramp intersection with Ritchie-Marlboro Road would operate at Level of Service E.

g. Alternate 5

Alternate 5 consisted of the construction of a full cloverleaf interchange with a new structure carrying I-95 over Ritchie-Marlboro Road. Ritchie-Marlboro Road would be constructed as a six-lane, dual curbed highway.

Although this alternate produced acceptable levels of service for Ritchie-Marlboro Road and the ramp connections with Ritchie-Marlboro Road, several undesirable features of the interchange suggested that other alternates be considered. These features included right-of-way impacts, wetland impacts and weaving sections.

Alternate 5 required 64.2 acres of right-of-way. However, to avoid the weaving problem with the northwest directional ramp and Hampton Park Boulevard would have resulted in requiring an additional ten acres of right-of-way in the northwest quadrant increasing necessary acquisition of right-of-way to a total of 74.2 acres.

Also, the ramps and loop ramps affected eleven acres of wetlands. One wetland was identified as a high quality wetland in the northeast quadrant, which includes the headwaters for a tributary to the Southwest Branch.

A full cloverleaf interchange also introduces undesirable weaving sections that are inherent in its design. This would result in additional conflict points on the beltway. To avoid these would require the construction of Collector-Distributor roads along I-95, substantially increasing the project impacts and costs.

h. Alternate 5-A

Alternate 5-A was the same as Alternate 5 except that the existing bridges carrying I-95 over Ritchie-Marlboro Road would be extended. Whether to extend the

existing bridges or to construct replacement structures will be subject to further analysis in the final design phase. Therefore, this alternate has been dropped. Sight distance constraints could result in a lower posted speed for the reconstructed Ritchie-Marlboro Road than for Alternate 5. Right-of-way requirements, environmental impacts and undesirable weaving sections were the same as Alternate 5.

2. Selected Build Alternate (Alternate 5-B)

The Selected Alternate is identified as Alternate 5B. The interchange configuration is that of a spread diamond. Ritchie-Marlboro Road would be reconstructed to a six-lane dual curbed highway. New bridges will be constructed carrying I-95 over Ritchie-Marlboro Road. British Style Roundabouts are the preferred option to handle the ramp intersections with Ritchie-Marlboro Road. However, before a final decision is reached, further analyses will be performed to determine the operational potential of the roundabout option versus the conventional signalized intersection option. The State Highway Administration will consult with the Federal Highway Administration as part of the Interstate Access Point approval process to determine the type of intersections that will be constructed.

Following the Public Hearing and in analyzing the comments received at the hearing, it was determined that additional interchange options should be studied. We analyzed additional interchange concepts (i.e. urban diamond,

partial cloverleaf, two bridge roundabout, diamond roundabout) as well as reanalyzing the interchanges dropped following the Alternates Public Meeting. The purpose of these additional studies was to minimize environmental impacts, and right-of-way impacts while not jeopordizing the operational characteristics of the proposed interchange. The Selected Alternate best meets these goals.

The Selected Alternate is similar to the previously studied Alternate 3, which proposed unsignalized intersections between the ramps and Ritchie-Marlboro Road. Both the east and west intersections failed to operate at an adequate Level of Service in the Design Year (2015). Both the east and west intersections operated at a Level of Service E (0.94 respectively).

The configuration was next investigated to see if the intersections between the ramps and Ritchie-Marlboro Road could be improved to raise the interchange's operation to an adequate level.

A conventional signalized intersection would include the installation of a three phase signal. All left turns would be accommodated with double left turn lanes. All right turns would use exclusive right turn lanes only. With this lane configuration, the west diamond intersection operates at a Level of Service D (v/c=0.82) for the AM peak, and at Level of Service C (v/c=0.73) for the PM peak. The

east diamond intersection operates at a Level of Service D (v/c-0.82) for the AM peak and a Level of Service C (v/c-0.74) for the PM peak.

Finally, we analyzed the intersections as British Style Roundabouts (See Figure 9). The roundabout is similar to some existing American traffic circles. There are, however, some important differences which lead to an appreciable increase in capacity and safety. These include the priority system, entry width, entry deflection, and roundabout diameter.

The priority system is different in that the traffic in the roundabout has the right-of-way. Traffic approaching the roundabout, therefore, must yield to the roundabout traffic. Modern roundabouts operate by gap acceptance. Traffic queues at the "give way" line (yield line) and enters the roundabout only when there is an acceptable gap.

The entry widths and entry deflection are best described by viewing the typical roundabout intersection as shown in Figure 9. The approaches to the roundabout flare out to cause a deflection through the roundabout. Also, the entry width may be increased to allow for greater flexibility in the event of a breakdown, and will ease the problem of space provision for long vehicles turning.

The roundabout diameter was substantially decreased using the gap acceptance theory. Prior to the gap

acceptance design model, roundabouts were designed to allow weaving movements between junctions. This resulted in very large circles in which vehicles attained higher speeds and therefore made maneuvering in the circle more difficult and less safe.

The proven safety performance of most roundabouts is due to the low relative speeds of all vehicles and the relative simplicity of decision making to drivers. Roundabouts can also cater to a wide range of traffic volumes and achieve low delays.

The roundabout intersection appears to increase the traffic capacity above that of a traditional diamond intersection.

A preliminary traffic analysis was completed for the roundabout intersections using Australian Design Guides. The methodology analyzes the roundabouts at each approach where entering traffic will be merging with traffic in the roundabout. A Level of Service or volume to capacity (V/C) ratio is not obtained in this analysis. However, the analysis does produce a "degree of saturation" which is considered to be the equivalent of a V/C ratio. The following tables summarize our findings for the roundabouts using 2015 Build Traffic Data. For purposes of continuity we have converted the degrees of saturation to Levels of Service using the same ranges as the V/C ratios.

LEGEND	
D	DISPLACEMENT
W•	WETLAND AREA NUMBER
	WETLAND
N/A 4	NOISE AND AIR RECEPTOR & NUMBER
	PROPOSED ROADWAY
	EXISTING ROADWAY
	PROPOSED RIGHT OF WAY LINE
	EXISTING RIGHT OF WAY LINE
	PARKLAND

N

H. WINSHIP WHEATLEY SPEC. ED. CTR.

WALKER MILL

RITCHIE ROAD

RITCHIE HEIGHTS

FORESTVILLE PARK

HAMPTON PARK BLVD. (BY OTHERS)

Proposed ROW Line

Existing ROW Line

RITCHIE MARLBORO ROAD

CAPITAL BELTWAY

Proposed ROW Line N.W. RAMP

GREENWOOD MANOR PARK

N.E. RAMP

Proposed ROW Line

S.W. RAMP

Proposed ROW Line

S.E. RAMP

Proposed ROW Line

BALMAN RD.

ACORN PARK ST.

BEACH PARK

FERNWOOD TRAILER PARK

Proposed ROW Line

Existing ROW Line

WHITE HOUSE RD.

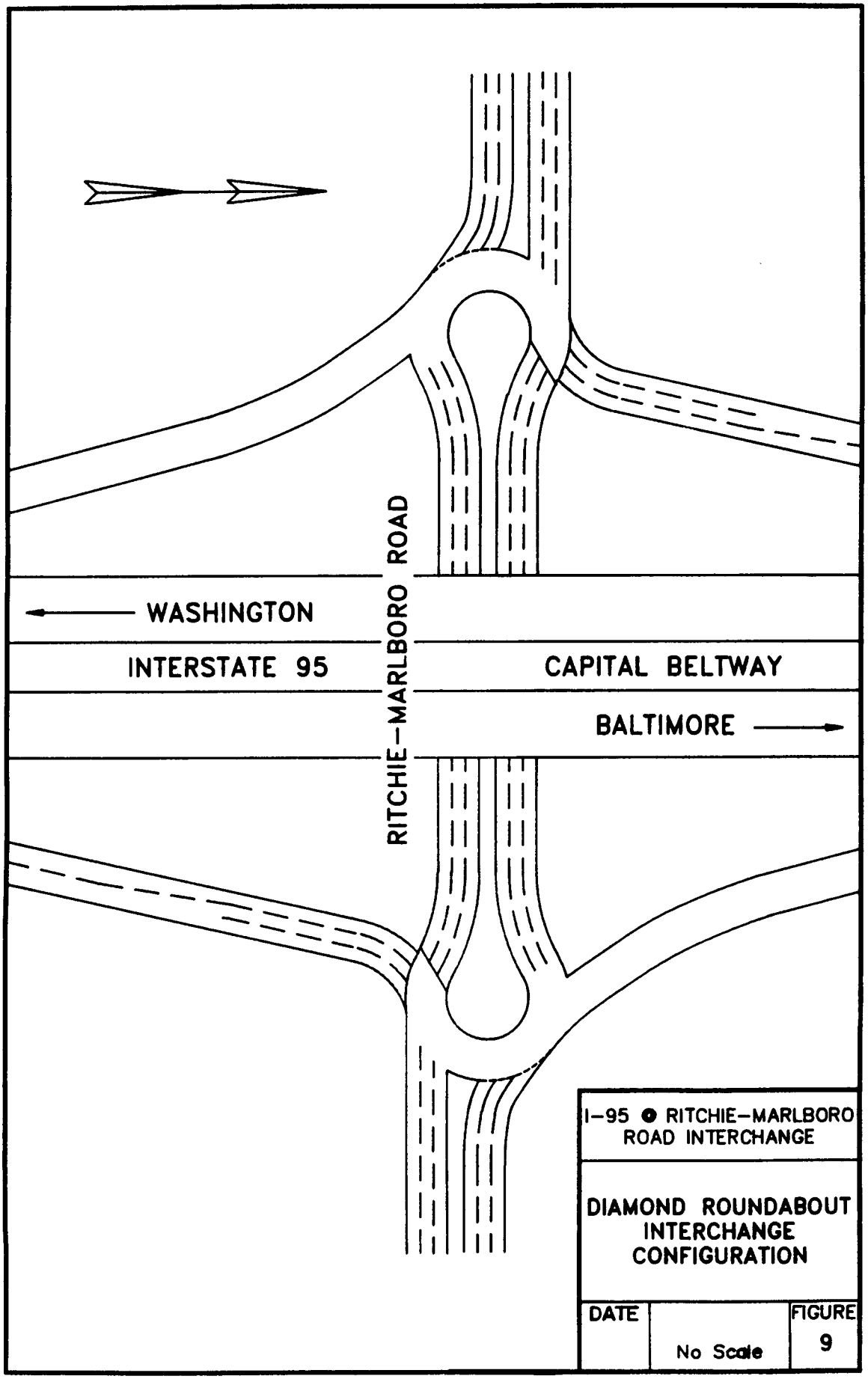
Proposed ROW Line

RITCHIE MARLBORO ROAD

I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE

SPREAD DIAMOND WITH 6-LANE DIVIDED RITCHIE-MARLBORO RD. (SELECTED ALTERNATE 5B)

DATE	SCALE IN FEET	FIGURE
8/26/91	0 500 1000	8



I–95 ● RITCHIE–MARLBORO ROAD INTERCHANGE

DIAMOND ROUNDABOUT INTERCHANGE CONFIGURATION

DATE		FIGURE
	No Scale	9

TABLE 4
ROUNDABOUT ANALYSIS SUMMARY

INTERSECTION	APPROACH	CONDITION	DEGREE OF SATURATION	LEVEL-OF-SERVICE
EAST	East	AM Peak	0.78	C
		PM Peak	0.46	A
	South	AM Peak	0.54	A
		PM Peak	0.71	B
WEST	West	AM Peak	0.57	A
		PM Peak	0.68	B
	North	AM Peak	0.32	A
		PM Peak	0.70	B

Alternate 5 was presented in the Environmental Assessment and at the Public Hearing as the preferred alternate.

The following table (Table 5) illustrates some of the major differences between Alternate 5 (full cloverleaf) and the Selected Alternate 5-B. Chapter II, Comparison of Alternates provides a complete comparison between the alternates.

TABLE 5
ALTERNATE 5/ALTERNATE 5-B COMPARISON

Analysis Item	Alternate 5 Full Clover-leaf Interchange	Alternate 5B Spread Diamond Interchange
1. Wetlands affected (Acres)	11	3.8
2. Right-of-Way Impact (Acres)	74.2	60.5
3. Construction Cost ($1000)	65000	56000

3. Design Considerations

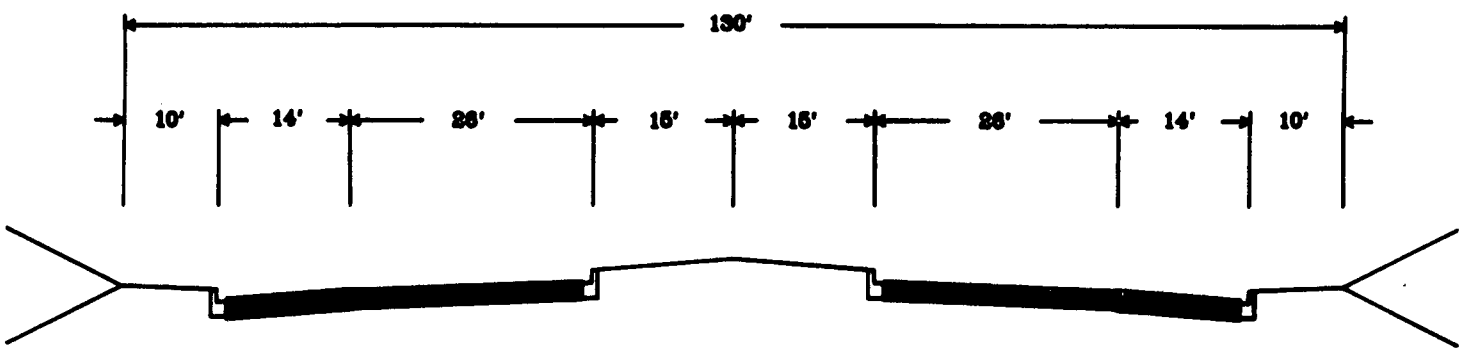
Control of access along the reconstructed Ritchie-Marlboro Road would be acquired between the proposed Hampton Park Boulevard connections on the north and south, eastward to the Sansbury Road intersection on the south and a point opposite the reconstructed Ritchie-Marlboro Road/White House Road intersection on the north.

Under the selected alternate, Ritchie-Marlboro Road will be constructed on a new alignment from Ritchie Road to east of the Ritchie-Marlboro Road/Ritchie Road Spur triangle located west of the proposed interchange. Ritchie-Marlboro Road will be reconstructed as a six-lane, divided, closed highway (see Figure 10). The relocation will align opposite proposed improvements for Walker Mill Road by Prince George's County Department of Public Works and Transportation.

From the point where relocated Ritchie-Marlboro Road intersects Ritchie-Marlboro Road to the east of Sansbury Road, the horizontal alignment will roughly follow the alignment of the existing roadway. East of Sansbury Road, the alignment of Ritchie-Marlboro Road will shift slightly to the north and connect to White House Road. White House Road will then be the through road. Ritchie-Marlboro Road will intersect with White House Road in the same area as the Ritchie-Marlboro Road/White House Road triangle.

NOTE:

DIMENSION SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES & ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.



6-LANE DIVIDED
RITCHIE-MARLBORO ROAD

I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE		
RITCHIE-MARLBORO ROAD TYPICAL		
DATE	No Scale	FIGURE 10

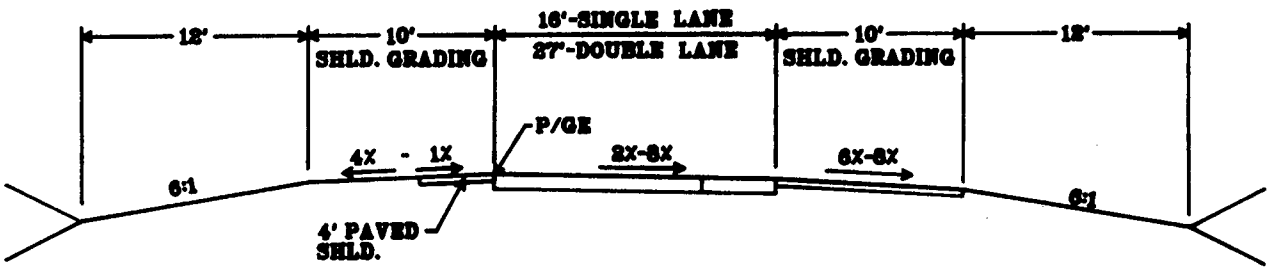
Several options were considered for the relocation of Fernwood Drive. Option 1 was chosen because of its lesser environmental impact, particularly its avoidance of wetland impacts. It relocated Fernwood Drive easterly to parallel Ritchie-Marlboro Road, accessing the residences on the south side of that road, and ends at an intersection with Sansbury Road, approximately 300 feet south of Ritchie-Marlboro Road (see Figure 8).

Ritchie-Marlboro Road will meet American Association of State Highway and Transportation Officials (AASHTO) design criteria for 50 m.p.h. for both horizontal and vertical curves.

The entrances and exits from Ritchie-Marlboro Road to the directional ramps will be governed by the roundabout geometry. The entrances and exits from I-95 to the directional ramps are designed to meet AASHTO design criteria for 50 m.p.h. (see Figure 11 for ramp typical sections).

A major concern for the construction of the new interchange is the maintenance of traffic on I-95. Existing traffic volumes dictate that four lanes of traffic in each direction be maintained at all times during construction. The existing bifurcation between northbound and southbound roadways further complicates the maintenance of traffic problems. The staging and maintenance of traffic costs associated with the bridge construction have substantially

NOTE:
DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES & ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

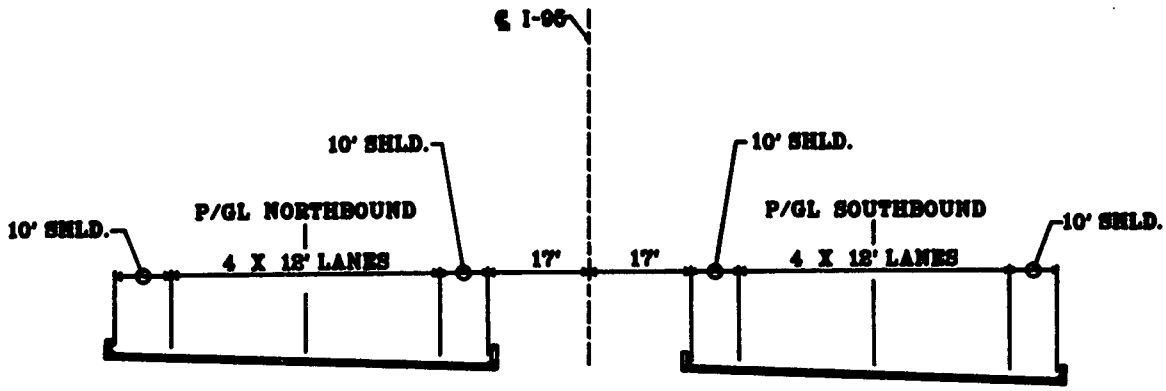


DIRECTIONAL RAMP

I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE		
DIRECTIONAL RAMPS TYPICAL SECTIONS		
DATE	No Scale	FIGURE 11

NOTE:

DIMENSION SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES & ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.



I-95 BRIDGE - TYPICAL

I-95 @ RITCHIE-MARLBORO ROAD INTERCHANGE		
I-95 BRIDGE TYPICAL SECTION		
DATE	No Scale	FIGURE 12

increased the construction cost. Figure 12 shows the proposed bridge typical section for I-95 over Ritchie-Marlboro Road.

4. Environmental Consequences

An Environmental Assessment for this project was approved by the Federal Highway Administration on June 4, 1990 and distributed prior to the public hearing.

This section discusses the potential environmental impacts associated with the Selected Alternate. Minimization of impacts has been a primary goal in the development of the selected alternate.

a. Socio-Economic and Land Use Impacts

1) Social Impacts

The Selected Alternate 5B would require a total of seven (7) residential displacements and one barn which is structurally deficient and not utilized. One minority owner/ occupant family would be affected. The area affected by the improvements is a mixture of residences, industrial and commercial areas including wooded and open spaces.

No known handicapped or elderly persons would be affected by the Selected Alternate. Income levels of the affected families are in the low range.

Relocation of the individuals and families displaced by the project will be accomplished in accordance with the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" as amended in 1987 (See

Appendix). The relocation will be satisfactorily completed within a 18-month period, and in a timely, orderly and humane manner. The required acquisitions can be accomplished with minimal impact to the economic well-being of the project area and those directly affected.

A survey of the local real estate rental and the sales market indicated there is sufficient comparable replacement housing available in the area to relocate the dislocated families. If necessary "Housing of Last Resort" will be utilized to provide decent, safe and sanitary replacement housing for all the affected families. Enough housing appears to be available in the area so there would be no adverse impact on neighborhoods into which the affected families will move. No significant change in population density or distribution is anticipated. No other federal, state or local projects would affect the supply and availability of needed replacement housing.

There would be no right-of-way required from any of the publicly owned public parks within or near the project area, particularly the Greenwood Manor Community Park.

The area designated as Greenwood Manor Community Park is a large wooded area with no trails or recreational activities at this time. There are no current plans to develop this property. Therefore, there would be no impacts on park activities.

The MNCPPC indicated that a hiker/biker/equestrian trail is conceptionally planned to run from Mt. Calvert and the Patuxent River to Walker Mill Road with a segment parallel to the north side of Ritchie Marlboro Road. This trail is designated as the Old Railroad Hiking Trail (Class II shared facility).

There is no secured right-of-way within the project area at this time for the trail. Coordination with the MNCPPC indicated that funding is anticipated from developers and could possibly be converted to Program Open Space in the future.

With the proposed interchange and projected volume of industrial truck traffic, MNCPPC may consider restudying and shifting the alignment of the Old Railroad Hiking Trail. However, should MNCPPC retain the current trail alignment, the proposed improvements could accommodate the trail as a shared facility within the right-of-way (behind the curb).

Also, there would be no disruption to neighborhoods as a result of the new interchange access due to the development of residential areas east and west of I-95 and north and south of Ritchie-Marlboro Road.

The following is a summary of the Equal Opportunity Policy of the Maryland State Highway Administration.

Title VI Statement

It is the policy of the Maryland Highway Administration to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all State Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance.

This policy has been incorporated in all levels of the highway planning process in order that proper consideration may be given to the social, economic and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

Approximately 60.5 acres of right-of-way will be required from approximately 69 parcels of property which are currently planned for commercial and industrial development.

2) Economic Impacts

Only the No-Build Alternate would incur negative impacts from an economic standpoint because a certain amount of development would not take place due to inadequate highway system which would not be in compliance with Prince George's County Facility Ordinance.

There are no negative economic impacts associated with the build alternate. The proposed interchange access between I-95 and Ritchie-Marlboro Road will serve to redistribute the number of trips being made at the adjacent I-95/MD 214 and I-95/MD 4 interchanges. This will provide

direct access to businesses and services along Ritchie-Marlboro Road particularly to the Hampton Industrial Park which includes the seventh largest U.S. Postal Office complex and the Hampton Business Park. Other industrial and commercial establishments in the area include the Ritchie Industrial Park and Hampton Mall as well as numerous small commercial businesses adjacent to Ritchie-Marlboro Road. The Selected Alternate will reduce travel time for commercial traffic transporting goods and services to the industrial centers within the study area as well as traffic destined for the Capital Beltway. It will also provide a safer and less congested local roadway network by reducing the circuity of travel throughout the project area.

With the improvement in travel efficiency resulting from the Selected Alternate, the exchange of goods and services between business interests in the area should substantially improve which in turn will improve the regional and local economy.

Selected Alternate 5B will accommodate the continuing and planned development for the study areas particularly the area west of the Capital Beltway. The additional interchange will provide the adequate facility necessary to carry the volumes of commercial and industrial traffic particularly from the U.S. Postal Complex, which generates approximately over 800 trips during a 24-hour period. This facility functions not only as a general mail

facility (350 trips per 24-hours) but also as a bulk mail operation generating approximately 450 trips per 24-hours. This facility is termed as a "rail head" for Baltimore and Virginia to house the high volume of trailers from these areas.

Local commuters destined to employment bases located north and south of the project area such as Washington D.C. and Baltimore would benefit by improved travel time and a reduction in delays.

Access to Services and Facilities

Overall access would be safer and more direct. Traffic destined to access the Capital Beltway could avoid traffic congestion and delays at the I-95 interchanges located at MD 214 and MD 4, respectively. If adjacent County roads were not improved as planned by the County, they could experience traffic congestion and delays due to residents accessing I-95 via Ritchie Marlboro Road especially from communities along Walker Mill Road and in the Largo area.

Land Use Impacts

The Selected Alternate is consistent with the Prince George's County General Plan, 1982 and the sub-regional plans for the Adopted and Approved Largo Lottsford Plan, 1990, Adopted and Approved Suitland District Heights Master Plan, 1985 and Westphalia, Mallwood Upper Marlboro Rosaryville Naylor and Aquasco, 1973 and Vicinity. The Selected Alternate would help to satisfy the goals

expressed in these plans. The Selected Alternate conforms with existing land use and planned development projects.

b. Cultural Resources

1) Historic Sites

There are no standing historic structures located within the project area that are on or eligible for the National Register of Historic Places.

2) Archeological Resources

Phase II Archeological testing will be completed during the design phase for three sites within the proposed right-of-way to determine their National Register eligibility and identify the need for further research or the extent of data recovery. Of the four sites discovered, three are prehistoric (18PR399, 18PR400, 18PR401) and one is historic (18PR402). The historic site will be fenced to ensure there are no impacts during construction activities. No further work was recommended at a fifth site (18PR403). Consistent with a recommendation by the State Historic Preservation Officer (SHPO) as stated in a letter dated July 17, 1990 (see page V-49), fencing will be erected around the boundaries of the prehistoric site 18PR403 to protect it from indirect construction impacts.

The sites requiring Phase II work are considered likely to be eligible for the National Register and are potentially valuable chiefly because of what can be learned by data recovery (i.e., for the information they contain). They have minimal value for preservation in place.

Based on this information, Section 4(f) does not apply to these archeological sites, in accordance with 23 CFR 771.135(g)(2).

c. Natural Environment

1) Prime Farmland Soils

Coordination with the Soil Conservation Service has been completed as required by the Farmland Protection Policy Act (see Farmland Impact Rating Form in the Agency Coordination and Responses section). Based on information provided by the Soil Conservation Service, the Selected Alternate will affect approximately 13.2 acres of Prime and Unique Farmland Soils and 29.6 acres of Statewide and Local Important Farmland Soils. Although farmland impacts were assessed for Alternate 5 (full cloverleaf), impacts for Selected Alternate 5B would be approximately the same, especially since the study area is zoned for industrial, commercial and residential development.

2) Floodplains

There are no 100-year floodplains associated with tributaries of Southeast Branch within the project area as defined by the National Flood Insurance Program.

3) Surface Water

Selected Alternate 5B will require new crossings of three small intermittent tributaries of the Southwest Branch. Southwest Branch is classified as Class I

Waters by the Department of the Environment. Impacts to these streams are expected to be minimal. The tributaries would flow under Ritchie-Marlboro and the directional ramps for I-95 through new culverts and extension of existing culverts. As a result, some loss of natural stream bottom as habitat for aquatic organisms is anticipated.

However, no reduction of hydrologic function or water quality is expected. Methods of reducing the impact of stream bottom loss such as bottomless culverts and depressed culvert cells to reestablish a productive substrate, will be investigated during the final design phase.

The increase of impervious surface resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff carrying vehicle generated pollutants (i.e., oil, coolants, brake lining, rubber, etc.). Stormwater runoff will be managed under the Department of Environment, Stormwater Management Regulations. These regulations will require stormwater management practices in the following order of preference:

- On-site infiltration runoff
- Flow alteration by open vegetated swales and natural depression
- Stormwater retention structures

- Stormwater detention structures

Southwest Branch is a non-tidal waterway and is classified by the Department of the Environment as Class I waters. Class I waters have designated use for water contact, recreation, aquatic life, wildlife, and water supply systems. In-stream construction for Class I waters of any kind is prohibited from March 1 through June 15, inclusive. The proposed improvements will require a Waterway Construction permit from the Department of Natural Resources-Water Resources Administration for each of the affected tributaries.

Coordination with the Department of the Environment (DOE), United States Environmental Protection Agency (EPA) and the Maryland Department of Natural Resources (DNR) indicated concern regarding avoidance and mitigation of wetland impacts. EPA recommended that wetland replacement should be located outside the ramp area (see V-58). DNR expressed concern regarding impacts to wetlands and headwater streams affecting water quality and habitat functions (see V-53 and V-58).

d. Terrestrial and Aquatic Habitat

1) Terrestrial

Selected Alternate 5B will affect approximately 18.6 acres of wooded area. This impact is associated with the interchange ramps and roundabouts including the ramps widening of existing Ritchie-Marlboro Road. Minimization or the reduction in the amount of

vegetation cover, and wooded areas affected were the result of the design of Selected Alternate 5B which reduced impacts to approximately 18.6 acres as compared to 28.5 acres impacted by Alternate 5, the full cloverleaf.

Mitigation of terrestrial habitat losses will be consistent with reforestation legislation and procedures in effect at the time of construction. All impacted forest land areas of one acre or greater must currently be replaced on an acre for acre basis. The first priority for replacement will be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation will be identified by the SHA Landscape Architecture Division and DNR's Regional or Project Forester during the final design phase. If suitable planting sites cannot be located, SHA shall deposit $500.00 per acre for each acre of forest cleared into DNR's Reforestation fund to be used for reforestation of suitable sites as they become available. Ground cover, shrub and tree species common to managed rights-of-way can be expected to replace vegetation lost through construction. Vegetation lost will be partially replaced through landscaping of the right-of-way.

Some effects on wildlife populations attributable to the initial impact of construction may occur. Although the area is becoming urbanized, there are other areas

of wildlife habitat in the area located near the study area, which would most likely be able to sustain the slight increase in density caused by the emigration of wildlife from the construction area.

There are no known Federal threatened endangered or rare species presently inhabiting the project area. Although there is one historic record of the State endangered Bidens discardea (small beggar ticks), no individuals were discovered during field surveys in November, 1990 for the project area.

2) Wetlands

Pursuant to Executive Order (E.O.) 11990, Protection of Wetlands, wetland areas potentially affected by the project have been identified.

Seven wetlands in the project corridor were delineated through field reconnaissance and based on the presence of hydric soils, hydrologic vegetation and hydrologic characteristics. These wetlands were initially identified in 1988. A subsequent update, utilizing the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (Federal Interagency Committee for Wetland Delineation, 1989), indicated that there were three additional areas to be included resulting in a total of 10 wetlands. On May 17, 1988, an agency field review with the Army Corps of Engineers was conducted to verify wetland delineations.

Wetlands in the project area have been identified by numbers 1 through 10 (See Table 6). All the Wetlands are hydrologically associated with Southwest Branch except Wetland 7 which is an isolated wetland.

In accordance with E.O. 11990, efforts were made to avoid or minimize harm to wetlands in the project corridor. The Selected Alternate 5B affects less wetland acreage than the full cloverleaf design of Alternate 5 or Alternate 5A. The design of the Selected Alternate 5B reduces the impacts to 3.8 acres from the initial 11 acres required by Alternate 5 the full cloverleaf design.

Since these wetland areas are located within the immediate vicinity of the proposed interchange area where I-95 passes over Ritchie-Marlboro Road, it would be impossible to avoid impacting these wetlands areas. Shifting the directional ramps outward to avoid impacts to the wetlands would result in increased impacts to other forested wetland areas, greater residential and noise impacts, parkland impacts, substantial cost increases and inadequate geometric design because of substandard curved radii. Also, shifting the alignment of I-95 over Ritchie-Marlboro Road to the east would be cost prohibited and result in greater wetland impacts. Shifting the alignment of I-95 to the west would skew the alignment of I-95 and impact the area zoned for industrial development.

TABLE 6
WETLAND SUMMARY TABLE

Wetland Number	Location	Classification and Soil Series	Dominant Vegetation		Hydrologic Indicators	Acreage Impacted by Selected Alternate 5B	Acreage Impacted by Alternate 5 (full cloverleaf)
			Common Name	Scientific Name			
1	SE of Interchange	PF01A Collington	red maple sweetgum spicebush	Acer rubrum Liquidambar styraciflua Lindera benzoin	Groundwater, Saturated Soil	1.02 acres	1.50
2	SE of Interchange	PF01A/ PEM2B Mixed Alluvial Land	cattail sedge sweetgum black willow pin oak slippery elm	Typha latifolia Carex spp. Liquidambar styraciflua Salix nigra Quercus palustris Ulmus rubra	Groundwater, Drainage patterns	0.60 acre	1.93
3	NE of Interchange	PF01A Mixed Alluvial Land	red maple sweetgum pin oak sycamore slippery elm jack-in-the pulpit		Groundwater, Drainage patterns	1.14 acres	2.95

TABLE 6
WETLAND SUMMARY TABLE
(Continued)

Wetland Number	Location	Classification and Soil Series	Dominant Vegetation		Hydrologic Indicators	Acreage Impacted by Selected Alternate 5B	Acreage Impacted by Alternate 5 (full cloverleaf)
			Common Name	Scientific Name			
4	NE of Interchange	PEM1B SS Collington	cattail softrush sedge red maple willow sweetgum	Typha latifolia Juncus effusus Carex spp. Acer rubrum Salix spp. Liquidambar styraciflua	Groundwater, Drainage patterns	0.06 acre	0.06
5	NW of Interchange	PSS1B FO Shrewsbury, Mixed Alluvial Land	willow sweetgum red maple Japanese honeysuckle	Salix spp. Liquidambar styraciflua Acer rubrum Lonicera japonica	Groundwater, Drainage patterns	0.30 acre	1.84
6	SW of Interchange	PSS1A Shrewsbury	sweetgum willow red maple	Liquidambar styraciflua Salix spp. Acer rubrum	Groundwater, Saturated soils	0.18 acre	0.87
7	NW of Interchange	PEM1A Donlonton	soft rush cattail	Juncus effusus Typha latifolia	Standing water	0.13 acre	0.13

TABLE 6
WETLAND SUMMARY TABLE
(Continued)

Wetland Number	Location	Classification and Soil Series	Dominant Vegetation		Hydrologic Indicators	Acreage Impacted by Selected Alternate 5B	Acreage Impacted by Alternate 5 (full cloverleaf)
			Common Name	Scientific Name			
8	SE of Interchange	PF01A Sassafras	red maple tulip tree sweetgum arrowwood Japanese honeysuckle sensitive fern	Acer rubrum Liriodendron tulipifera Liquidambar styraciflua Vibrunum dentatum Lonicera japonica Onoclea sensibilis	Groundwater, Drainaged patterns	No Impact	1.50
9	SE of Interchange	PEM1A Mixed Alluvial Land	sedge soft rush	Carex spp. Juncus effusus	Groundwater, Some surface water	No Impact	0.07
10	SW of Interchange	PF01A Shrewsbury	red maple tulip tree sweetgum spicebush	Acer rubrum Liriodendron tulipifera Liquidambar stydraciflua Lindera benzoin	Standing water	0.15 acre	0.25

Only the No-Build Alternate would completely avoid the wetlands. However, the No-Build is not a practicable alternate because it would:

- be inconsistent with the county and regional master plans.
- not support planned development
- not improve existing level of service, which in several areas is at or near capacity.
- not address the existing safety problems and undesirable geometric conditions.

The maximum acreage of wetlands impacted by the proposed project is approximately 3.8 acres. In each case, the maximum represents the total area within the project area. Impacts are detailed below.

Wetland W-1

W-1 is located in the southeast quadrant of the interchange area east and west of Fernwood Drive. Approximately 1.2 acres would be impacted by ramp construction in the southeast quadrant for the Selected Alternate. This is compared to Alternate 5 (full cloverleaf), which would have impacted 1.5 acres. Spanning the entire wetland area with a bridge approximately 260 feet long would increase project costs by $1,670,000 and would still incur impacts due to pier construction. This is not considered to be a reasonable expenditure of funds. As can be seen on Figure 8, the size

and configuration of the wetland makes it impossible to move the ramp to the east or west to completely avoid impacts.

Wetland 2

W-2 is also located in the wooded southeast quadrant of the interchange area, between I-95 and Fernwood Drive. The construction of the ramp for the Selected Alternate would impact 0.6 acre as opposed to 1.93 acres by Alternate 5, a decrease of 1.33 acres. Impacts could be reduced to pier construction impacts only by constructing a 200 foot long bridge over the wetlands, carrying the southeast quadrant ramp. This would increase project costs by approximately $1,290,000, which is not considered to be a reasonable expenditure of funds. The size and configuration of the wetland makes it impossible to move the ramp to the north or south to completely avoid impacts.

Wetland 3

W-3 is located in the northeast quadrant of the interchange area. Approximately 1.14 acres of wetland would be impacted by the Selected Alternate. This is 1.81 acres less than Alternate 5, which would have impacted 2.95 acres. Ramp construction would impact approximately 0.5 acre of wetland, while the reconstruction of Ritchie-Marlboro Road would impact approximately 0.64 acre of wetland. See discussion below on multiple wetland impacts from the reconstruction of Ritchie-Marlboro Road. A 170 foot long bridge carrying the proposed ramp over the wetland could eliminate wetland impacts except

for pier construction. However, this would increase project costs by $740,000, which is not considered to be a reasonable expenditure of funds. Shifting the ramp alignment closer to I-95 would increase wetland impacts, while shifting the ramp to the north would still require crossing and impacting the wetland while also encroaching on the Greenwood Manor Park property.

Wetland 4

W-4 is located along a drainage ditch in the northeast quadrant where Ritchie-Marlboro Road goes under the I-95 bridges. The Selected Alternate would impact the 0.06 acre wetland completely, the same as Alternate 5, as the result of the reconstruction of Ritchie-Marlboro Road. See discussion below on multiple wetland impacts from the reconstruction of Ritchie-Marlboro Road.

Wetland 5

W-5 is located in the northwest quadrant of the interchange and is associated with a stream, several drainage ditches, a woodlot and small hedge row. With the Selected Alternate, W-5 would experience an impact of 0.3 acre, as opposed to an impact of 1.84 acres caused by Alternate 5. The reconstruction of Ritchie-Marlboro Road would impact approximately 0.08 acre, while ramp construction would impact approximately 0.22 acre. See discussion below on multiple wetland impacts from the reconstruction of Ritchie-Marlboro Road.

The northwest quadrant ramp could be shifted to the west to

miss the northern reach of the wetland. However, this would result in an additional right-of-way cost of approximately $2,200,000. This is not considered to be a reasonable expenditure of funds. Alternately, the wetland could be spanned by a 140 foot long ramp bridge, increasing the project costs by approximately $700,000. This is also not considered to be a reasonable expenditure of funds.

Wetland 6

W-6 is located in the southwest quadrant and would experience impacts totalling 0.18 acre from the reconstruction of Ritchie-Marlboro Road. This is compared to impacts of 0.87 acre with Alternate 5. See discussion below on multiple wetland impacts from the reconstruction of Ritchie-Marlboro Road.

Wetland 7

W-7 is located north of existing Ritchie-Marlboro Road in the northwest part of the project area. The wetland is 0.13 acre and would be totally impacted by the realignment of Ritchie-Marlboro Road to permit it to intersect Ritchie Road opposite Walker Mill Road. This is consistent with Prince George's County planning documents, and the right-of-way has been dedicated for this segment of proposed Ritchie-Marlboro Road.

Shifting the alignment of this segment of Ritchie-Marlboro Road to the north or south would result in the displacement of several existing and recently constructed industrial

structures. Several other developments are in the engineering phase based on this road alignment. Any shift in the alignment for Ritchie-Marlboro Road would have substantial impacts on these properties.

Wetlands 8 and 9

W-8 and W-9 are located in the southeast quadrant of the proposed interchange area. The Selected Alternate, involving Relocated Fernwood Drive (Option 1), would have no impact on W-8 and W-9.

Wetland 10

W-10 is located in the southwest quadrant of the interchange, crossed by the proposed ramp. Approximately 0.15 acre of wetland would be impacted by the Selected Alternate, as compared to 0.25 acre impacted by Alternate 5. The impacts could be avoided by a westward shift of the ramp alignment. While no right-of-way cost estimate is available, the cost would be comparable to that estimated for the avoidance of W-5 in the northwest quadrant ($2,200,000). Additionally, the northwest quadrant ramp would also have to be relocated to meet the southwest quadrant ramp at the intersection with Ritchie-Marlboro Road. This is not considered to be a reasonable expenditure of funds.

Alternately, another avoidance consideration would be to construct a bridge to carry the ramp over the entire wetland. This would require a 150 foot long bridge and increase project

costs by approximately $660,000. This is also not considered to be a reasonable expenditure of funds.

Reconstruction of Ritchie-Marlboro Road

The upgrading of Ritchie-Marlboro Road to a dual six-lane highway requires the replacement or extension of the bridges carrying I-95 over Ritchie-Marlboro road. This must be accomplished while maintaining traffic on existing Ritchie-Marlboro Road and, of course, I-95. Therefore, the additional bridge length must be added to either the north or south side of the existing bridges. It is proposed to reconstruct Ritchie-Marlboro Road, with the median and additional lanes, along with new or extended I-95 bridges, to the north of the existing roadway. Portions of wetlands W-3, W-4, W-5 and W-6 are all impacted by these improvements:

	IMPACTS TO WETLANDS (ACRES)		
WETLAND	RITCHIE-MARLBORO ROAD RECONSTRUCTION	INTERCHANGE RAMP CONSTRUCTION	TOTAL
W-3	0.64	0.5	1.14
W-4	0.06	---	0.06
W-5	0.08	0.22	0.3
W-6	0.18	---	0.18

Efforts to minimize wetland impacts through the construction of retaining walls adjacent to the reconstruction of Ritchie-Marlboro Road could result in the following impact reductions and associated costs:

WETLAND	REDUCTION IN IMPACTS (ACRES)	REMAINING IMPACTS (ACRES)	RETAINING WALL COSTS ($)
W-3	0.14	1.0	$230,000
W-4	0.0	0.06	---
W-5	0.02	0.28	$350,000
W-6	0.15	0.03	$120,000

No retaining wall construction can reduce the wetland impacts to W-4. The reduction in wetland impact of 0.31 acre would require an investment of approximately $700,000. This is not considered to be a reasonable expenditure of funds for the small impact reductions that result.

Shifting the Ritchie-Marlboro Road widening to the south side of the existing road could measurably reduce impacts to wetlands W-3, W-4 and W-5. However, it would increase the impacts to wetlands W-1 and W-6 by corresponding amounts, as well as require the displacement of four families from residences on the south side of Ritchie-Marlboro Road, between the interchange and Sansbury Road. The result would not reduce wetland impacts and is not considered to be a reasonable solution. Along with shifting the widening of Ritchie-Marlboro Road to the south, the use of retaining walls to reduce wetland impacts would result in a similar ratio of acres saved to increased construction cost as described above. This is not considered to be a reasonable expenditure of funds.

Wetland Mitigation

The wetland mitigation will be consolidated on a 1:1 basis within the immediate area of the same watershed, if possible to offset wetland impacts. At this time, areas within the ramp configurations are acceptable based on topography, soil type, hydrology and acreage. The wetland mitigation will be composed of replacement or ehancement and will be developed during detail design. Mitigation will be developed in accordance with Section 404 (b) (1) guidelines within the Southwest Branch Watershed, possibly supplemented by other measures to improve water quality such as providing more infiltration than would otherwise be required or providing stormwater management retrofits. Coordination will be initiated and maintained with the appropriate agencies during the development of the mitigation.

A Section 404 permit (COE) and Non-tidal Wetlands Permit DNR will be required for all wetland impacts. Mitigation will be accomplished by wetland replacement. The first preference for mitigation is on-site replacement within the corridor followed by off-site replacement within the watershed.

Agency comments voiced at the Interagency Review Meeting held on January 17, 1990, discouraged the extent of wetland impacts incurred by Alternate 5 or 5A, loop ramp construction for the full cloverleaf interchange design.

Subsequently, it was decided that Alternate 5B would be the Selected Alternate (diamond roundabout) which reduces wetland impacts from the initial 11 acres to 3.8 acres.

Wetland Finding

Pursuant to E.O. 11990, efforts were made to avoid or minimize harm to wetlands in the project corridor. The Selected Alternate 5B affects less wetland acreage than the full cloverleaf design of Alternate 5. The design of the Selected Alternate 5B reduces the impacts to 3.8 acres from the initial 11 acres required by Alternate 5, the full cloverleaf design.

As discussed, it has been determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

d. Air Quality

An air quality analysis indicates that Alternate 5B will not result in violations of either the 1-hour or 8-hour State and National Ambient Air Quality Standards (SNAAQS) in 1995 and the design year 2015 (see Table 7). The No-Build Alternate results in higher CO concentrations than the Selected Alternate 5B.

The analysis completed for Alternate 5 (Build condition) was for a full cloverleaf interchange. The predicted concentrations for Alternate 5 account for less than 60% of the S/NAAQS and the background concentrations account

TABLE 7

CO CONCENTRATIONS* AT EACH AIR QUALITY RECEPTOR SITE, PPM

Receptors	1995				2015			
	1-Hour		8-Hour		1-Hour		8-Hour	
	No-Build	Build	No-Build	Build	No-Build	Build	No-Build	Build
1	11.7	11.8	3.4	3.6	13.5	17.1	3.9	4.6
2	13.4	13.1	3.8	3.8	18.4	18.1	4.6	4.6
3	11.9	11.5	3.5	3.5	13.9	14.1	4.2	4.3
4	15.7	15.3	4.4	4.5	24.1	22.9	5.8	5.8

The S/NAAQS for CO: 1-Hour - 35 ppm
8-Hour - 9 ppm

*Background Levels:	1995	2015
1-Hour	9.9	10.0
8-Hour	3.0	3.1

for more than 40% of the predicted concentrations. Therefore, it is reasonable to assume that the concentrations that would occur with Alternate 5B would not approach or result in violations of the S/NAAQS.

This project is a nonattainment area which has transportation control measures in the State Implementation Plan (SIP). The project conforms with the SIP since it originates from a conforming transportation improvement program which conforms with the SIP in accordance with the joint U.S. Environmental Protection Agency/U.S. Department of Transportation guidelines ("Guidance for Determining Conformity of Transportation Plans, Programs, and Projects with Clean Air Act Implementation Plans During Phase I of the Interim Period" date June 7, 1991). A conformity analysis was completed and adopted by the Metropolitan Council of Governments in September, 1991. The Federal Highway Administration made a determination of conformity between the TIP and the SIP for attaining air quality standards on November 15, 1991.

Copies of the Air Quality Technical Report were provided to the Maryland Air Management Administration and the U.S. Environmental Protection Agency (EPA) for their review and comment (see letters dated June 29 and October 19, 1990 in the Agency Coordination and Responses Section).

The Maryland Air Management Administration found that the project is not in conflict with State Implementation Plan and is consistent with the Air Management Administration's plans and policies. The Environmental Protection Agency responded that the basic dispersion and emission models were acceptable, but that carbon monoxide (CO) concentrations may have been underestimated due to the lack of appropriate intersection modeling. For this project, the SHA has not identified CO concentration problems. Both 1 hour and 8 hour results show that the S/NAAQS are not exceeded. In the design year, the highest 1 hour CO concentration for the Build Alternate does not approach or exceed the No-Build levels. Therefore, it was felt that the analysis conducted was sufficient and an intersection analysis is not necessary. CO concentrations for the selected alternate in the design year do not approach or exceed the S/NAAQS.

e. Noise

In accordance with 23 CFR, Part 772, (Procedures for Abatement of Highway Traffic Noise) this project was analyzed for noise impacts. Noise mitigation is considered when the Federal Highway Administration Noise Abatement Criteria are approached or exceeded or when predicted noise levels exceed the existing levels by 10 dBA or more. The Noise Abatement Criteria for residential areas is 67 decibels. The land use in the area of the interchange is primarily wooded, open space and low density residential.

The following items were considered in determining potential noise impacts:

- Identification of existing land use
- Existing noise levels
- Prediction of future design year noise levels
- Potential traffic increase

Noise abatement measures (in general, noise barriers) are considered to minimize impacts. Consideration is based on the size of the impacted area (number of structures, spatial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction, feasibility, and reasonableness.

The factors that were considered in determining whether the mitigation would be considered reasonable and feasible are:

- Whether a feasible method is available to reduce noise;
- Whether the cost of noise mitigation is reasonable for those receptors that are impacted - approximately $40,000 per impacted residence;
- Whether the mitigation is acceptable to affected property owners.

An effective barrier should, in general, extend in both directions to four times the distance between the receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level as a preliminary design goal. However, any impacted noise receptor which will receive a 5 decibel reduction is considered when determining whether the barrier is reasonable.

A determination of whether a barrier is cost effective or reasonable is determined by dividing the total number of impacted sensitive sites in a specified noise sensitive area, that will receive at least a 5 dBA reduction of noise levels, into the total costs of the noise mitigation. For the purpose of comparison, a total cost of $16 per square foot is assumed to estimate total barrier costs. This cost figure is based upon current costs experienced by the Maryland State Highway Administration and includes a cost of panels, footing, drainage, landscaping, and overhead. The State Highway Administration has established approximately $40,000 per residence protected as being the maximum cost for a barrier to be considered reasonable.

A detailed noise analysis has been completed for the No-Build Alternate and Alternate 5, which incorporates similar traffic volumes and patterns within the same right-of-way required for the Selected Alternate 5B. Consequently, the results for Alternate 5 are applicable to Alternate 5B. Noise Sensitive receptors are shown in Figure 8.

Three of the four sites were predicted to exceed FHWA's noise abatement criteria. These locations were considered for noise abatement.

Abatement Analysis, Selected and Build Alternate (Table 8)

NSA 1

The predicted Build noise level is 66 dBA, which is 5 dBA below the ambient noise level and 5 dBA below the predicted No-Build noise level. The relocation of Ritchie-Marlboro Road further from the residence for the Build Alternate is the reason for lower Build noise levels. Noise abatement will not be considered at this site.

NSA 2

This site, the Fernwood Mobile Home Park, is located in the southeast quadrant of the proposed interchange. The closest homes along Park Drive are approximately 600 feet from I-95. Noise levels at this site for the Build Alternate would be 67 dBA. This level is the same as the No-Build Alternate noise level and the ambient noise level.

Approximately seven homes would have noise levels equal to the noise abatement criteria. Because of the distance from the roadway and the topography of the intervening land, a noise wall cannot be built to obtain more than a 2 dBA insertion loss. A wall 1,690 feet in length and 18 feet in height would achieve only a 2 dBA reduction in predicted noise levels. Based on the $16 per square foot

multiplier used for noise walls, the total cost of this structure is $486,720 or $69,500 for each of the seven impacted residences with none receiving the minimum of 5 dBA noise reduction. Noise mitigation is not considered reasonable or feasible at this site.

NSA 3

Four single family residences on Ritchie-Marlboro just west of Sansbury Road comprise this noise sensitive area. With Build noise levels of 70 dBA, this area qualifies for noise abatement evaluation. The Build noise level is 1 dBA below the ambient noise level and 4 dBA above the No-Build noise level.

Noise levels for this area could be abated 5 dBA with the construction of a noise wall along Ritchie-Marlboro Road. The required wall would be 625 feet in length and 18 feet in height. The cost of the wall would be $180,000 and has an associated cost-per-residence of $45,000. However, this cost per residence exceeds $40,000 per residence and is not considered reasonable.

NSA 4

Greenwood Manor Park is located in the northeast quadrant of the proposed interchange and is designated Noise Sensitive Area 4. Build noise levels at the right-of-way of the northeast directional ramp near the merge with I-95 would be 73 dBA. Noise levels at points 150 feet

beyond the right-of-way would be approximately 70 dBA. No-Build noise levels for the site are 1 dBA below the build noise levels and the ambient noise level was 6 below the Build noise level (67 dBA).

To reduce noise levels at the parkland a noise wall approximately 820 feet in length and 18 feet in height would be required. This wall would reduce noise levels within the parkland a minimum of 5 dBA. The total cost of the wall would be $236,200 or $33,740 per residence. Every 125 linear feet of this park impacted by the project would be equivalent to one residence impacted, therefore, this project would impact a total of seven (7) residences at this location. However, this wall is not considered reasonable or feasible, because there are no existing or currently planned recreational uses for this area of the park.

In addition to noise walls, other abatement measures were considered as outlined in the 23 CFR 772. These include:

Traffic Management Measures

Traffic management measures which could be used include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits and exclusive lane designations.

It is not possible to prohibit heavy trucks from this type of facility, as it is part of the interstate system. I-95 is the primary source for highway noise in the project study area. Ritchie-Marlboro Road contributed little, if any, to the overall noise levels.

Alterations of Horizontal and Vertical Alignment

This is not feasible as I-95 is an existing facility.

Acquisition of Real Property or Property Rights to Establish Buffer Zones

Existing residential development immediately adjacent to existing I-95 makes it infeasible to acquire significant amounts of property for buffer areas.

Earth Berms

After analysis of the four noise-sensitive areas (NSA's) that were considered eligible for noise abatement, it has been determined that berms are not feasible in any of these areas. The reasons for this conclusion are summarized below.

At Noise Sensitive Area 1, there is no room between the roadway and right-of-way to place a berm and additionally a berm would infringe upon the sight distance at the intersection of Ritchie- Marlboro Road and Hampton Park Boulevard.

For Noise Sensitive Area 2, the roadway is elevated approximately 20 feet above the right-of-way elevation and a berm of any feasible height cannot be constructed in the available right-of-way.

For Noise Sensitive Area 3, the limited right-of-way does not allow enough spacing for a feasible berm system.

At Noise Sensitive Areas 4, the existing steep slopes of the parkland and the limited right-of-way from the northeast directional ramp do not allow for the construction of a berm of any substantial height.

Summary

Noise barriers have been analyzed for this project. Barriers are not reasonable or feasible at NSA's 1-4.

Construction Impacts

An increase in project area noise levels would occur during the construction of the proposed improvements. Construction noise differs significantly from that generated by normal traffic due to its unusual spectral and temporal nature. The actual level of impact during this period will be a function of the number and types of equipment being used, as well as the overall construction procedure.

Generally, construction activities would occur during normal working hours on weekdays. Therefore, noise impacts experienced by local residents as a result of construction activities should not occur during sleep or outdoor recreation periods.

A number of measures can be utilized in order to minimize noise resulting from such activities. Such measures include, but are not limited to, the following:

- Equip any internal combustion engine used for any purpose on or related to the job with a properly operating muffler;
- Route construction equipment and vehicles in areas that will cause the least disturbance to nearby receptors where possible; and
- When appropriate and possible, place continuously operated diesel-powered equipment, such as compressors or generators, in areas as far from or screened from noise sensitive locations.

C. SUMMARY OF PUBLIC INVOLVEMENT

1. An Alternates Public Meeting was held on May 5, 1988. Alternate 1 (No-Build) and seven build alternates were presented. The majority of public comments focused on community impacts, emergency access to Fernood Trailer Park and the safety of new traffic patterns. Local citizens also wanted Walker Mill Road widened before the construction of the proposed interchanges.

2. A Combined Location/Design Public Hearing was held on June 21, 1990. Alternate 1 (No-Build) and Alternate 5 (full cloverleaf) were presented. Public opinion was clearly divided. Business representatives and a few residents favored the improvement while the majority of residents opposed the interchange because they felt that it

would increase traffic volumes, spur additional development and require displacements.

3. On March 20, 1990 a meeting was held at SHA Headquarters with the owners of the Fernwood Mobile Home Park to assure them that the proposed improvement would not require any displacements in the trailer park area and that safe access would be provided.

D. POSITIONS TAKEN

1. Elected Officials

One elected official, Anthony Cicoria, Council Member Second District, expressed support for the proposed alternate. Three other officials, Senator Barbara Mikulski, Congressman Steny Hoyer, and State Senator Mike Miller, Jr. expressed an interest on behalf of their constituents regarding the roundabout design, traffic patterns and impacts to nearby neighborhoods.

2. Citizens

Approximately 30 written comments have been submitted by local residents. One group of comments indicates support for the project while another group expressed concern for the additional development spurred by the proposed interchange and increased traffic volumes along Ritchie-Marlboro Road. The remainder were concerned about upgrading

of county secondary roads to accommodate traffic generated by the proposed interchange.

3. Agencies

An informal meeting was held on January 2, 1990 between SHA and Prince George's County Fire Department representatives. After a thorough review of the plans, the fire department expressed that emergency access must be maintained at all times particularly during the construction period. Also that access to all existing fire hydrant structures not be diminished at any time.

On January 17, 1990, Maryland State Highway Administration held a Quarterly Interagency Meeting to present environmental considerations regarding this project. The agencies were concerned about the potential for secondary impacts as a result of the proposed interchange and wanted to focus on the impacts of the phased construction of the interchange. The agencies stated concerns that the interchange was being proposed to accommodate an area where large development is going to occur. SHA stated that the purpose is to alleviate existing traffic congestion at the adjacent I-95/MD 214 and I-95/MD 4 interchanges generated by existing and ongoing industrial and residential development in the area.

Coordination with the Prince George's County Fire and Police Departments has been undertaken. Further contact with local, state and federal agencies was performed throughout the project as well. Documentation of this coordination appears in Section V.

IV.
PUBLIC HEARING COMMENTS

IV. PUBLIC HEARING COMMENTS

A Combined Location/Design Public Hearing for this project was held on June 21, 1990 at the Arrowhead Elementary School in Upper Marlboro. The purpose of the hearing was to present the results of the engineering and environmental studies and to receive public comments on the project. A total of twelve persons made statements following the presentation by SHA personnel.

The following is a summary of the comments made at the hearing and responses. An official transcript of all comments made at the hearing was prepared and is available for review in the offices of the Project Planning Division, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21203. Written comments received after the Public Hearing are contained in the Correspondence Section of the document along with the appropriate SHA response.

The primary concern of the people who testified and raised questions during the displays focused on the additional traffic that will be generated by the proposed interchange. Many questions addressed access, right-of-way, traffic and displacements.

1. Comment/Question:

   Mr. Richard Bryant, 8901 Edgeworth Drive, Partner of Hampton Business Park - Mr. Bryant stated that the jug-handle design of Alternate 5 cuts off an additional 20 acres. An initial 10 acres were originally donated by his company. Could SHA design another alternate requiring less right-of-way?

SHA Response: Other alternates have been considered to reduce right-of-way impacts. The Selected Alternate 5B reduces total right-of-way requirements by 13.7 acres which includes reduced right-of-way impacts to this property.

2. Comment/Question:

Mr. Brooke Lanham, Little Washington Subdivision - Mr. Lanham asked SHA to address the recent growth of existing traffic volumes on Ritchie-Marlboro Road at White House Road.

SHA Response: The traffic increases are most likely due to the ongoing development adjacent to Ritchie-Marlboro Road. The intersection of White House Road and Ritchie-Marlboro Road is a county facility. Improvements to the intersection are identified on Figure 8 which are consistent with the County's request.

3. Comment/Question:

Mr. David Boggs, Executive Vice President for Lyon - Conklin and Company - Mr. Boggs stated that his company is the landowner referred to by Mr. Bryant and is relocating from Washington D.C. pending construction of a $4 million building. He does not want to be forced to relocate in another six years. The County has been aware all along that his company planned to locate in this area.

SHA Response: Hampton Park Boulevard is not part of the interchange proposal by SHA. Any issues regarding Hampton Park Boulevard should be addressed to Prince George's County. Some of this property would be neded for the relocation of Ritchie-Marlboro Road, but the building would not be impacted.

4. Comment/Question:

Mr. Joseph DeBella, Fernwood Trailer Park - Mr. DeBella asked if the proposed interchange required any relocations in Fernwood Trailer Park?

SHA Response: No. The seven residences that would be displaced are not located in the Fernwood Trailer Park.

5. Comment/Question:

Mr. Mell Sparros, U.S. Postal Service on Edgeworth Drive-Mr. Sparros stated that the Post Office facility in the study area is the seventh largest in the nation and generates over 380 trips a day from his division alone. With the new interchange at Ritchie-Marlboro Road, his operation would not have to use MD 214.

SHA Response:

The basis for this study is to alleviate heavy traffic patterns at the MD 214 and MD 4 interchanges with I-95/I-495 and to balance the distribution of traffic at these two interchange areas, located approximately four miles apart. The Selected Alternate will permit

traffic movements between I-95 and Ritchie-Marlboro Road, reducing traffic growth at the adjacent interchanges.

6. Comment/Question:

Mr. Freddie Dawkins, Wheelwood/Waterford Citizens Association - Mr. Dawkins expressed concern over the number and severity of accidents and hazardous waste transportation on I-95, air pollution, and additional truck traffic on Walker Mill Road. He stated that the interchange would generate additional development and that beltway closures from major accidents would direct beltway volume traffic to Walker Mill Road.

SHA Response: The beltway accident rate is quite low in comparison to adjacent roads. Emergency beltway detours would likely involve Ritchie-Marlboro Road north to MD 214 and the beltway interchange or Ritchie and Forestville Roads south to MD 4 and the beltway reducing the truck traffic on MD 214.

7. Question/Comment:

Mr. Dennis Firme - Mr. Firme asked for the schedule to widen White House Road and Ritchie-Marlboro Road to the east. Also, he believed these two roads should be widened in the same time frame as the construction of the interchange.

SHA Response: The SHA has no schedule for construction of the interchange, and Prince George's County has no schedule for the improvement of White House and Ritchie-Marlboro Roads. However, long range improvement goals for all three are identified in area master planning documents.

8. Question/Comment

Mr. Richard Mabe, 1653 Ritchie-Marlboro Road - Mr. Mabe asked if any of the four houses near Sansbury Road are to be displaced or landlocked?

SHA Response: While three residences adjacent to Ritchie-Marlboro Road, closer to the beltway, would be displaced, the four homes on the south side of Ritchie-Marlboro Road, immediately west of Sansbury Road, would remain. Their access would be reoriented to Relocated Fernwood Drive, immediately to the south.

9. Question/Comment:

Ms. Chris Hackett, 3006 Ritchie-Marlboro Road - Ms. Hackett expressed concern that the proposed interchange will overload Ritchie-Marlboro Road to the east with heavy volumes of traffic using it as a shortcut to and from MD 4. This would make access dangerous for residents. She opposes the interchange.

SHA Response:

County planning documents identify future improvements to White House and Ritchie-Marlboro Roads. The Maryland Department of Transportation's Consolidated Transportation Program identifies the future upgrading of MD 4 to a freeway.

10. Question/Comment:

Mr. Bennett Bradley, Fairfield Little Civic Association -Mr. Bradley asked if Walker Mill Road is going to be enlarged to a 4 or 6-lane roadway.

SHA Response: This is a County proposal that is in the design phase at this time.

Mr. Martin (P.G. County of Transportation) - Mr. Martin stated that the Walker Mill Project is about ten percent complete in design. Currently, we are looking at four or six lanes divided contingent on traffic studies.

11. Question/Comment:

Ms. Dorothy D. Hodges, Oxon Hill Bicycle and Trail Club, Public Relations Chairman, P.O. Box 81, Oxon Hill, Maryland 20745 - Ms. Hodges stated that the interchange should not interfere with existing access for pedestrians and bikers. The bicycle and trail club uses Ritchie-Marlboro Road in part, to get from School House Pond to the Community College. She prefers a diamond interchange.

SHA Response: The Selected Alternate is a Diamond Roundabout interchange. The proposed improvement for Ritchie-Marlboro Road is for a six-lane divided curbed roadway. The outside lane will be wider than the others by means of lane striping to permit shared use by motorists and bicyclists. The graded area behind the curb can be used by pedestrians. Bicycles are not permitted on the freeways and associated ramps.

12. Question/Comment:

Mr. Alex Zion - Mr. Zion commented that the construction of the proposed interchange and associated roadway improvements will generate more development and pollution, too much, too soon.

SHA Response: The improvements proposed are consistent with county land use and master planning documents.

V.
CORRESPONDENCE

A. Written Comments Received Subsequent to the Combined Location/Design Public Hearing and Responses

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HAMPTON BUSINESS PARK

8901 EDGEWORTH DRIVE CAPITOL HEIGHTS, MD 20743 (301) 336-3600

March 5, 1991

MAR 11 8 05 AM '91 PROJECT DEVELOPMENT

Neil J. Pedersen, Director
Office of Planning & Preliminary Engineering
Region 3
State Highway Administration
707 Calvert Street
Baltimore, Maryland 21203

Dear Mr. Pedersen:

I am writing to find out what, if anything, is being done to resolve the remaining issues regarding the location and design of the Ritchie-Marlboro Road/I-95 Interchange. I understand from Bob Martin, the County project coordinator, that the last team meeting on this project indicated further studies were needed regarding use of round-abouts, an urban diamond design, or a partial conventional interchange. As I understand it, these further studies are being done by SHA in-house, after which there will be a need for a further team meeting to make final decisions and recommendations to your Administrator. Meanwhile, it seems increasingly probable that Federal location-design approval will not be obtained this year as planned.

As you know, we are the owners of the adjacent property in the northwest quadrant. Our development planning will itself need a long lead time, and we are stymied until the adjacent road alignments and connection points can be determined. We would like very much to see this project go forward rapidly, as would the County, and have hoped to be able to persuade the other affected major property owners to cooperate in land dedication in order to expedite it. I still hope to be able to do so, but if the project drags on at its present pace, I lose any leverage. If this project is going to take another several years even to get through the design phase and then wait in line indefinitely for construction funding, I, as well as the other affected major land owners, will be hard put to see any benefit in further donations of right-of-way.

I realize that the SHA is under major financial restraints at the moment. However, my discussions with Mr. Martin indicated that practically all the necessary work on the preliminary planning phase of the project has already been done; and only a small additional effort would be required to arrive at a decision and recommendations to the Administrator. I would appreciate your advice as to what you consider the work status, and projected timetable, for this project.

Sincerely,

Richard H. Bryant

RHB:w
ccs: Robert W. Martin, P.G.D.P.W.
John D. Porcari, Development Review Coordinator, Office of County Executive

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Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

March 25, 1991

Mr. Richard H. Bryant
Hampton Business Park
8901 Edgeworth Drive
Capitol Heights, Maryland 20743

Dear Mr. Bryant:

Thank you for your March 5th letter regarding the schedule for completing the project planning study of an interchange between the Capital Beltway (I-95) and Ritchie-Marlboro Road.

The additional analyses and revisions needed for the supplemental interchange alternates are under way. There are several issues associated with traffic operations and wetland impacts that require further investigation. We expect to be in a position to present a recommendation to the Administrator for selection of an alternate later this year.

The project remains in the Development and Evaluation portion of the current Consolidated Transportation Program (CTP). Only the project planning phase is funded at this time. No other phase of development (i.e., Design, Right-of-Way Acquisition or Construction) is currently funded.

Support by you and representatives of Prince George's County government for the early implementation of this interchange is acknowledged. The dedication of the necessary land by the affected property owners, once the particular alternate has been determined, could influence the addition of the remaining development phases in future updates of the CTP.

Thank you again for identifying your support for the early construction of the interchange.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:as

cc: Mr. Creston J. Mills Jr.
Mr. Louis H. Ege, Jr.

NOTE:
The Selected Alternate, a Diamond Roundabout Interchange, would require proposed Hampton Park Boulevard to be placed at the same approximate location as identified for Alternate 5 at the public hearing

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

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HAMPTON BUSINESS PARK
8901 EDGEWORTH DRIVE CAPITOL HEIGHTS, MD 20743 (301) 336-3600

PROJECT DEVELOPMENT DIVISION
JUL 5 2 40 PM '90

June 29, 1990

Victor F. Janata, Project Manager
Project Development Division
State Highway Administration
Suite 501
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Janata:

I am writing as a followup to my oral testimony at the Interchange Location-Design hearing last week. As you know, I am urging full study of an alternate connection between Ritchie-Marlboro Road and Hampton Park Boulevard. The alternate would provide access to the area, which I estimate to be about 20 acres, which the SHA proposal would separate from the rest of the Nelson-Brady Tract. I wish to reemphasize what I said at the hearing--that although I am very much in favor of the project, I will not contribute this 20-acre parcel in addition to the 10 acres I have already contributed. If effective access to the area cannot be provided, I would expect substantial compensation for its taking.

I realize that my proposed (feasible) alternate has difficulty in providing minimum separation between HPB-North, HPB-South, and the southerly Beltway exit ramp. Please note, however, that the one alternate design presented by SHA at the hearing also has trouble on this score. The Environmental Assessment states that the proposed HPB--Ritchie-Marlboro Road intersection would be about 1000 feet west of the ramp gore point (Page III-5). The accompanying map, however, indicates that this distance would only be about 450 feet! My proposal would provide at least that much space and would provide the considerable added public benefit of permitting existing Ritchie-Marlboro Road to be connected to HPB-South for all traffic, not just emergency fire vehicles. That would obviate considerable loop-the-loop traffic from the adjacent industrial area trying to get east to the Beltway.

Another alternative, which I hope is not automatically being dismissed, is what is being done at Central Avenue. I understand the SHA is adding a second left-turn lane from Central Avenue onto HPB and that this is proposed to be an adequate solution to the problem. Can't Beltway traffic going south off Ritchie-Marlboro Road be handled the same way?

Sincerely yours,

Richard H. Bryant

RHB:w
ccs: John D. Porcari
James R. Novak

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RESPONSE:

The Selected Alternate (Alternate 5B) will require less right-of-way than Alternate 5 presented at the public hearing. Also, less right-of-way would be needed from the Nelson-Brady Tract. The Selected Alternate would permit an approximately 1000 foot distance along Ritchie-Marlboro Road between the proposed ramp roundabout intersection and proposed Hampton Park Boulevard. This should permit a more normal operation of the proposed Ritchie-Marlboro Road/Hampton Park Boulevard intersection, possibly also with the use of a roundabout intersection.

REAL ESTATE
DEVELOPMENT
LEASING
MANAGEMENT

NORAIR CORPORATION
CONTRACTORS - DEVELOPERS
337 BRIGHTSEAT ROAD, SUITE 200
LANDOVER, MARYLAND 20785
301/499-2202
Telecopy 301/499-1342
Telex 89-7434 NECI MHTS

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June 18, 1990

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
PO Box 717
Baltimore, MD 21203-0717

Re: Ritchie-Marlboro Road Interchange
PDMS # 161088

Dear Mr. Pedersen:

Norair Corporation, a landowner and employer in Prince George's County, is in complete support of the construction of a full cloverleaf interchange at Ritchie-Marlboro Road.

Based on the State's study, a 20% reduction in traffic volumes on Route 214 and Route 4, which would be attained by the interchange, is urgently needed. Much of the traffic on Route 214 today is truck traffic for the Hampton Park area. By providing an alternative route to Hampton Park, I believe the bottlenecks that take place at the Central Avenue/495 interchange will be significantly reduced.

The minimal impact to the environment is a major benefit of the interchange. The fact that at present there are no public facilities or historic sites impacted, the existing land use is low density residential, there are no endangered species, and the 100 year flood plain would not be effected certainly outweighs the non-tidal wetlands impact.

The Master Plan for this area has already determined an interchange was necessary at this location. Taking steps to implement the Master Plan is a positive move in the orderly development of Prince George's County.

If there is anything Norair Corporation may do to aid in the progression of the funding and eventual construction of this interchange, please do not hesitate to contact us.

Very truly yours,

NORAIR CORPORATION

JILL S. NORAIR
Vice President

JSN/nkr

cc: Victor F. Janata/State Highway Administration
William Donald Schaefer
Parris Glendening

RESPONSE:

The Selected Alternate (Alternate 5B) will accomplish the same results as the full cloverleaf (Alternate 5) at less impact and cost.

Winchester Homes, Inc.
A Weyerhaeuser Company

Maryland Land Development Division
6301 Ivy Lane, Suite 714
Greenbelt, Maryland 20770
(301) 220-1117

July 6, 1990

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

Re: SHA Contract No. P-874-101-372
PDMS No. 161088, I-95/Ritchie Marlboro Interchange

To Whom It May Concern:

On behalf of the Winchester-Norair Joint Venture, I would like to voice our support of the above referenced project.

This project is the catalyst which will reduce traffic congestion and provide for the development of major projects which are needed to improve the long neglected inner Capital Beltway area of Prince Georges County.

Thank you for the opportunity to express our views.

Sincerely,

W. Kevin Lusby
Development Manager

RESPONSE:

The Selected Alternate (Alternate 5B) will improve traffic operations and accident rates in the vicinity of the adjacent interchanges.

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REALTY INVESTMENT ASSOCIATES III
6305 Ivy Lane
Suite 700
Greenbelt, Maryland 20770

July 6, 1990

VIA TELECOPIER

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

Re: S.H.A. Contract No. P 874-101-372
PDMS No. 161088
I-95 (Capital Beltway) Ritchie-Marlboro Road Interchange

Dear Sir/Madam:

As the owner of several residential properties located on Ritchie Marlboro Road in Prince George's County, we support the construction and completion of the proposed I-95/Ritchie Marlboro Interchange. This project would provide substantially improved access to a large area of Prince George's County between Central Avenue (Route 214) and Pennsylvania Avenue (Route 4). The interchange would give homeowners in our residential project the ability to conveniently access the Beltway in a matter of minutes. Homeowners in the Ritchie-Marlboro Road area would then be able to avoid traveling to either the Route 4 or the Route 214 interchanges on I-95, resulting in greatly reduced commuting times and less traffic aggravation in general for homeowners in this area.

This interchange is also consistent with the Prince George's County Master Plan; its construction would therefore be consistent with the planned growth and development of the central portion of the County. As a master planned interchange, the ultimate construction of the I-95/Ritchie-Marlboro Road interchange will be necessary to ensure that the local road network can adequately handle responsible growth both inside and outside of the Beltway.

We encourage SHA to fund, construct, and complete this project as soon as possible, for the benefit of traffic flows locally and on I-95.

Sincerely,

Richard J. Thometz

RJT:djb
cc: Mr. James R. Novak
Mr. Creston Mills
Mr. Victor Janata

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 27, 1990

Mr. Richard J. Thometz
Realty Investment Associates III
6305 Ivy Lane, Suite 700
Greenbelt, Maryland 20770

Dear Mr. Thometz:

Thank you for your July 6th letter regarding the project planning study of an interchange at I-95 (Capital Beltway) and Ritchie-Marlboro Road. Your position in favor of the construction of this interchange is noted and will be considered in the decision-making process.

Your name has been added to the project mailing list so you will be kept informed of any decisions reached on this study. Thank you again for your support for this interchange. We appreciate your participation in the project planning process.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds
cc. Mr. Creston J. Mills, Jr.
Mr. Louis H. Ege, Jr.

NOTE: The Selected Alternate, a Diamond Roundabout Interchange, will provide full access between I-95 (Capital Beltway) and Ritchie-Marlboro Road.

Telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

105

DAVID WEISS
801 WAYNE AVENUE. SUITE 301
SILVER SPRING. MARYLAND 20910-4450
301-565-0886

June 26, 1990

Mr. Victor F. Janata
Project Manager, Project Planning Division
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Re: I-95/Richie-Marlboro Road Interchange

Dear Mr. Janata,

In follow up to our conversation after the public hearing of June 21, 1990 for the above referenced project, I would like to acquire negatives of the two pictures (one picture and one artist's rendering over picture) which were on display at the hearing. These pictures by the hall entrance sign-in table showed the existing conditions and the proposed improvements.

The costs to obtain these negatives would be at my expense which I hope would be less than $500 total.

Please advise me how to proceed.

Very truly yours,

David Weiss

DW/sls

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 5, 1990

Mr. David Weiss
801 Wayne Avenue, Suite 301
Silver Spring, Maryland 20910-4450

Dear Mr. Weiss:

Thank you for your recent letter regarding the photographs on display at the June 21st public hearing for the project planning study of an interchange at the I-95 (Capital Beltway) overpass of Ritchie-Marlboro Road.

We are lending you the enclosed negatives of those photographs. You are welcome to secure your own prints, negatives, etc. at the photographic lab of your choice. Please return the negatives to us at your earliest convenience to permit other interested persons the opportunity to obtain their own copies.

Very truly yours,

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

by: Victor F. Janata
Victor F. Janata
Project Manager
Project Planning Division

LHE:VFJ:as
Enclosures

cc: Mr. Creston J. Mills Jr.

My telephone number is (301) 333-1105

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C Metro - 1-800-492-5062 Statewide Toll Free

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIV
JUN 13 12 13 PM '90

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME David Weiss DATE 6-14-90

PLEASE PRINT

ADDRESS 801 Wayne Ave #301

CITY/TOWN Silver Spring STATE MD ZIP CODE 20910

I/We wish to comment or inquire about the following aspects of this project:

I am strongly in favor of Alt #5.

This area needs these improvements. I control property in the area.

RESPONSE:

The Selected Alternate (Alternate 5B) will accomplish the same results as the full cloverleaf (Alternate 5) at less impact and cost.

☒ Please add my/our name(s) to the Mailing List.* - address change

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

DE DIV. JUN 21 9 22 '90

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME BRIAN BEALL DATE 6-22-90

PLEASE PRINT ADDRESS 418 HOMELAND DRIVE

CITY/TOWN HUGHESVILLE STATE Md ZIP CODE 20637

I/We wish to comment or inquire about the following aspects of this project:

As A former Resident and A present partner in ownership of land within the study area off Ritchie - Marlboro Rd and Sansbury Road, I wish to extend my support for the project As shown on the most recent inter change map. Those of us who have seen the Central Ave - Penna. Ave. Corridor grow in the past 25 years can certainly see the need for another interchange to Relieve the present congestion on 214 and Rt. 4. While growing up on Ritchie Marlboro Road I have seen it go from A shady 40 mph road that would become "mildly" used by Sunday drivers showing their families farm life in So. Md. to A truck infested speedway where you get run off the road unless you go 10-20 mph above the posted speed limit. As for those who think the interchange would only Ruin the "Atmosphere of A Residential Area" they better Look Again. Most farms have been bought by developers hoping to Raise Commerce, NOT Produce. Based on past development this Project is A much needed Remedy to the severe traffic Problem.

☒ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

RESPONSE:

The Selected Alternate should alleviate traffic congestion problems in the area, and addresses the traffic growth anticipated with the zoning and land use identified for the area.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

DEVELOPMENT DIVISION
JUL 11 2 25 PM '90

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LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME MARK STEVEN KESSLER DATE 6-89

PLEASE PRINT ADDRESS 9401 Firtree park St.

CITY/TOWN Capitol Hgts STATE MARYLAND ZIP CODE 20743

I/We wish to comment or inquire about the following aspects of this project:

WELL! I am Not happy at all about the 6, 4, or 2 lane highway that is in the plans. I know that if this happens people living in **Fernwood** mobile home park will have to put ear plug in just to sleep at Night. The **Capital Center** really is close to us and makes for alot of traffic. I feel the the cap center needs it's own exits. that would help with traffic problems in this area of the beltway I was At the meeting a arrow head, it was A joke to me. Because the new road is really Not that necessary. I really do like the trailer I am living in, and the place would be **very very Noisey** with all the **big trucks** like the ones from the Post office. that mostly travel central Ave. and All the warhouses that are in Hampton Industerial park - This would make for traffic Jams Morning, Noon and Night. Please do not go any further with the plans that are **bad** and **UNnecessary!**

☒ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

RESPONSE:

The need for the Selected Alternate has been documented. Planned industrial development inside the beltway, both north and south of Ritchie-Marlboro, required consideration of additional beltway access. Noise analysis has indicated that the beltway is the major highway noise generator for the Fernwood Mobile Home Park.

RESPONSE:

Access to Ritchie-Marlboro Road will continue to be at-grade from the existing entrance, possibly requiring a U-turn for some turning movements. The White House Road/Ritchie-Marlboro Road intersection will be reconstructed to make White House Road the major road, consistent with county master plans, which identify White House Road to be upgraded to a four to six-lane arterial highway. The Selected Alternate is consistent with future development identified in county zoning and land use plans.

PROJECT DEVELOPMENT DIVISION

JUN 14 1 37 PM '90

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME Robert & Linda Cross DATE 6/11/90

PLEASE PRINT ADDRESS 1911 Ritchie-Marlboro Road

CITY/TOWN Upper Marlboro STATE Md. ZIP CODE 20772

I/We wish to comment or inquire about the following aspects of this project:

Why would you want to displace seven homes when there is a vacant farm (directly across from 1911) that this road could be run through? This would mean the displacement of less people, plus would be better traffic-wise for the current residents of Ritchie-Marlboro Road. We think this is a serious consideration for this project. We residents have been putting up with truck traffic + commuter traffic for a good many years. How about some consideration for us? ! ! ?

☒ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

T12

RESPONSE:

Alternate 5, identified in the Environmental Assessment and presented at the public hearing, does not require the displacement of any residents in the vicinity of the White House Road/Ritchie-Marlboro Road intersection. The Selected Alternate would have the identical impacts. The same seven displacements are required for both Alternate 5 and Altenate 5B (the Selected Alternate). The number of displacements was reduced to seven when previous studies of the Ritchie-Marlboro Road shifted its alignment to avoid the displacement of several families on the south side of Ritchie-Marlboro Road west of Sansbury Road. The Selected Alternate is consistent with the county zoning and land use plans for the area.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME Robert Y. Clagett DATE 6-21-90

PLEASE PRINT

ADDRESS 14714 MAIN ST

CITY/TOWN Upper Marlboro STATE Md ZIP CODE 20772

I/We wish to comment or inquire about the following aspects of this project:

This interchange is needed now — As a property owner — the access in the area - the access is needed to alleviate congestion at Rt 4 + 95 & Rt 214 + 95

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

RESPONSE:

The Selected Alternate will alleviate existing and forecasted traffc congestion problems in the area. The project is not programmed for construction. In fact, no phase of activity beyond the current project planning phase is scheduled.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME THOMAS V. CLAGETT III DATE 6-25-90

PLEASE PRINT ADDRESS Box 475, 14302 RECTORY LN.

CITY/TOWN UPPER MARLBORO STATE MD ZIP CODE 20773

I/We wish to comment or inquire about the following aspects of this project:

I STRONGLY URGE THAT ALTERNATIVE 5 BE APPROVED AND THAT IMPLEMENTATION OF THE PROJECT BEGIN AS SOON AS POSIBLE.

☒ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

RESPONSE:

The Selected Alterntae (Alternate 5B) will accomplish the same results as the full cloverleaf (Alternate 5) at less impact and cost. The project is not programmed for construction. In fact, no phase of activity behond the current project planning phase is scheduled.

PROJECT DEVELOPMENT DIVISION
JUL 10 10 24 AM '90

117

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME Katherine B. Clagett (Mrs. Hugh Clagett) DATE 7/4/90

PLEASE PRINT ADDRESS 3610 Ritchie-Marlboro Rd.

CITY/TOWN Upper Marlboro STATE Md. ZIP CODE 20772

I/We wish to comment or inquire about the following aspects of this project:

I did attend the public hearing on June 21, 1990, and I have the following questions:

(1) What is the long-range plan for the Ritchie-Marlboro Rd. from White House Rd. to the old Marlboro Pike? Currently, at last bumper-to-bumper traffic is rush hours traffic at the cars exceed the 40-mile speed limit by 15 to 20 miles per hour.

(2) Is it possible to study enlarging and expanding the access roads to the existing exit at Central Avenue at Hampton Mall - perhaps even putting in additional lanes rather than constructing a whole new cloverleaf at Ritchie-Marlboro Rd. Which certainly would add to the confusion and congestion on the Beltway between Hampton Mall and Forestville?

(3) Why wasn't the congestion problem studied before the U.S. Postal facility was built at Hampton Mall?

☑ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

RESPONSE:

1. While nothing is identified in the Prince George's County C.I.P., Master Planning documents identify the upgrading of Ritchie-Marlboro Road, a county road, to an arterial highway.

2. Additional lanes n the Capital Beltway I-95), Central Avenue (MD 214), and the associated interchange ramps would not "solve" the congestion problems being experienced. Prince George's County is already planning additional lanes on Ritchie Road, which was taken into account in the traffic forecasts.

3. The U.S. Postal Facility is just one of many industrial developments in the area. The Selected Alternate will improve traffic operations in the area expected from existing and planned development.

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PROJECT DEVELOPMENT DIVISION
JUL 2 2 55 PM '90

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME TERESA C. KESSLER DATE 6-27-1990

PLEASE PRINT ADDRESS 9401-FIRTREE PK ST.

CITY/TOWN CAPITOL HGTS STATE MD ZIP CODE 20743

I/We wish to comment or inquire about the following aspects of this project:

I WAS AT THE MEETING AT ARROWHEAD SCHOOL LAST FRI JUNE 22.
I CANNOT SEE WHY THE ROADS HAVE GOT TO MAKE FOUR OR SIX LANE HIGHWAY NEAR FERNWOOD TRAILER PARK.
IT WILL MAKE IT IMPOSSIBLE TO GET TO OUR FRONT ENTRANCE.
ALSO THE AMOUNT OF TRAFFIC WILL MAKE IT SO NOSEY THAT YOU WILL NOT BE ABLE TO REST.
THEY SHOULD MAKE AN EXIT OFF THE BELTWAY NEAR THE CAPITOL CENTER, AS THAT IS A VERY CONGESTED AREA.
I HOPE YOU WILL LOOK INTO THIS VERY IMPORTENT MANTER AS IT IS VERY URGENT TO THE PEOPLE IN FERNWOOD TRAILER PARK. THE PARK IS HOME TO AROUND 300 PEOPLE, AND THEY NEED TO BE HEARD AND REPRESENTED

☐ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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RESPONSE:

The north entrance to the Fernwood Trailer Park will be relocated to intersect with Sansbury Road. The need for a traffic signalized intersection between Ritchie-Marlboro Road and Sansbury Road, or the implementation of a roundabout intersection, will be investigated in the final design phase. Noise analysis has indicated in the final design phase. Noise analysis has indicated that the beltway is the major highway noise generator for the trailer park. Planned industrial development inside the beltway, both north and south of Ritchie-Marlboro Road, required consideration of additional beltway access at Ritchie-Marlboro Road.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME Hollice Toomer DATE July 17, 1990

PLEASE PRINT

ADDRESS 1300 Eastwood Drive

CITY/TOWN Forestville STATE md ZIP CODE 20747

I/We wish to comment or inquire about the following aspects of this project:

I am a resident in the Ritchie Manor Development and I am requesting your office sent me a copy (Large scale Drawing) of the I-95 Richie-Marlboro Road Interchange Plan. Also please add me to your mailing list for future information on this Project.

RESPONSE:

Sent citizen large scale drawing of the I-95 Ritchie-Marlboro-Road Interchange mapping. Also added the name on the project mailing list.

☒ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

122

PROJECT DEVELOPMENT DIVISION
MAR 5 9 59 AM '90

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

ALTERNATES PUBLIC MEETING
7:30 P.M., THURSDAY, MAY 5, 1988

CONTRACT NO. P 874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD INTERCHANGE
PDMS NO. 161088

NAME Joyce Tolson DATE 3/4/90

PLEASE PRINT ADDRESS 9407 Eugenia Park St.

CITY/TOWN Capitol Hgts STATE Md. ZIP CODE 20743

I/We wish to comment or inquire about the following aspects of this project:

Since I have not heard anything regarding the proposed interchange, I would like to have an update on its progress.

Also, I am especially concerned about how an interchange would affect the access of the Ritchie Fire Department to the Fernwood Mobile Home Park where I live. I understand that there will be no access from the Fire House to us except by way of D'arcy Rd. & Westphalia. By that time, the Forestville Fire Department would be here just as no one would get here on time.

Joyce Tolson

☑ Please add my/our name(s) to the Mailing List.*

☐ Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

95-PUBLIC

123

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 16, 1990

RE: Contract No. P 874-101-372
I-95 (Capital Beltway)
at Ritchie-Marlboro Road
Interchange Study
PDMS No. 161088

Ms. Joyce Tolson
9407 Eugenia Park Street
Capital Heights, Maryland 20743

Dear Ms. Tolson:

Thank you for your recent letter requesting an update on the I-95/Ritchie-Marlboro Road interchange study. A public hearing is tentatively scheduled for June, 1990 to present the results of the study and receive comments from the public.

I want to assure you that the Ritchie Fire Department will have access to the new Ritchie-Marlboro Road. Their route to the Fernwood Mobile Home Park will continue to be via Ritchie-Marlboro Road, eastward to Sansbury Road, south about 400 feet to relocated Fernwood Drive, then west back to existing Fernwood Drive and the trailer park. Fernwood Drive must be relocated because of the proposed interchange ramps. The additional distance and time for emergency access to the trailer park is minimal and has been reviewed and accepted by Prince George's County fire department officials.

Your name has been added to the project mailing list, so you will be notified of the public hearing date. Thank you for your interest in the study.

Very truly yours,

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

by: Victor F. Janata

Victor F. Janata
Project Manager
Project Planning Division

LHE:VFJ:eh
cc: Mr. Creston Mills

NOTE: The selected Alternate, a Diamond Roundabout Interchange, would require the same relocation of Fernwood Drive as described above.

My telephone number is (301) 333-1105

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

124

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

LOCATION/DESIGN PUBLIC HEARING
7:30 P.M., THURSDAY, JUNE 21, 1990
CONTRACT NO. P874-101-372
I-95 (CAPITAL BELTWAY)/RITCHIE-MARLBORO ROAD
INTERCHANGE STUDY
PDMS NO. 161088

NAME Ann Stevens DATE 6/28/90

PLEASE PRINT ADDRESS 9506 Firtree Park Street

CITY/TOWN Capitol Heights STATE MD ZIP CODE 20743

I/We wish to comment or inquire about the following aspects of this project:

Regarding: Comments on I-95 Ritchie-Marlboro Road Interchange Study, June 21, 1990. The purpose of constructing an interchange between Exit 15 (I-95 at Central Avenue) and Exit 11 (I-95 at Pennsylvania Avenue) is to alleviate traffic at these exchanges by directing traffic to Ritchie Marlboro Road.

Conclusion: The present plans for the Ritchie-Marlboro Road Interchange are lacking. The interchange will not improve traffic flow, but will limit traffic flow causing more problems. Until a plan is developed that will improve traffic flow, in and out of the study area, it is worth your while and the taxpayers while for this interchange NOT to be started. It is better not to do a job rather than spend twice as much money making adjustments because plans are not complete at the beginning of construction. The engineering in this plan may be good, but the traffic flow plan has not been developed. THE MARYLAND DEPARTMENT OF TRANSPORTATION SHOULD NOT BUILD THIS INTERCHANGE.

Problem 1: Maryland Department of Transportation has started planning, but planning is not complete. The focus of this study is on the new interchange at Ritchie-Marlboro Road, its engineering, environmental factors, and EEO considerations. Planning for traffic flow after a vehicle has left the interchange has not been planned. Only a small part of the planning is complete, the engineering portion. The planning portion identifying consequences of the interchange has not been addressed. PLANNING IS NOT COMPLETE.

Problem 2: Vehicles leaving the new exchange traveling EAST will go from a four lane highway quickly into a two lane rural road (White House Road or Ritchie Marlboro Road). No expansion or development is planned for either White House Road or Ritchie Marlboro Road. White House Road leads to Route 202, a four lane highway. Traffic coming from Route 202 trying to use the new interchange will travel White House Road, a two lane road, then try to merge onto Ritchie-Marlboro Road. This portion of Ritchie-Marlboro road will still be a two lane rural road. The study has not addressed this bottleneck situation. Planning for traffic flow at this intersection has not been addressed. THIS IS NOT GOOD PLANNING.

Problem 3: Vehicles leaving the new exchange traveling WEST will head back toward Central Avenue using Ritchie Road. The purpose of the new exchange is to alleviate traffic on Central Avenue, not add to the present problem. Using the new interchange to resolve traffic on Central Avenue is doubtful.

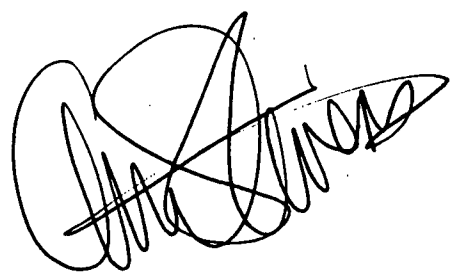
Solution 1: Maryland Department of Transportation could plan to expand White House Road to a four lane road to match traffic flow from the new interchange. Traffic could flow from the new interchange through White House Road, onto Route 202. As the study stands, traffic will halt less than 100 feet from the end of the new interchange with vehicles stopping to make a left turn to White House Road.

Solution 2: Since White House Road and Ritchie Marlboro Road are rural two lane roads, not able to keep up with the traffic flow from a four lane highway, perhaps the new Ritchie-Marlboro Interchange could only exit west and not east. Maryland could save money by not building east exits, and the rural roads would maintain their rural traffic. Fernwood Mobile Home Park would not be affected by this plan.

Solution 3: If you are not going to DO PRACTICAL PLANNING, don't build the interchange. Take the $63 million that is planned for this project, and repair Maryland roads. Resurface those badly damaged roads, paint lines that show up when it is dark and raining, put berms on the sides of roads instead of giant potholes. Take that money and repair and maintain Maryland roads. Jobs will not be lost. Maintaining roads is an ongoing process.

Solution 4: The study as it stands is not complete. Practical aspects of traffic flow have not been developed. The planning committee is not finished with their job yet. The STUDY AREA SHOULD BE EXPANDED to consider traffic flow within the area between Central Avenue and Pennsylvania Avenue. The planning committee should identify the real reason why Exit 11 and Exit 15 from I-95 are not affective (bad traffic flow patterns). After that is determined, the same mistake should not be made at the Ritchie-Marlboro Interchange.

Comments by: Ann Stevens
9506 Firtree Park Street
Capitol Heights, MD 20743
(301) 336-9415



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RESPONSE:

The Selected Altenate will alleviate traffic congestion being experienced and anticipated in the study area. As presented in the Environmental Assessment and presented at the public heairng, the existing White House Road/Ritchie-Marlboro Road intersection will be reconstructed to make White House Road the through movement, with the east leg of Ritchie-Marlboro Road intersecting White House Road at a perpendicular. Teh study is consistent with the master planning documents in the area. A-36, White House Road/Ritchie-Marlboro Road, is identified to be upgraded to a four to six-lane arterial highway from I-95 to MD 202. This will be the major road through east of Sansbury Road. Ritchie-Marlboro Road will also be upgraded as local development occurs. Prince George's County proposes the upgrading of Ritchie Road to a five-lane street section or a six-lane divided roadway. Walker Mill Road is also proposed to be reconstructed as a six-lane divided highway. The proposed interchange is not programmed for construction. None of the county highways are programmed for construction.

B. Elected Officials

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BARBARA A. MIKULSKI
MARYLAND

COMMITTEES:
APPROPRIATIONS
LABOR AND HUMAN RESOURCES
SMALL BUSINESS

United States Senate

WASHINGTON, DC 20510-2003

HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2003
(202) 224-4654
TDD: (202) 224-8223

June 20, 1990

The Honorable William Donald Schaefer
Governor
State of Maryland
Annapolis, Maryland 21401

Dear Governor Schaefer:

I have been contacted by Mr. Kenneth Todd of Washington D.C. concerning the use of "roundabouts", a type of traffic circle, which Mr. Todd believes would be an effective alternative to traffic signals at intersections.

Mr. Todd is especially interested in seeing this method considered for use at the new I-95/Ritchie-Marlboro Road interchange in Prince George's County.

I hope you will give Mr. Todd's point of view such consideration as it may merit. Thank you for your attention to this matter.

Sincerely,

Barbara A. Mikulski
United States Senator

BAM:gll

Enclosure

SUITE 283
WORLD TRADE CENTER
BALTIMORE, MD 21202-3041
(301) 962-4510

3 CHURCH CIRCLE
ANNAPOLIS, MD 21401-1933
(301) 263-1805

SUITE 103
9656 BALTIMORE AVENUE
COLLEGE PARK, MD 20740-1346
(301) 345-5517

SUITE 402
82 WEST WASHINGTON STREET
HAGERSTOWN, MD 21740-4804
(301) 797-2826

CITY CENTER ON THE PLAZA
213-215 WEST MAIN STREET
SALISBURY, MD 21801
(301) 546-7711

VicJ.
1105

129

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

IN REPLY REFER TO C/SP-MDOT

PROJECT
DEVELOPMENT
DIVISION

AUG 7 2 22 PM '90

WILLIAM DONALD SCHAEFER
GOVERNOR

ANNAPOLIS OFFICE
STATE HOUSE
ANNAPOLIS, MARYLAND 21401
(301) 974-3901

BALTIMORE OFFICE
ROOM 1513
301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
(301) 225-4800

WASHINGTON OFFICE
SUITE 315
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, D.C. 20001
(202) 638-2215

TDD (301) 333-3098

July 17, 1990

The Honorable Barbara Mikulski
Member, United States Senate
Suite 320
Hart Senate Office Building
Washington DC 20510-2003

Dear Senator Mikulski:

Thank you for your recent letter forwarding Kenneth Todd's suggestion that a "round-about" be applied at the planned I-95 and Ritchie-Marlboro Road Interchange in Prince George's County.

Mr. Todd previously has discussed the merits of the roundabout with the State Highway Administration (SHA) and various transportation and highway officials at the national level. It appears that this type of highway geometric design has been successfully applied in areas outside of the United States, but not within our country.

I have asked Transportation Secretary Richard Trainor to develop studies for a round-about at the proposed interchange. He is to provide you with a report on the analysis of this type of interchange and its feasibility at the proposed location. The report should be complete by October.

Sincerely

Governor

cc: Secretary Richard H. Trainor

bcc: Mr. Thomas Hicks
Mr. Hal Kassoff
Mr. Charles R. Olsen
Mr. Neil J. Pedersen

Maryland Department of Transportation
The Secretary's Office

William Donald Schaefer
Governor
Richard H. Trainor
Secretary
Stephen G. Zentz
Deputy Secretary

November 1, 1990

The Honorable Barbara Mikulski
United States Senate
Hart Senate Office Building
Suite 320
Washington, D.C. 20510-2003

Dear Senator Mikulski:

Governor William Donald Schaefer, in his July 17th letter, asked that I respond to you with our study results on the application of a "roundabout" solution to the planned I-95 and Ritchie-Marlboro Road interchange in Prince George's County.

Difficulties in obtaining available criteria, including the United Kingdom's Design Guide for roundabouts, have delayed the completion of our studies. I apologize for the delay and hope to provide you with a copy of the report in December.

Sincerely,

Richard H. Trainor
Secretary

RHT:as

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoff

My telephone number is (301)- 859-7397
TTY For the Deaf: (301) 684-6919
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

FEB 22 1991.

131

The Honorable Barbara Mikulski
United States Senate
320 Hart Senate Office Building
Washington, D.C. 20510-2003

PROJECT DEVELOPMENT DIVISION
FEB 25 5 20 AM '91

Dear Senator Mikulski:

This is a follow-up to Secretary Trainor's letter of November 1, 1990. Secretary Lighthizer asked me to respond to you directly concerning our study about the use of a "roundabout" solution at the planned I-95 and Ritchie-Marlboro Road interchange in Prince George's County.

A number of supplemental interchange configurations have been investigated since last year's public hearing. These include two British-style roundabout interchanges, which both appear to be interesting concepts. We are seriously considering them, but feel we should take some more time analyzing these concepts before reaching definitive conclusions. We hope to make a decision on this project this summer.

The first roundabout concept developed was a diamond roundabout, which consists of a diamond-type interchange with roundabouts at the ramp intersections with Ritchie-Marlboro Road (see attached sketch). The second concept involves a roundabout over I-95 requiring two bridges. Diamond ramps would connect I-95 with the roundabout, and Ritchie-Marlboro Road would have to be raised to meet the roundabout. This option results in a significantly higher construction and right-of-way cost.

Thank you for conveying Mr. Kenneth Todd's interest in the application of roundabouts at this location. If you have any questions, please contact me or Neil Pedersen, Director of the Office of Planning and Preliminary Engineering. Neil can be reached at (301) 333-1110.

Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF
ADMINISTRATOR

Hal Kassoff
Administrator

HK:tn
Attachment
cc: Secretary O. James Lighthizer
Mr. Neil J. Pedersen

bcc: Mr. Charles R. Olsen
Mr. Creston J. Mills, Jr.
Mr. Thomas Hicks
Mr. Louis H. Ege, Jr.

Prepared by: Vic Janata, Proj. Plan. Div., 333-1105

132

JUN 2[redacted]

I

June 27, 1982

Dear Representative Hoyer's

My name is Teresa Pfeifer.

I am writting this letter in regards to a meeting I was at last Fri June 21 at arrowhead Scool.

It was in regards to making a four or six lane highway by the state highway administration near fernwood trailer park. If they made a four or six lane highway near the park no one would beable to use the front entrance.

It would also make it more noisey with big trucks as it would increase more traffic

It would be better if they made it near the capitol center as that is a very congested area. There are 300 trailers in this park

(over-

[redacted]

[redacted] is home for these people. They should be registered and represented.

I hope you will look into it for me and my friends in the park.

If you would like to see the plans, you can get in touch with the State Highway Administration and see Contract No. P874-101-372 I-95 (Capital Beltway) Richie-Marlboro Road. Interchange Study Adms-No. 161088.

I hope you can help all of us in the park.

Also write a letter to Senator Mike Miller.

Yours truly

Teresa C. Wesler

9401-Metro Pk. St.

Capitol Heights 20743, Md.

336-5617

STENY H. HOYER
5TH DISTRICT, MARYLAND

CHAIRMAN
DEMOCRATIC CAUCUS

CO-CHAIR
COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

DEMOCRATIC STEERING
AND POLICY COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515

APPROPRIATIONS COMMITTEE

TREASURY, POSTAL SERVICE,
GENERAL GOVERNMENT

LABOR,
HEALTH AND HUMAN SERVICES,
EDUCATION

DISTRICT OF COLUMBIA

July 6, 1990

Mr. Creston J. Mills, Jr.
District Engineer
Maryland State Highway
Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Dear Cres:

I am writing to you on behalf of Ms. Teresa C. Kessler who has contacted me regarding her problem with the Maryland State Highway Administration.

Enclosed for your review is a copy of her letter. I would greatly appreciate your reviewing this matter, and advising me of your findings.

With kindest regards, I am

Sincerely yours,

STENY H. HOYER

Enclosure

Please respond to:

4351 Garden City Drive
Suite 625
Landover, Maryland 20785

135

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

Office of District Engineer
State Highway Administration
9300 Kenilworth Avenue
P.O. Box 327
Greenbelt, Maryland 20770

July 17, 1990

The Honorable Steny H. Hoyer
4351 Garden City Drive
Suite 625
Landover, Maryland 20785

Dear Congressman Hoyer:

Thank you for your letter of July 6th advising of the concerns of your constituent, Ms. Teresa C. Kessler with the proposed improvements planned for the Ritchie/Marlboro Road and I-95 interchange.

I can certainly understand the anxieties of Ms. Kessler, as well as other residents in her community, and I appreciate her time and effort in expressing her concerns to us.

I was present at the Public Hearing held on June 21st and cannot recall if she spoke, but hopefully she did place her name on the mailing list for this project in order to receive the most up-to-date information from our Project Planning Office.

Currently the State Highway Administration is studying the feasibility of this construction. At this time, funding is only available for the project planning portion of this work. It is expected that by late Fall, a decision will be made to further pursue the design and perhaps the ultimate construction.

For your information, an interchange at this location is identified in the Twenty Year Highway Inventory, and County Executive Parris Glendening requested the initiation of the Project Planning Study.

The study reveals in part; 1) substantial growth in development of the area; 2) the need to alleviate existing and worsening congestion at the adjacent interchanges; and 3) statistics showing Ritchie/Marlboro Road currently experiencing an accident rate higher than the Statewide average.

My telephone number is (301) 220-7311

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

In the case of Fernwood Drive; the one of particular interest to Mrs. Kessler, two options were provided. The most acceptable one is to shift Fernwood Drive from its present intersection with Ritchie/Marlboro Road eastward to intersect with Stansbury Road. This option has met with approval from the local Fire Department as it will offer easier access to that community, and only extends their response time by approximately one (1) minute. Also, it requires less right-of-way acquisition which means less displacement of residents, and a decrease of impact on wetlands in the vicinity.

I have enclosed a project brochure to provide you with additional information relating to this study, but should you desire further discussion, please do not hesitate to contact me.

Sincerely,

Creston J. Mills, Jr.
District Engineer

CJM:JA:lc

Enclosure

cc: ~~Mr.~~ V. Janata

137

THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-4436

County Council
ANTHONY CICORIA
Council Member, 2nd District

Home Telephone: 779-3139

June 19, 1990

Mr. Louis H. Ege, Jr. Deputy Director
Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Ege:

Thank you for sending me the proposal for S.H.A. Contract no. P 874-101-372, Ritchie-Marlboro Road interchange. First, I want to reiterate the feelings of many that this interchange is definitely needed and in fact, is long overdue. Secondly, that no mobile homes would have to be moved as a result of this interchange unless it was an improvement to their property.

The only possible suggestion that I could offer would be to extend Acorn Park Street to Sansbury Road and this would decrease the amount of road that would need to be built and Fernwood Street would dead end of the Interchange site. Those persons living on the North end of Fernwood Road would then use Acorn Park Street.

I appreciate you keeping me informed and I look forward to receiving the final architectual drawings. As an elected official, it is always gratifying to be able to be of service in a positive way to the people I represent. Please remember that my office is always available should you ever need my assistance.

Sincerely,

Tony

Anthony Cicoria
Council Member
Second District

AC/lmb

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT DIVISION
AUG 3 3 43 PM '90

August 3, 1990

The Honorable Anthony Cicoria
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Councilman Cicoria:

Thank you for your recent letter to Mr. Louis Ege favoring a build solution for our Capital Beltway (I-95)/Ritchie-Marlboro Road study. I can assure you that no residences in the mobile home community would have to be moved to construct the project.

Your suggestion to extend Acorn Park Street to Sansbury Road as the replacement to the Fernwood Drive access to the mobile home park has been investigated. While this is a reasonable solution, we were concerned about the increased traffic along this residential street. Also, we shifted the Ritchie-Marlboro Road alignment slightly north to reduce relocations of several residences on the south side. Because control of access was required from Ritchie-Marlboro Road, we proposed to reorient the driveways to the south with a service road from Sansbury Road running along the southern edge of the residential properties. This road was then extended westward to tie into existing Fernwood Drive and presented as relocated Fernwood Drive. Please refer to the attached map.

Again, thank you for writing to identify your support for the project and your suggestion on the mobile home park entrance. If we can be of further assistance, please feel free to call me or Neil Pedersen, Director, Office of Planning and Preliminary Engineering. Neil may be reached at (301) 333-1110.

Sincerely,

Hal Kassoff
Administrator

HK:cmc

Attachment

cc: Mr. Creston J. Mills, Jr.
Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

I

June 27, 1990

Dear Senator;

I am writing this letter to you in regards to a hearing I was to at arrowhead Scool last Fri June 22, about making a four or six lane highway near glenwood Trailer Park.

If they do that no one will be able to use the front entrances. It is bad enough now.

If they make a four or six lane road it will make it very noisy with all the big trucks. They really could use an exit off the beltway near the capitol center as that is a very congested area.

There are 300 trailers in the park and everyone needs to be heard and represented as this is there home. (over)

2

If you would like to see the design and contract I am sure the State highway administration would show you. The contract no is P 774-101-372 I-95 (Capital Beltway) Rickie Mallow Road interchange study pdms no. 161085.

I hope you will help me, and all my fruends in Kenwood Indian Park. It will appreciate it.

My name is Flossie C Hesales

My address is:

9401 Kintore Pk. Ct.

Capitol Hgts 20743 Md.

Phone no: 336-5667.

District 27

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SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

THOMAS V. MIKE MILLER, JR.
PRESIDENT

STATE HOUSE
858-3700

August 13, 1990

Mr. Hal Kassoff, Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Hal:

I recently received the enclosed correspondence from a constituent, Ms. Teresa C. Kessler, who resides at 9401 Firtree Park Street, Capitol Heights, MD 20743. Ms. Kessler has written to my office regarding her concern with respect to the construction of a Beltway interchange near the trailer park where she resides, and its impact on her neighborhood and home.

I would appreciate your review of Ms. Kessler's letter and your assessment of the impact of this project on her home. I share Ms. Kessler's concerns with respect to this matter, and look forward to your reply in regard to same.

Yours truly,

Thomas V. Mike Miller, Jr.

TVMM:jrws
Enclosure
cc: Ms. Kessler

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 28, 1990

The Honorable Thomas V. Mike Miller, Jr.
President, Senate of Maryland
State House
Annapolis, Maryland 21401-1991

Dear Senator Miller:

Thank you for your August 13th letter regarding the project planning study for an interchange on I-95 (Capital Beltway) at Ritchie-Marlboro Road and its effects on the neighborhood and home of your constituent, Ms. Teresa C. Kessler. We have reviewed Ms. Kessler's letter and offer the following, with references to enclosures copied from the project's Environmental Assessment.

- The interchange is being studied to relieve congestion experienced at the adjacent I-95 interchanges at MD 214 and at MD 4 by traffic whose origin or destination is in the Ritchie-Marlboro Road vicinity. (Figures 2, 9 and 10)

- Ritchie-Marlboro Road is proposed to be reconstructed to a six-lane divided highway between Ritchie Road and Sansbury Road to handle the forecasted traffic volumes and to permit the proper operation of the proposed interchange with I-95. (Figure 17)

- No residences in the Fernwood Trailer Park would be directly impacted by the interchange under study. (Figure 17)

- A cloverleaf interchange configuration would require the shifting of the north entrance to the trailer park (the Fernwood Drive intersection with Ritchie-Marlboro Road) by extending Fernwood Drive eastward to Sansbury Road, south of the reconstructed Ritchie-Marlboro Road. Traffic signal warrants at the Ritchie-Marlboro Road/Sansbury Road intersection would be investigated in the final design phase. (Figure 17)

- I do not believe Ms. Kessler will be aware of increased noise from a reconstructed Ritchie-Marlboro Road. Her address appears to be closer to I-95, with its much higher volume of high-speed trucks than could be expected to be on Ritchie-Marlboro Road. (Figure 2 and Page II-4)

My telephone number is (301) 333-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

Again, thank you for writing and sharing the concerns of your constituent. If we can be of further assistance, please feel free to call me or Neil Pedersen, Director of the Office of Planning and Preliminary Engineering. Mr. Pedersen may be reached at (301) 333-1110.

Sincerely,

Hal Kassoff
Administrator

HK:as
Enclosures
cc: Mr. Creston J. Mills, Jr.
Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.

C. Agency Coordination

Maryland Historical Trust

January 6, 1987

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P O Box 717
707 N. Calvert Street
Baltimore, Maryland 21203-0717

RE: I-95/Ritchie Marlboro Road
Prince George's County, Maryland

Dear Ms. Simpson:

Thank you for your letter of December 11, 1986 concerning the above-referenced project. Our office concurs with your opinion that the Old Ritchie Store (PG75A3) is not eligible for the National Register.

Sincerely,

George J. Andreve

George J. Andreve
Project Review Administrator

GJA/AHL/mmc
cc: Ms. Rita Suffness
Mrs. Sara Walton
Mr. W. Dickerson Charlton

MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

July 17, 1990

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Phase I Archeological Survey of the Proposed I-95/Ritchie-Marlboro Road Interchange, Prince Georges County, Maryland
Contract No. P 874-101-372

Dear Mr. Ege:

Thank you for providing us with a draft copy of the above-referenced report for our review and comment. The document was prepared by Kidde Consultants, Inc.

The report presents a clear discussion of the investigations' goals, methods, and results. It is well written and illustrated, and it meets the standards outlined in the "Guidelines for Archeological Investigations in Maryland" (McNamara 1981). The survey incorporated a well defined and appropriate research design. The level of background research and field investigations was sufficient to identify the range of archeological resources located within the proposed 115 acre cloverleaf interchange.

Field survey identified four archeological sites within the proposed right-of-way. Additionally, the survey discovered isolated prehistoric (Late Woodland) artifacts within the project area and one archeological site (18PR403) outside of the current project boundaries. For the present project, no further archeological investigations are warranted for the isolated artifacts, which lack information potential, or for site 18PR403. However, fencing should be erected around the approximate boundaries of prehistoric site 18PR403, to protect it from indirect construction impacts.

Of the four sites discovered within the proposed right-of-way, three (18PR399, 18PR400, and 18PR401) date from the prehistoric period, and one (18PR402) dates from the historic era. All prehistoric sites yielded chipped stone and ceramic artifacts. Diagnostic artifacts primarily represented the Potomac Creek Complex of the Late Woodland period. However, 18PR399 also contained a Middle Woodland projectile point, and 18PR401 had a Late Archaic point and a possible Middle Woodland sherd. Historic site 18PR402 contained a concentration of eighteenth century artifacts, including a relatively high percentage of kaolin tobacco pipe fragments and drinking related items. All four sites had apparent integrity. In our opinion, 18PR402 has the potential to contribute important information to the social/educational/cultural theme as defined in The Maryland Comprehensive Historic Preservation Plan (Weissman 1986); and 18PR399, 18PR400, and 18PR401 can offer important information on the themes of settlement and technology. Further Phase II archeological investigations are necessary to determine the sites' eligibility for the National Register of Historic Places.

This office recommends that Phase II archeological research be conducted for 18PR399, 18PR400, 18PR401, and 18PR402. The purpose of the investigations is to: a) identify the sites' vertical and horizontal boundaries; b) interpret the sites' cultural affiliations, functions, and significance; c) evaluate the sites' integrity; d) conclusively determine the sites' eligibility for the National Register; and e) define the need for further archeological work. The investigations should be undertaken by a qualified archeologist and performed in accordance with the "Guidelines for Archeological Investigations in Maryland." Based on the investigations' results, we will be able to determine whether or not the project will have an effect on National Register eligible archeological resources, and make appropriate recommendations. Implementation and review of the Phase II research should be closely coordinated with our office, and we will be happy to provide guidance on the recommended work.

We have a few minor comments concerning the report itself, and suggested revisions should be incorporated into the final proofread document.

1) The Table of Contents requires page numbers.

2) A more conservative estimate for initial Paleoindian occupation in the region is 10,000 B.C. (p. 11).

3) Appendix C should contain resumes of the two principal investigators (not simply summary statements) in sufficient detail to permit an independent determination of professional qualifications as published in the Code of Federal Regulations, 36 CFR Part 61.

4) Finally, while the prehistoric resources were described with respect to established contexts, we encourage the consultant also to discuss the area's history according to the historic contexts defined in The Maryland Comprehensive Historic Preservation Plan. The contexts are organized by geographic region, time period, theme, and property type. This system provides a statewide framework for describing, analyzing, and evaluating Maryland's cultural resources.

We look forward to receiving a copy of the final report, when it is available. The present investigations have made an important contribution to our knowledge and understanding of this rapidly developing area's past.

If you have any questions or require further information, please contact Gary Shaffer at (301) 974-5007.

Sincerely,

Elizabeth J. Cole

Elizabeth J. Cole
Administrator
Archeological Services
Office of Preservation Services

EJC/GDS
cc: Ms. Cynthia Simpson
Dr. Ira Beckerman
Dr. Geoffrey Gyrisco
Mr. Don Creveling
Mr. Joseph McNamara
Mr. Dale Manty
Ms. Gail Rothrock

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149

State of Maryland

JUL [illegible] '90

DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224
Area Code 301 • 631-3245

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

June 29, 1990

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. P 874-101-372
I-95 at Ritchie Marlboro Road
PDMS No. 161088

Dear Ms. Simpson:

I have reviewed the air quality analysis prepared by The Wilson T. Ballard Company for the proposed interchange at Ritchie Marlboro Road and I-95 in Prince George's County and concur with its conclusions.

The proposed interchange is not in conflict with any provision contained in the State Implementation Plan (SIP) for the Metropolitan Washington Interstate Air Quality Control Region. Furthermore, adherence to the provisions of COMAR 26.11.06.03D will ensure that impacts from the construction phase of this project will be minimized.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario E. Jorquera, P.E.
Program Administrator
Air Management Administration

MEJ/sf

150

State of Maryland

DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224
Area Code 301 • 631-

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

June 29, 1990

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

RE: Environmental Assessment for I-95/Ritchie Marlboro Road Interchange
Contract No. P824-101-372

Dear Mr. Ege:

We have received the above-referenced document and offer the following comments. 1

1. All unavoidable impacts to wetlands shall be mitigated in-kind on a 1:1 basis. The mitigation areas shall not be subject to unmanaged stormwater impacts.

2. The first one-half inch of stormwater runoff from newly constructed impervious surfaces shall be subject to effective pollutant removal strategies located in uplands. 2

Thank you for the opportunity to comment. If you have any questions, please contact me at (301) 631-3609.

Sincerely,

Andrew T. Der

Andrew T. Der
Natural Resources Biologist
Division of Standards & Certification

ATD:lah
cc: Ms. Cheryl Smith

SHA Response to Department of the Environment 6/29/90

1. As discussed in Section III of the FONSI, wetland losses are unavoidable for this project. Wetland impacts have been minimized with the Selected Alternate 5B (4.2 acres) as opposed to Alternate 5, the full cloverleaf design (11 acres). Wetland looses shall be mitigated in-kind at a minimum ratio of one to one, possibly supplemented by additional in-kind replacement or other measures to improve water quality such as providing more infiltration than would otherwise be required or providing stormwater management retrofits. The exact type and location of mitigation will be determined during the final design phase in consultation with the Corps of Engineers and Department of Natural Resources in accordance with the Section 404 (b)(1) guidelines. Replacement of wetlands will be sought initially within the project corridor. If suitable sites are not available, off-site mitigation will be developed in the Patuxent River Watershed where this project is located.

2. Stormwater runoff will be managed under the Department of Environment's Stormwater Management Regulations. To minimize water quality impacts, final design for the proposed improvements will include plans for grading, sediment and erosion control, and stormwater management. Final plans require review and approval by the Maryland DNR-Water Resources Administration and the Department of the Environment.

Maryland Department of Natural Resources

Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Donald E. MacLauchlan
Assistant Secretary

July 16, 1990

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
707 North Calvert Street
Baltimore, MD 21203-0717

RE: I-95/Ritchie Marlboro Road - Interchange Study
Prince George's County

Dear Mr. Pedersen:

This is in response to your request for information regarding the above referenced project. There are no known Federal or State threatened or endangered plant or wildlife species present at this project site.

Our threatened and endangered species database contains an historical record for the following plant species in the vicinity of this project.

Scientific Name	Common Name	Status
Bidens bidentoides	Swamp Beggar-ticks	State Endangered

We recommend that regions of appropriate habitat within the study area be surveyed for this species prior to disturbance. This species can only be correctly identified during it's fruit and flowering period of late August through mid-November.
For additional rare species information contact Aaron Keel of the Natural Heritage Division, at (301) 974-2870.

Forest, Park and Wildlife Service requests a plan for review to replace non-tidal wetlands and loss of wildlife terrestrial habitat (including edge, fields and hedgerous and woodland. If you have any questions regarding this please contact Carlo Brunori at 974-5552.

Sincerely,

James Burtis, Jr.
Director, Planning [illegible] Development

JB:dec
cc: Lynn Davidson
Carlo Brunori
ER# 90.06.449

Response to Comments from Forest, Park and Wildlife Service (DNR) - Letter of July 16, 1990

During the SHA field survey in November, 1990, no individuals of the Bidens discordea State endangered species were discovered during field surveys in the project area.

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

PROJECT DEVELOPMENT DIVISION
AUG 1 3 08 PM '90
JUL 26 1990

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Mr. Neil J. Pedersen
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Re: I-95 (Capital Beltway) at Richie Malboro Road, Prince Georges County, MD

Dear Mr. Pedersen:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Environmental Assessment (EA) for the above referenced project. EPA concurs with the EA; however, the following comments should be addressed.

* Page I-25 states that an air quality analysis is described in further detail in Section IV-F. The analysis is described in Section IV-G not Section IV-F. 1

* Page I-25 states that "The locations of the NSAs are shown on the alterates mapping, Figure 12." Figure 12 does not clearly indicate the locations of the NSAs. 2

* Page IV-19 states that composite emission factors were calculated using the EPA MOBILE 3 computer program. MOBILE 4 should be used instead of MOBILE 3. MOBILE 3 underestimates the emission factors. 3

* The EA mentions the various levels of service, but does not describe what each entails. The levels of service should be defined. 4

* Impacts to wetlands should be avoided first. If it is not possible to avoid these impacts then they should be mitigated. Although the EA mentions that impacts to wetlands can be avoided through the construction of bridges and retaining walls, the increase in project costs excludes this option as an alternative to wetland mitigation. The construction of bridges and retaining walls should be reconsidered to preserve wetlands. In addition, the cost for wetland mitigation and total cost of construction should be listed in order to allow for a better comparison of project costs. Also, replaced wetlands should be in the area outside of the loops. Wetlands too close to the highway can be negatively impacted. 5

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Thank you for the opportunity to review and comment on this project. If you have any questions concerning these comments, please contact Karen DelGrosso of my staff at 215-597-0765.

Sincerely,

Richard V. Figura
for

Phoebe C. Robb, Team Leader
NEPA/309 Team

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Response to Comments from the United States Environmental Protection Agency - Letter of July 26, 1990

1-2. Corrections noted

3. The Environmental Protection Agency in their October 19, 1990 comment letter (page V-61) on the Air Quality Technical Report has indicated that MOBILE 3 was acceptable for the analysis.

4. Levels of Service are defined in the Purpose and Need for the project section of this document on pages III-1 to III-8.

5. See Section B, 3. C 2 for cost data to avoid or lessen wetland impacts. Impacts to wetland areas have been minimized from 11 acres to 3.8 acres by the Selected Alternate 5B. Total cost for wetland mitigation will be determined in final design.

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

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PROJECT DEVELOPMENT DIVISION

OCT 26 9 49 AM '90

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Room 301)
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

OCT 19

Re: Maryland I-95/ Ritchie-Marlboro Road

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act and Section 309 of the Clean Air Act, EPA has reviewed the Air Quality Technical Report for the above referenced project. The basic dispersion and emission models that were applied were acceptable. However, since major intersections were apparently not addressed with an appropriate intersection model, maximum Carbon monoxide (CO) concentration impacts may have been significantly underestimated. The analysis is unacceptable in that regard.

The MOBILE3 emission factor model is acceptable for this analysis. However, future analyses should utilize MOBILE4. MOBILE3 underestimates automobile emission factors, and therefore the modeling that uses those estimates would underpredict CO concentrations.

The CALINE4 dispersion model is acceptable for estimating concentrations due to line sources. To demonstrate compliance with the National Ambient Air Quality Standards (NAAQS) for CO, a quantitative air quality assessment must be conducted for locations where significant traffic slowdowns or queuing are possible. The highest CO concentrations typically occur in the vicinity of major at-grade intersections. If the project involves many intersections, it suffices to conduct the assessment for the intersections where the greatest traffic volumes and the poorest levels of service occur. Major intersections must be addressed by application of an appropriate intersection model for predicting potential air quality impacts.

Thank you for allowing EPA the opportunity to comment on the above referenced project. If you have any questions concerning our comments, please contact Denise Rigney of my staff at (215) 597-7336.

Sincerely,

Thomas Steinkamp for

Diana Esher, Chief
Environmental Planning Section

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Response to EPA letter dated October 19, 1990

1. Selected Alternate 5B (roundabout) will eliminate the ramp intersections which previously existed with Alternate 5 (full cloverleaf) and substitute the intersections with free-flow roundabouts.

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William Donald Schaefer
Governor

Maryland Department of Natural Resources

Tidewater Administration
Power Plant and Environmental Review Division
Tawes State Office Building B-3
Annapolis, Maryland 21401

Torrey C. Brown, M.D.
Secretary

James M. Teitt
Director

July 30, 1990

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert St.
Baltimore, MD 21202

Re: I-95/Richie Marlboro Rd., Contract No. P874-101-372

Dear Mr. Ege:

The Environmental Assessment for the above referenced project has been reviewed by the Power Plant and Environmental Review Division (PPER). Activities proposed include the construction of an interchange at I-95 and Ritchie-Marlboro Road in Prince Georges County. The preferred alternate (#5) for this project proposes the fill and/or adverse modification of 11.1 acres of nontidal wetlands and stream draining to Southwest Branch, which flows to the Patuxent River.

PPER is concerned with the proposed adverse impacts to wetlands and headwater streams because of the loss of the functions and values associated with these areas. A large percentage of the wetlands proposed to be impacted are characterized by palustrine forested (PFO) vegetation. PFO wetlands provide habitat for a variety of wildlife and afford many water quality benefits, including sediment trapping, flood storage, ground water recharge and discharge, nutrient uptake, and long term pollutant retention. The age and complexity of PFO wetland systems makes the replacement of these functions very difficult or impossible.

Headwater systems, including wetlands and low order streams, also function as critical components of the food web in aquatic systems and provide organic materials necessary for the natural complexing of contaminants. These areas serve as important processors of materials and energy into usable food supplies which

are essential to aquatic life in the downstream areas. The loss or adverse modification of headwater streams and wetland restricts the passage of food supplies downstream and promotes the passage of contaminants, which would otherwise be trapped or decomposed in the natural filter, to the higher order tributaries.

The impacts from this project to surface water quality and aquatic habitat must be viewed in the context of the existing stresses in the Southwest Branch watershed. The short term impacts from increased sedimentation and the long term impacts from runoff associated with the created impervious areas will be significant contributions to the degradation of the Southwest Branch aquatic system. Accordingly, consideration should be given to the benefits derived, immediately and over the long term, from reducing fill in the wetlands and headwater tributaries associated with Southwest Branch. In particular, the maintenance of the ability of these areas to trap and retain nutrients would be in accordance with the goal of the Chesapeake Bay Agreement of 1987 to achieve a 40% reduction in nutrients in the Chesapeake Bay. Nonpoint source pollution has played a major role in the decline of water quality and aquatic resources in Maryland and Chesapeake Bay, contributing half or more of the nutrient pollution in the watershed (Maryland Office of Planning, 1990). Typically, nonpoint source pollution is minimized in watersheds where development is conducted with some emphasis on environmental sensitivity.

Overall, PPER prefers alternate #3 over alternate #5 for the interchange construction because it results in minimized impacts, both primary and secondary, to aquatic resources in the project area. It is essential that the level of service (LOS) provided by alternate #5 be fully evaluated in comparison to the LOS provided by alternate #3 to determine if the additional environmental impacts are justified. Over the long term, the economic cost to the public may be greater with alternate #5 because of the loss of important functions and values associated with the wetlands and headwater streams in the project area. Of wetlands areas to be impacted, PPER is most concerned with the loss of wetland area #3 because it is a relatively large palustrine forested wetland system. The construction of alternate #5 results in the fragmentation of the habitat provided by this area, blocks the potential wildlife corridor to the Greenwood Manor Park, and will likely result in secondary impacts to the wetland by overloading the area with sediment and other pollutants.

The following minimum criteria must also be fully incorporated into the project to assure protection of existing aquatic resources:

1) All impacts to wetlands and other aquatic resources must be avoided, then minimized to the greatest extent possible. All unavoidable impacts to wetlands must be fully mitigated through the in-kind replacement in the Southwest Branch watershed in the following ratios: forested 2:1, scrub/shrub 2:1, emergent 1:1.

2) No in-stream work should be conducted from March 1 through June 15. 3

3) Stormwater management plans should incorporate pollutant removal strategies for the first flush of runoff from all created impervious surfaces prior to discharge to wetlands or waterways.

If you have any questions regarding these comments, you may contact Sean Smith of my staff at (301) 974-2788.

Sincerely,

Ray Dintaman

Ray C. Dintaman, Jr., Chief
Project Review Section
Power Plant and Environmental
Review Division

RCD:SMS:swp

Citation

Maryland Office of Planning. 1990. Maryland's Nonpoint Source Implementation Strategy (draft).

SHA Response to Maryland Department of Natural Resources

1-2. The Selected Alternate which impacts to 3.8 acres of non-tidal wetlands is a substantial reduction of impacts from the original 11 acres required by the full cloverleaf design (Alternate 5). Impacts to wooded areas which function as wildlife habitat have also been reduced from 28.5 to 18.6 acres.

As discussed in Section III of the FONSI, wetland losses are unavoidable in the interchange area for this project. Wetland losses shall be mitigated in kind at a minimum ratio of one to one. The exact type and location of mitigation measures will be determined during the final design phase in consultation with the Corps of Engineers and Department of Natural Resources, in accordance with the Section 404 (b) (1) guidelines.

3. No in-stream work will be conducted from March 1 through June 15, inclusive. Of the eight stream crossings, four would extend existing crossings, two at the northeast and northwest ramps off of I-95 and two extended crossings by the widening of Ritchie-Marlboro Road to the east and west of I-95. The other four crossings are at new locations impacting W-1, W-2, W-3 and W-5. The stormwater management techniques will be coordinated with the Department of Environment.

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THE PRINCE GEORGE'S COUNTY GOVERNMENT
Fire Department Headquarters

ALL AMERICA COMMUNITY
1986-1987

Office of the Fire Chief

July 5, 1990

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

The Prince George's County Fire Department has reviewed the Environmental Assessment Document for the I-95 at Ritchie-Marlboro Road Project. This study has no impact on this Department.

Thank you for the opportunity to respond. Please continue to provide the Prince George's County Fire Department information on this project as it develops.

Sincerely,

Steven T. Edwards
Fire Chief
Chief of Department

STE/mvb
DIV10109MVB

9201 Basil Court, Fourth Floor East
Landover, Maryland 20785
VOICE-(301) 925-5200 FAX-(301) 925-5212 TDD-(301) 925-5167
The "first" county in the nation to require sprinklers in all residences.

165

THE PRINCE GEORGE'S COUNTY GOVERNMENT

July 16, 1990

Neil J. Pedersen, Director
Office of Planning and Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Environmental Assessment
I/95 Ritchie Marlboro Road
Interchange Study

Dear Mr. Pedersen:

Thank you for the opportunity to comment on the Interchange Study for I-95/Ritchie Marlboro Road. Police officers assigned to the affected districts, and skilled in the analysis of traffic patterns and related problems in the locale under consideration, met with Police Department Planning and Research Division staff to review and discuss the document provided by your office. Their reaction to Figure 17 - Full Clover Leaf with Six Lane Divided Ritchie-Marlboro Road was favorable. Construction of the interchange as presented in Figure 17 will eliminate two dangerous intersections which require police response to accidents on a regular basis, and where serious injuries have resulted. They are the intersections of Ritchie/Marlboro Road & Ritchie Road, and Ritchie/Marlboro Road & White House Road.

An improvement in emergency equipment response time, on I-95, within the now five mile stretch between the Route 214 and Route 4 interchanges is also expected. A full interchange at the Ritchie/Marlboro Road designation would give public safety vehicles much needed access to I-95 when Beltway emergencies occur near that point.

Those who reviewed the document expressed concern over the impact of the interchange on the section of Ritchie/Marlboro Road extending south that is not planned for improvement or widening, not only at the juncture where the six lane highway will narrow down into the existing two lane road, but all the way to Upper Marlboro. We can expect serious backups at times of peak hour traffic and, probably, accidents. Truckers now using other routes will certainly convert to use of the Ritchie Marlboro Road in order to take advantage of the new interchange, adding to an already heavy volume of truck usage. The Police Department is faced with an ongoing problem, motorists traveling at excessive speeds along

16-16

the full length of the road - from its beginning at Marlboro Pike to Ritchie. The road is narrow in most places. There are several hidden entrances. There are very few places along its corridor where it is practical or safe to set up radar. When teaching radar operator classes, police instructors use the Ritchie Marlboro Road as an example to point out the hazards of setting up radar enforcement along certain kinds of streets and highways. Consequently, the potential for accidents with injuries is high. Further widening of the road to Route 4 would solve the problem, we believe, and provide an effective artery which would connect Silver Hill Road to Route 4. 1.

The proposed design within the interchange study area, along with the widening and realignment of Walker Mill Road and Ritchie Road, will provide a solution to an existing situation where the roads are overcrowded and substandard for the volume of traffic using them. Please contact Ms. Gloria w. Garner, Planning and Research Division, at 301-067-5527, if you have questions or comments concerning our response to this project. 2

Sincerely,

David B. Mitchell
Chief of Police

Leo J. Rossiter
Lieutenant Colonel
Chief
Bureau of Support Services

Response to Comments from Prince George's County Government letter dated July 16, 1990

1-2. It is most unlikely that commercial or local traffic destined for the MD 4 area would not continue on I-95 as a direct time-saving route rather than exit at the proposed interchange at Ritchie-Marlboro Road to MD 4. Given the safety and time loss factor, traffic on I-95 would not be encouraged to exit at Ritchie-Marlboro Road Interchange to travel south on Ritchie-Marlboro Road a narrow winding county road.

Widening exiting Ritchie-Marlboro Road to MD 4 would be the responsibility of Prince George's County (see Section 3).

PRINCE GEORGE'S COUNTY GOVERNMENT

DPW&T

Department of Public Works and Transportation
Office of the Director

September 6, 1990

Mr. Neil J. Pedersen
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Contract No. P874-101-372
I-95 (Capital Beltway)
at Ritchie-Marlboro Road

Dear Mr. Pedersen:

This is in response to your transmittal of the referenced Environmental Assessment and a request for comments.

While the preferred Alternate 5 is consistent with the recently adopted and approved Largo-Lottsford Master Plan, there are some questions, based on more detailed considerations, as to its appropriateness as the preferred alternative. The expansive cloverleaf results in significant wetland impacts (especially on the east side) and costly right-of-way impacts in the northwest quadrant of the interchange. A cloverleaf, as designed without collector-distributer roads, serves to repeat past mistakes of allowing low speed weaving movements on the mainline Interstate highway. Finally, the preferred alternative does not extend the eastern dualization of Ritchie-Marlboro Road far enough to cover its major intersection with Whitehouse Road, thus, creating a bottleneck in the transportation system.

Two systems planning issues also need to be addressed. First, the impact on Ritchie-Marlboro Road from opening the interchange prior to the upgrading of MD 4 to full freeway status needs to be discussed. Due to congestion on MD 4, a new Beltway exit at Ritchie-Marlboro Road should result in an increase in intercounty traffic on local roads feeding the new interchange. Also, the possibility of a staged improvement, perhaps with movements to and from the west only, needs to be finalized.

The County has recently adopted and approved the Public Safety Master Plan, 1990 and the Largo-Lottsford Master Plan, 1990. The public safety plan proposes relocating the fire station currently on the west side of the proposed interchange to a position north of Ritchie-Marlboro Road, opposite its intersection with Sansbury Road. While this relocation has not been programmed, the master plan proposes that it be relocated at such a time that Ritchie-Marlboro Road is under construction. Detailed comments regarding public safety are attached. As part of the approval of the Largo Plan, the northeast quadrant property subdivided for residential use has been rezoned to an industrial use. This change will alter traffic patterns, therefore, traffic projections should recalculated. Since the rezoning will require a

(301) 925-5600
TDD (301) 925-5167
Inglewood Centre 3, 9400 Peppercorn Place, Suite 300, Landover, Maryland 20785

resubdivision of the property, full developer dedication of land for the interchange and roadway improvements can be anticipated.

We, therefore, recommend that the State Highway Administration consider performing the following studies to address the above concerns:

1. Continue to work with the Maryland-National Capital Park and Planning Commission, Prince George's County and the Federal Highway Administration in examining the engineering and cost feasibility of urban diamond and par-clo interchange designs. We have confirmed that these concepts will work acceptably from a level of service standpoint. If a clover leaf design is still preferred, collector-distributor roads need to be assessed in detail.

2. Seek reasonable and practical solutions to the design requirements for interchange ramp treatments in the northwest quadrant and the planning of a future fire station in the northeast quadrant.

3. Consider Master Plan roadway and level of service requirements in designing the intersection of Ritchie-Marlboro Road and White House Road.

4. Examine the staging feasibility of each alternative and, if feasible, explore the possibility of a short term, temporary access between I-95 and Ritchie-Marlboro Road to the west only.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

Frank Derro

Frank Derro, Chief,
Transportation And Public
Facilities Planning Division

James R. Novak

James R. Novak, Director,
Prince George's County Department
Of Public Works And Transportation

FD\RTB\mtg

CC: Vic Janata, SHA

files\I95rtc.96

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Attachment

Comments On: SHA's Environmental Assessment for I-95 (Capital Beltway) at Ritchie-Marlboro Road

Page	Comments
S-2	The Adopted and Approved Public Safety Master Plan, 1990 should be referenced in the last sentence.
S-2	In the last sentence, the Largo-Lottsford Plan, 1977 should be changed to read: Adopted and Approved Largo-Lottsford Plan, 1990
I-3	The following paragraphs should be included after the first paragraph:

The Adopted and Approved Public Safety Master Plan, 1990 recommends that, "Station 37 (Ritchie Volunteer Fire Company) should be relocated to the vicinity of the Ritchie-Marlboro Road and White House Road intersection at Ritchie Road. This is a second priority station to serve a somewhat lower populated area that is growing steadily and is expected to grow steadily over the next 20 years.

"The Adopted and Approved Suitland-District Heights Master Plan, 1985 recommends the realignment of Walker Mill Road east of Ritchie Road to the new interchange at the Beltway. Once this realignment is complete, Ritchie-Marlboro Road east of Station #37's present location will be closed. Thus, Station #37 will be located on a dead-end street. The construction of the station should coincide with the ultimate relocation of Ritchie-Marlboro Road, and the programmed Interstate 95 interchange with Ritchie-Marlboro Road.

"The preferred location of the future station is along the north side of Ritchie-Marlboro Road and White House Road near its intersection with Sansbury Road in the Greenwood Manor Subdivision. The Adopted and Approved Largo-Lottsford Master Plan, 1990 proposes an industrial park/employment area for this property located in the northeast quadrant of the interchange. A fire and rescue station would be a compatible use on the property. A fire station at this location will have excellent access in all directions via Harry S Truman Drive extended, White House Road, Ritchie Road, and Ritchie-Marlboro Road.

"The station will satisfy existing response time gaps in the Westphalia Community. The relocated station should be full service and the present station should be closed. A full service station will provide much needed ladder truck coverage and ambulance service to the Hampton Park

Employment Area and the planned D'Arcy Road Employment Area."

I-4 Under 3. Land Use, a. Existing, the Largo-Lottsford Plan, 1977 should be changed to read: Adopted and Approved Largo-Lottsford Plan, 1990.

I-5 The second paragraph under Section b. Future is incorrect. The Adopted and Approved Largo-Lottsford Master Plan, 1990 now recommends an industrial park/employment area at this location. In addition, the Adopted and Approved Public Safety Master Plan, 1990 recommends that Station #37 should be relocated to this general area.

III-6 Under 3. Fire House Access -- The Fire Department has confirmed by their May 10, 1989 letter that all of their Department concerns have been addressed to provide Station #37 with adequate emergency access. And the SHA assures that coordination with the Fire Department will continue through the final design process (see correspondence between PGFD and SHA, pages V-5, V-7, and V-34). We would like to point that some or all of these mitigating actions may not be necessary if the County Government, the Fire Department and the Ritchie Volunteer Fire Company decide to relocate the existing station. The Adopted and Approved Public Safety Master Plan, 1990 recommends the relocation of Station #37 to the vicinity of the Ritchie-Marlboro Road and White House Road intersection at Ritchie Road. Specifically, the Plan recommends that Station #37 should be relocated to the proposed employment area in the Greenwood Manor Subdivision (northeast quadrant of I-95 and Ritchie-Marlboro Road). While the County has not programmed the relocation of this station in the Adopted FY 91-96 Capital Improvement Program, the Plan does recommend its relocation to coincide with the completion of the new interchange. The final design of this Beltway interchange and the realignment and reconstruction of all roads within this Environmental Assessment's study area should also consider Station #37's planned relocation.

(p)comments.bh

SHA Response: These comments have been addressed for the FONSI document in Section III.

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

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December 21, 1990

Mr. Frank Derro, Chief
Transportation and Public Facilities Planning Division
Mr. James R. Novak, Director
Department of Public Works and Transportation
Prince George's County Government
9400 Peppercorn Place, Suite 300
Landover, Maryland 20785

Frank Jim

Dear Messrs. Derro and Novak:

This is a follow-up to my letter of September 12th concerning project planning studies for an interchange between I-95 (Capital Beltway) and Ritchie-Marlboro Road. Attached is a report (dated December, 1990) that summarizes the supplemental studies performed for additional configurations of the proposed interchange. Your comments would be appreciated.

A team meeting is tentatively scheduled for 11:00 a.m. on Wednesday, January 9, 1991. Separate notification will be made of this meeting. You are invited to attend and/or provide representation to discuss the report and develop team recommendations.

We are confident the attached report addresses items 1. and 2. of your September 6th letter. We welcome the relocation of the fire station to east of I-95 and will investigate the effect the rezoning of the northeast property could have on traffic projections.

In response to item 3., we incorporated design plans provided by Prince George's County for the Ritchie-Marlboro Road/White House Road intersection. Our prime concern remains the interchange and tying it into the existing county road system. We would anticipate the upgrading of both Ritchie-Marlboro and White House Roads by Prince George's County.

Your support for staging, identified in item 4., will remain under consideration. Of course, one possibility is the scheduling of MD 4 upgrading prior to implementing interchange access at Ritchie-Marlboro Road.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert St., Baltimore, Maryland 21203-0717

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We look forward to continued cooperation with Prince George's County and the Maryland-National Capital Park and Planning Commission in the finalization of this and other project planning studies in the area.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:eh
Attachment
cc: Mr. Creston J. Mills, Jr.
Mr. Louis H. Ege, Jr.

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PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
9400 Peppercorn Place, Suite 300
Landover, Maryland 20785

925-5600
TDD 925-5167
FAX 925-5703

ALL-AMERICA CITY
1986 • 1987

July 30, 1990

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Subject: Public Hearing Follow-up

Reference: Ritchie-Marlboro Road/I-95 Interchange
Project 666411

Dear Mr. Pedersen:

There were five concerns expressed at the June 21st public hearing on the interchange project for which Prince George's County offers its position for your use and information. Presented below are the concerns noted at the meeting followed by the County's response.

1. Concern: Were the traffic volume impacts studied on County roads beyond the study area, specifically, Walker Mill Road, Ritchie Road, White House Road and Ritchie-Marlboro Road east of the study area?

Response: As part of the master plan development process by the Maryland-National Capital Park and Planning Commission, traffic analyses are conducted on all arterial and collector roadways. These analyses determine the number of lanes needed to provide an adequate level of service assuming the planned land use and planned transportation improvements are in place. The master plans, which include the roadways mentioned, were evaluated assuming the Ritchie-Marlboro Road/I-95 interchange was in place to determine the number of lanes needed on each roadway as shown in the respective approved and adopted master plans.

When a roadway section is funded in the Prince George's County Capital Improvement Program for design, the Department of Public Works and Transportation has a more refined traffic analysis conducted. This refined analysis takes into account zoning, land use, and transportation facilities which may have changed since the master plan traffic analyses were conducted.

Ritchie Road and Walker Mill Road are the only roads for which the Department has requested refined traffic analyses. The Ritchie Road traffic analysis was completed in 1987 while the Walker Mill Road analysis was completed this month. Both analyses assume construction of the I-95/Ritchie Marlboro Road interchange.

2. Concern: There is an apparent lack of SHA/County coordination on scheduling proposed improvements and traffic impact analyses;

Response: The State Highway Administration and Prince George's County have been coordinating efforts on the proposed Ritchie-Marlboro Road/I-95 interchange project since 1986 when the project was requested by the County. The coordination has included the planned and/or programmed improvements to adjacent roadways, including Walker Mill Road, Ritchie Road, Ritchie-Marlboro Road Relocated and White House Road.

3. Concern: Citizens want Walker Mill Road posted to prohibit through trucks;

Response: Walker Mill Road is functionally classified as a County arterial roadway. As such, it is necessary to the functioning of the road network that trucks use Walker Mill Road.

4. Concern: There is a lack of programmed improvements to correct the sight distance/safety problems at the Ritchie-Marlboro Road/White House Road intersection and the widening of these roads south and east of the intersection.

Response: The realignment of the Ritchie-Marlboro Road/White House Road intersection is proposed in the 1973 approved and adopted Master Plan for Subregion VI. Improvement of this intersection has been included in the State Highway Administration's (SHA) study to construct a new interchange on Ritchie-Marlboro Road at I-95 since 1987. It is the intent of Prince George's County to have a developer reconstruct the intersection, if development in this area commences prior to construction of the interchange project. The developer of the Greenwood Manor subdivision was advised that he would be required to improve the intersection as a condition of obtaining his permit for additional development in the subdivision. Unfortunately, the developer has not pursued the necessary permits to continue construction within the subdivision. Any widening of White House Road or Ritchie-Marlboro Road south of the proposed intersection improvement will be the responsibility of the developers whose projects individually or collectively generate vehicular traffic volumes which require these roadways to be widened.

5. Concern: There is poor sight distance and a lack of adequate warning on the White House Road approach to the Ritchie-Marlboro Road intersection.

Response: While substantial improvement of the sight distance at this intersection can only be improved by realignment, our records show that all appropriate warning signs have been installed. Our Office of Transportation has

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been requested to re-investigate each approach to this intersection to ensure the appropriate signs are still in place and to identify any other traffic engineering measures which may improve safety at the intersection.

Please contact Bob Martin on 925-5642 or me if you need any clarification on the responses provided.

Sincerely,

James R. Novak, P.E.
Director

JRN:RWM:co

cc: P. Michael Errico/Dep Dir, DPW&T
Dale Coppage/Trans
Edward Binseel/Eng
Donald Chapman/Eng
John Groeger/Trans
Robert Martin/Proj Mgt
Victor Janata/SHA

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

August 27, 1990

Mr. James R. Novak, Director
Prince George's County Department of
Public Works and Transportation
9400 Peppercorn Place, Suite 300
Landover, Maryland 20785

Dear Mr. Novak: Jim

Thank you for your July 30th letter regarding issues raised at the June 21st public hearing for the Capital Beltway (I-95)/ Ritchie-Marlboro Road interchange study.

We appreciate you providing responses to the issues raised at the hearing. We will use your comments when preparing our response to the comments offered at the hearing.

Thank you again for your cooperation in this study.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:eh

cc: Mr. Creston J. Mills, Jr.
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

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PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Work & Transportation
9400 Peppercorn Place, Suite 300
Landover, MD 20785

(301) 925-5600
TDD 925-5167
FAX 925-5703

ALL-AMERICA CITY
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June 6, 1990

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
606 North Calvert Street
Baltimore, Maryland 21203-0717

SUBJECT: Location/Design Public Hearing

REFERENCE: Ritchie Marlboro Road/I-95 Interchange, 669311

Dear: Mr. Pedersen:

Your assistance is requested to evaluate the geometrics and traffic operations of two additional alternatives to the referenced project. One alternative has been proposed by Mr. Richard Bryant of Hampton Business Park as sketched on the attachment. The purpose of the alternative is to improve access to the property south of the northwest directional ramp as well as improve access to the Ritchie Volunteer Fire Department. The second alternative is a single point urban diamond interchange, offered by the Department, which would also improve access to both areas. While I recognize there is little preparation time before the June 21st public hearing, I would appreciate a response to the request prior to the hearing. In addition, please include either or both alternatives in the hearing presentation <u>if</u> the geometrics and traffic operations can be adequately accommodated.

Your cooperation in this effort with such short notice is appreciated. Please call me if you have any questions on the proposals.

Sincerely,

James R. Novak, P.E.
Director

RWM:rkk

attachment:a/s

cc: Richard Bryant/Hampton Bus Pk
P. Michael Errico/Dept Dir DPW&T
Edwin Jack/Proj Mgmt
Dale Coppage/Trans
John Groeger/Trans
Robert Martin/Proj Mgmt

c:RM/I95

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PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
9400 Peppercorn Place, Suite 300 (301) [illegible]
Landover, Maryland 20785 [illegible]

ALL-AMERICA CITY
1986-1987

July 3, 1990

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JUL 16 1990
318.
DIRECTOR, OFFICE OF HIGHWAYS & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Subject: Environmental Assessment and
Public Hearing Comments

Reference: Ritchie Marlboro Road/I-95 Interchange, 666421

Dear Neil:

Thank you for providing the Environmental Assessment Report of the proposed Ritchie Marlboro Road/I-95 Interchange and requesting the Department's comments. I would appreciate an extension of time for receipt of our comments to 20 days after you provide a response to the proposals in my letter of June 6, 1990 (copy attached), which was received in the Highway Administration on June 12, 1990. Essential points of the alternatives proposed in that letter, which were addressed at the June 21, 1990, public hearing and need your further analysis, are: The need to reduce the amount of land required by the interchange; the provision of adequate access to the residential, commercial and industrial developments; the reduction of wetland impacts; and the provision of access to and from the Interstate Highway System which does not impair operations of the Interstate mainline roadways.

Please phone me if you have any questions or if you would like to meet to discuss these issues and possible solutions. Our intent is not to delay location/design approvals, but rather to support construction of an interchange alternative which best addresses the expressed concerns in the shortest possible time.

Sincerely,

James R. Novak, P.E.
Director

Attachments: As stated

RWM:ljm

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cc: P. Michael Errico/Dep Dir, DEWaT
Edwin Jack/Proj Mgmt
Dale Coppage/Trans
Edward Binseel/Engr
John Groeger/Trans
Robert Martin/Proj Mgmt
Frank Derro/M-NCPPC
Eric Foster/M-NCPPC
Ronald Burns/M-NCPPC

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

July 30, 1990

Mr. James R. Novak, Director
Department of Public Works and Transportation
Prince George's County Government
9400 Peppercorn Court, Suite 300
Landover, Maryland 20785

Dear Mr. Novak:

Thank you for your letters of June 6th and July 3rd regarding the project planning study of an interchange between the Capital Beltway (I-95) and Ritchie-Marlboro Road.

Your alternate for a single point urban diamond interchange and Mr. Bryant's proposal to realign Ritchie-Marlboro Road and its intersections with the proposed Hampton Park Boulevard are under investigation. We will get back to you next month with the results of our analyses of these suggestions. We will continue to work with you and your staff as we evaluate your suggestions and develop a recommendation to the State Highway Administration.

Thank you again for submitting these alternates for our evaluation.

Very truly yours,

Neil J Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. Creston J. Mills, Jr.
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

PROJECT DEVELOPMENT DIVISION
SEP 13 8 40 AM '90

September 12, 1990

Mr. James R. Novak, Director
Department of Public Works and Transportation
Mr. Frank Derro, Chief
Transportation and Public Facilities Planning Division
Prince George's County Government
9400 Peppercorn Place, Suite 300
Landover, Maryland 20785

Jim Frank

Dear Messrs. Novak and Derro:

This is a follow-up to my letter of July 30th and a response to your letter of September 6th concerning project planning studies for an interchange between I-95 (Capital Beltway) and Ritchie-Marlboro Road.

A team meeting was held on August 31st to discuss the study, with participation by your staff. Additional analysis, as well as additional interchange concepts, has resulted. The completion of this work and the development of a rigorous matrix for comparison purposes will require additional time to complete.

The urban diamond interchange appears feasible from the aspect of intersection capacity and signal timing analyses. However, the geometric design may compromise the safe operation of the interchange. Additional investigations, including the study of the operation of recently built urban diamonds, will be undertaken. Our goal is to select an interchange that will serve the traffic needs of the area and minimize environmental impacts.

Mr. Richard Bryant's proposal, a combination of those presented at our June 21st public hearing, may be workable with some modifications depending on the interchange alternate eventually selected.

We will continue to coordinate with Prince George's County and the Maryland-National Capital Park and Planning Commission concerning planned land use and development in the area and potential impacts on traffic projections.

My telephone number is (301) V-86 333-1110

Teletypewriter for Impaired Hearing or Speech

We will get back to you when the additional studies are reaching a conclusion. We hope to have the studies complete later this year.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:eh
cc: Mr. Creston J. Mills Jr.
Mr. Louis H. Ege, Jr.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request: December 28, 1989
Name Of Project: I-95 (Capital Beltway) at Ritchie-Marlboro Road	Federal Agency Involved: Federal Highway Administration
Proposed Land Use: See Attachment	County And State: Prince Georges County, MD
PART II *(To be completed by SCS)*	Date Request Received By SCS: 1-2-90

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes ☒	No ☐	Acres Irrigated: None	Average Farm Size: 98
Major Crop(s): Corn, Soybeans, Tobacco, Small Grains	Farmable Land In Govt. Jurisdiction Acres: 145621	% 46.7	Amount Of Farmland As Defined in FPPA Acres: 111,985	% 35.9
Name Of Land Evaluation System Used: P.G. Co., Land Eval. System	Name Of Local Site Assessment System: FPPA		Date Land Evaluation Returned By SCS: 1-30-90	

PART III *(To be completed by Federal Agency)*	Alternate 5 Site A	Alternative Site Rating Site B	Site C	Site D
A. Total Acres To Be Converted Directly	74.13			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	74.16			
PART IV *(To be completed by SCS)* **Land Evaluation Information**				
A. Total Acres Prime And Unique Farmland	13.2			
B. Total Acres Statewide And Local Important Farmland	29.6			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.038			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	94			
PART V *(To be completed by SCS)* **Land Evaluation Criterion** Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*				
PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points			
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland *(From Part V)*	100			
Total Site Assessment *(From Part VI above or a local site assessment)*	160			
TOTAL POINTS *(Total of above 2 lines)*	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

1986

May 24, 1988

WETLAND FIELD VIEW
I-95 AT RITCHIE MARLOBORO ROAD

DATE: May 17, 1988

ATTENDEES: Sharon Preller - Environmental Manager, MDSHA
Victor Janata - Project Manager, MDSHA
Ed Myers - Project Engineer, Hurst-Rosche
David Coyne - Project Engineer, MDSHA
Mary Dircks - Army Corps of Engineers
Stephen Goodyear - Gannett Fleming

The purpose of the wetlands field view was to gain Army Corps of Engineers approval of wetland boundaries, value and significance of the impact.

Gannett Fleming provided a handout to be used as a guide during the field view. The handout included: on-site vegetation, hydrology and soils, wetland classification, and specific comments related to each wetland.

Location and relative size of each wetland were reviewed on aerial photography on which the highway plans were drawn.

At each site, wetland boundaries and the criteria used to establish the boundaries were described. Project right-of-way and wetland impacts were explained.

The following summarizes the findings at each of seven wetlands within the project site.

Wetland #1

Located south of Ritchie Marlboro Road and east of Fernwood Road

Classification: PFO1A

Wetland #1 was field viewed.

Concurrance was given by the Corps of Engineers on the delineation of Wetland #1.

The possibility of moving the ramps to avoid the wetland was discussed. The location of a trailer court in the area proved to be a hinderance to this.

It was determined that the impact will be significant and replacement wetlands will be required.

Wetland #1 was determined to be of high value due to its function as wildlife habitat.

Wetland #2

Located south of Ritchie Marlboro Road and west of Fernwood Road.

Classification: PF01A, PEM2B

Wetland #2 was field viewed.

Concurrance was given by the Corps of Engineers on the delineation of Wetland #2.

It was determined that the impact will be significant and replacement wetlands will be required.

Wetland #2 was determined to be of high value due to its function as wildlife habitat and corridor.

Wetland #3

Located north of Ritchie Marlboro Road and east of I-95.

Classification: PF01A

Wetland #3 was field viewed.

Concurrence was given by the Corp of Engineers on the delineation of Wetland #3.

It was determined that the impact will be significant and replacement wetlands will be required.

Wetland #3 was determined to be of high value due to its function as wildlife habitat and corridor.

Wetland #4

Located adjacent to Ritchie Marlboro Road east of I-95.

Classification: $\frac{PEM_1}{SS}B$

Wetland #4 was field viewed.

Concurrance was given by the Corps of Engineers on the delineation of Wetland #4.

It was determined that the impact will be significant and replacement wetlands will be required.

A value was not assigned to Wetland #4.

Wetland #5

Located west of I-95, adjacent to highway toe of fill, north of Ritchie Marlboro Road.

Classification: PSS1A, PF01A

Wetland #5 was partially field viewed. Existing fences and freshly planted crops made access difficult. It was explained that Wetland #5 has clear cut topographic and vegetative boundaries, and its location and extent were reviewed on the mapping.

Concurrance was given by the Corps of Engineers on the delineation of Wetland #5.

It was determined that the impact will be significant and replacement wetlands will be required.

Wetland #5 was determined to be of high value due to its function as wildlife habitat.

Wetland #6

Located west of I-95, adjacent to highway toe of fill, south of Ritchie Marlboro Road.

Classification: PSS1A

Wetland #6 was field viewed.

Concurrance was given by the Corps of Engineers on the delineation of Wetland #6.

It was determined that the impact will be significant and replacement wetlands will be required.

Wetland #6 was determined to be of high value due to its function as wildlife habitat.

Wetland #7

Located north of Ritchie Marlboro Road at Ritchie Road.

Classification: PEM1A

Wetland #7 was not field viewed due to its size and nature. Location and boundaries were reviewed on mapping.

Concurrance was given by the Corps of Engineers on the delineation of Wetland #7.

It was determined that the impact will be significant and replacement wetlands will be required.

Wetland #7 was determined to be of low value.

Submitted by:

F. Stephen Goodyear

F. Stephen Goodyear
Environmental Scientist

FSG/rw
cc: Sharon Preller
25578.170 File

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Minutes of the

Maryland State Highway Administration

Quarterly Interagency Meeting - January 17, 1990

The Maryland State Highway Administration's Quarterly Interagency Meeting was held on Wednesday, January 17, 1990, in Room 506, 707 North Calvert Street, in Baltimore. The following SHA personnel, agency representatives, and consultants attended the meeting:

Name	Affiliation
Cynthia Simpson	SHA, Environmental Management
Mark Duvall	SHA, Environmental Management
Barbara Allera-Bohlen	SHA, Environmental Management
Barbara Clouse	SHA, Office of Chief Engineer
Bill Branch	SHA, Office of Chief Engineer
Monty Rahman	SHA, Project Development Division
Sharon Preller	SHA, Project Development Division
Ann Elrays	SHA, Project Development Division
Jim Yarsky	SHA, Project Development Division
Bob Schneider	SHA, Project Development Division
Nader Oshkoohi	SHA, Bridge Hydraulics
David Coyne	SHA, Project Development Division
Karl Teitt	SHA, Project Development Division
John Contestabile	SHA, Project Development Division
Linda Kelbaugh	SHA, Highway Design
Hazel Stagner	SHA, Highway Design
Pilar McClelland	SHA, Bridge Design
Jack Hett	SHA, Landscape Architecture Division
Jim Hade	SHA, Landscape Architecture Division
Bill Schultz	U.S. Fish & Wildlife Service (USFWS)
Steven Harman	U.S. Army Corps of Engineers (COE)
Denise Rigney	U.S. Environmental Protection Agency (EPA)
Peter Stokely	EPA
Kay Batey	Federal Highway Administration
Tom Filip	COE
Karen Craven	COE
Paul Wettlaufer	COE
Carlo Brunori	Maryland DNR - Forest, Park and Wildlife Service
Andrew Der	Maryland Department of the Environment (MDE)
John Nichols	National Marine Fisheries Service (NMFS)
Sean Smith	DNR - Power Plant & Environmental Review
Angela Judice	Greenhorne & O'Mara, Inc.
Julie Liptak	Greenhorne & O'Mara, Inc.

Response: Cynthia Simpson, SHA

Stated that she would be sent a copy of the document.

The following agency representatives stated that they had no comments on this project:

Carlo Brunori, DNR
Bill Schultz, USFWS

Interstate Route 95 Interchange at Ritchie-Marlboro Road (Prince George's County)
Contract No. P 874-101-372
Status: Pre-draft environmental document
Project Manager: Vic Janata (presented by Dave Coyne)
Environmental Manager: Sharon Preller

Mark Duvall, SHA

Stated that an Environmental Assessment is currently being prepared for this project. The Public Hearing is scheduled for May of 1990.

Dave Coyne, SHA

Described the project. Currently there is a grade separation of the Interstate Route 95 (I-95) bridge over Ritchie-Marlboro Road. The build alternate is a full cloverleaf interchange.

To the north of the study area is Maryland Route 214 (Central Avenue), to the south is Maryland Route 4 (Pennsylvania Avenue). Due to the traffic levels on Maryland Routes 4 and 214, it has been determined that the proposed interchange will be needed to alleviate the traffic congestion at these interchanges, and to serve the proposed development in this area, particularly near Hampton Park Boulevard. This road will be constructed by the developer.

Access to Fernwood Drive will be eliminated, and Fernwood Drive will be relocated off of Sansbury Drive with a service road. There is also another option for this area.

A fire station is located in the project area, and SHA has been working to provide access for the station. A service road is proposed, and would be for fire station and emergency use only. The service road would have a gate and a signal control device at the fire station which would turn all the signals at this intersection to red. This would allow fire and emergency vehicles to have access in any direction.

Sharon Preller, SHA

Stated that the interchange would be constructed in phases, with the ramps being constructed first. The ultimate design is the full cloverleaf interchange. Impacts in the environmental document will be discussed based on the ultimate interchange. This interchange is part of the Prince George's County Master Plan and is needed because of the volumes of traffic at Maryland Route 214 and Maryland Route 4. Also, the area west of I-95 is designated for industrial parks and employment areas. In conjunction with all the industrial and commercial development in this area, there is also a great deal of residential development. Some of this development is being constructed at this time. During the project development, three different master plans were reviewed - Suitland District Heights, Largo Loxford, and Westphalia. An activity center is designated for the southeast quadrant. The northeast quadrant is fairly well developed, with residential and institutional uses.

Socioeconomic impacts include a total of eight relocations with the proposed alignment, one of which is a dilapidated barn. Another primary concern is the emergency response time of the firehouse. SHA met with fire department officials and showed them the alternate access through the Fernwood trailer park. The trailer park currently has its access onto Fernwood Road, which would be closed; access would then be provided onto Sansbury Road. The fire department ascertained that a safe response time would be maintained and concurred with the proposed alignment. Noise and air studies will be conducted, with the houses along Ritchie-Marlboro Road serving as the predominant receptor sites.

Greenwood Manor Park consists of property that was set aside by the developer. It is not used for recreational purposes and there are no plans for recreational uses. The Maryland-National Capital Park and Planning Commission (MNCPPC) owns this land. There will be no impact to this park with the proposed project.

A total of 10 wetland areas will be impacted, and approximately 4700 feet of stream bottom will be lost due to culverts proposed. The proposed project is not within the 100-year floodplain of Southwest Branch. Southwest Branch is designated as a Class I stream, and the water quality in this stream is not very good.

Dave Coyne, SHA

Stated that Ritchie-Marlboro Road is currently a two-lane roadway, and SHA is proposing a six-lane divided highway. There are two options for Hampton Park Boulevard, which is where the developer will tie into the project. SHA will not be involved in the design or construction of the roadway for the developer.

Comment/Question: Paul Wettlaufer, COE

Asked what the total wetland impact is for this project.

Response: Sharon Preller, SHA

Stated that the total wetland impact is approximately 11 acres.

Comment/Question: Paul Wettlaufer, COE

Noted that the maps show Alternate 5, and asked if other interchange configurations, which may have a lesser wetland impact, were considered.

Response: Dave Coyne, SHA

Stated that five alternates were considered, which were basically staged improvements leading to the ultimate design of a full interchange to handle projected traffic volumes by the design year. The document assumed worst case impacts and what will be needed in the design year, which is the full cloverleaf. Currently, the project is funded for project planning only.

If funding becomes available before traffic dictates a need for the full cloverleaf, the construction would be staged. A spread diamond configuration would be constructed, but right-of-way would be acquired so that at a later date, when traffic dictates, the full cloverleaf interchange would be constructed.

Comment/Question: Paul Wettlaufer, COE
Asked if additional wetland impacts would result from the staging. Asked if SHA is considering everything within the right-of-way (Dave Coyne confirmed).

Response: John Contestabile, SHA
Stated that there would not be any additional wetland impacts as a result of the staged construction.

Comment/Question: Paul Wettlaufer, COE
Asked for an explanation of the options for access to the trailer park.

Response: Dave Coyne, SHA
Stated that the options are basically the same, but that one of the options would have less dramatic geometry.

Comment/Question: Paul Wettlaufer, COE
Noted that neither option appeared to have wetland impacts (Dave Coyne confirmed). Reiterated what Tom Filip said regarding the U.S. Route 220 project, regarding the inclusion of mitigation options in the draft document.

Comment/Question: Denise Rigney, EPA
Asked if SHA is considering secondary impacts from the development that will occur. The area Master Plan calls for development, but SHA will be providing access to I-95 that might increase or enhance the development. Asked if that is looked at in the document and to what level.

Response: Sharon Preller, SHA

Stated that SHA is looking at that in the document.

Comment/Question: Denise Rigney, EPA

Asked if any wetlands would be impacted in the areas where the secondary development will occur.

Response: Sharon Preller, SHA

Stated that no wetlands would be impacted due to the secondary development, and added that the purpose of the project is to facilitate traffic and to encourage the planned development in that area. There would be no wetland impacts from the secondary development.

Comment/Question: Cynthia Simpson, SHA

Asked if the question was whether SHA knew if any wetlands would be impacted by the proposed development.

Comment/Question: Denise Rigney, EPA

Stated that that was the question, and noted that in other states, there have been a number of situations where the highway department has provided access or an interchange to areas for an industrial park, which has had major wetland impacts. The EPA has asked that the highway department look at, in a broad brush manner, the wetland impact.

Response: Cynthia Simpson, SHA

Stated that EPA would need to communicate with the developers in order to determine any wetland impacts associated with the planned development.

Comment/Question: Denise Rigney, EPA

Stated that this would be a secondary impact, and if development is going to occur as a result of the highway, it should be included in the document. The Council on Environmental Quality states that secondary impacts must be considered.

Response: Cynthia Simpson, SHA

Noted that development sometimes occurs regardless of whether SHA builds the highway.

Response: Sharon Preller, SHA

Noted that the development is on-going in the area. Housing lots have already been designated, especially in the northwest quadrant. By the time this project is constructed, the surrounding development will already be in place.

Comment/Question: Cynthia Simpson, SHA

Stated that SHA will look into the situation and will discuss it further with EPA if there is a major concern.

Comment/Question: Denise Rigney, EPA

Stated that other states are involved in similar projects (for example, Pennsylvania), and that the Department of Transportation, by providing access, may spur development. That may not be the case in this situation.

Response: Dave Coyne, SHA

Stated that the purpose of the project is not solely to provide access for the planned development in this area, but to alleviate the traffic congestion at the interchanges at Maryland Route 214 and Maryland Route 4.

Comment/Question: Denise Rigney, EPA

Emphasized that EPA is concerned about projects such as this, where an interchange is proposed in an area where a large development is going to occur.

Response: Sharon Preller, SHA

Noted that the Hampton Industrial Park occupies the northwest quadrant, and this area is totally developed.

Comment/Question: John Contestabile, SHA

Noted that existing Hampton Park Boulevard extends from Maryland Route 214 to the U.S. Post Office complex. This road will be extended to Ritchie-Marlboro Road and will continue even further south; thus, it will end up being a parallel road to I-95. The area planned for development will be developed with or without this project, but without the proposed project, traffic levels will deteriorate at the existing interchanges.

Comment/Question: Peter Stokely, EPA

Asked when the Environmental Assessment document is due.

Response: Sharon Preller, SHA

Stated that the document is due soon, and that the Public Hearing is scheduled for May of 1990.

Comment/Question: Peter Stokely, EPA

Asked if a tighter diamond configuration was considered.

Response: Dave Coyne, SHA

Stated that the document will reflect that the full cloverleaf interchange will be needed by the design year, due to traffic volumes. In the interim, if the funding is available, staged construction could occur. The staged construction would involve the diamond configuration.

Comment/Question: John Contestabile, SHA

Stated that the diamond configuration would essentially consist of the outer ramps without the loops. A tighter diamond configuration was considered but rejected because of the necessity of constructing a full cloverleaf interchange by the design year.

Comment/Question: Peter Stokely, EPA

Reiterated what Paul Wettlaufer stated earlier, regarding mitigation options being provided in the Environmental Assessment document. Wetland values and functions that will be lost should be replaced.

Comment/Question: Andrew Der, MDE

Stated that he is very familiar with the study area, and that the nearest exits in both directions are not that far away. Considering the severe wetland impacts, an alternate would be to widen a smaller access road such as Old Ritchie Road, Central Avenue, or Sansbury Road, to accomodate the extra traffic. There are exits nearby, and if the proposed development is the reasoning behind this interchange, then it should not be brought up as part of the justification for the interchange. The justification should be based solely upon existing traffic patterns throughout the area.

He has reviewed many projects in Prince George's County, and has been told by developers over and over again that their roads are placed according to what SHA says. SHA should not be a factor in development. Granted, many times it only appears that way, but that appearance needs to removed. The justification for this project should deemphasize the fact that the developers are working in conjunction with SHA to provide access to their proposed development; otherwise, MDE will request a conditional permit requiring that the property owners submit for review the potential wetland impact.

Response: Sharon Preller, SHA

Stated that the SHA's approach is from a traffic standpoint and she brought it up because of the environmental aspects of the project.

Comment/Question: Cynthia Simpson, SHA

Emphasized that SHA cannot force the developers to go to the agencies for permits. That is something that the agencies will have to make the effort to undertake.

Comment/Question: Andrew Der, MDE

Suggested that SHA could ask the developers for an assessment of potential impacts; and that would only apply if the proposed development is used as the justification for the interchange.

Comment/Question: Denise Rigney, EPA

Stated that in Pennsylvania, situations have occurred where a roadway has been proposed to serve the proposed development in the area. In those instances, EPA has requested that PennDOT at least send a letter informing the developers that they should be consulting with the agencies regarding impacts. If SHA is providing access to developers, then SHA has the responsibility to ensure that all the impacts are addressed, and should send a letter to the developers saying that they should be consulting with EPA and the Corps on wetlands. In some cases, that is stopping permit action.

Comment/Question: Tom Filip, COE

Stated that the COE will add permit conditions to require that SHA tell the developers to submit information to the agencies.

Comment/Question: Andrew Der, MDE

Stated that, because of the massive potential impacts of the project, MDE would like potential strategies for handling stormwater management up front in terms of the first 1/2 inch of runoff in uplands. Stated that he sees a lot of potential for runoff impacts, also.

Response: Cynthia Simpson, SHA

Asked when MDE would want this information.

Comment/Question: Andrew Der, MDE

Stated that, similar to mitigation, on a project of this scale, MDE would want some potential strategies for managing the immense amount of runoff that will be generated by construction.

Comment/Question: Cynthia Simpson, SHA

Asked if MDE would want this information in the environmental document.

Response: Andrew Der, MDE

Stated that the information would not necessarily be needed in the document, but some time before the application stage.

Comment/Question: John Nichols, NMFS

Asked what will happen to the stream and wetlands inside the cloverleaf. Asked if they will be eliminated.

Response: Sharon Preller, SHA

Stated that SHA will be able to answer that after the project goes to design, and that culverts will be used inside the loops.

Comment/Question: Bill Branch, SHA

Asked what the wetland acreages are based upon. The acreages given are specific, and are presumably overstated. These acreages will be reduced during final design when avoidance and minimization alternatives have been developed. The wetlands occurring within loops will be stressed during construction, but many of the impacts in this area would be termed temporary, and these wetlands would be restored upon completion of the project. This will probably not be accepted as mitigation, but could be accepted as restoring wetlands to their pre-construction conditions and reducing the overall impact that would need to be mitigated. Wetlands within interchanges are not favored by the agencies, and they will not be proposed. As the project moves into final design, the specific wetland impacts will be refined; however, there will be wetlands and streambanks in their natural conditions within those inner loops. Asked if all the wetland areas are intermittent systems.

Response: Sharon Preller, SHA

Stated that all of the wetlands are intermittent.

Comment/Question: John Nichols, NMFS

Stated that he supports the COE's earlier statements regarding mitigation, and added that the mitigation should be within the same area.

Comment/Question: Bill Schultz, USFWS

Requested more specific documentation on mitigation proposed for SHA projects in the environmental documents.

The following agency representatives stated that they had no comments on this project:

Carlo Brunori, DNR

VI APPENDIX

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646 and amendments as published in CFR Vol. 51, No. 39 on February 27, 1986) and/or the annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are $15,000 for owner-occupants and $4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to $500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by 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, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to