

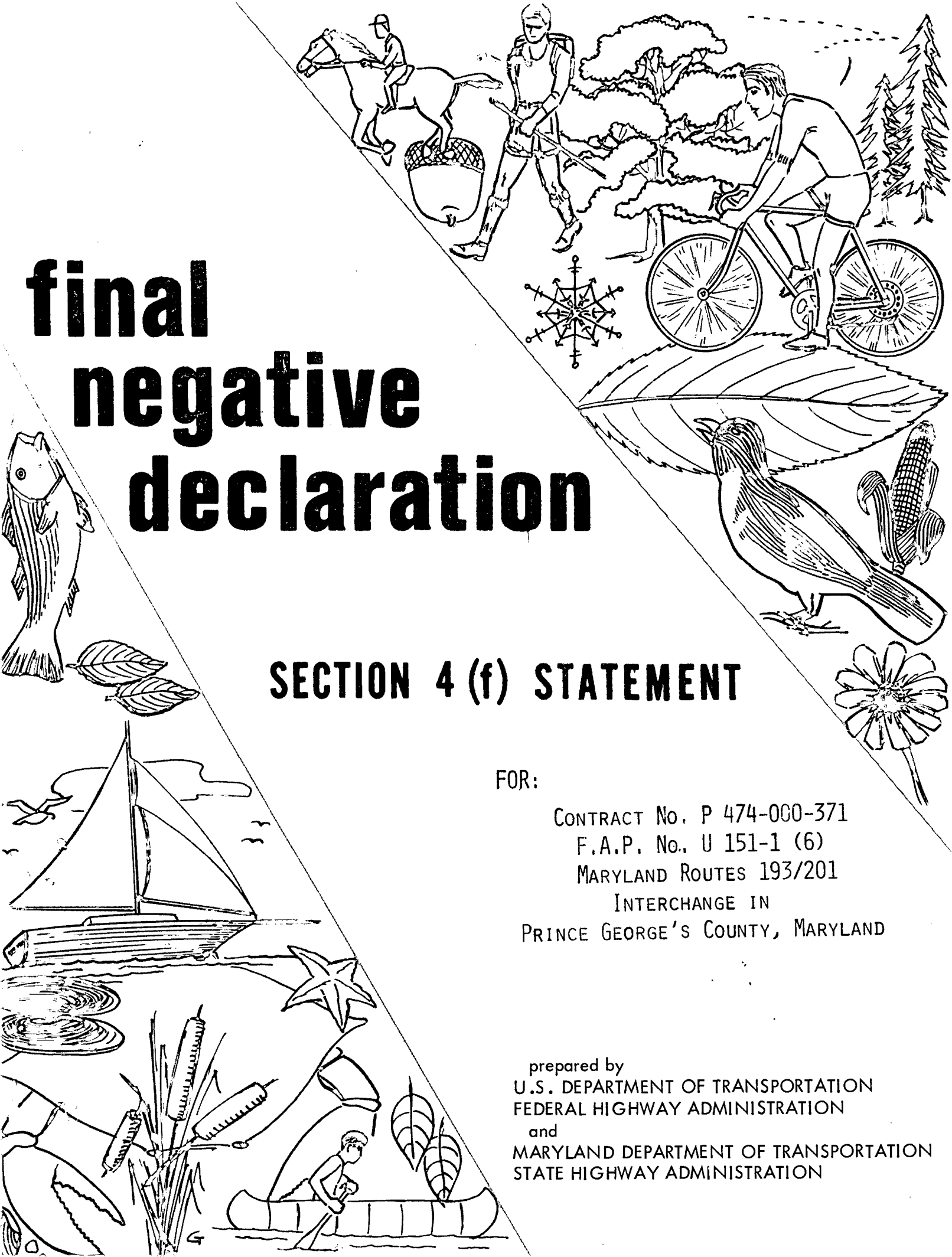
final negative declaration

SECTION 4 (f) STATEMENT

FOR:

CONTRACT No. P 474-000-371
F.A.P. No. U 151-1 (6)
MARYLAND ROUTES 193/201
INTERCHANGE IN
PRINCE GEORGE'S COUNTY, MARYLAND

prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION

REGION III

MARYLAND ROUTES 193/201
INTERCHANGE

PRINCE GEORGE'S COUNTY, MARYLAND

ADMINISTRATIVE ACTION

FINAL NEGATIVE DECLARATION
SECTION 4(f) STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SUBMITTED PURSUANT TO 42 U.S.C. 4332(2), (C) 23 U.S.C. 128 (a)
49 U.S.C. 1653 (f), 16 U.S.C. 470 (f)

M. S. Caltrider
State Highway Administrator

5/8/80
DATE

by: Hal Kassoff
Hal Kassoff
Director, Office of Planning
and Preliminary Engineering

9/26/80
DATE

by: Emil Elinsky
Emil Elinsky
Division Administrator
Federal Highway Administration

FINAL
NEGATIVE DECLARATION
OF ENVIRONMENTAL IMPACT

Maryland Route 193/201
Interchange

TABLE OF CONTENTS

	<u>Page No.</u>
SUMMARY	i
PROJECT DESCRIPTION AND LOCATION	
PROJECT LOCATION	1
PROJECT DESCRIPTION	2
TRAFFIC CHARACTERISTICS	4
PROJECT HISTORY AND NEED	
HISTORY	7
NEED	7
BASIS FOR NEGATIVE DECLARATION	10
EXISTING ENVIRONMENT	
NATURAL ENVIRONMENT	
GEOMORPHOLOGICAL CONDITIONS	11
WATER QUALITY	11
VEGETATION	11
WILDLIFE	12
MAN-MADE ENVIRONMENT	
PLANNING AND LAND USES	13
COMMUNITY FACILITIES	14
HISTORICAL AND ARCHEOLOGICAL SITES	15
SOCIO-ECONOMIC FEATURES	15
ENVIRONMENTAL EFFECTS	
AIR QUALITY	17
WATER QUALITY	22
NOISE	22
VEGETATION	29
WILDLIFE	29

Table of Contents (Cont'd)

4

	<u>Page No.</u>
HISTORICAL AND ARCHEOLOGICAL SITES	29
COMMUNITY FACILITIES	30
LAND USE	30
SOCIO-ECONOMIC FEATURES	31
BASIS FOR SELECTION OF THE SELECTED ALTERNATE	33
COMMENTS AND COORDINATION	34
APPENDIX A ENVIRONMENTAL ASSESSMENT FORM	70
4(f) STATEMENT	79

TABLES

1	SOCIO-ECONOMIC FEATURES OF THE PROJECT AREA	16
2	NATIONAL AMBIENT AIR QUALITY STANDARDS FOR CO	17
3	BACKGROUND LEVELS OF CARBON MONOXIDE	17
4	TOTAL CO CONCENTRATIONS - 1 HOUR	20
5	TOTAL CO CONCENTRATIONS - 8 HOUR AVERAGES	21
6	POLLUTANT BURDEN	21
7	DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIP	25
8	PROJECT NOISE LEVELS	28

PLATES

	<u>Follows Page No.</u>	
1	VICINITY MAP	1
2	LAND USE MAP	1
3	PLAN - ALTERNATE 2 (SELECTED ALTERNATE)	6
4	PROFILES - ALTERNATE 2	6
5	TYPICAL SECTIONS - ALTERNATES 2 and 2A	6
6	SOILS MAP	11

5

SUMMARY

- (1) Check Appropriate box(es).
Federal Highway Administration
Administrative Action Negative Declaration
() Draft (X) Final
(X) Section 4(f) Statement attached.
- (2) Individuals who can be contacted for additional information concerning the proposed project and this statement:

Mr. Eugene Camponeschi
Maryland State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201
Phone: (301) 383-4327
Office Hours: 8:15 A.M. to 4:15 P.M.

Mr. Roy D. Gingrich
District Engineer
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
Phone: (301) 962-4011
Office Hours: 7:45 A.M. to 4:15 P.M.

(3) Description of Action

The proposed action consists of improvements to the at-grade intersection of Md. 193 (Greenbelt Road) and Md. 201 (Kenilworth Avenue), located in Greenbelt in Prince Georges County. The improvements would provide an interchange of the major routes (Md. 193 and Md. 201) achieved by depressing Md. 201 under Md. 193, which would be maintained at the existing grade. Ramps would be provided to allow turning movements from one route to the other. The specific details of the selected interchange are described in the section titled Project Location and Description.

The selected improvements would involve approximately one mile of each route centered on the existing intersection.

The purpose of the project is to improve the level of traffic service provided at the existing at-grade intersection, thereby reducing congestion, driver delays and accidents. Presently, during peak hours of traffic flow, the existing intersection operates at forced flow conditions or Level of Service F. The selected alternate would provide Level of Service D

6

during peak hours in the design year of 2005. This level is defined as traffic approaching unstable operation. Delays could be substantial during short periods within the peak period, but no excessive backups should develop.

(4) Summary of Environmental Effects of Selected Alternate

The various environmental effects of the selected alternate, Alternate 2, are described below:

a. Water quality in existing streams would be affected most during construction due to erosion and sedimentation. Procedures developed by the Maryland State Highway Administration and approved by the Department of Natural Resources would be used to minimize erosion and sedimentation. Increased runoff due to the project should have an insignificant adverse effect on the existing streams in the area. The floodplains of the existing streams are presently being developed (Golden Triangle). Stormwater management facilities are being installed to reduce the effect of the development on the streams. The highway project will have no significant effect on the floodplains and will consist of the extension of the existing culverts.

b. The area affected by the project does not support any known rare or endangered species.

c. The increases in the existing noise levels in the area, resulting from traffic in the design year, are expected to be negligible (0-5 dBA). Two noise sensitive areas, Greenbelt Junior High School and Greenbelt Park, will experience noise levels in excess of the Federal design noise levels in the design year during the design peak. With respect to Greenbelt Junior High School, it was found that the exterior design noise level will not be exceeded during school hours of 8 a.m. and 4 p.m. The area studied was the exterior wall of the shop industrial arts classroom which was closest to the roadway. It was also found that the interior design noise levels would be exceeded for 1 hour of the school day. However, due to the short period of time that the interior design levels would be exceeded and the nature of activities (hammering, sawing, etc.) in this classroom, no noise abatement measures are justified. For discussion on Greenbelt Park, see 4(f) section.

7

d. The proposed project would produce lower carbon monoxide concentrations than the No Build Alternate at most receptors for both study years 1985 and 2005 due to the higher travel speeds and shorter backups anticipated with the Build Alternates. There would be no violations of the federal standards for the one-hour concentrations. There would be one case where the predicted concentrations would exceed the federal standards in 1985 for the 8-hour average.

For the analysis no inspection maintenance program was assumed; however, it is now expected that such a program will be in force by July 1982. No violation would occur for the selected alternate if this program were taken into account in the analysis.

The No Build Alternate produces higher levels of hydrocarbons and carbon monoxide in 1985 than the selected alternate. However, in 2005 the lower traffic volumes on the No Build Alternate produces lower levels than the selected alternate for these pollutants. Lower totals of nitrogen oxides would be produced by the No Build Alternate due to lower traffic speeds and volumes.

e. The proposed project would reduce congestion at this intersection substantially by removing one major traffic flow from the signalized intersection. This reduction of congestion would benefit the emergency services of fire and police and the general public using this intersection.

f. The proposed action is consistent with local and regional plans for the area.

g. The selected alternate would adversely affect one commercial establishment. Access to Md. 193 from adjacent properties would be maintained as it presently exists.

h. The project would require some acquisition from the Greenbelt Junior High School property. No recreational or educational facilities would be acquired from the school or damaged.

i. No historic or archeological sites would be affected by the project.

j. No wetlands would be affected by the project.

(5) 4(f) Involvement

The proposed action would require property acquisition from Greenbelt Park for roadway and grading easements. See the attached 4(f) Statement for details.

8

It was concluded that there is no feasible and prudent alternative to the taking of parkland and that the action includes all possible planning to minimize harm to the park through various mitigation measures including landscaping both sides of Md. 193.

See the 4(f) Statement attached for details on the alternates studied and the mitigation measures to be used.

9

PROJECT DESCRIPTION AND LOCATION

PROJECT LOCATION

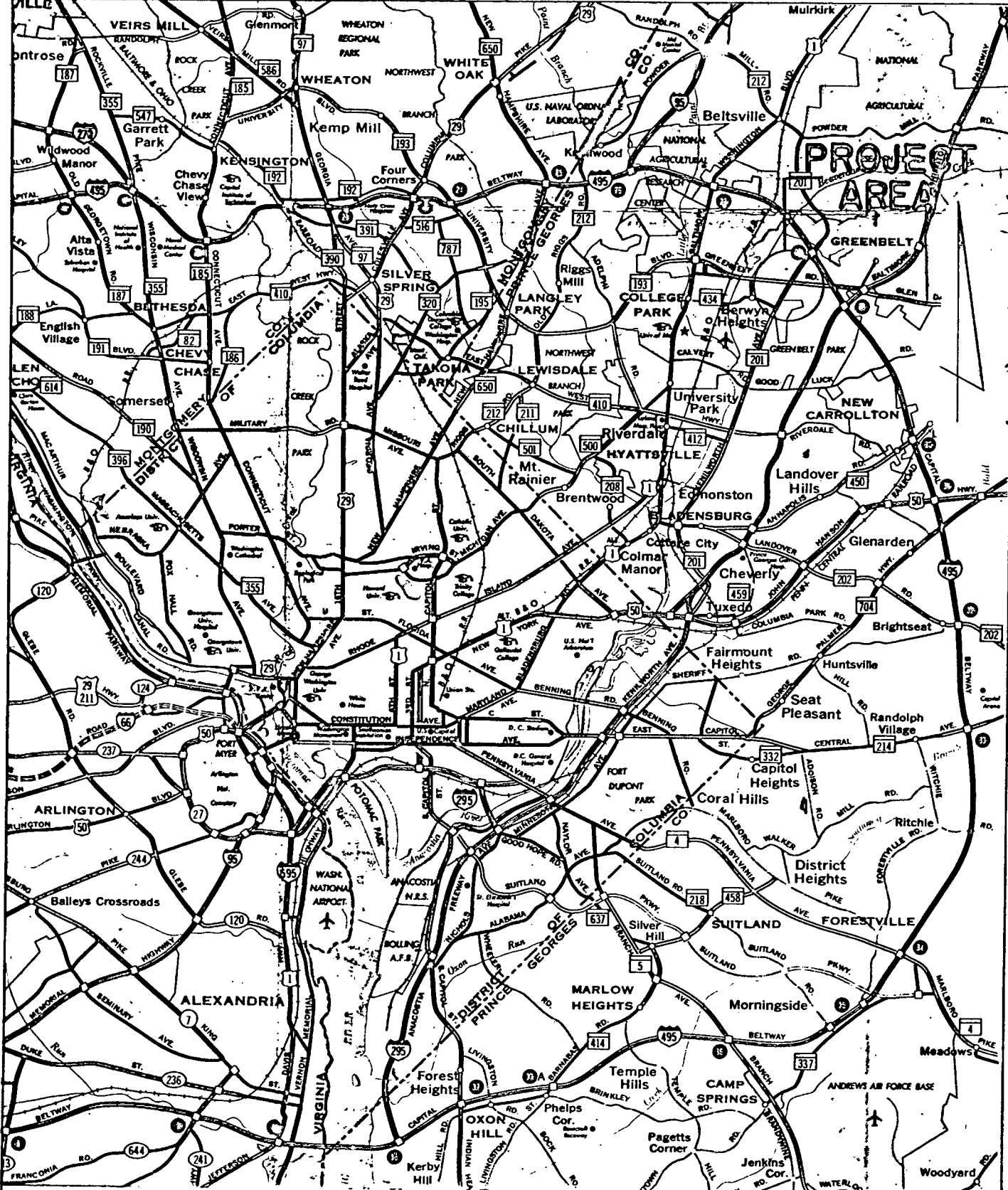
The project area is located in the City of Greenbelt in Prince Georges County, Maryland. See Plate 1, Vicinity Map. This area is a suburb of Washington, D.C. and is basically residential and commercial in character. The project would affect approximately one mile of both Md. Route 193 (Greenbelt Road) and Md. Route 201 (Kenilworth Ave.) centered on the existing intersection of these two routes. See Plate 2.

On the south side of Md. 193, west of Kenilworth Avenue, there are many commercial establishments such as gas stations, fast food restaurants, office buildings and food stores. Access to Md. 193 in the east-bound direction is provided along this segment. Located south of Md. 193 is the residential community of Berwyn Heights, which consists of approximately 1300 homes, having a population of about 4,800 people.

On the north side of Md. 193, west of Md. 201 and east of Cherrywood Lane, the major land uses are commercial and education. Greenbelt Junior High School is located at the corner of Edmonston Road and Md. 193. The school property extends west to the Beltway Plaza Shopping Center. In the southwestern corner of the school property, there is a school bus yard and maintenance shop for the Prince Georges County Board of Education. The Beltway Plaza extends west to Cherrywood Lane and consists of several retail establishments and movie theaters. North of Md. 193 the community of Springhill Lake is located. This community contains approximately 3000 dwelling units, mostly apartments, and the population is about 6,500.

Greenbelt Park is located on the south side of Md. 193 between Md. 201 and the Capital Beltway. This park, consisting of approximately 1100 acres of woodland, is under the jurisdiction of the U. S. Department of the Interior, National Park Service. The major uses of this park are hiking, picnicking and camping.

On the north side of Md. 193, between Md. 201 and the Capital Beltway, a commercial development is being built. This area, called the Golden Triangle, will consist of office buildings, a motel, auto dealerships and a supper club. At present an automobile dealership has been completed and grading is continuing on several other lots.

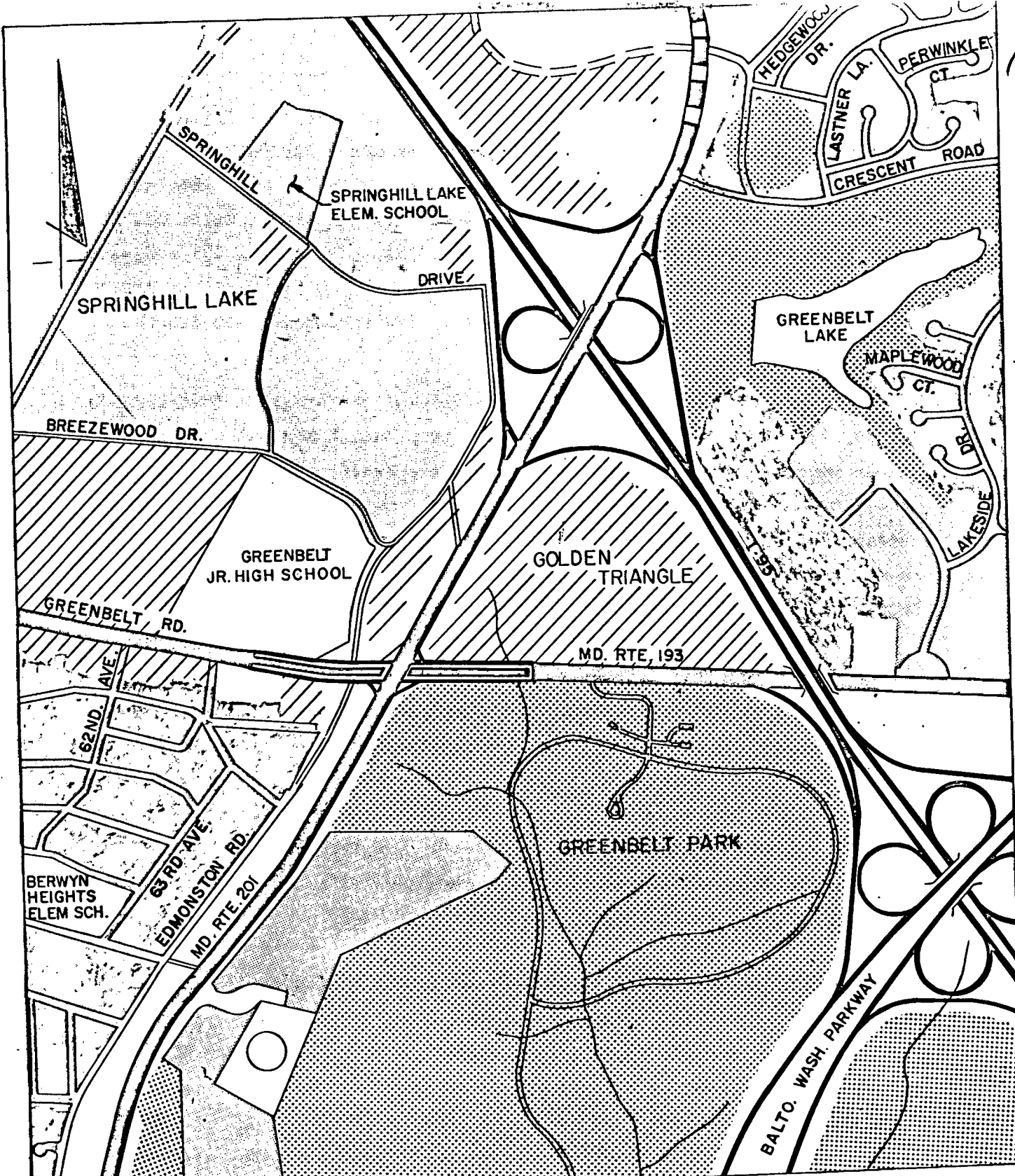


MD. 193 / 201 INTERCHANGE





VICINITY MAP

CONTRACT NO. P 474-000-371

SCALE 1"=APPROX. 2.5 MI. PLATE NO.1



LEGEND

-  RESIDENTIAL - SINGLE FAMILY
-  RESIDENTIAL - MULTI-FAMILY
-  COMMERCIAL
-  PARKS

MD. 193 / 201 INTERCHANGE

LAND USE MAP

CONTRACT NO. P 474-000-371

SCALE 1" = 1000' PLATE NO 2

The terrain in the project area varies from flat to rolling. The only undeveloped or natural terrain occurs in Greenbelt Park and on the west side of Md. 201. Both of these areas are wooded. All other portions of the study area are developed. There is a stream that crosses Md. 201 about 700 feet north of the intersection of Md. 193 and Md. 201 and passes under Md. 193 into Greenbelt Park approximately 1000 feet east of Md. 201. Other less defined water courses cross Md. 193 throughout its length.

PROJECT DESCRIPTION

The proposed action is the improvement of the at-grade intersection of Md. 193 (Greenbelt Road) and Md. 201 (Kenilworth Avenue). Both of these routes carry heavy volumes of commuter traffic during the morning and afternoon peak traffic periods. Several major traffic generators are located within a radius of 2 miles from this intersection. In addition, a major commercial center is being developed in the triangular parcel north of Greenbelt Road between the Capital Beltway and Kenilworth Avenue.

The improvements to Md. 193 would extend from the intersection of 62nd Avenue to the Capital Beltway, a distance of approximately one mile.

The improvements to Md. 201 would extend from the intersection of Pontiac Street to the Capital Beltway, a distance of approximately 0.9 mile.

The selected alternate, previously referred to as Alternate 2, proposes that Md. 201 be depressed and that all turning movements between Md. 201 and Md. 193 take place at at-grade intersections with Md. 193. The configuration is a diamond type interchange with the ramps running along Md. 201 at approximately the existing roadway grade. See Plates 3 and 4.

Ramp C is located farther to the east than Ramp D in order to provide additional flexibility in signal phasing.

The ramps serving Md. 201 are located to allow for graded slopes between Md. 201 and the ramps in order to minimize the use of retaining walls.

This alternate would provide Level of Service D at the intersections of Md. 193 with the ramps serving Md. 201 in the design year 2005. Three lanes would be required on Md. 193 in both directions. Double left turning lanes would be required for all movements. The traffic entering Md. 201

from the Springhill Lake connection desiring to go left on Md. 193 or north on Md. 201 would remain in the far right lane to exit to Md. 193, eliminating the weaving movement now existing in this section of Md. 201.

The typical sections for Md. 193, Md. 201 and the ramps are shown on Plate 5. Md. 193 and Md. 201 roadways would consist of three through lanes in each direction, acceleration and deceleration lanes and double left turning lanes where needed. There would be a raised median of varying width separating the roadways. Curb and gutter would be provided along both sides of Md. 193. On the south side of Md. 193, east of Md. 201, a 10-foot wide berm would be provided behind the curb to allow for the possible future addition of sidewalk. On the north side of Md. 193 and on the south side west of Md. 201, a sidewalk would be provided.

Md. 201 would provide full 10 foot paved shoulders on the outside of both roadways.

The centerline of the selected alignment of Md. 193 coincides closely with the existing centerline. This would create the need to acquire 3.4 acres from the Golden Triangle development and 1.9 acres from Greenbelt Park. In addition, 0.6 acres of parkland would be used for temporary easements.

Signalized intersections would be provided at the intersections of all ramps with Md. 193 and at both entrances to Golden Triangle. The existing one-way operation of the connection for Springhill Lane would be maintained. The short weave on southbound Md. 201 between the on-ramp connection from Springhill Lake and the off-ramp to Md. 193 would operate at Level of Service E in the design year. The remaining portions of Md. 201 within the project area would operate at Level of Service C or better during the design year.

The short weaving section between Md. 201 and Edmonston Road on the eastbound roadway of Md. 193 could create conflicts if the right turn from southbound Md. 201 could operate as a free turn. Therefore, this right turn would be signalized, eliminating the weave movement in this section. Also, in an attempt to reduce the right turning traffic onto Md. 193, Ramp E was added to connect the off-ramp to Edmonston Road thereby eliminating the traffic destined for Edmonston Road from Md. 193. This ramp arrangement is similar to the existing ramps at this location.

14

A bikeway system exists along Md. 193 from 57th Avenue to the City of Greenbelt at Lakecrest Drive, east of the Capital Beltway. From 57th Avenue to Edmonston Road the bikeway is located on the south side of Greenbelt Road and consists of a 10 foot wide combined sidewalk and bikeway.

From Edmonston Road to Kenilworth Avenue the bikeway consists of 10 feet of bituminous pavement. Between Kenilworth Avenue and Legion Road (near Lakecrest Drive) a bikeway is located along both sides of Greenbelt Road. This bikeway is located in the existing shoulder and consists of 4 feet of bituminous pavement.

Under the proposed action, provisions would be made for bikeways along Md. 193 by widening the pavement one foot to accommodate the bicyclists in a shared roadway situation.

A bikeway is proposed along Md. 201 by Maryland National Capital Park and Planning Commission to serve the area from Rte. 1 near Beltsville to Calvert Road. This bikeway could be accommodated on the shoulders of the proposed Kenilworth Avenue through the project area. Provisions could also be made along the ramps to connect Greenbelt Road and Kenilworth Avenue for bicyclists.

The rejected alternates are summarized in the Section 4(f) Statement beginning on page 83.

TRAFFIC CHARACTERISTICS

The traffic data contained herein have been developed by the Maryland State Highway Administration, Bureau of Highway Statistics. A summary of this traffic information is shown below. The existing intersection is now operating at Level of Service F, or jammed conditions during the peaks. As traffic volumes increase, the delays experienced by the drivers using the intersection will also increase. As the delays and congestion increase, motorists will begin to use alternate routes. However, due to the large number of major traffic generators within a short radius of the project, only 10% of the design year traffic would be diverted to other routes. Good Luck and Calvert Roads, Routes 410 and 495 would absorb the excess of the east-west traffic. Route 1 and the Baltimore-Washington Parkway would absorb the excess of the north-south traffic.

The traffic volumes shown have been projected under the assumption that Md. 201 will not be reconstructed from the Capital Beltway to U. S. Route 1 to the north.

DHV (Design Hour Volumes)

Md. 193 - 11% of ADT

Md. 201 - 10% of ADT

Percentage of Trucks

<u>ADT</u>	<u>Md. 193</u>	<u>Md. 201</u>
1. Gasoline powered	1.31%	3.6%
2. Diesel powered	1.69%	5.4%
DHV	3%	6%

	<u>35,300</u>		
	<u>41,500</u>		
	<u>54,600</u>		
	<u>13,400</u>	<u>6,500</u>	
	<u>14,300</u>	<u>7,200</u>	
	<u>17,700</u>	<u>8,700</u>	
<u>32,500</u>	MD. 201		<u>25,800</u>
<u>39,000</u>	MD. 193		<u>31,200</u>
<u>52,000</u>			<u>43,000</u>
	<u>4,800</u>	<u>5,000</u>	
	<u>7,000</u>	<u>6,200</u>	
	<u>10,000</u>	<u>10,000</u>	
	<u>25,200</u>		<u>1976 ADT</u>
	<u>33,200</u>		<u>1985 ADT</u>
	<u>48,200</u>		<u>2005 ADT</u>

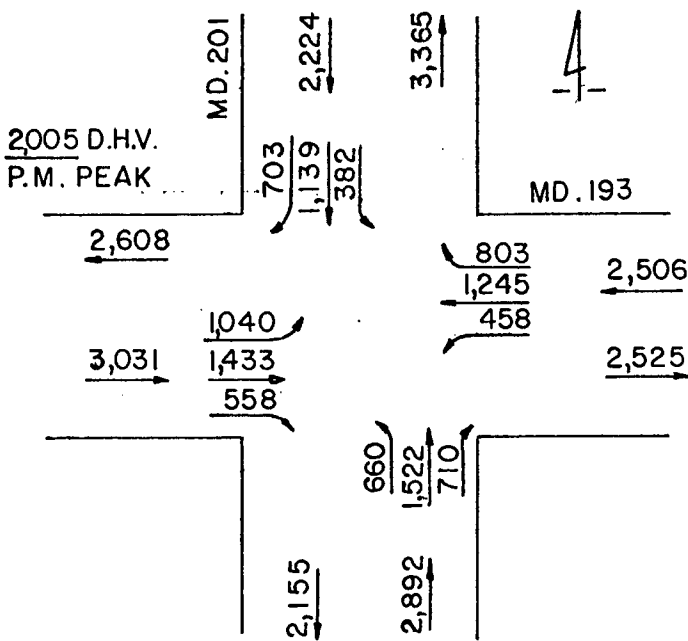
BUILD ALTERNATES

		<u>39,500</u>	
		<u>49,000</u>	
		<u>13,100</u>	<u>6,700</u>
		<u>16,000</u>	<u>8,000</u>
<u>36,100</u>	MD. 201		<u>29,600</u>
<u>48,000</u>	MD. 193		<u>41,000</u>
		<u>5,600</u>	<u>5,500</u>
		<u>7,000</u>	<u>8,000</u>
		<u>30,800</u>	<u>1985 ADT</u>
		<u>40,000</u>	<u>2005 ADT</u>

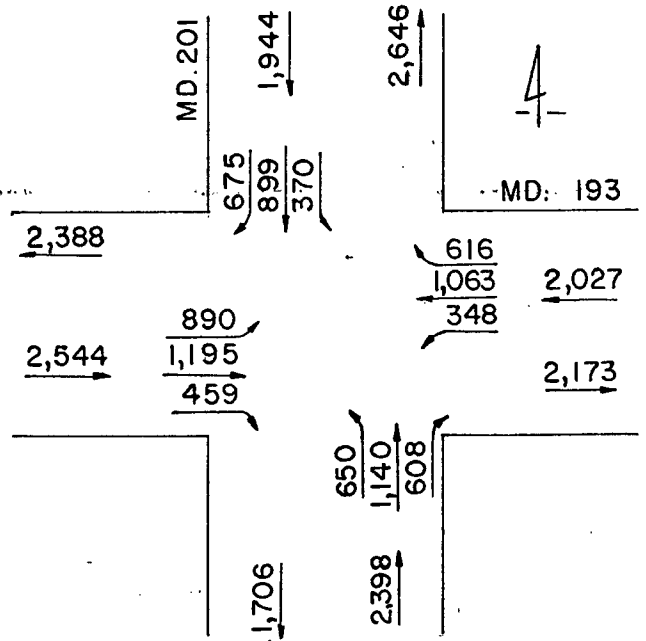
1976 ADT IS IDENTICAL TO THAT SHOWN FOR THE BUILD ALTERNATES.

NO BUILD ALTERNATES

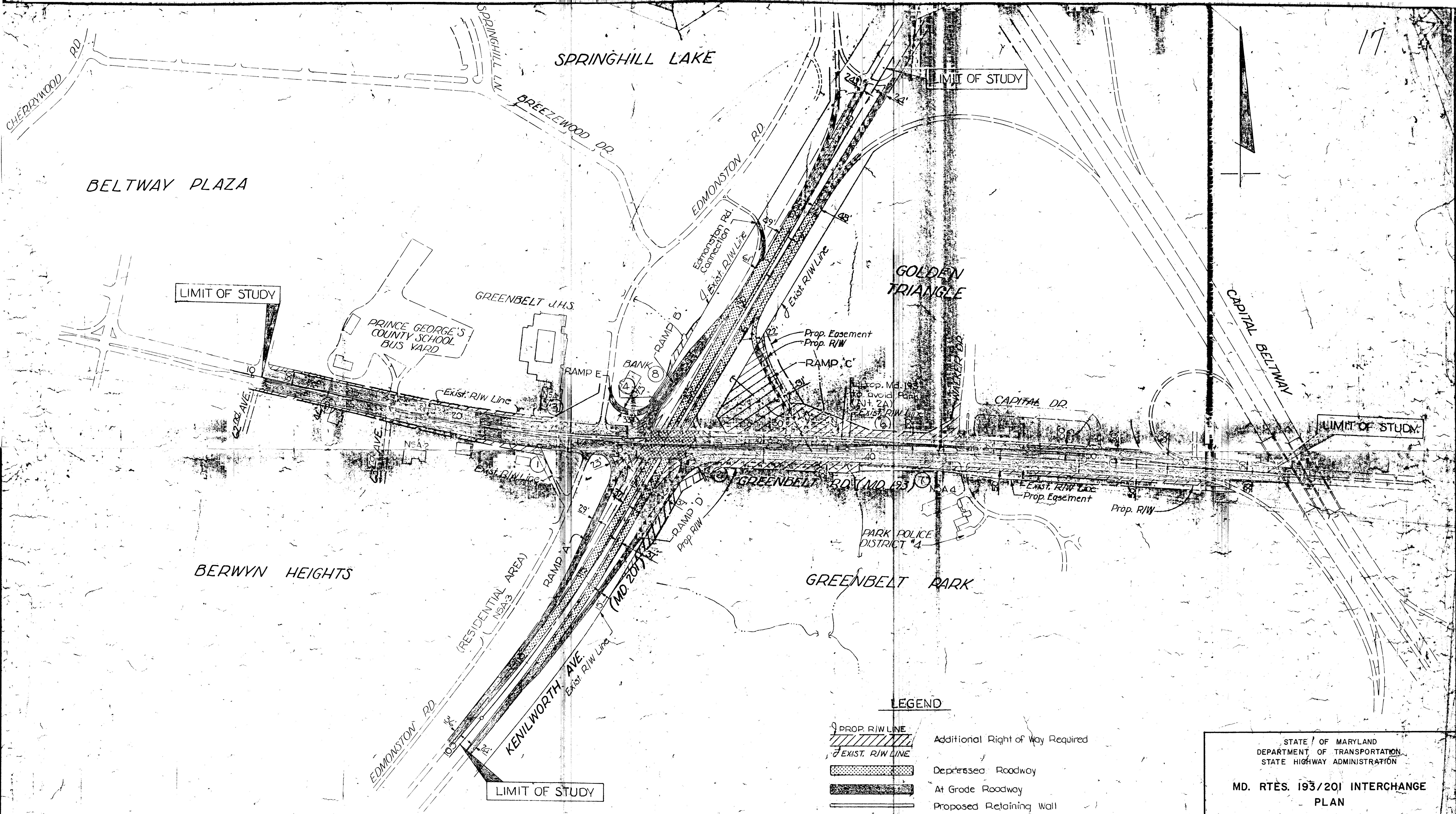
The DHV traffic for the interchange are as shown below:



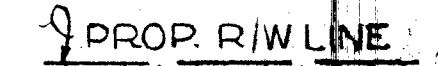
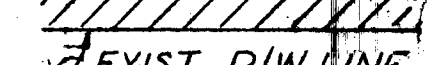


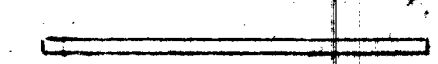

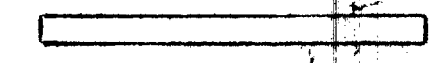


BUILD ALTERNATES



NO BUILD ALTERNATES



LEGEND

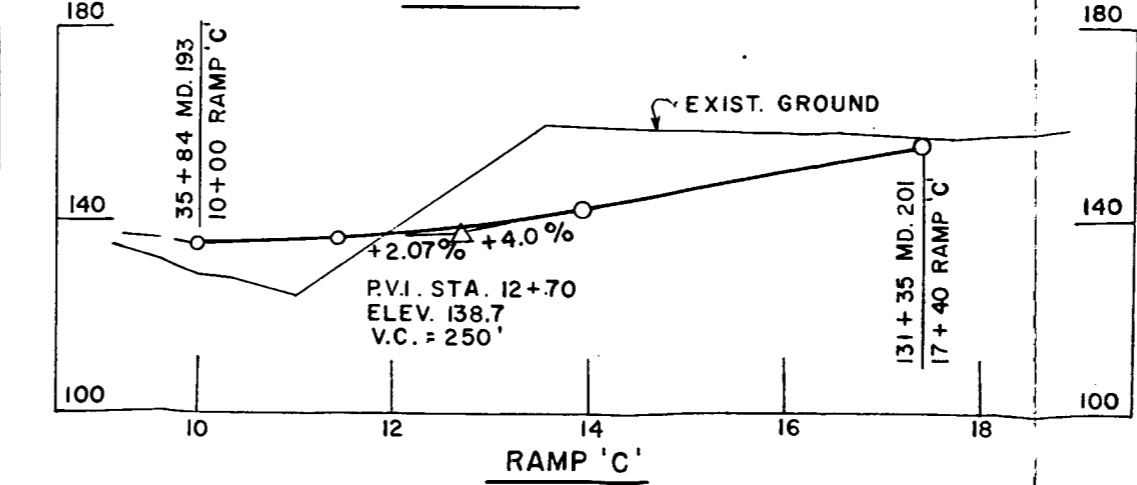
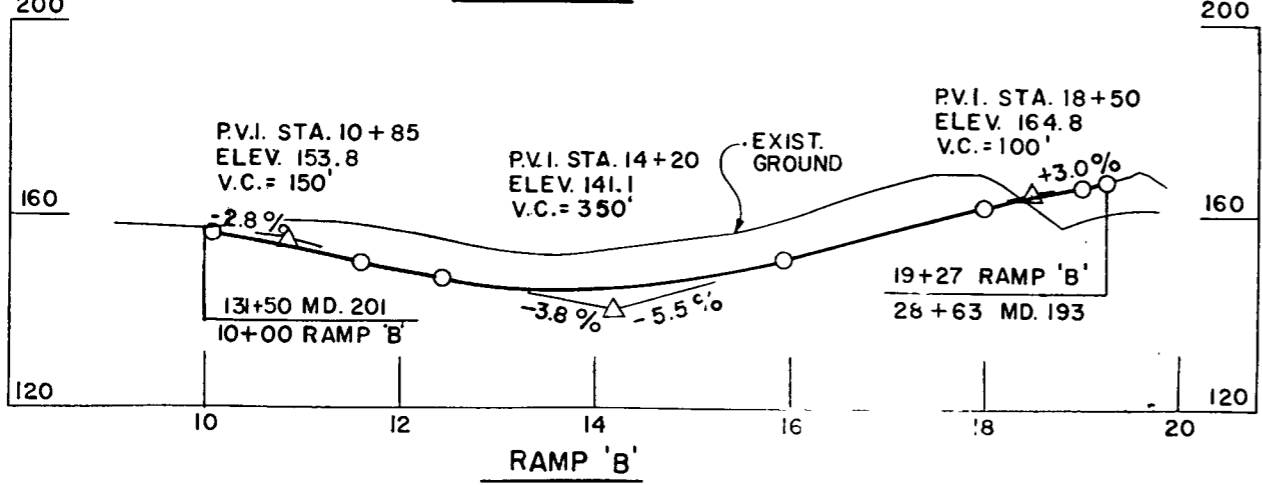
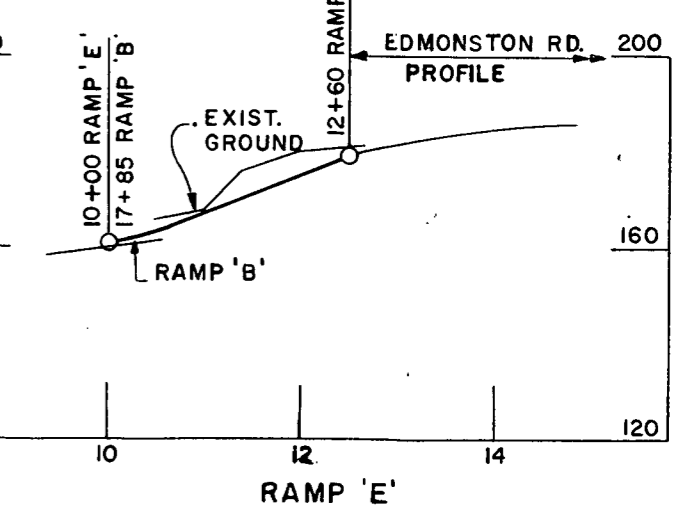
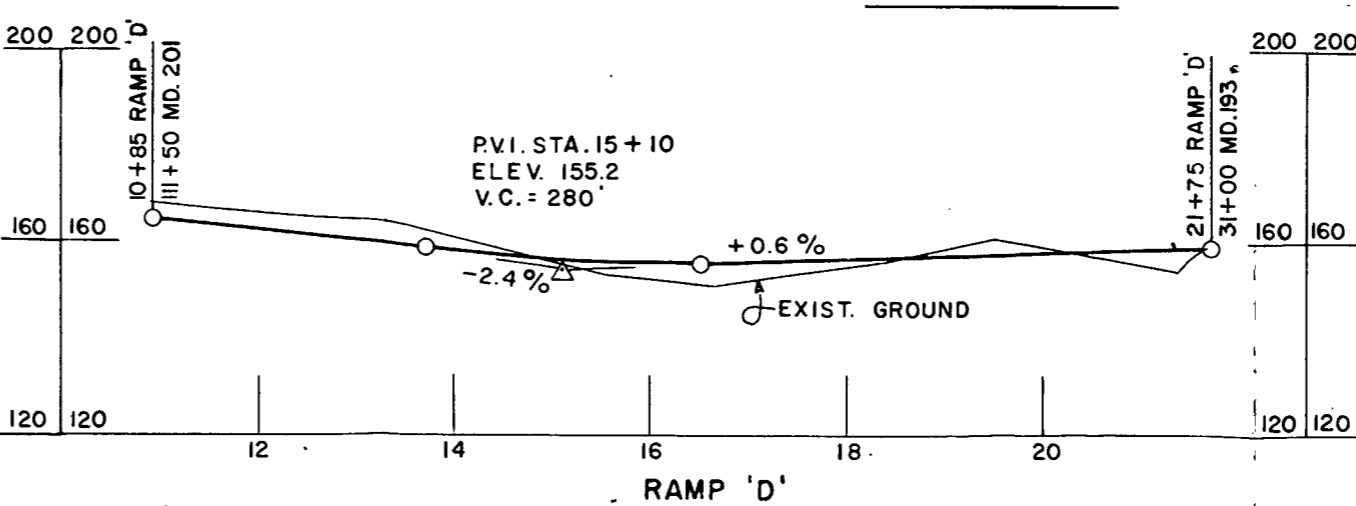
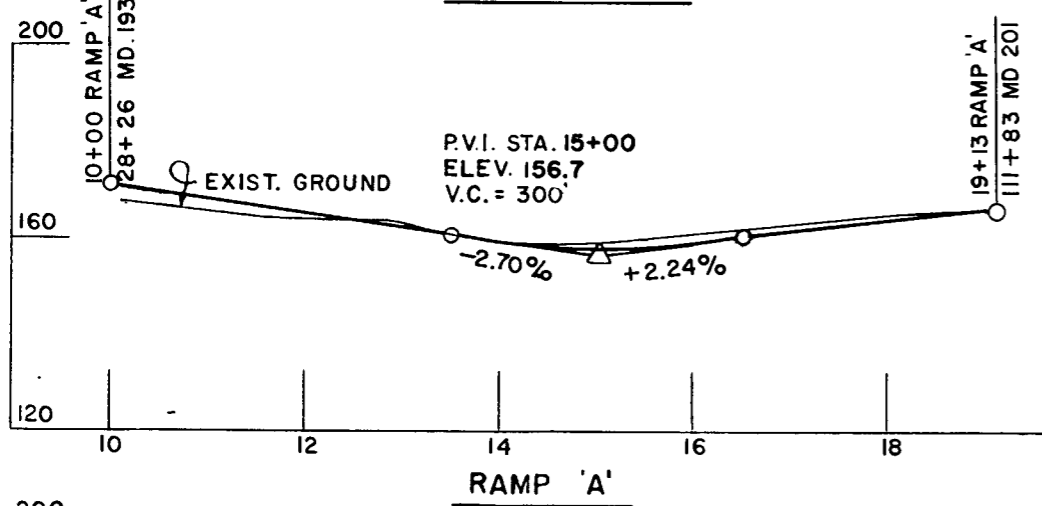
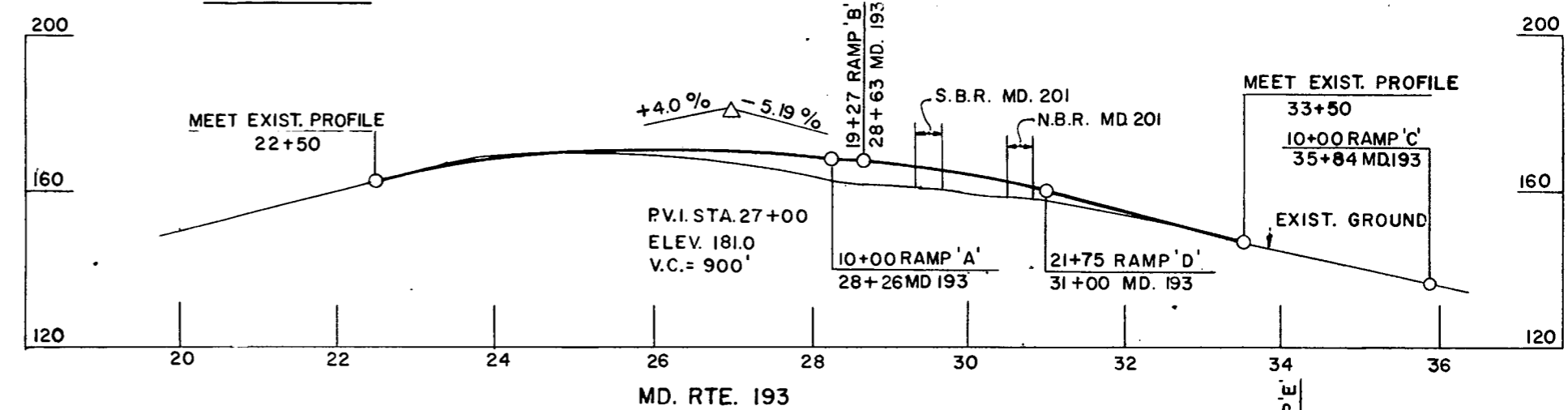
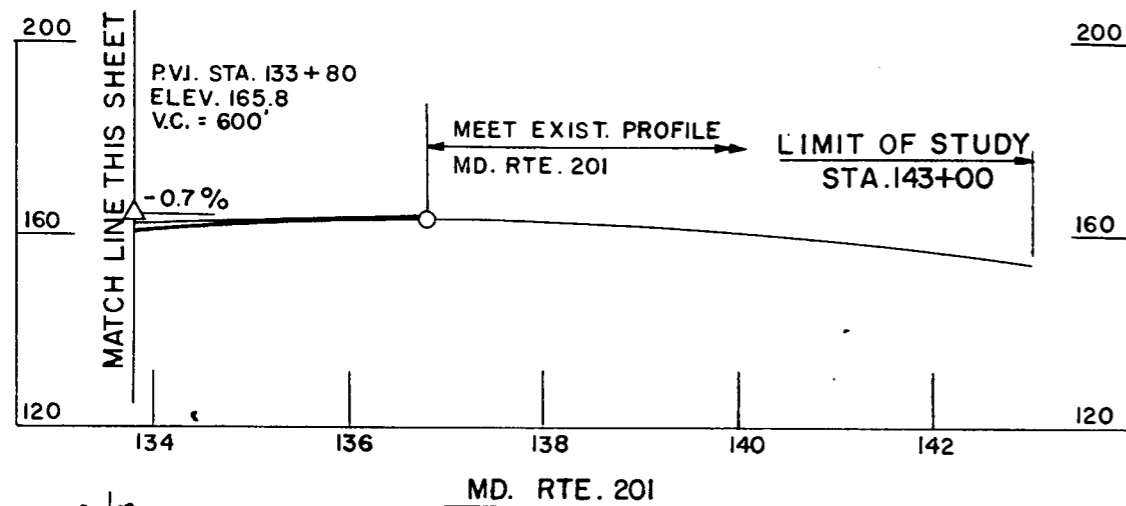
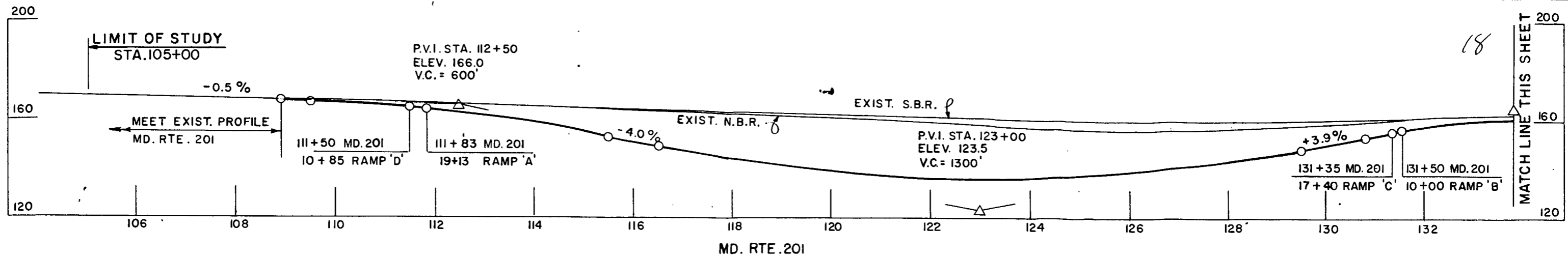
-  PROP. R/W LINE
-  EXIST. R/W LINE
-  Depressed Roadway
-  At Grade Roadway
-  Proposed Retaining Wall
-  Proposed Grade Separation Structure
-  Median
-  NSA-1
-  Air Pollution Receptors

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

MD. RTES. 193/201 INTERCHANGE
 PLAN

ALTERNATE 2
 (SELECTED ALTERNATE)

CONTRACT NO. P474-000-371



MD. 193 / 201 INTERCHANGE

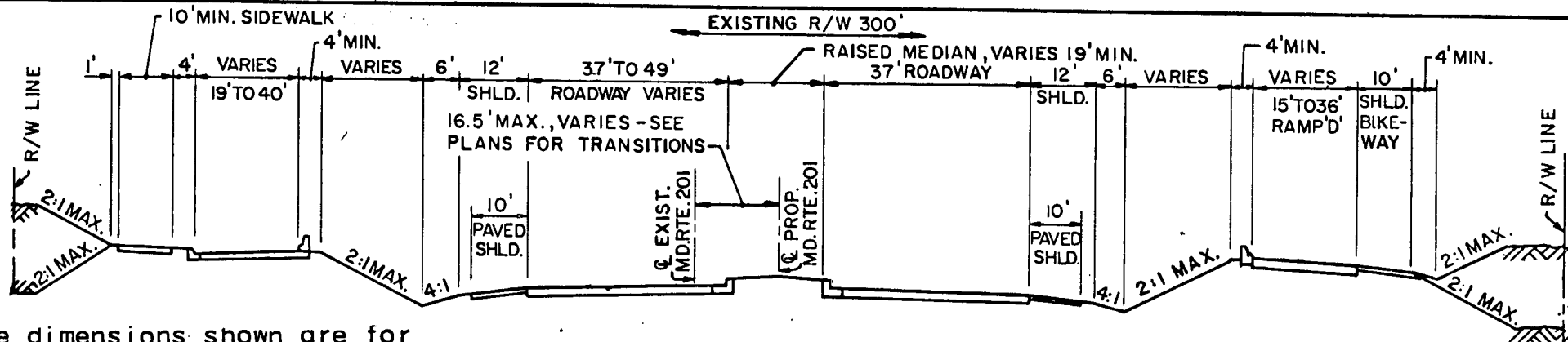
PROFILES

ALTERNATE 2
(SELECTED ALTERNATE)

CONTRACT NO. P 474-000-371

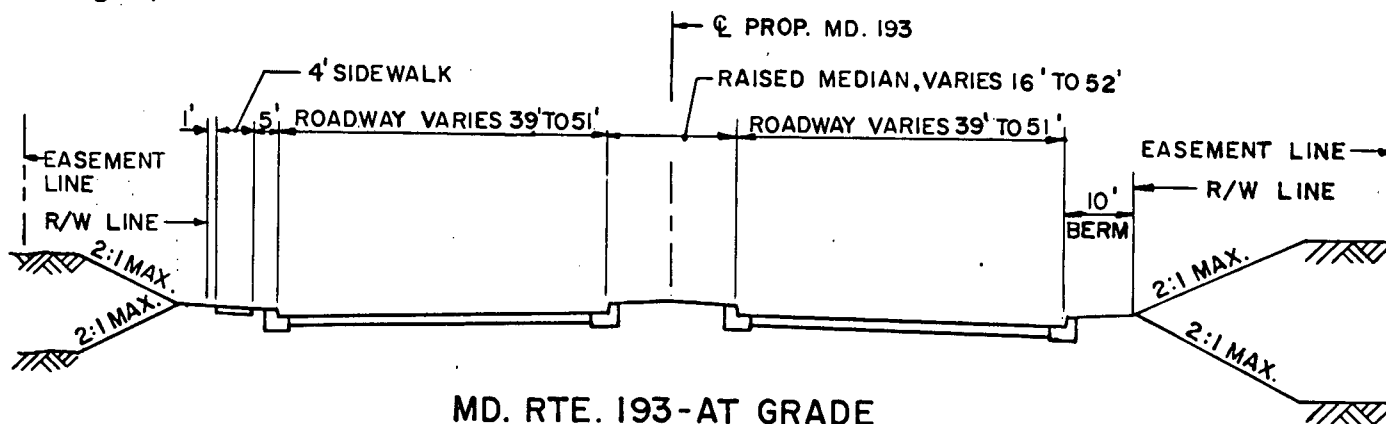
SCALE: HOR. 1" = 200'
VER. 1" = 40'

PLATE NO. 4

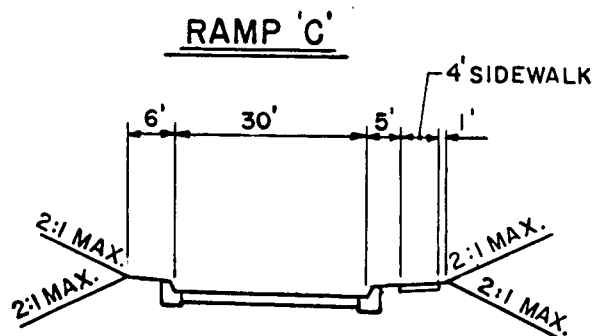


The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

MD. RTE. 201-DEPRESSED



MD. RTE. 193-AT GRADE



MD. 193 / 201 INTERCHANGE TYPICAL SECTIONS ALTERNATES 2 & 2A

CONTRACT NO. P 474-000-371

NOT TO SCALE PLATE NO. 5

19

20

PROJECT HISTORY AND NEED

HISTORY

The proposal of improvements to the intersection of Maryland Routes 193 and 201 first appeared in the "1968-1988 Twenty Year Highway Needs Study". The need for an interchange at this intersection was shown in the "1973-1992 Twenty Year Highway Needs Study".

This intersection and the possibility of providing an interchange at this location was studied in the "Western Prince George's County Transportation Alternates Study" prepared in June of 1973. This report recommended a full diamond interchange with Md. 201 passing over depressed Md. 193.

The project was listed in the "1972 - 1976 Maryland State Primary and Secondary Construction and Reconstruction Program", and is currently listed in the "Consolidated Transportation Program, 1979 - 1983" on line 3 in the Secondary Highway Program for Prince George's County.

This proposed action is in accordance with the adopted and approved "Master Plan for College Park - Greenbelt and Vicinity", prepared by the Maryland-National Capital Park and Planning Commission, dated November, 1970, and is included in the "Proposed Amendment to the General Plan for the Maryland-Washington Regional District within Prince George's County", dated November, 1977.

NEED

As described above, the need for an interchange at this critical intersection has been recognized for some time. Both Md. Rtes. 193 and 201 are classified as urban arterials on the Federal Functional Classification System. This class of highway is described as carrying the major portion of forecasted trips entering and leaving the urban area and serving the major intra-area centers. Md. 193 is a major cross-country route and Md. 201 serves major north-south traffic movements. For principal arterials, the primary function is travel service rather than service to abutting properties.

The proximity of this intersection to several major traffic generators contributes to the heavy traffic volumes using this intersection. These generators include The University of Maryland in College Park about 2 miles to the west, NASA Goddard Space Center about 2 miles to the east, Beltway Plaza Shopping Center, the town of Greenbelt and Greenbelt Park.

In addition to the existing traffic generators in the area, another major generator is being developed in the triangular parcel of land bordered by the Capital Beltway, Kenilworth Avenue and Greenbelt Road. This development, called the Golden Triangle, consists of approximately 57 acres and will include a supper club, high rise motel, office buildings and automobile dealerships. The only access to this property will be on Md. Rte. 193 between Md. Rte. 201 and the Capital Beltway. The Preliminary Plan of this tract was approved subject to a limitation of office building development to 450,000 square feet until the increased capacity of access roads (Md. 193, Md. 201) would permit the establishment of a new ceiling. This condition to approval of the plan highlights the need for increased capacity on both Md. 193 and Md. 201 in this area. This development will generate approximately 2,460 jobs, contributing significantly to peak traffic flows through the interchange.

Another development project that would serve as a traffic generator for the subject intersection is the Springhill Lake North Commercial Project planned on a 32 acre tract fronting on Md. 201 at its interchange with the Capital Beltway in the northwest quadrant of the interchange. A total employment at 1,925 is expected to be generated by this office building development. A total of 450,000 square feet of office space is planned.

Springhill Lake Industrial Project is another project that could generate significant traffic at the intersection of Md. 193 and 201. This project is located on a 51 acre parcel between the B & O Railroad and Cherrywood Lane, abutting the Capital Beltway.

An 8.2 acre parcel of land on the west side of Md. 201 between the connection from Springhill Lake and the off-ramp from the Capital Beltway is presently being developed for office space for the Nationwide Insurance Company and others.

A 29 acre parcel located east of the Baltimore-Washington Parkway between the Capital Beltway and Greenbelt Road is being developed as a community shopping center and 200,000 square feet of office space called Greenbelt East. An adjacent 34 acre parcel is also being planned for development in the near future. Commercial Office and Commercial General zoning classifications have been requested for this neighboring site.

The Greenbelt Station for the Washington Metro is proposed at the Beltway east of the B & O Railroad line. This station would also generate traffic using both Md. 193 and Md. 201 since Cherrywood Lane would provide the main access to the station. (1)

These projects would generate additional traffic for the roads in the area, including both Md. 193 and Md. 201. This additional traffic would increase the congestion at the existing at-grade intersection, thereby increasing the need for improvements to the intersection. As shown by the restriction on office space development in the Golden Triangle until the capacity of Md. Rtes. 193 and 201 is increased, improvements to the subject intersection are essential for the additional development proposed in the project area. The level of traffic service presently provided by this intersection during the peak hours of travel is Level of Service F which represents jammed conditions and over capacity. The existing traffic signal at the intersection has a cycle approximately 3 minutes long in the morning peak and about 3 minutes, 40 seconds long in the afternoon. This long signal cycle contributes to the congestion and driver delay experienced at this intersection. The projected traffic volumes shown in this report include the traffic generated by the developments described above.

Over the past few years, the number of accidents at this intersection have averaged about 35 per year and have been increasing. About 40% were angle or turning collisions involving at least one car that had entered the intersection on a red signal. By depressing one roadway, one major through traffic movement would be removed from that at-grade intersection which would decrease the length of signal cycle and delays and the accident potential and rate.

(1) "Traffic Analysis of the Metro 'E' Route Station Alternatives", SHA, April 1975.

BASIS FOR NEGATIVE DECLARATION

A Negative Declaration is a document that records the determination that implementing the proposed project would not have a significant effect upon the quality of the environment as it presently exists. This determination is made in accordance with the latest Council on Environmental Quality regulations published on November 30, 1978 and the latest revision to the Federal Highway Administrations publication FHPM 7-7-2, dated May 14, 1979.

The major effect of the project would be the improvement of traffic service through this major intersection. The increased capacity of Md. 193 and Md. 201 would better serve the proposed and existing traffic generators in the area and the commuters passing through the intersection on these major arterials. None of the adverse effects described in the Environmental Effects Section are significant with respect to their degree of impact on the environment. Therefore, the project would have an overall beneficial effect on the environment of the project area.

EXISTING ENVIRONMENT

NATURAL ENVIRONMENT

GEOMORPHOLOGICAL CONDITIONS

The topography in the area ranges from fairly flat to rolling with slopes varying between 2% and 15%. The steepest slopes are found in the area just east of Md. 201 north and south of Md. 193. The area is within the Western Shore Division of the Coastal Plain Province with elevations ranging from about 100 to 190 feet above sea level.

Groundwater depths in upland areas vary between 3 to 5 feet in seasonably high water table. Drainage problems could be encountered in floodplains of perennial and intermittent streams.

The soils in the upland areas are generally rapidly permeable fine sandy loams and loamy sands. These soils have low moisture-holding capacity and high to moderate erosion potential. See Plate 6. Floodplains are predominantly poorly drained silt loams. They should be kept planted to reduce erosion potential. Wind erosion potential is high in upland areas where sandy soils occur with water tables deeper than four feet. Wind erosion potential in floodplains is low to moderate. The silty and clayey land shown on Plate 6 has high erosion potential and should be protected by vegetative cover.

Surface and subsurface drainage in upland areas varies from good to poor and in floodplains from fair to very poor.

WATER QUALITY

One well-defined intermittent stream and several minor drainage courses pass through the project area. The stream crosses existing Md. 201 just north of the intersection from west to east, then passes under Md. 193 into the park about 1000 feet east of Md. 201. See Plate 3.

VEGETATION

The southeast corner of the intersection borders Greenbelt National Park and is characterized by mature mixed hardwoods and southern pines. The understory is generally scattered dense thickets of greenbriers, honeysuckle, poison ivy and viburnum. Thickets of gum, locust, maple, and Virginia pine saplings border the existing rights of way on all but the northwest corner of the intersection.

The southwest corner of the intersection between Edmonston Road and Md. 201 consists of the same type of flora described above.

The northeast quadrant of the intersection is being developed commercial except for a woodlot in the northeast corner of the intersection that has not yet been disturbed by construction. This woodlot consists of second growth hardwoods and understory species common to poorly drained areas.

No rare or endangered plant species occur within the project area. Unique species such as ground pine and mocassin flower are found in the parkland. There are no wetlands in the project area. See the letter from Md. Department of Natural Resources on page 57.

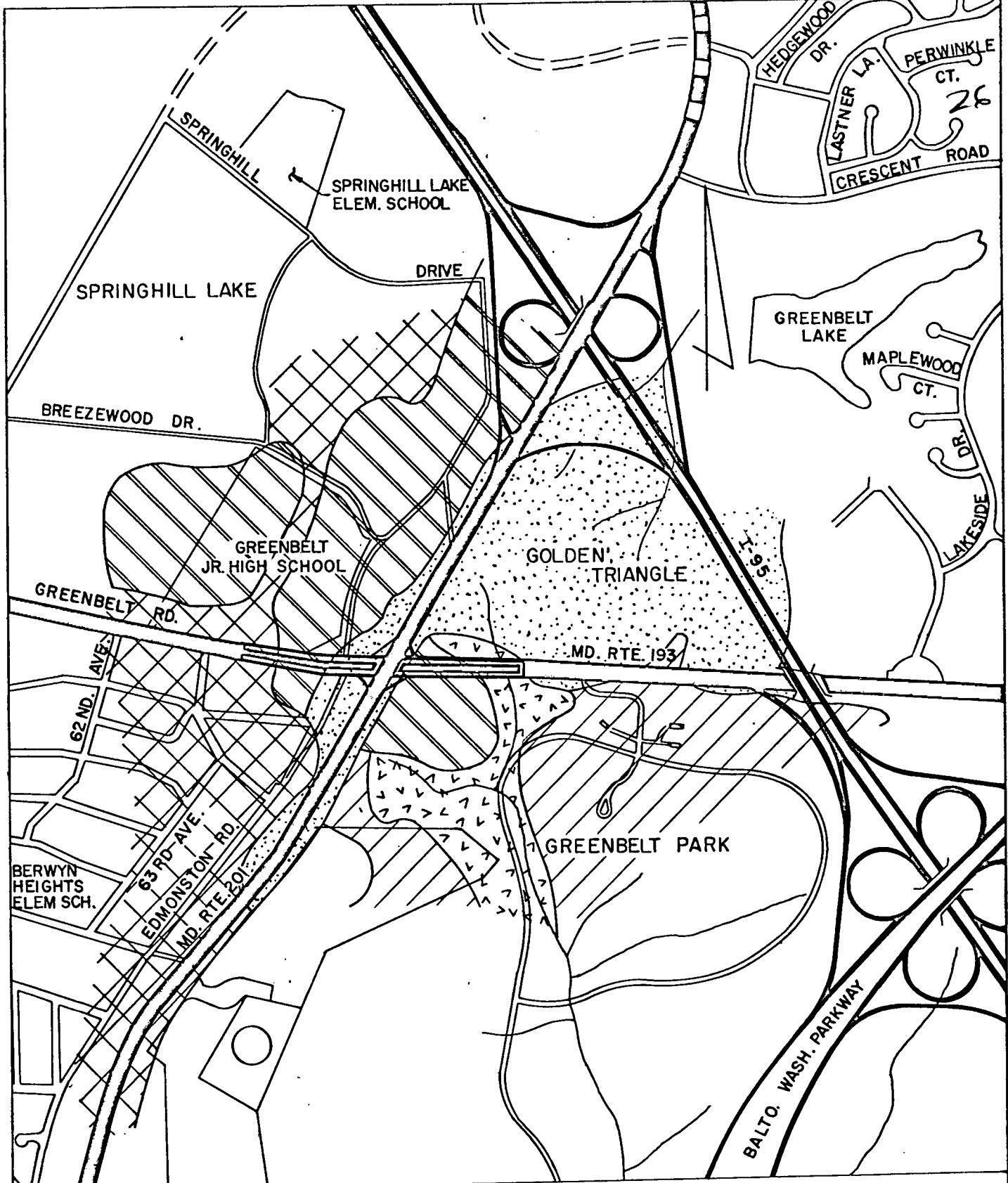
The northwest corner of the intersection has been commercially developed.

WILDLIFE






The overall value of the project area for wildlife is generally low except for the park, due to the proximity of the highways and the isolating effect of the roadways. The commercial development under construction in the northeast quadrant (Golden Triangle) further isolates the habitat and reduces its overall quality. Densities of species are generally low to average since reduced carrying capacities are common to areas adjacent to highways. The area does not support any known rare or endangered species.

The fauna found in these wooded areas include those typically found in Prince George's County woodlands near urban or suburban areas. The variety of songbirds, small mammals, reptiles, and amphibians is enhanced in the southeast quadrant by the adjacent parkland.

The species found in these woods include frogs, turtles, snakes, lizards, mice, chipmunks, squirrels and rabbits. Occasionally foxes, raccoons, skunks and weasels are found in the area. Songbirds inhabit the region and some species such as hawks, kestrels, owls, doves, woodpeckers and thrashers are found on a transient basis.



LEGEND

-  SILT LOAMS
-  SANDY LOAMS
-  FINE SANDY LOAMS
-  LOAMY SANDS
-  SILTY AND CLAYEY LAND

MD. 193 / 201 INTERCHANGE

SOILS MAP

CONTRACT NO. P 474-000-371

SCALE 1"=1000' PLATE NO. 6

MAN-MADE ENVIRONMENTPLANNING AND LAND USES

As described in the section, Project Description and Location, the project is located in a suburban area of Washington, D. C. at the intersection of two major urban arterials. The intersection is bordered by commercial, residential and public land. See Plate 2.

The development plan of the Golden Triangle calls for commercial development providing employment for approximately 2,500 employees. This development would become a major traffic generator for the subject interchange; therefore, the Preliminary Plan of the area was approved subject to a limitation on office building space until the capacity of the access roads (Md. 193, Md. 201) is increased.

Springhill Lake North Commercial Project, on Md. 201 at its interchange with the Capital Beltway will also serve as a traffic generator for the subject interchange. This project includes an 8-story office building, which is under construction, and a motel. A second phase of construction will include an additional 400,000 square feet of office space and a convention facility.

Springhill Lake Industrial Project, located between the B & O Railroad and Cherrywood Lane, north of Md. 193, abutting the Capital Beltway, could include light industrial, office and recreational uses. Employment generated is estimated at 100 to 150 jobs. Construction could begin at any time and completion is scheduled within two years. Cherrywood Lane would be the principal access to the property.

Greenbelt East, located east of the Capital Beltway between the Baltimore-Washington Parkway and Md. 193, is scheduled for construction within the next two years.

All the projects described above have been recommended by the Prince George's County Department of Program Planning and Economic Development to be included in the Economic Development Program for Prince George's County. These projects will all generate substantial tax revenues, employment and income for the County. For additional information on these projects, see the Project Need Section.

COMMUNITY FACILITIES

Emergency Services

No fire stations or police stations are located within the proposed interchange area. The nearest fire station is on 60th Avenue, one block south of Md. 193 in Berwyn Heights. There is also a substation for the National Park Police located in Greenbelt Park just off Greenbelt Road. This substation serves District 4 which consists of 36 miles of the Baltimore-Washington Parkway and the park itself. Approximately 28 police are assigned to this station.

Churches

The Berwyn Presbyterian Church is located on the southeast corner of 63rd Avenue and Md. 193. There is one access to Md. 193 and one access to 63rd Avenue.

Schools

Greenbelt Junior High School is located at the northwest corner of Edmonston Road and Md. 193. Recreational facilities for the school are located behind the building away from either roadway. In addition, Prince George's County Board of Education maintains a school bus yard and maintenance shop between the junior high school and Beltway Plaza. This bus yard has access to Md. 193 at 63rd Avenue.

Parks

There are approximately 2,200 acres of parkland in the College Park - Greenbelt area owned by the various municipalities in the area, the city of Greenbelt and the Maryland-National Capital Park and Planning Commission. In addition, some of the University of Maryland recreational facilities such as tennis courts and golf course are available for public use on a limited basis.

Greenbelt National Park, the largest in the area, consists of 1,147 acres of woodland on low rolling hills and is bordered by Md. 193 and the Capital Beltway on the north. The park is generally used for picnicking, camping, hiking, biking, horseback riding and other outdoor sports. Over the past few years, there have been an average of 1,300,000 visitors per year in the park, approximately 4% of which were campers.

Public Transportation

The proposed action is an integral part of the transportation system for the area as described in the Master Plan. The system includes highways, rapid rail and railroad facilities. The proposed rapid transit line extends north-south through the area parallel to the B & O Railroad line. A transit station is proposed south of the Capital Beltway and would be served by ramps from the Beltway and Cherrywood Lane. A system of feeder buses traveling the lateral arterial routes, such as Md. 193, is proposed to serve the radial rapid transit system.

HISTORICAL AND ARCHEOLOGICAL SITES

Historic Sites

There are three historic resources within three-quarters of a mile from the project but none are within the project study limits. Two are located north of the Capital Beltway along Md. 201. One site, the Methodist Preaching Place is on the west side of Md. 201 just north of the Maryland State Highway Administration District Office. The second resource is the Town of Greenbelt, which is located north of the Capital Beltway between Md. 201 and the Baltimore-Washington Parkway. A third historic site is located three quarters of a mile southwest of the intersection and is called Berwyn Heights Smith House.

Archeological Sites

The project area was surveyed by a professional archeologist in search of archeological remains. Test pits were dug in all areas considered to be likely sites for remains. No remains were found during the survey. There are no previously recorded sites within the project area and no previous investigations have been conducted in the immediate vicinity. It was concluded that no known archeological resources would be affected by the proposed construction.

SOCIO-ECONOMIC FEATURES

The project area is surrounded by several residential communities, including Greenbelt, Berwyn Heights and Springhill Lake. Table 1 describes the socio-economic features of these communities.

Berwyn Heights is located south of Md. 193 and west of Md. 201. It is a well established residential community consisting of one-family

detached homes with its own elementary school, day care center and municipal center. The income level of the community is upper middle class.

Springhill Lake is located north of Md. 193 and west of Md. 201 and consists mainly of apartment dwellings. It also has its own elementary school and Greenbelt Junior High School is located on the southern border of the community.

The town of Greenbelt is located about three-quarters of a mile north of the project area on the east side of Md. 201, north of the Capital Beltway. This was the first planned community in the United States and is considered an historic site. The town is a residential community including schools, stores and recreational areas. The residential areas contain both multifamily and single-family detached dwellings. The income level of the residents is middle and upper middle class.

The Greenbelt-College Park area has several large employment centers such as NASA Goddard Space Center, University of Maryland and the National Agricultural Research Center. Several other employment centers are planned for the area and are described in the section on Planning and Land Uses.

TABLE 1
SOCIO-ECONOMIC FEATURES OF THE PROJECT AREA *

	<u>Greenbelt</u>	<u>Berwyn Heights</u>	<u>Springhill Lake</u>
Population (July 1976)	10,700	4,762	6,402
At Place Employment (1974)	707	927	1,639
Non-whites (Percent)	0.7	.06	2
Workers (1970)	3,817	2,061	3,834
Place of Work %			
D.C.	25	25	35
P. G. Co.	48	50	35
Montgomery Co.	10	10	15
Elsewhere	17	15	15
Average Gross Household			
Income (1974)	\$20,000	\$25,000	\$18,000

*The information in this table was obtained from the Maryland-National Capital Parks and Planning Commission.

ENVIRONMENTAL EFFECTSAIR QUALITYGeneral

An analysis was performed to assess the potential impact of the project on the ambient air quality of the project area.

National Ambient Air Quality Standards were established by the Environmental Protection Agency (EPA) for carbon monoxide concentrations, and are shown in Table 2. The estimated concentrations projected for the alternates studied should fall below these concentrations.

TABLE 2NATIONAL AMBIENT AIR QUALITY STANDARDS FOR CO

<u>Level not to be exceeded more than once per year</u>	<u>Averaging Period</u>
35 ppm *	1 hour average
9 ppm	8 hour average

* ppm - parts per million

Carbon monoxide background concentrations for this project were derived through the use of a Hanna-Gifford based area source model developed by the Metropolitan Washington Council of Governments for use in predicting future carbon monoxide levels in the Washington area. These projections are based on AP-42 Supplement V and the Transportation Planning Board traffic demand projections. The resulting concentrations for the project area are shown in Table 3.

TABLE 3BACKGROUND LEVELS OF CARBON MONOXIDE (ppm)

	<u>One Hour</u>	<u>Eight Hour</u>
1985	6.0	1.9
2005	5.1	1.7

Two years were established as study years for this project; the estimated time of completion (ETC) which was assumed to be 1985 and ETC plus twenty years of 2005. These two years were used because emission

characteristics of vehicles and traffic volumes are continually changing. The design year of the roadway is 2005 and reflects long term impacts. 1985 describes the immediate impact of the project on the area.

Traffic emissions data were established using the methods and the data included in the Environmental Protection Agency's publication, Mobile Source Emission Factors, for Low-altitude Areas only, Final Document, March 1978. The methods described in this publication have been incorporated into a computer program, MOBILE I which was used to determine the composite emission factors for various travel speeds for both 1985 and 2005 traffic.

Description of Analysis

Two separate analyses were performed to determine the impacts on air quality. A "near-field" analysis was performed, which deals with carbon monoxide (CO) concentrations found along the existing and proposed roadway. Traffic data, emission data, meteorological conditions and roadway conditions all have a bearing on the pollutant concentrations found in the area. A computer model called HIWAY, developed by the Environmental Protection Agency was used to predict the pollutant concentrations created at various distances from the road by each alternate being studied including the "No Build". This program is a computerized model of a Gaussian plume dispersion equation which has been applied to line sources of pollutant emissions.

The roadway was broken into straight highway segments of similar traffic volumes and travel speeds. Backup of traffic at the at-grade intersections was also described by an idling emission, average length of backup and percentage of the hour the backups would occur. Locations were chosen along the affected roadways to be tested for pollutant concentrations. These locations included the school, park, edge of right of way and existing buildings. See Plate 3 for the locations of these receptors.

The second type of analysis, referred to as the Burden Analysis, determines the amounts of various vehicle-related pollutants such as carbon monoxide, (CO), nitrogen oxides, (NO_x), and hydrocarbons, (HC), generated by the selected alternate.

Near Field Analysis

The near field analysis of CO concentrations in the project corridor showed that the selected alternate would produce lower concentrations than the No Build Alternate at most receptors for both study years, 1985 and 2005. This result is due to the higher travel speeds and shorter backups experienced with the Build Alternate.

For the one-hour concentrations, there would be no violations of the National Ambient Air Quality Standards for the Build Alternate for any design year analyzed. See Table 4. For the 8-hour concentrations, there would be one case (9.8) in which the standards would be exceeded in 1985. See Table 5. No violations would occur in the design year 2005 under the selected alternate.

Based on this analysis of microscale, regional and construction air quality and coordination with the U.S. Environmental Protection Agency and the Maryland Bureau of Air Quality, we find the project consistent with the State Implementation Plan.

The analysis performed did not assume an inspection/maintenance program for all in-use vehicles. It is reasonable to forecast that if the air analysis was redone utilizing the inspection/maintenance program the air quality levels would be less than shown in the following tables. In fact, no violation should occur in the Build Alternate. Inspection/maintenance will become State law in July 1982. The inspection/maintenance program will become voluntary in July, 1981.

Burden Analysis

The results are shown in Table 6. Lower totals of nitrogen oxides are produced by the No Build Alternate than the Build Alternate because the traffic speeds and volumes are lower for this alternate. The emission rate of nitrogen oxides increases with increased travel speed rather than decreases as do the rates for CO and HC.

The No Build produces higher levels of HC and CO in 1985 than the Build Alternate due to its lower travel speeds and longer backups. However, in 2005, the lower traffic volumes on the No Build Alternate are reflected in the results of the HC and CO burdens. Travel speeds are less significant in the 2005 emission rates than in 1985; therefore, the difference in traffic volumes becomes more significant for these total pollutant burdens.

TABLE 4

TOTAL CO CONCENTRATIONS - ONE HOUR PEAK

<u>Receptor</u>	<u>1985 (ppm)</u>			<u>2005 (ppm)</u>		
	<u>Alt 1</u>	<u>Alt 2</u>	<u>No Build</u>	<u>Alt 1</u>	<u>Alt 2</u>	<u>No Build</u>
1 Edge of R/W SW quadrant Sta. 24+00 ⁺	19.4	26.7	25.9	16.8	21.6	18.5
2 Edge of R/W SE quadrant- Park	17.7	19.2	24.8	14.7	15.6	18.5
3 Greenbelt Jr. High School	14.9	18.7	18.8	11.7	14.9	13.8
4 Peoples Bank	18.4	16.0	23.1	14.7	13.1	18.2
5 Edge of R/W NE quadrant	21.0	-	25.1	15.9	-	19.9
6 Edge of R/W Md. 193 Sta. 40+00 Lt	14.0	15.8	17.8	11.2	12.2	13.0
7 Edge of R/W Md. 193-Park	13.2	16.6	14.1	11.3	14.3	11.4
8 Edge of R/W NW quadrant	21.7	17.3	26.2	18.1	14.1	19.8
9 Office Bldg. on Md. 193 Sta. 14+09	21.0	20.1	21.4	16.0	14.5	15.0

TABLE 5

TOTAL CO CONCENTRATIONS - EIGHT-HOUR AVERAGE

<u>Receptor</u>	<u>1985 (ppm)</u>			<u>2005 (ppm)</u>		
	<u>Alt 1</u>	<u>Alt 2</u>	<u>No Build</u>	<u>Alt 1</u>	<u>Alt 2</u>	<u>No Build</u>
	1 Edge of R/W SW quadrant Sta. 24+00+	7.5	9.8	9.8	6.4	7.3
2 Edge of R/W SE quadrant- Park	5.6	6.9	9.1	4.9	5.6	6.8
3 Greenbelt Jr. High School	5.4	6.5	7.0	3.9	5.0	5.2
4 Peoples Bank	6.0	5.6	8.4	5.5	4.6	6.9
5 Edge of R/W NE quadrant	7.2	-	9.8	6.1	-	7.4
6 Edge of R/W Md. 193 Sta. 40+00 Lt.	5.4	5.4	6.9	4.4	4.5	5.1
7 Edge of R/W Md. 193-Park	4.9	6.3	5.3	4.2	5.2	4.3
8 Edge of R/W NW quadrant	7.0	6.1	9.5	6.1	5.5	7.2
9 Office Bldg. on Md. 193 Sta. 14+09	8.1	7.7	8.7	6.3	5.6	6.0

TABLE 6

POLLUTANT BURDEN (TONS/DAY)

	<u>CO</u>		<u>HC</u>		<u>NO_x</u>	
	<u>1985</u>	<u>2005</u>	<u>1985</u>	<u>2005</u>	<u>1985</u>	<u>2005</u>
	1 Alt 1	1.04	0.81	0.11	0.10	0.16
2 Alt 2	0.92	0.70	0.09	0.08	0.17	0.15
3 No Build	1.18	0.78	0.13	0.09	0.14	0.11

WATER QUALITY

As described under the Natural Environment section, there is one well-defined intermittent stream draining the area from Edmonston Road to Md. 193 east of Md. 201. Presently the area north of Md. 193, east of Md. 201 draining into this stream is under construction for the Golden Triangle commercial development. This development has included two detention basins to serve as storm water management structures. The storm drainage system designed for the improvement to the interchange will be coordinated with these detention basins in order to reduce to a minimum the impact of the project on the existing water courses. The existing culverts would be extended for the widened grading but the sizes would remain the same under the Build Alternate. The project would not encroach significantly on the floodplain. No relocations of streams would be necessary. No Section 404 Permit would be required.

The additional paving for Md. 201 and Md. 193 would not significantly increase the percentage of impervious area for the drainage areas. Therefore, the increased runoff due to the selected alternate would be negligible.

Increased erosion and sedimentation during construction could have an adverse effect on the quality of water in the streams. These effects would be reduced to a minimum by implementing erosion control methods and devices provided by the standard SHA procedures and dictated by the topography and soil conditions of the project area.

Runoff of highway related pollutants such as hydrocarbons, lead and salt also constitute a potential source of contamination to water courses in the vicinity of highways. The increase in width of roadway and traffic volumes as a result of the project would not result in a significant increase in the runoff of highway-related pollutants into the existing streams.

NOISEDescription

A study was performed to analyze the impact of the project on noise levels in the project area. The Federal Aid Highway Program Manual 7,7,3 has established design noise levels for various land use categories. See Table 7. If predicted noise levels were found to be higher than these levels, the use of noise attenuating devices was investigated.

Four noise sensitive areas were identified in the project area and are shown on Plate 3. The first noise sensitive area is the Greenbelt Junior High School, a single story block building. The section of the school nearest Md. 193 is the shop/industrial arts wing. The building is not air conditioned.

The second noise sensitive area identified was Berwyn Presbyterian Church on the south side of Md. 193 at the corner of 63rd Avenue.

The third area identified was a group of about 10 single family, one-story residences located along the west side of Edmonston Road south of Md. 193. They are separated from Md. 201 by a strip of mature trees 75 to 100 feet wide.

Greenbelt Park was identified as the fourth sensitive area. The closest activity area to Md. 193 is a horse and foot path between 100 to 150 feet from the roadway, more than 2,000 feet east of the Md. 193/201 intersection.

Ambient noise measurements were taken at the noise sensitive areas on weekdays from 10:30 A.M. to 6:00 P.M. to include morning, mid-afternoon and rush hour traffic conditions. It was found that peak hours produced lower noise levels than off-peak hours. These ambient measurements are used to establish a basis for impact analysis. This impact is based on the change in L_{10} levels between ambient levels and predicted levels. The degree or amount of change is assessed according to the following criteria:

<u>L_{10} Change over Ambient</u>	<u>Degree of Impact</u>
Decrease over Ambient	Positive
0-5 dBA Increase	Negligible
6-10 dBA Increase	Minor
11-15 dBA Increase	Significant
over 15 dBA Increase	Severe

Whenever the L_{10} noise levels are increased by 10 dBA or more over ambient conditions, noise abatement measures (in general, noise barriers) are considered to minimize impact. Consideration is based on the size of the impacted area (number of structures, spacial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure and economic feasibility.

Noise levels were predicted for the noise sensitive areas for the design year (2005) using the Federal Highway Administration Traffic Noise Prediction Model (FHWA Model). This method is described in more detail in the Noise Report prepared by the Maryland State Highway Administration. Table 8 shows the results of the noise predictions.

Impacts

Under the selected alternate, projected noise impacts will be negligible with noise level increases of 0-5 decibels at the four noise sensitive areas. Two areas, NSA 1-Greenbelt Junior High School and NSA 4, Greenbelt Park will experience noise levels in excess of the Federal design noise level criteria.

A thorough study of the potential for noise abatement in the area of the school was made. The following discussion presents the findings of the study.

Noise levels projected for the section of the Greenbelt Junior High School building closest to the subject roadway (Maryland Route 193) are found in Table 8. The 73dBA L_{10} level is the exterior noise level at the southernmost wall of the shop/industrial arts classroom wing of the building. Projection of noise levels at the exterior wall of an academic classroom wing yielded an L_{10} of 66.5dBA. No noise sensitive activities are conducted in these outdoor areas.

An analysis of noise level variations, based on the diurnal traffic curve for Maryland 193, was made to determine the duration and intensity of noise impact during a "typical" school day (8:00 A.M. - 4:00 P.M.). It was found that no violations of the exterior design noise level criteria will occur during the school day.

Analysis was also made of interior noise levels. With the school building in its present state (not air-conditioned) interior noise levels in the shop wing, based on worst-case conditions (i.e., 50% of classroom window area opened), will exceed the interior design level criterion by approximately 1 decibel for one (1) hour of the school day. In the academic wing, interior noise levels will not exceed design levels.

Based upon the aforementioned analysis, noise abatement for Greenbelt Junior High will not be further pursued for the following reasons:

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIP

Design Noise Levels - dBA

<u>Leq(h)¹</u>	<u>L10(h)²</u>	<u>Description of Activity Category</u>
57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries and hospitals.
72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
---	---	For requirements on undeveloped lands see Noise Report.
52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

¹Leq(h) - The equivalent steady state sound level which would contain the same acoustic energy as the time-varying sound level for a period of one hour.

²L₁₀(h) - The sound level that is exceeded 10 percent of a one hour period.

1) exterior design noise levels will not be exceeded during any hour of the school day based on diurnal traffic variations at either the academic or shop wings of the school building, and

2) since the windows in the school will be open for roughly 15-20% of the school year, interior design noise levels may be exceeded in the shop wing only. However, due to the nature of the activity (hammering, sawing, etc.) in this section of the building, the interior noise generated within the building will mask more of the noise entering from without. Interior noise levels in the academic (math/english) wing will not exceed design criteria at any time during the school day.

Noise Sensitive area 4, Greenbelt Park will also experience noise levels in excess of the design noise levels as a result of the project. The closest activity area is a horse and foot path and is located 100-150 feet from Md. 193 and more than 2000 feet east of the proposed Md. 193/201 interchange. Projected noise levels will be 1 dBA above the Federal design noise level criterion along a 600 foot section of the path.

The nearest recreational area to the project is a picnic and playing field approximately 500 feet from Md. 193. The difference between the noise levels produced by the No Build and Built Alternates are 1dBA. The noise levels are 60-61dBA, significantly lower than the design level of 70dBA.

The noise levels along the boundary of the park exceed the federal design noise levels by approximately 2dBA under the selected alternate. In order to reduce these levels to the design level of 70dBA, a barrier fence 8 to 10 feet high would be needed for 2500 feet along the north boundary of the park. This barrier would cost approximately \$200,000 and would require an additional strip of property from the park 5 feet wide. This fence would create a visual barrier for those using Md. 193, and would effectively eliminate the visual effect of any landscaping and park woodlands. The view from the road would be one of an urban area with development on both sides of the roadway.

Another means of reducing the noise levels near Md. 193 would be to revegetate within the park area for a distance of 30 feet with dense evergreens. This procedure would cost about \$120,000 and would reduce the noise levels by about 2dBA within 30 feet of the right of way. The noise levels at the right of way would still be 2dBA greater than the design levels. The visual impact of this alternate would be much more acceptable

than the wall described above and would maintain the effect of woodland along Md. 193. 41

If the concern was to reduce the noise levels of the Build Alternate only where they exceed design levels in the area of the horse trail, a noise barrier fence 600 feet long and 6 to 8 feet high could be placed at the east end of the park boundary. This fence would cost approximately \$30,000. A double row of evergreens could also reduce the levels by 1dBA at the horse trail and would cost approximately \$15,000.

For a tabulation of the noise impacts and possible measures, see Table 8. The final decision as to type and method of noise attenuation to be used will be made in the design phase in coordination with the U. S. Department of the Interior.

Construction Impacts

As with all major construction projects, areas around the construction site are likely to experience varied periods and degrees of impact from noise. This type of project will probably employ the following pieces of equipment which will likely be sources of construction noise:

Bulldozers and Earthmovers

Graders

Frontend loaders

Dump and other heavy trucks

Compressors

It is probable that construction activity will not occur after 5:00 P.M. or before 7:00 A.M. and will likely be limited to weekdays and Saturdays. Religious events (NSA 2) or evening outdoor residential activities (NSA 3) will not likely experience adverse impacts because construction will not be ongoing at that time. However, school activities may be disrupted during construction. It is suggested, therefore, to schedule construction adjacent to NSA 1 for the summer months (mid June to mid September) and limit construction activity to non-critical time periods (7:00 a.m. to 5:00 p.m.) to minimize construction noise impacts.

Coordination with Local Officials

Effective and compatible land use planning and development should consider potential adverse impacts from highway traffic noise. To aid in this process, copies of the noise report and "The Audible Landscape: A Manual for Highway Noise and Land Use" have been sent to the following agencies:

TABLE 8

PROJECT NOISE LEVELS

MD. ROUTES 193/201 INTERCHANGE

Noise Sensitive Area	Ambient L ₁₀ Level	No Build	Selected Alternate	Federal Design Noise Level	Noise Impact dBA	Exceeds Federal Design Levels	Noise Attenuation	Cost of Attenuation	Remarks
School	68-71	67	73	70	2-5	+3	None *		
Church	65-69	62	69	70	0-4	-	-		
Homes	66-67	63	69	70	2-3	-	-		
Park Boundary	68-71	71	72	70	1-4	+2	2500' barrier fence	\$200,000	Requires additional R/W from park
							2500' revegetation 30' deep	\$120,000	Requires easement from park. Level at park boundary is not reduced.
Horse trail	66-67	70	71	70	4-5	+1	600' barrier fence	\$ 30,000	Requires additional R/W from park
							600' revegetation 10' deep	\$ 15,000	Requires easement from park
Picnic Area	58	60	61	70	3	-			
	<i>No 12D Report 62</i>		<i>64</i>						

-28-

*See text

42

Maryland National Capital Park and Planning Commission
Prince Georges Regional Headquarters
6600 Kenilworth Avenue
Riverdale, Maryland 20840

Housing Authority of Prince George's County
County Courthouse
Upper Marlboro, Maryland 20870

Exceptions to Design Noise Levels

The Federal Highway Administration does not require processing of exceptions for uncontrolled access highways. The construction of the Md. 193/201 interchange will involve no additional control of access for Md. 193 beyond the immediate area of the interchange; therefore, no exceptions will be required.

VEGETATION

The selected alternate would involve the loss of some woodland and thickets along the border of Greenbelt Park and in the southwest corner of the intersection. These areas affected are generally at an earlier successional stage than the main body of woods or are at the same stage but younger. Some additional brush and woods would be destroyed in the northeast corner of the intersection also. There are no rare or endangered plant species found in the project area. The unique species found in the parkland would not be affected by the project. The main significance of these wooded areas is their use as wildlife habitat which will be discussed in the next section.

WILDLIFE

The impact of the project on the natural environment, specifically the wildlife habitat would be minor in any but the most localized context. Adverse impacts on regional ecosystems would be difficult to discern following construction.

Under the Build Alternate, 6.5 acres of habitat would be either disturbed or destroyed.

HISTORICAL AND ARCHEOLOGICAL SITES

The selected alternate would not affect any historic sites. No archeological sites were found in the project area. See the letter from Hd. Historical Trust on Page 64.

COMMUNITY FACILITIES

Emergency Services

No fire stations or police stations would be directly affected by the project. However, the improved traffic service on Md. 193 and Md. 201 through the project area under the Build Alternate would benefit these emergency services, including the park police, for which time is a critical factor.

Churches

The Berwyn Presbyterian Church on the southeast corner of 63rd Avenue and Md. 193 would not be adversely affected by the proposed action.

Schools

The only school that would be directly affected by the project is Greenbelt Junior High School, located at the northwest corner of Edmonston Road and Md. 193. The proposed action would require some acquisition from the school property along Md. 193. No recreational facilities are affected by this taking. The westbound roadway approaches to within 50 feet of the school building.

As described under the section on Noise, the Build Alternate would create an insignificant adverse noise impact on the shop/industrial arts wing of the school.

LAND USE

The project is consistent with all local, regional and state comprehensive plans for the area as described in the section on PROJECT HISTORY AND NEED. The project is also consistent with the proposed commercial development projects planned for the area and described in the section PROJECT HISTORY AND NEED. The improvements proposed for the intersection would not directly affect adversely any of the proposed developments except the Golden Triangle. They would affect the developments only indirectly through improved traffic service provided by the project on the main access roads.

As mentioned earlier, the development of office space in the Golden Triangle was restricted until the capacity of Md. 193 has been increased.

Some property acquisition, approximately 3.5 acres, would be required from the Golden Triangle for Ramp C and Md. 193 widening.

SOCIO ECONOMIC FEATURES

The selected alternate would require the relocation of gas pumps at the gas station in the southwest corner of the interchange on Md. 193.

Property acquisition is needed from all properties between 63rd Avenue and Md. 201 under the selected alternate. This property acquisition results in a loss of some parking for several commercial establishments.

No minority groups would be affected by relocation or property damages. The elderly or handicapped would suffer no adverse effect from the project. Pedestrian movements would be accommodated at the at-grade intersection, including curb depressions for wheel chairs in accordance with standard SHA details. Bicyclists would be accommodated through the interchange area in the outside lane of Md. 193 in a shared roadway situation provided by widening the outside lane of the roadways by one foot. Bicyclists would be accommodated on Md. 201 on the shoulders. These provisions are in agreement with plans for bikeways in the area.

The economy of the area would not be affected adversely by the project except as mentioned, concerning the businesses along Md. 193. The traffic volumes show that since the existing roadways are operating at capacity, some of the projected traffic (about 10%) would be diverted to other routes operating under-capacity if the project were not built. This traffic diversion would only take place during the peak hours until the traffic volumes fall below the capacity of the roadway.

This minor diversion of traffic could affect the businesses in the vicinity of the project by reducing the amount of traffic passing the establishments. However, the peak commuting hours are not usually shopping peaks, which would reduce the importance of this traffic diversion from an economic standpoint.

The construction phase of the project could adversely affect the businesses along Md. 193 by causing motorists to avoid the area during construction. Existing traffic patterns would be disrupted and access to these businesses would be temporarily disturbed.

It is the policy of the Maryland State Highway Administration to insure compliance with the provision 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, religion, national origin, physical or mental handicap in all State Highway 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 into all levels of the highway planning process in order that proper consideration be given to the social, economic and environmental effects of all highway projects. Alleged discrimination actions should be addressed to the State Highway Administration for investigation.

BASIS FOR SELECTION OF THE SELECTED ALTERNATE

Two alternates in addition to the No Build Alternate were studied and described in the Draft Negative Declaration. One alternate (Alternate 1) proposed depressing Md. 193 and carrying Md. 201 at the existing grade. All turning movements between Md. 193 and Md. 201 would take place at an at-grade intersection with the through traffic of Md. 201.

Alternate 1 would involve extensive retaining walls along Md. 193 to minimize property damage since the adjacent properties are developed very close to the existing right of way of Md. 193.

Alternate 2 was chosen over Alternate 1 and the No Build Alternate for the following reasons:

1. The roadway with the lower traffic volumes (Md. 193) would be interrupted with the at-grade intersection.
2. Access to the commercial properties along Md. 193 would not be changed from what presently exists.
3. It is expected that accidents would be reduced more by Alternate 2 than by either Alternate 1 or the No Build Alternate.
4. Access to both the Golden Triange Development and Greenbelt Park is better under Alternate 2 than the other alternates studied.
5. Alternate 2 would cost \$9.3 million versus \$14.6 million for Alternate 1.
6. The benefits accrued the users of the proposed roadway are greater under Alternate 2 than under Alternate 1. Therefore, the increased costs of Alternate 1 cannot be justified.

For a discussion of the alternatives studied to avoid the use of parkland, see the attached 4(f) statement.

COMMENTS AND COORDINATION

The project planning phase of this project was coordinated with all interested local, county, state and federal agencies as well as with the public.

In order to inform the public of the studies being performed and solicit their comments concerning the project, an Alternates Public Meeting was held in Greenbelt on September 15, 1977 and a Combined Location/Design Public Hearing was held on March 22, 1979. Documentation describing the comments received at these meetings and their disposition are included in this section.

Comments received from various agencies are also included in this section and are organized by subject in accordance with the index given below. Within each subject section, the correspondence is organized chronologically.

All correspondence pertaining to Greenbelt Park and the 4(f) issue are included in the attached 4(f) Statement.

	<u>Page. No.</u>
1. Comments from Alternates Public Meeting and Public Hearing	35
2. Natural Environment	57
3. Air Quality	59
4. Historic Sites	64
5. State Clearinghouse Comments	65

STATE HIGHWAY ADMINISTRATION

RECEIVED 49
APR 1 1980

SUMMARY OF MEETING

THE WILSON T. BALLARD CO.
EX JTB

DATE: March 28, 1980

PROJECT: Contract No. P 474-000-371
Maryland 193/201 Interchange

SUBJECT: Meeting of March 18, 1980 with Mayor and Council
of the City of Greenbelt

A Meeting was held on the evening of March 18, 1980 in the District #3 Office of the Maryland State Highway Administration to discuss the project. Those present were:

Mr. William Shook	District Engineer, District #3, SHA
Mr. Eugene T. Camponeschi	Chief, Bureau of Project Planning
Mr. Frank DeSantis	Project Manager, Bureau of Project Planning
Mr. Gil Weindenfeld	Mayor, City of Greenbelt
Mr. James Giese	City Manager, Greenbelt
Mr. Thomas White	Councilman, City of Greenbelt
Mr. Charles F. Schwan, Jr.	Councilman, City of Greenbelt
Ms. Mary Lou Williamson	Greenbelt News Review
Mr. Wilson T. Ballard, Jr.	The Wilson T. Ballard Company
Mr. Garrett Hitchcock	The Wilson T. Ballard Company

The purpose of the meeting was to answer the questions of the City Council of Greenbelt stated in their letter of February 7, 1980 and any other questions they might have.

Mr. DeSantis opened the meeting and introduced the members of the study team. Mr. Hitchcock then proceeded to answer the questions of the Mayor and City Council.

First it was explained that Springhill Lake apartments would have the same ingress and egress possibilities that exist today under the proposed alternate. Improvement of the existing weaving maneuver on westbound Greenbelt Road between Kenilworth Avenue and Edmonston Road would be made under the project by signaling a double right turn from southbound Kenilworth Avenue to westbound Md. 193. This would eliminate any weaving in this section.

SUMMARY OF MEETING

March 28, 1980

Page Two (2)

The phasing of the signal was explained to demonstrate that no excessive backup should occur in the interchange area between signals.

It was also explained that there were property access and traffic operation considerations, in addition to the substantial cost difference, that caused the SHA to chose Alternate 2 over Alternate 1. Both alternates provided the same level of service on Greenbelt Road and Kenilworth Avenue; therefore, Alternate 1 did not provide substantially better service to the users of Greenbelt Road.

The status of our studies and coordination with the National Park Service was explained. It was stated that construction should take place some time after 1985.

It was indicated we anticipate receiving a combined location/design approval of Alternate 2 in April of this year.

Mayor Weidenfeld thanked the SHA for their explanations and stated that it appeared their concerns were being addressed in our studies.

FDS:dd

cc: Mr. Hal Kassoff
Mr. William Shook
Mr. Eugene T. Camponeschi
Mr. Frank DeSantis
Mr. Garrett Hitchcock ✓
Mr. Daniel Muser



Maryland Department of Transportation

State Highway Administration

100-100

51

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

FEB 20 1980

RE: Contract No. P 474-000-371
F.A.P. No. U-151-
Maryland Route 193/201
Interchange

RECEIVED
FEB 26 1980

PR
R

The Honorable Gil Weidenfeld
Mayor of Greenbelt
25 Crescent Road
Greenbelt, Maryland 20770

THE WILSON T. BALLARD CO.
BY *[Signature]*

Dear Mayor Weidenfeld:

Thank you for your letter of February 7, 1980 concerning the Maryland Route 193/201 interchange study.

Representatives of my staff will be happy to meet with you and the Council to discuss the project. This will verify that a meeting has been scheduled for Tuesday, March 18th, 7:30 P.M., at the District 3 Office, 9300 Kenilworth Avenue in Greenbelt. At that time, my staff will be prepared to resolve the specific issues mentioned in your letter.

We can understand your concerns relating to traffic movements, and be assured that extensive coordination and analysis of projected traffic service has gone into the design of the interchange and my selection of Alternate 2. However, these will be addressed specifically at the meeting.

We appreciate your interest.

Very truly yours,

Original signed by
M. S. Caltrider

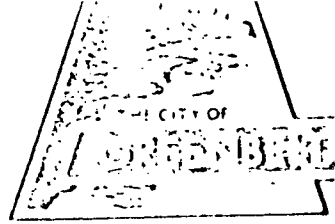
M. S. Caltrider
State Highway Administrator

MSC;bh

- cc: Mr. James Giese
- City Council
- Mr. Hal Kassoff
- Mr. Thomas L. Cloonan
- Mr. William L. Shook
- Mr. Eugene T. Camponeschi
- Mr. Garrett Hitchcock

My telephone number is (301) 383-4202

52



CITY OF GREENBELT, MARYLAND
25 CRESCENT ROAD, GREENBELT, MD. 20770

TELEPHONES City Offices 474 8000 City Manager 474 8002 City Clerk 474 3870 Police 474 7200 Public Works 474 8004
Personnel Purchasing 474 8052 Finance 474 1552 Recreation 474 6878 Greenbelt CARES Youth Service Bureau 345 6660

MEMBERS OF COUNCIL

- Gil Weidenfeld, Mayor
- Richard R. Pilski, Mayor Pro Tem
- Richard J. Castaldi
- Charles F. Schwab, Jr.
- Thomas X. White

February 7, 1980

RECEIVED

FEB 17 1980

DIRECTOR OFFICE OF
PLANNING & ECONOMIC DEVELOPMENT

M. S. Caltrider, State Highway
Administrator
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Re: Contract No. P 474-000-371 - F.A.P. No.
U 151-1(6) - Maryland Routes 193/201 Interchange

Dear Mr. Caltrider:

At its meeting of February 4, the City Council discussed your letter of December 17, 1979 relating to the reasons for selection of Alternate 2.

Although the City Council appreciated your comments and the information transmitted with it, it was not totally satisfied with the response. Two matters are of particular concern to the Council and were not fully addressed. First, Alternate 2 substantially restricts ingress into the Springhill Lake area, the junior high school and property on Edmonston Road. The Council considers an interchange schematic that requires traffic from the south on Kenilworth and from the east on Greenbelt Road to travel west on Greenbelt Road to Cherrywood Lane through three traffic signals, then north on Breezewood Drive through the Beltway Plaza Shopping Center and then east to Edmonston Road in order to reach these properties as unacceptable.

Second, the left turn arrangements for the four directions will create conflicting traffic movements on Greenbelt Road and could result in the need for excessive signalization and reduced traffic flow on that road. For example, the left turn lane for the movement from Greenbelt west to Kenilworth north is only 400 feet long between the turning point and the median break on the Greenbelt Road bridge for the two left turn movements from Kenilworth Avenue to Greenbelt Road. During a recent nonrush time period, more than 20 vehicles were observed to make the left turn in one traffic light cycle and the Council is concerned that traffic will queue up onto the bridge and interfere with the other left turn movements. Also, the distance between the two left turn ramps from Kenilworth Avenue is only 200 feet and the Council is concerned that there is not sufficient stacking space on the bridge to take all

STATE HWY ADV

FEB 12

the left turning vehicles so that each left turn lane might require its own traffic light signal. The concern is that all of these conflicting situations could reduce the level of service on Greenbelt Road, particularly if future traffic flow estimates for Greenbelt Road are in error and traffic volumes exceed those anticipated. While the State Highway Administration may be more interested in making Kenilworth Avenue a free flowing artery, the citizens of Greenbelt are probably more interested in traffic movement on Greenbelt Road.

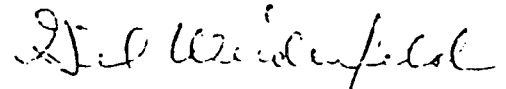
The Council also took note of the comment in your letter that from the user benefit standpoint, user costs were equal for the two alternatives. Council noted that the comparison of alternates with which it was provided indicated that Alternate 2 had a reduced level of service for both Greenbelt Road and Md. 201 than Alternate 1, and this reduced level of service was a key factor for the Council favoring Alternate 1.

The City is aware of the substantial price difference between the two alternates and is sympathetic with Alternate 2 being favored for that reason. However, if this alternate is to be pursued, the Council feels that it must be designed in such a manner that both of the major concerns listed above are satisfied. We think it might be possible to further modify Alternate 2 to deal with these matters.

The Council requested that I bring these matters to your attention and that arrangements be made for the Council to meet with appropriate representatives of the Maryland State Highway Administration to discuss these concerns and possible ways to deal with them in greater detail.

The Council also reviewed the draft negative declaration which you transmitted with your letter, and expressed no comments or concerns relating to it.

Sincerely,



Gil Weidenfeld
Mayor

dl

cc: City Council

A meeting was held on March 18, 1980 with the mayor of Greenbelt and the City Council to explain the traffic operation of the selected alternate. See the minutes of this meeting on Page 35.

DEC 17 1979

RE: Contract No. P 474-000-371
F.A.P. No. " 151,000
Maryland Routes 193/201
Interchange

The Honorable Gil Weidenfeld
Mayor, City of Greenbelt
25 Crescent Road
Greenbelt, Maryland 20770

Dear Mayor Weidenfeld:

Thank you for your letter of November 20, 1979. We can understand your concern resulting from the decision to proceed with Alternate 2. Public Hearing testimony supporting Alternate 1 was based primarily on its more convenient access to Springhill Lake, as you have noted. There is no clear cut preference between the Build Alternates from the standpoint of Level of Service and other engineering and environmental factors considered by the Project Planning Team.

From a user-benefit standpoint, user costs for Alternate 1 are no higher than for Alternate 2. Therefore, Alternate 1 offers no increased benefits for the additional investment of 5.3 million dollars. A user-benefit analysis considers several factors and of key significance is the annual reduction in accident costs, of which Alternate 2 offers considerable benefits over Alternate 1.

The two-way signalized road connection from Kenilworth Avenue to Springhill Lake proposed under Alternate 1 would cause conflict with traffic desiring to enter southbound Kenilworth Avenue from the Capital Beltway ramp. On this basis, it was determined not to risk the possibility of extensive queues on the ramp during peak hours.

Further, traffic leaving the off-ramp from Maryland Route 193 onto northbound Kenilworth Avenue desiring to turn left at the connection would create a hazardous condition by weaving across the through traffic lanes. It is felt that prohibitive signing of this left turning movement from the ramp would not deter motorists desiring quick access to Springhill Lake.

The Honorable Gil Weidenfeld

DEC 7 1976
Page 2

Although Alternate 2 does not initially provide a connection to Springhill Lake from Kenilworth Avenue, we do retain the option of constructing a two-way connection and crossover if it is determined to be necessary in the future.

Under Alternate 2, the existing egress from Springhill Lake to southbound Kenilworth Avenue will be maintained. Improved access to Springhill Lake from southbound Kenilworth Avenue is provided via a direct ramp connection to Edmonston Road at the intersection.

We are currently preparing the Final Negative Declaration which will request Federal Highway Administration approval of Alternate 2, requiring acquisition of parkland. We are discussing mitigation measures with the Department of the Interior and we hope to resolve this issue by March of 1980. We intend to pursue this course of action, since any further acquisition of the Golden Triangle Development could have serious economic impacts to the community.

Enclosed is a copy of the Draft Negative Declaration for your use. Please contact us if additional information is required.

Very truly yours,

~~Michael S. Caltrider~~
M. S. Caltrider

State Highway Administrator

MSC:bb
Enclosure

bcc: Mr. Hal Kassoff
Mr. William L. Shool
Mr. Eugene T. Camponeschi

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. P 474-000-371

Maryland Routes 193/201

Interchange

Combined Location - Design Public Hearing

Thursday, March 22, 1979, 7:30 p.m.

State Highway Administration District Office

Auditorium

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

NAME Ronald OTT - President - Boywood Civic Assoc.

PLEASE PRINT

ADDRESS 108 Rosewood Drive

Greenbelt, Md ZIP CODE 20770

COUNTY Prince Georges'

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

After due consideration and representation at the hearing, the Boywood Civic Association would like to go on record as supporting and approving alternate #1 for the rebuilding of the above interchange. We hope this reconstruction can proceed in reasonable order and bring relief to that very inadequate interchange.

Thank you for your consideration.

R. A. Ott

I am currently on the Mailing List.

Add my name to the Mailing List.

57

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. P 474-000-371
Maryland Routes 193/201
Interchange
Combined Location - Design Public Hearing
Thursday, March 22, 1979, 7:30 p.m.
State Highway Administration District Office
Auditorium

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME Elton F. Young, Jr., CPM
ADDRESS 9164 Edmonston Road
Greenbelt, Md. ZIP CODE 20770
COUNTY Pr. Geo.

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

PROBLEM: It is difficult and hazardous for some 7,000 Springhill Lake Residents to get onto Kenilworth Avenue from the access road from Edmonston. During rush hours the situation is critical. Automobiles from Springhill Lake must cross three Lanes of fast moving traffic in order to get onto the left lane to make a U turn to enter 495. Regardless of alternate selected, the situation will be worse since the traffic on Kenilworth will move even faster.

QUESTION: What is in the Highway Program to alleviate this situation and to provide Springhill Lake Residents with safe and convenient access to Kenilworth Avenue and the Beltway?

Elton F. Young, Jr., CPM
Springhill Lake Apartments - Property Manager

See pages 2 and 3 for description of traffic operation of selected alternate.

*Sensitive & Coagulant at problem
Very serious problem.*

I am currently on the Mailing List.

Add my name to the Mailing List.

September 23, 1977

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Attn: Mr. Frank DeSantis

Re: Md. 193/201 Interchange
File: 100-109

Dear Mr. Camponeschi:

In accordance with your request, we have prepared the following summary of the comments made at the Alternates Meeting for the Md. Rtes. 193/201 interchange.

The meeting was held in the State Highway Administration, District office in Greenbelt, Md., on Thursday, September 15, 1977 at 7:30 PM. Fifteen citizens attended.

The following public officials were at the meeting:

- Delegate Pauline Menes
- Delegate Leo Green
- Mayor Weidenfeld
- Representative from Kay Bienen's office, Delegate to the General Assembly
- Councilman Swann from Greenbelt
- Mr. Giese, City Mgr. of City of Greenbelt.

The following comments were made during the question and answer periods:

1. Mr. Giese, City Mgr. of City of Greenbelt - The City council has not taken a position on any alternative for the interchange. They were waiting for the information obtained at this meeting. However, they feel that construction should start as soon as possible. The location of the City of Greenbelt as described in the brochure should be corrected since Springhill Lake is part of the City. Mr. Giese has doubts that Alternate 2 can

59

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
Attn: Mr. Frank DeSantis
Page Two
September 23, 1977

operate as well as Alternate 5 since the left and U-turning traffic on southbound Kenilworth Avenue would have to pass through three (3) signalized intersections and there is the possibility of blocking intersections with stored vehicles. He stated that he has no objections to studying Alternates 3, 5 and 6 in more detail but also thinks that Alternate 1 is acceptable.

2. Alfred Lowry, 105 Lakeside Drive, Greenbelt, member of the Prince Georges County Environmental Coalition. Mr. Lowry would like a clarification made as to whether the traffic used in the analyses of the alternates was based on the extension of Kenilworth Avenue to Route 1.

He also stated that the elevated topography and the noise barrier created by Ridge Road should be taken into consideration during the noise analyses for this project.

3. Mr. James Brady of the Prince Georges County Public Schools, Supervisor of Transportation. His main concern is with the effect of the project alternates on the access to the Greenbelt Junior High School and the bus yard. He was also concerned with the problem of school buses using the connection from Springhill Lake to southbound Kenilworth Avenue and having to cross the through traffic to make a left or U-turn at Greenbelt Road.
4. Mayor Weidenfeld of Greenbelt - He considers the connection from Springhill Lake to southbound Kenilworth Avenue to be a dangerous intersection. In determining feasible alternates, this problem should be considered.

Several comments were made at the wall exhibits to members of the study team. Several people were concerned with the connection to southbound Kenilworth Avenue.

Mrs. Spice, the Administrator of Greenbelt Park expressed concern over the acquisition required by the various alternates along the park on the south side of Md. 193. She is afraid that substantial

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
Attn: Mr. Frank DeSantis
Page Three
September 23, 1977

60

acquisition could destroy the natural vegetative screening of the administration building.

Mr. Caltrider stated that all the comments received during the meeting would be evaluated and responded to in writing.

If there are any questions concerning this summary, please call. We are returning herewith the cassette tape recording of the meeting.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By

Gawth & Hadlock

Enc.
GRH/chb
cc: File

#1

Alfred H. Lowrey
105 Lakeside Dr.
Greenbelt, Md. 20770

Mr. M. Slade Caltrider
District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Md. 20770

P 474

Dear Mr. Caltrider,

I am writing concerning the Kenilworth Avenue-Greenbelt Road intersection plans. I first wish to compliment both you and your staff for making an excellent, informative presentation last Thursday evening. I wish to repeat and expand on my two chief concerns that I voiced at the meeting.

The first problem is the question of traffic flow. For some reason, you appear to consider the intersection as an isolated project.

I am concerned about the relation of your six plans to the traffic flow that will be generated by the Baltimore-Washington Parkway exits,

for which I understand land condemnation proceedings are in process.

There will be considerable cross lane movement and I wonder what impact this will have on the proposed flow patterns. I am also deeply concerned about the estimates for traffic flow. Do they include the impact of the proposed connection to Route 1 and the additional flow that will be generated by the B/W Parkway improvements?

The second major concern is noise. We on Lakeside Drive already are subject to the bombardment of traffic noise from the beltway, as it is reflected off the hills that make up Ridge Road. Greenbelt is one of the most elevated areas in Prince Georges County and I hope the complex topography will adequately included in your noise projections.

I have a third concern which I would like to express but for which I have no technical background to evaluate. The Greenbelt Lake is maintained by an earthen dam. What effect will the additional heavy truck traffic generated by the completion of this intersection and the connection with Route 1 have on the stability of both the dam and the water quality of the lake?

I wish to express my appreciation for the opportunity to ask these questions and look forward to hearing from you.

Sincerely yours

Alfred H. Lowrey

Alfred H. Lowrey



Maryland Department of Transportation

State Highway Administration

63
Hermann K. Intemann
Secretary

Bernard M. Evans
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
9300 KENILWORTH AVENUE
GREENBELT, MARYLAND 20770

September 21, 1977

Mr. Alfred H. Lowrey
105 Lakeside Drive
Greenbelt, Maryland 20770

Contract P-474-000-371
FAP U-151-1(6)
MD 193/201 Interchange

Dear Mr. Lowrey:

This letter is to acknowledge receipt of your letter concerning the subject study project for the grade separation at Maryland Route 201 and Route 193.

Please be advised that a copy of your letter has been forwarded to our Bureau of Project Planning for inclusion in comments received relative to the study. Each of the items of your concern will be analyzed as necessary.

With specific reference to the three concerns mentioned in your letter, I do offer the following preliminary comments:

First, our traffic analysis does include projections of traffic increases as a result of all anticipated improvements in the study area over a period of the next twenty years.

Second, the project study will include an analysis of noise sensitive areas to determine if attenuation devices are necessary and, if so, to what degree. I am specifically requesting the study team to investigate the noise attenuation that might be required relative to Lakeside Drive.

Third, our projects indicate only normal increase in truck traffic in the area and this in itself should have no detrimental effect on the earthen dam. It will be very difficult to make any reasonable investigation of this matter. Here again, the matter is being brought to the attention of our consultant and State Highway Administration staff.

Alfred H. Lowrey

September 21, 1977

64

In closing, I do wish to advise you that your comments are very much appreciated and that they will be given full consideration as our study progresses.

Very truly yours,

Original signed by
M. S. Caltrider

M. S. Caltrider
District Engineer

MSC:gf

cc: Mr. Eugene Camponeschi

STATE HIGHWAY ADMINISTRATION
QUESTION AND/OR RECOMMENDATION FORM

65

CONTRACT NO. P474-000-371
F.A.P. NO. U 151-1(6)
MARYLAND ROUTES 193/201 INTERCHANGE

ALTERNATES MEETING

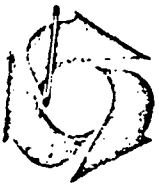
SEPTEMBER 15, 1977

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT NAME Robert Zinsmeister, Director of Governmental Affairs
ADDRESS Prince George's Chamber of Commerce, People's National Bank Building
Greenbelt, Maryland ZIP CODE 20770
COUNTY Prince George's County

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

Due to the fact that the Chamber offices are located in the People's National Bank Building at the intersection of Kenilworth Avenue and Greenbelt Road, we are quite familiar with the intersection and the related problems. The major problems that we have observed and experienced first hand are the following: the accessibility of Kenilworth Avenue southbound from the Springhill Lake, Edmonston Road area. This presently is a severe safety hazard as one must cross over the very heavy traffic on Kenilworth in order to turn left onto Greenbelt Road eastbound, or make a U-turn in order to get onto the Beltway. Many accidents have occurred in this section. There is also the problem of the left hand lane in question, being backed up past the access road onto Kenilworth. This poses even more severe safety hazards. Part of this problem could be immediately corrected by a better use of the left-hand turn light. Some times this remains on long enough to clear out the left hand turn lane reasonably well. Other times it stays on long enough for about five cars to turn. When this happens, the long lines appear. The alternatives as presented will be referred to the Chamber's Transportation Committee for further evaluation with recommendations forthcoming. We will also be in contact with two Chamber members, the People's National Bank and the developer of the Golden Triangle so as to come up with the best possible recommendation.



Maryland Department of Transportation

State Highway Administration

66
Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

September 21, 1977

RE: Contract No. P 474-000-371
F.A.P. No. U 151-1 (6)
Maryland Routes 193/201
Interchange

Mr. Robert Zinsmeister
Director of Governmental Affairs
Prince George's Chamber of Commerce
People's National Bank Building
Greenbelt, Maryland 20770

Dear Mr. Zinsmeister:

We have received your comments regarding the referenced project and appreciate your interest.

We are aware of the problems that traffic from the Edmonston Road Ramp has in attempting to turn left on to eastbound Greenbelt Road or reversing direction after weaving across southbound Kenilworth Avenue traffic. Alternates 5 and 6 eliminate this problem completely by keeping traffic from Edmonston Road desiring to make these turns on the ramp on the right side of Kenilworth Avenue. Alternate 3 does not eliminate this problem, but improved traffic operation should lessen the conflicts.

The left-turn traffic light you mentioned is part of the intersection's traffic light system which is traffic actuated and usually functions reasonably well. However, considering the demand requirements placed upon this traffic light system during the peak volume hours, it may occasionally malfunction.

If we can be of further assistance please feel free to contact us.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:FDS:mca

cc: Mr. M. S. Caltrider (w/attach.)
Mr. G. R. Hitchcock "

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. A 555-000-671
F.A.P. No. APD 907-1(5)
U.S. Route 220 from the National Freeway
To the Maryland/Pennsylvania State Line

INTERIM ALTERNATES MEETING

October 25, 1977

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

NAME Fossett T. Brugger

PLEASE
PRINT

ADDRESS 10210 Greenbelt Road

Seabrook, Maryland ZIP CODE 20801

COUNTY Prince Georges

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

1. What future development in the surrounding area was considered in this study?

2. What is the current level of traffic service at this intersection?

3. Has any consideration been given to electronic traffic control devices as an alternative?



Maryland Department of Transportation

State Highway Administration

68

Hermann K. Intemann
Secretary

SEP 28 1977
Barford M. Evans
Administrator

September 23, 1977

RE: Contract No. P 474-000-371
F.A.P. No. U151-1(6)
Maryland Routes 193/201
Interchange

Fossett & Brugger
10210 Greenbelt Road
Seabrook, Maryland 20801

Dear Sirs:

I have received your questions concerning the referenced project and appreciate your interest.

Our study has considered and is compatible with the Prince George's County Master Plan. Particular concern was paid to the development of the Golden Triangle in the north-east quadrant of this intersection.

The current level of traffic operation is level of service "E" ..

Electronic traffic control devices are currently in place.

I trust that your questions have been answered satisfactorily. Your name has been placed on our mailing list and you will be advised of any significant developments in our study.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by:

Frank J. DeSantis
Project Manger

ETC:FDS:ja

cc: ✓ Mr. M. S. Caltrider (w/attach.)
✓ Mr. Garrett Hitchcock "

QUESTION AND/OR RECOMMENDATION FORM

CONTRACT NO. P474-000-371

F.A.P. NO. U 151-1(6)

MARYLAND ROUTES 193/201 INTERCHANGE

ALTERNATES MEETING

SEPTEMBER 15, 1977

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT NAME Pearles National Bank of Maryland ^{Joe}
 ADDRESS 4819 Suitland Road
Suitland Maryland ZIP CODE 20023
 COUNTY Prince George

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

WE would like be certain that in any alternative that is finally decided on that we would not want to see the access to EDMONSTON ROAD reduced or cut off either from Rt. 193 or Rt. 201. This access to our office at 8951 EDMONSTON ROAD is vital to the livelihood of the BANK and our tenants in this building. Any isolation of this location would certainly result in a reduction in business and a loss of income for the BANK as well as the detraction from the building as a prime location for business office space.

Sincerely,

William E. Drescher Jr.
 Assistant Vice President



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

October 14, 1977

70

RE: Contract No. P 474-000-371
F.A.P. No. U 151-1 (6)
Maryland Routes 193/207
Interchange

Mr. William E. Drescher, Jr.
Assistant Vice President
Peoples National Bank of Maryland
4809 Suitland Road
Suitland, Maryland 20023

Dear Mr. Drescher:

We understand the importance of access to your bank or any other commercial institution. However, we cannot guarantee that your current access will remain undisturbed.

Currently, our tentative plans call for the ramp from Edmonston Road to Kenilworth Avenue to remain as it is. Of the recommended alternatives, only Alternate 3 affects access to the bank at the Edmonston Road/Greenbelt Road intersection. Access is denied to through traffic on Greenbelt Road due to the grade separation.

This problem and those caused by the nearness of the Edmonston Road/Greenbelt Road intersection to the Kenilworth Avenue/Greenbelt Road intersection could be resolved by the relocation of Edmonston Road (a county function) to the west through the school bus parking yard and tying into 63rd Street.

Communication by you to the County regarding the relocation of Edmonston Road would most certainly benefit the project.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:JWL:mca

cc: Mr. M. S. Caltrider (w/attach.)
Mr. Garrett Hitchcock (w/attach.)



71

JAMES B. COULTER
SECRETARY

LOUIS N. PHIPPS, JR.
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
REGIONAL SERVICE CENTER
P.O. BOX 70
29 "C" STREET
LAUREL, MARYLAND 20810

TELEPHONE: (301)-792-7863 (BALTIMORE AREA)
(301)-776-5411 (WASHINGTON AREA)

November 8, 1976

Mr. Garrett R. Hitchcock
The Wilson T. Ballard Company
17 Gwynns Mill Court
Owings Mills, Maryland 21117

Dear Mr. Hitchcock:

The intersection of Maryland Route 201 (Kenilworth Avenue) and Maryland Route 193 (Greenbelt Road) is located in a suburban area. Both routes are very busy, four-lane highways. Three corners of the intersection are wooded, while a bank building is located on the fourth.

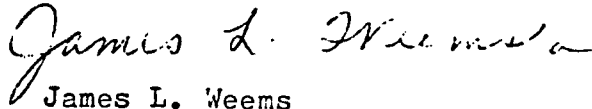
The southeast corner of the intersection abuts on Greenbelt National Park. The terrain is flat with sandy loam soil. The woods are a conifer mixed hardwood forest with the dominant tree species being as follows: scrub pine, oaks, maples, tulip, and sweet gum. There are also some sassafras, holly, choke cherry, and beech trees. Little undergrowth occurred in the woods; most abundant was huckleberry and poison ivy. Along the road right-of-way grows mainly fescue, honeysuckle, and a few types of berry bushes. The northeast corner contains a drainage ditch with about three inches of slow moving water. This area has a few black willows mixed in with the other trees. An open area around the drainage ditch is covered with goldenrod, staghorn sumac, some jewelweed, and a few patches of needlerush.

The only signs of wildlife observed was one opossum track. A few songbirds were heard. Wildlife that could possibly be found here are squirrels, opossums, raccoons, skunks, rabbits, songbirds, perhaps some turtles and snakes.

72

No rare or endangered species (plant or animal) were present on this site. Therefore, construction would not cause any detrimental effects to these species.

Very truly yours,

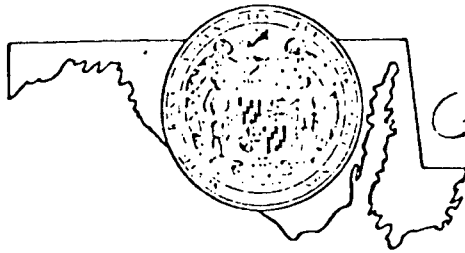


James L. Weems
Regional Wildlife Manager

JLW:ma

Mr. Camponeschi: For your information

State of



Maryland

De Santis
Krosh
73

NOV 29 PM 3 26

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387
201 WEST PRESTON STREET
BALTIMORE, MARYLAND 21203
PHONE • 301-383- 3245

ADMINISTRATION
PROJECT PLANNING DONALD H. NDREN
DIRECTOR

NEIL SOLOMON, M.D., PH.D.
SECRETARY

November 27, 1978

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Joppa and Falls Roads
Brooklandville, Maryland 21022

Dear Mr. Anderson:

RE: Contract No. P 474-000-371
Md. Rtes. 193/201 Interchange

We have reviewed the Preliminary Air Quality Report for the above subject project and have found that it is consistent with the Programs' plans and objectives.

Thank you for the opportunity to review this report.

Sincerely yours,

William K. Bonta, Chief
Division of Program Planning & Analysis
Air Quality Programs

WKB:bac

RECEIVED

NOV 28 1978

C.R. ANDERSON



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

74

DEC 6 1978

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Maryland State Highway Administration
Joppa and Falls Roads
Brooklandville, Maryland 21022

Re: Air Analysis, Maryland Routes 193/201
Interchange; Greenbelt, MD

Dear Mr. Anderson:

We have reviewed the Preliminary Air Quality Analysis for the above referenced project. While both build alternatives are shown to produce improved air quality conditions over the no-build case, there is a projected violation of National Ambient Air Quality Standards (NAAQS) with Alternative 2. Therefore, it is our recommendation that Alternative 1 be selected as the preferred alternate. Alternative 1 generally produces the lowest carbon monoxide concentrations, and there are no projected violations of NAAQS. Any additional work on Alternative 2 should include the consideration of TOPICS style improvements which would bring air quality concentrations to within standards.

See letter
to EDA
3/28/80
Page 61

If you have any questions concerning our comments, or if we can be of any further assistance, you may wish to contact Mr. William Hoffman of my staff at 215-597-2650.

Sincerely,

Francis Thoumsin
Acting Chief
EIS Review Section

cc: William Hoffman (3IR60)

RECEIVED

The violation of the 8 hr concentrations in 1985 is at a point on the right of way in the southwest quadrant of the interchange at the site of a gas station. This project will not be built until after 1985. As shown on page 21 the No Build Alternate would have violations at four of the nine receptors studied. The inspection maintenance program was not considered in these analyses. If it were taken into account, there should be no violation under Alternate 2.

C. R. ANDERSON

John Reynolds



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

March 28, 1980

RE: Contract No. P 474-000-371
F.A.P. No. U 151-1 (6)
Maryland Routes 193/201
Interchange

Mr. Eric Johnson
Environmental Impact Statement
and Wetland Review
Region III, EPA
6th and Walnut Streets
Philadelphia, Pennsylvania 19106

Dear Eric:

In December, 1979, you reviewed the technical air quality analysis prepared for the proposed Maryland Routes 193/201 Interchange. The results of the analysis indicated that the eight hour National Ambient Air Quality Standard for carbon monoxide would be exceeded at one site under the proposed Alternate 2 described in the report.

The air analysis was completed for the years 1985 and 2005, using the latest methodology available. The violation occurred for the year 1985, however carbon monoxide levels decreased below standards by the year 2005. Carbon Monoxide levels are projected to be 9.7 ppm in the year 1985, and 7.3 ppm in 2005. These are as compared to the eight hour standard of 9.0 ppm. There was no other violations of National Ambient Air Quality Standards.

The analysis performed did not assume that an inspection/maintenance program for all in-use vehicles that need emission control-related maintenance and reduce emissions emitted by those vehicles. All air analysis now performed in the Baltimore or Washington Urbanized areas now assume that program will be implemented before 1985. It is also assumed that thirty percent of the in-use vehicles will not meet mandated emission standards.

We believe that it is reasonable to forecast that if the air analysis were redone utilizing the inspection/maintenance program, the 9.7 ppm level would be well below standards. We do not believe it is worth expenditure of funds to redo the analysis to factually prove this assumption. In addition, the analysis assumed the project would be completed and open to traffic by 1985. The current financial situation in Maryland will probably delay the completion of the project beyond 1985. This would negate any violations of standards. The longer the

Mr. Eric Johnson
March 28, 1980
Page 2

project is delayed, there will be a corresponding reduction in anticipated Carbon Monoxide Levels. Based on the information presented, and the discussion that we had on March 21, 1980 at your offices, we are formally requesting your concurrence that no further computer analysis is required. Upon receipt of that concurrence, we will complete the final environmental document and request location approval from the Federal Highway Administration for Alternate 2.

Thank you for your assistance and prompt reply in this matter.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

by: Dick
Richard S. Krolak, Chief
Environmental Evaluation Section

ETC:RSK:mcr

cc: Mr. Emil Elinsky
Mr. Frank DeSantis
Mr. Hal Kassoff



77
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

APR 10 1980

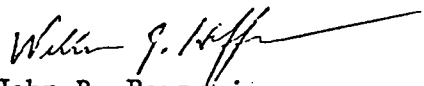
Mr. Richard S. Krolak, Chief
Environmental Evaluation Section
Maryland State Highway Administration
300 West Preston Street
Baltimore, Maryland 21203

Re: Maryland Routes 193/201 Interchange

Dear Mr. Krolak:

We have reexamined the air quality analysis for the project referenced above. We believe that the implementation of Maryland's Inspection/Maintenance program will eliminate the projected 1985 8-hour CO violation for this project, and we no longer have any objections to the proposal from an air quality standpoint.

Sincerely yours,


John R. Pomponio
Chief
EIS & Wetlands Review Section



Maryland Historical Trust

October 4, 1978

MEMO

TO: Eugene Camponeschi

FROM: Nancy Miller *NM*

RE: Maryland Route 193/201
P-474-000-371

No properties on the National Register or eligible for entry on to the National Register exist in the area of impact of this project; furthermore, no properties of Maryland Inventory significance exist in the area of impact of this project.

Therefore, there is no effect on any historical or archeological resources.

1978 OCT 5 AM 9 41

STATE OF MARYLAND
ADMINISTRATION
PROJECT PLANNING

Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301)269-2212, 269-2438
Department of Economic and Community Development

79



MARVIN MANDEL
GOVERNOR

MARYLAND
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
TELEPHONE: 301-383-2451

VLADIMIR A. WAMBE
SECRETARY OF STATE PLANNING
MADELINE L. SCHUSTER
DEPUTY SECRETARY

March 2, 1976

Mr. Robert J. Hajzyk, Director
Office of Planning and Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: Grade Separated Interchange at Maryland Route 193 and Maryland Route
201 (Prince George's County)

Funds: FHWA - \$308,000 State - \$132,000

State Clearinghouse Control Number: 76-2-568

State Clearinghouse Contact: Warren D. Hodges (383-2467)

Dear Mr. Hajzyk:

The State Clearinghouse has reviewed the above project. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

Department of Economic and Community Development - advised that the project is not inconsistent with its plans, programs or objectives, but noted that any archaeological determination should be made by a qualified professional archaeologist.

Department of Health and Mental Hygiene and Department of Natural Resources advised that the project is not inconsistent with their plans, programs or objectives.

Our staff review determined that the project is not inconsistent with this department's plans, programs or objectives. It is suggested that the project planning phase of this study also include an analysis of what the impact of improving traffic flow at the interchange will hold for the flow characteristics on Md. 193 and 201. There is a possibility that improving the intersection will make travel along the corridor more attractive thus causing increased congestion, higher noise levels and air quality degradation on Md. 193 and 201. This should be explored to ascertain the relationship between intersection upgrading and projected volumes on adjacent roadways.


As a result of the review, it has been determined that the proposed project is not inconsistent with State plans, programs or objectives as of this date.

See pages 17 through 26 for the air and noise analyses.

March 2, 1976 ⁸⁰

In consonance with OMB Circular A-95, a copy of this letter with its attachments along with a statement as to the consideration which has been given to the comments and/or recommendations made herein must be included with your formal application. The comments contained herein are valid for a period of two years from the date of this letter. If application for funding is not submitted within this period of time, the project must be resubmitted to the Clearinghouse for updating of the comments. If you have any questions, please contact the State Clearinghouse member named above.

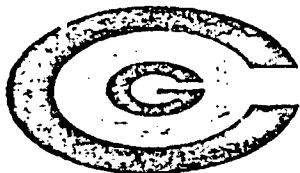
Sincerely,


Vladimir Wahbe

Enc.

cc: Jerold Gettleman
Donald Noren
Paul McKee
Carl Richards
R. Kenneth Barnes
Frederick J. Gottemoeller
Paul M. Heid
Eugene T. Camponeschi
Jerry L. White
Hal Kassoff
David Herring
Henry Berger

3-1576



81

metropolitan washington
COUNCIL OF GOVERNMENTS
 1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6800

A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM

DATE: April 15, 1976

TO: Robert J. Hajzyk, Director
 Office of Planning and Preliminary Eng.
 Md. Dept. of Transportation
 P.O. Box 717
 300 West Preston St.
 Baltimore, MD 21203

cc: Frederick J. Gottemoeller
 John A. Agro
 Eugene T. Camponeschi
 Jerry L. White
 Hal Kassoff
 David Herring
 Henry Berger

SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Grade Separation Interchange at
 Md. Rte. 193 & Md. Rte. 201--

COG NO.: 76-M-H-5

APPLICANT: Prince George's County
 Md. State Highway Administration

The project title, COG number, and the applicant's name should be used in all future correspondence with COG concerning this proposed project.

PLEASE NOTE ACTION INDICATED BY CHECK MARK IN BOX BELOW OR ON REVERSE

PROJECT NOTIFICATION

The item referenced above was received on _____ and has been referred to appropriate parties (see attached list) for their review and comment. This review will be conducted as expeditiously as possible.

A copy of the item referenced above is enclosed for your review and comment, in accordance with OMB Circular A-95 review requirements. Your review should focus on this item's compatibility with the plans, programs, and objectives of your organization. You may indicate below your interest in and/or comments concerning this item by returning this sheet to the Metropolitan Clearinghouse by _____.

This organization:

- _____ does not wish to comment on the above item.
- _____ has further interest and/or questions concerning the above item and wishes the Clearinghouse to set up a conference with the applicant.
- _____ is interested in the above item and wishes to make the following comments: (Use attachment)
- _____ will submit comments concerning the above item by _____.
- _____ desires an extension of time until _____ for further consideration of this item. (Subject to certain restraints imposed by the OMB Circular.)
- _____ has reviewed the item referenced above, finds it in conformance with our policies, and recommends a favorable Metropolitan Clearinghouse review.

Signature _____

Organization _____

ADDITIONAL INFORMATION

82

One or more of the reviewing organizations has questions about or interest in this item and wishes to confer with the applicant. A conference between the applicant and the interested parties has been scheduled for _____ at _____ in our offices. Please confirm whether you plan to attend this conference by calling not later than _____.

Please refer to the attached "Purpose of Conference" explanation sheet for additional information.

A Clearinghouse conference has been held on the item referenced above, and a summary of its proceedings is transmitted herewith for your information.

We have reviewed the item referenced above. Based on this review and the response from Clearinghouse referrals, we request

_____ Additional information as noted on the attached sheet;
_____ The opportunity to review the final application before it is submitted to the Federal agency.

FINAL DISPOSITION

We have concluded review of the item referenced above. We have determined as a result of this review that while the item may be of local significance, its nature does not warrant metropolitan comments. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the item referenced above. We have determined as a result of this review that the item is in general accord with the metropolitan planning process and the Council of Governments' adopted policies. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the item referenced above. The Council of Governments submits, herewith, the attached Metropolitan Clearinghouse Review Comments. A copy of this memorandum and the attached comments should accompany your application when submitted to the Federal agency to indicate the Metropolitan Clearinghouse review has been completed.



EXECUTIVE DIRECTOR

Correspondence concerning Metropolitan Clearinghouse review matters should be addressed to Mr. Walter A. Scheiber, Executive Director. The staff may be reached by telephone at 223-6800, ext. 311.

WE APPRECIATE YOUR COOPERATION

The Clearinghouse review comments will be valid for a period of two (2) years from the date of letter forwarding these comments to the applicant. All projects not submitted to the Federal funding agency within two (2) years of the date of the Clearinghouse review letter will be re-submitted to the Clearinghouse for update of the review comments before formal application is made to the Federal Government.

Date: February 23, 1976

Maryland Department of State Planning
State Office Building
301 West Preston Street
Baltimore, Maryland 21201

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Grade Separated Interchange at Maryland Route 193 & Maryland Route 201(P)

State Clearinghouse Control Number: 76-2-568

CHECK ONE

This agency has reviewed the above project and has determined that:

- 1. The project is not inconsistent with this agency's plans, programs or objectives. _____
- 2. The project is not inconsistent with this agency's plans, programs or objectives, but the attached comments are submitted for consideration by the applicant. _____ X _____
- 3. Additional information is required before this agency can complete its review. Information desired is attached. _____
- 4. The project is not consistent with this agency's plans, programs or objectives for the reasons indicated on attachment. _____

Signature: Edward Spence, III for
Director

Title: _____
Agency: Community Development Administration
Dept. of Economic and Community Development

APPENDIX A

ENVIRONMENTAL
ASSESSMENT
FORM

Submitted on
November 20, 1976

Revised
April 28, 1980

Md. 193/201 Interchange

Prince Georges County
Contract P 474-000-371

Environmental Assessment Form

The subject project is located in Prince Georges County, Maryland and consists of a diamond-type interchange to replace the existing grade crossing at the intersection of Md. 193 and Md. 201. The proposed action requires the construction of a structure to carry Md. 193 over depressed Md. 201 and the ramps and retaining walls necessary to depress Md. 201. The approximate length of project is 1.0 miles along both Md. Rtes. 193 and 201.

Md. 201 intersects with the Capital Beltway (I-495) approximately one half mile north of the subject interchange. Md. 193 intersects with the Capital Beltway one half mile to the east of Md. 201. Greenbelt Park, a national park used for camping, picnicking and hiking, is located in the southeast quadrant of the intersection.

Generally, the terrain is gently rolling with elevations ranging from 100 to 190 feet above sea level.

The area is suburban in character with several communities surrounding the intersection. In the southwest quadrant, Berwyn Heights is a residential community of single-family homes. In the northwest quadrant, Springhill Lake is a residential community with a large number of apartments and multifamily dwellings.

Just north of the Capital Beltway, about one mile north of the Md. 193/201 intersection the town of Greenbelt is located. This community consists of all types of dwellings from single-family to apartments.

A large commercial development called the Golden Triangle is proposed in the vacant parcel of approximately 60 acres in the northeast quadrant of the intersection. It should include office buildings, auto dealers, motels and a supper club.

Presently, there is strip-type commercial development along Md. 193 west of Md. 201. A large shopping center is located on the north side of Md. 193 approximately one quarter of a mile west of Md. 201.

In addition to the proposed action, the alternative of depressing Md. 193 and making Md. 201 the at-grade intersection was investigated. The "No Build" Alternate and the alternative of improving the existing facility were also studied.

The following questions should be answered by placing a check in the appropriate column(s). If desirable, the "comments attached" column can be checked by itself or in combination with an answer of "yes" or "no" to provide additional information or to overcome an affirmative presumption.

In answering the questions, the significant beneficial and adverse, short and long term effects of the proposed action, on-site and off-site during construction and operation should be considered.

All questions should be answered as if the agency is subject to the same requirements as a private person requesting a license or permit from the State or Federal Government.

A. Land Use Considerations	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
1. Will the action be within the 100 year flood plain?	<u>X</u>	___	<u>X</u>
2. Will the action require a permit for construction or alteration within the 50-year flood plain?	<u>X</u>	___	<u>See Comment No.1</u>
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?	___	<u>X</u>	___
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	___	<u>X</u>	___
5. Will the action occur on slopes exceeding 15%	<u>X</u>	___	<u>X</u>
6. Will the action require a grading plan or a sediment control permit?	<u>X</u>	___	___
7. Will the action require a mining permit for deep or surface mining?	___	<u>X</u>	___
8. Will the action require a permit for drilling a gas or oil well?	___	<u>X</u>	___
9. Will the action require a permit for airport construction?	___	<u>X</u>	___
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?	___	<u>X</u>	___

	<u>Yes</u>	<u>No</u>	<u>Attached</u>
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	<u>X</u>	—	<u>X</u>
12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?	—	<u>X</u>	—
13. Will the action affect the use of an archaeological or historical site or structure?	—	<u>X</u>	<u>X</u>

B. Water Use Considerations

14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	<u>X</u>	—	See Comment <u>No. 1</u>
15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?	—	<u>X</u>	—
16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground?	<u>X</u>	—	<u>X</u>
17. Will the action require a permit for the drilling of a water well?	—	<u>X</u>	—
18. Will the action require a permit for water appropriation?	—	<u>X</u>	—
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	—	<u>X</u>	—
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	—	<u>X</u>	—
21. Will the action result in any discharge into surface or subsurface water?	—	<u>X</u>	—

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	<u> </u>	<u> X </u>	<u> X </u> 88
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	<u> X </u>	<u> </u>	<u> X </u>
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u> </u>	<u> X </u>	See Comment No. 23
25. Will the action generate additional noise which differs in character or level from present conditions?	<u> X </u>	<u> </u>	<u> X </u>
26. Will the action preclude future use of related air space?	<u> </u>	<u> X </u>	<u> </u>
27. Will the action generate any radiological, electrical, magnetic, or light influences?	<u> </u>	<u> X </u>	<u> </u>
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	<u> </u>	<u> X </u>	<u> X </u>
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	<u> </u>	<u> X </u>	<u> X </u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological chemical or radiological control agents?	<u> X </u>	<u> </u>	<u> </u>
E. Socio-Economic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u> X </u>	<u> </u>	<u> X </u>

Yes

No

Attached

89

- 32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution? X See Comment No. 31
 - 33. Will the action alter land values? X
 - 34. Will the action affect traffic flow and volume? X X
 - 35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource? X
 - 36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products? X
 - 37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning? X X
 - 38. Will the action affect the employment opportunities for persons in the area? X X
 - 39. Will the action affect the ability of the area to attract new sources of tax revenue? X See Comment No. 38
 - 40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere? X
 - 41. Will the action affect the ability of the area to attract tourism? X X
- F. Other Considerations
- 42. Could the action endanger the public health safety or welfare? X
 - 43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment? X

44. Will the action be of statewide significance?

___ X ___ 96

45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare or environment?

___ X ___

46. Will the action require additional power generation or transmission capacity?

___ X ___

G. Conclusion

47. This agency will develop a complete environmental effects report on the proposed action.

___ X X

Comments for the Environmental Assessment Form

1. This project will require the extension of an existing culvert under Md. 193 just east of Md. 201 to allow for the widening of Md. 193. The watershed of the culvert at the crossing is approximately 100 acres. No significant encroachment on the floodplain will occur.
5. Some grading will take place on slopes greater than 15% in very localized areas.
11. All alternatives considered except the No Build would require the acquisition of some land from Greenbelt Park. This acquisition would amount to a maximum of 1.9 acres in the form of a strip along Md. 193 and 0.6 acres of grading easement. The location of Md. 193 necessary to avoid taking from the park would provide an unacceptable horizontal alignment with reverse curves at the Md. 201 intersection and the Capital Beltway and would create substantial damages to the Golden Triangle Development. See 4(f) Statement.
13. See the attached letters from Maryland Geological Survey and Md. Historical Trust. Both historic sites mentioned in the letter of April 2, 1976 are beyond the limits of the project. An archeological reconnaissance was performed by a consulting archeologist and no significant remains were found.
16. The overland flow of storm water should not be changed by the project. The absorption capacity of the ground will be reduced insignificantly by widening the pavements of Md. 193 and Md. 201 thereby increasing the proportion of impervious land in the area.
22. The streams in the project area are presently receiving automotive pollutants in the form of oils, greases, hydrocarbons and lead. Also salts from deicing are being discharged into these streams. The quantities of these pollutants will increase with the natural increase in traffic volumes in the project area. The widening of the roadways will also increase the use and consequent runoff of salts from deicing. These increases should not constitute a significant contribution to water pollution attributable to the proposed project.
23. The proposed action will produce automotive discharges into the atmosphere. However, the level of pollutants discharged should decrease due to reduction of traffic congestion at the intersection. Air pollutant concentrations were computed at sensitive receptors in the area for all alternatives considered and are shown in Tables 4 and 5 on Pages 20 and 21 of the Negative Declaration.

25. Due to the widening of the existing roadways and the depressing of one of the roadways, the noise levels at sensitive receptors such as the Greenbelt Jr. High School and Greenbelt Park will change. These impacts were analyzed in a noise report prepared by the Md. State Highway Administration, Bureau of Landscape Architecture and summarized in the Negative Declaration beginning on Page 22.
28. See attached letter dated November 8, 1976 from Mr. James Weems of the Department of Natural Resources.
29. The natural terrain that would be disturbed for this project consists of a strip of land 70 to 15 feet wide along the park on the south side of Md. 193. The park has a total area of 1100 acres. The reduction of natural habitat required by this project is insignificant, especially considering that land so close to a major highway would have a low value as natural habitat. See the section on wildlife on the Negative Declaration on Page 29.
30. The standard permit for use of herbicides along the edge of roadway where guardrail is used would be required.
31. The development potential of the Golden Triangle area would be reduced slightly by the acquisition of approximately 3.5 acres. Also the use of the Mobil Gas Station on the south side of Md. 193 just west of Md. 201 could be seriously impaired if not eliminated completely by the project.
34. The action would considerably improve traffic flow through this intersection. However, the pattern of traffic circulation will not be changed significantly since all existing traffic movements will be retained and no new movements will be provided. Since the project will increase the capacity of the intersection additional traffic through the intersection could be generated.
37. This proposed action is an integral part of the "Adopted and Approved Master Plan for College Park - Greenbelt and Vicinity" prepared by the Maryland National Capital Park and Planning Commission." It was also recommended in the Western Prince Georges County Transportation Alternatives Study.
38. This project will affect the development potential of the proposed commercial sites in the area by improving the traffic service on Md. Rtes. 193 and 201.

Comments for the Environmental
Assessment Form (Cont'd)
Page Three

- 41. By improving the traffic flow through the intersection, access to Greenbelt Park would be improved slightly which could increase usage of the park. This effect would probably be of an insignificant level.
- 42. It was determined that a Negative Declaration would be appropriate for this project. See Page 10 of the Negative Declaration.

By *James R. Hildreth*
The Wilson T. Ballard Company

GRH:jdc

MARYLAND ROUTE 193/201 INTERCHANGE

CONTRACT NO. P474-000-371

SECTION 4 (f) STATEMENT

TABLE OF CONTENTS

95

	<u>Page No.</u>
NEED FOR 4(f) STATEMENT	80
PROJECT LOCATION AND DESCRIPTION	80
4(f) INVOLVEMENT	80
ALTERNATES	83
ALTERNATE 1	83
ALTERNATE 1A	86
NO BUILD ALTERNATE	86
ALTERNATE 2A	87
AREA AFFECTED	92
MITIGATION MEASURES	95
COORDINATION	98
CONCLUSION	99
APPENDIX A - COORDINATION CORRESPONDENCE	100

PLATES

	<u>Following Page</u>
PLATE 1F GREENBELT PARK INVENTORY MAP	81
PLATE 2F PLAN ALTERNATES 1 AND 1A	83
PLATE 3F PLAN ALTERNATE 2A	87
PLATE 4F PLAN ALTERNATE 2	92
PLATE 5AF - 5 BF RIGHT OF WAY REQUIREMENTS	92
PLATE 6AF - 6 BF LANDSCAPING PLAN	96

TABLES

	<u>Page No.</u>
1 COMPARISON OF DIRECT IMPACTS OF ALTERNATES 2 AND 2A	90
2 ECONOMIC IMPACTS OF ALTERNATES 2 AND 2A	91
3 PROJECT NOISE LEVELS	95

96

4(f) STATEMENT

Maryland Routes 193/201 Interchange

Contract No. P474-000-371

NEED FOR 4(f) STATEMENT

Section 4(f) of the Federal Aid Highway Act of 1968 specifies that publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance may be used for Federal Aid projects only if there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm to 4(f) lands resulting from such use.

The environmental documents for all projects which involve the possible taking of 4(f) lands must document the alternative studies, considerations and consultations made to determine that there are no prudent or feasible alternatives to the use of this land. This document must also show that all possible planning to minimize harm to these lands has been done and must show the consultations with affected agencies.

Since the selected alternate for the improvements to Maryland 193/201 interchange involves the taking of parkland from Greenbelt Park, a 4(f) Statement must be prepared. Four alternates were investigated, 1, 1A, 2A, and the No Build Alternate, three of which involve no taking from the park. These alternates are described under the section titled Alternates.

PROJECT LOCATION AND DESCRIPTION

The project is located in Greenbelt in Prince Georges County, Maryland. The area is described in detail in the Negative Declaration, in the Project Location and Description section. Also see Plates 1 through 5 in the Negative Declaration.

The proposed project is the improvement of the at-grade intersection of Md. 193 (Greenbelt Road) and Md. 201 (Kenilworth Avenue) by providing an interchange and grade separation of the roadways. See the Project Description section of the Negative Declaration for additional information on typical sections, signalization and other details.

4(f) INVOLVEMENT

On November 30, 1950, 1,147 acres of land were transferred from the Public Housing Administration to the Department of the Interior with the understanding that such land would be used for park and residential

purposes. However, there are no specific restrictions on the use of this land for highway purposes. Approximately 85 acres of this land are presently occupied by the Baltimore-Washington Parkway and its Greenbelt Road Interchange. In 1976 an additional 18.8 acres known as the Jaeger Tract was donated to the Federal Government. This land, now referred to as Greenbelt Park is under the jurisdiction of the U. S. Department of the Interior, National Park Service and serves as a regional park for residents of the National Capital area and a national park by providing overnight camping facilities for people visiting the capital. In addition, the park provides a program of day-use recreation, picnicking and interpretation and preserves the area's remaining natural resources.

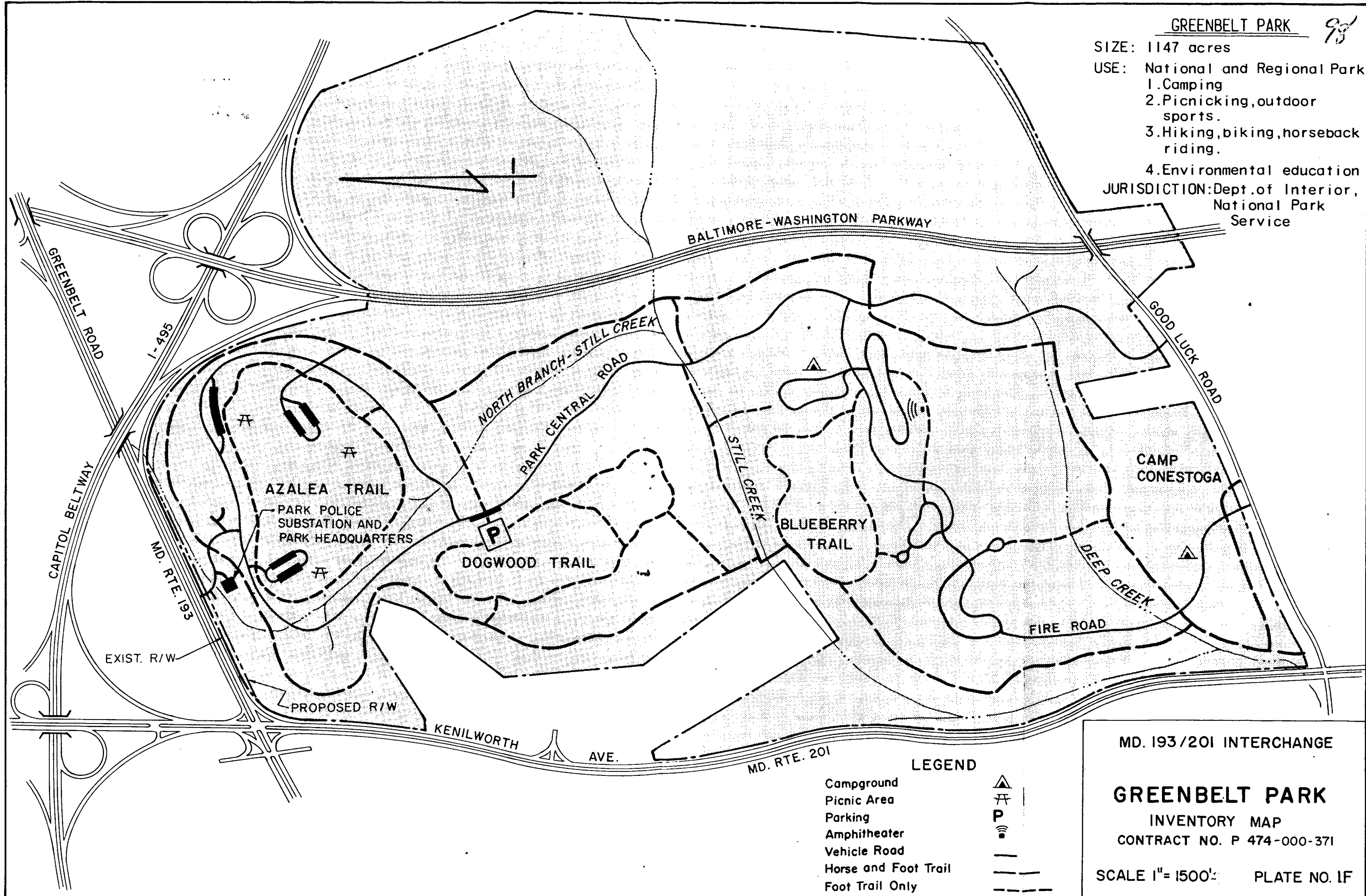
The objectives of the park as stated in the current Statement of Management for Greenbelt Park are as follows:

1. To manage Greenbelt Park as an outdoor recreational area encouraging visitor activities compatible with limited space and natural qualities of the park.
2. To provide interpretive programs directed to the needs of both local and national visitors and which relate to the Park environment and its setting in a large urban community.
3. To develop a complementary system of biking and hiking trails in the Park that would link with regional trails being planned by Maryland National Capital Park and Planning Commission (MNCP&PC) and other government agencies.
4. To maintain the Baltimore-Washington Parkway as a scenic National Park Service Parkway until it is reconstructed and transferred to the State of Maryland.
5. To maintain the natural character of the Park as a resource of special value for greenspace usable for limited outdoor recreational programs.
6. To participate in the overall planning of recreational developments with county and local citizen groups to prevent duplication and coordinate cooperative activities with county and local citizen groups.
7. To get involved with the school systems of neighboring communities in a program of awareness of the environment ethic through environmental education activities.








The park consists of woodland on low, rolling hills and is bordered by Md. 193 and the Capital Beltway on the north, Good Luck Road on the south, Kenilworth Avenue on the west and extends 3,000 to 4,000 feet east of Baltimore-Washington Parkway on the east. See Plate 1F. The

GREENBELT PARK 98

SIZE: 1147 acres
 USE: National and Regional Park
 1. Camping
 2. Picnicking, outdoor sports.
 3. Hiking, biking, horseback riding.
 4. Environmental education
 JURISDICTION: Dept. of Interior, National Park Service



LEGEND

- Campground 
- Picnic Area 
- Parking 
- Amphitheater 
- Vehicle Road 
- Horse and Foot Trail 
- Foot Trail Only 

MD. 193/201 INTERCHANGE

GREENBELT PARK
 INVENTORY MAP
 CONTRACT NO. P 474-000-371

SCALE 1" = 1500' PLATE NO. 1F

woodland is a mature forest, primarily pines and oaks. Facilities have been developed for picnicking, camping, hiking, biking, horseback riding and other outdoor sports.

In the years from 1974-1976 there were an average of 1,300,000 visitors per year in the park. However, approximately 95% of the visitors to the park were commuters using the park as a shortcut. In July, 1978 the Good Luck Road entrance was closed to eliminate this traffic; so in 1978 and 1979 the visitors to the park have dropped to approximately 300,000 to 400,000 per year. Campers represent about 15% of this total. Under existing conditions the park could accommodate a maximum of 1,500,000 visitors and 100,000 campers per year with proper maintenance standards and a continuing program of resource management.

The main entrances to the park are on Md. 193 between Md. 201 and the Capital Beltway and Good Luck Road between Md. 201 and the Baltimore-Washington Parkway. However, as previously mentioned, the Good Luck Road entrance has been closed since July, 1978. The park administration headquarters building is located near the Md. 193 entrance. The main campground, Camp Conestoga, is located near the Good Luck Road entrance. Other facilities are shown on Plate 1F. Generally the picnicking and sports facilities are located in the north half of the park. The campgrounds and other overnight facilities are located towards the south end of the park.

Presently, a General Management/Development Concept Plan is being prepared to update the original Statement of Management. This Plan will provide a framework for future development and Management of Greenbelt Park and solve some of the problems existing in the park. The proposed interchange project is being addressed in the Plan and, therefore will be considered in any future development plans for the park. This study addresses several basic concerns including the use of the central road as a commuter shortcut and the use of the parkland east of the Baltimore-Washington Parkway.

Several of the development alternates consider severing the central road which would separate the regional functions of the park (picnicking) from its function as a national park (camping). Access to the picnic areas would be from Md. 193 and to the campgrounds from Good Luck Road. The picnic and camping facilities would remain in their present locations.

Uses of the parkland east of the Baltimore-Washington Parkway are being investigated and include recreational or environmental educational uses. Access to this section would be provided from Good Luck Road.

There would be little difference in impact on the park among the alternative concept plans being studied. Presently, all users of the park must enter at Md. 193. Under the alternate schemes campers would enter on Good Luck Road, which would slightly reduce the traffic using the Md. 193 entrance. No additional picnic areas are proposed along Md. 193 nearer to the project than the existing facilities.

In the Greenbelt-College Park area there is a total of approximately 1100 acres of parkland other than Greenbelt Park owned by the various municipalities in the area, the City of Greenbelt and the Maryland-National Capital Park and Planning Commission. Approximately 900 acres of this land are included in the Paint Branch, Indian Creek Anacostia River and Northwest Branch Stream Valley Parks. This stream valley park system provides golf courses, green space and other recreational facilities. Greenbelt Park is the only park in the area with overnight camping facilities.

The management of Greenbelt Park maintains liaison with the Maryland-National Capital Park and Planning Commission to coordinate activities in the fields of recreation and open space. One area of common interest is the development of bike and hiking trails in the region.

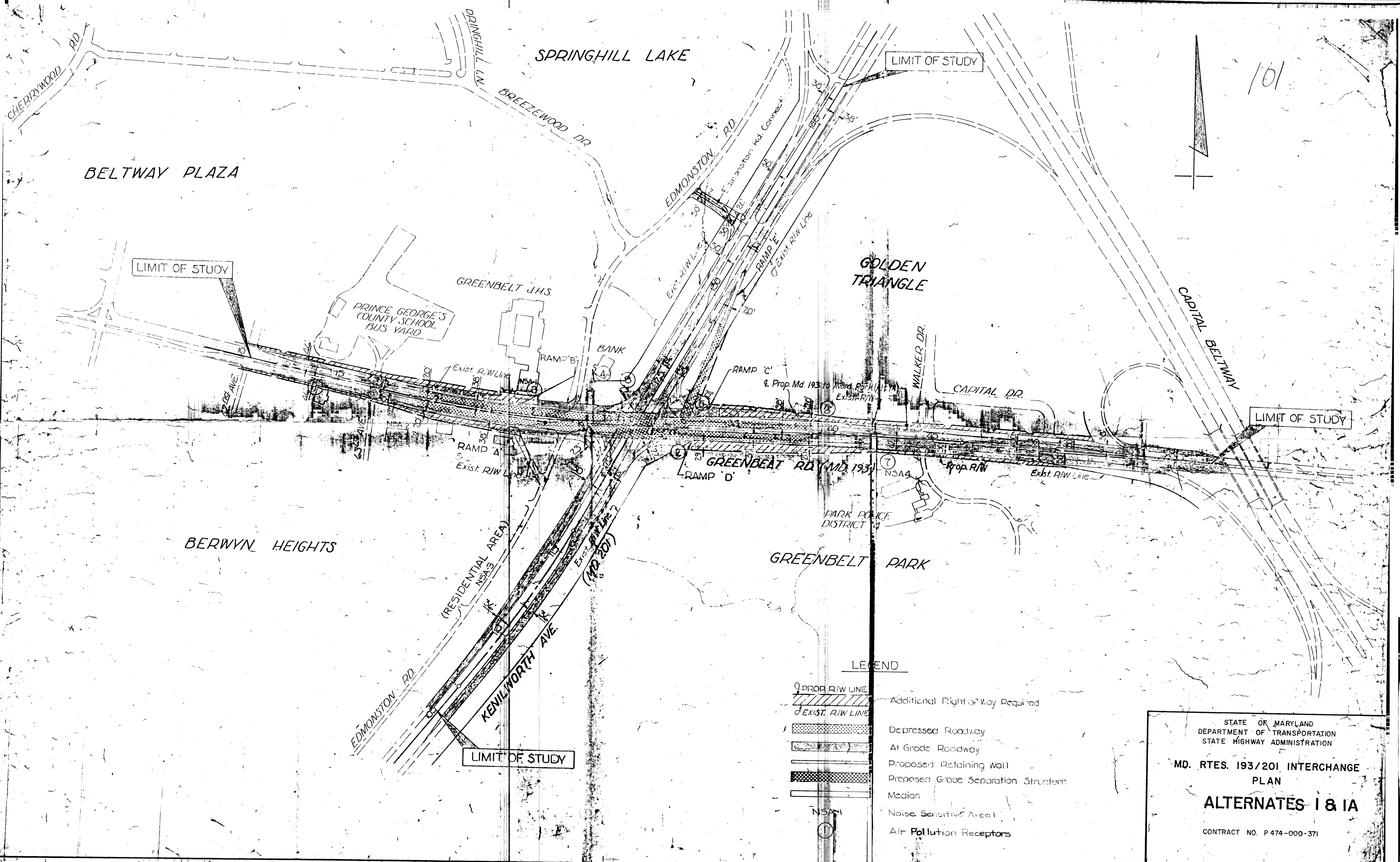
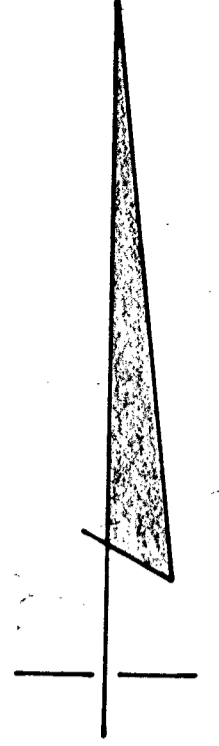
ALTERNATES

Several alternates were studied for this interchange to determine the most feasible method of providing improved traffic service at this major intersection. Two basic design arrangements were considered; depressing Md. 193 under Md. 201 or depressing Md. 201 under Md. 193.

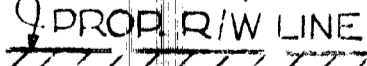

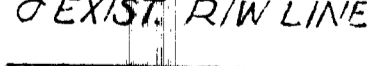
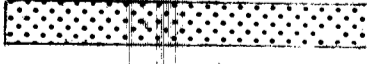
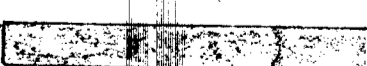
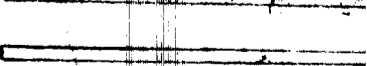
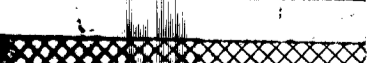

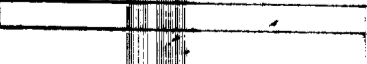

Alternate 1

This alternate proposes the Md. 193 be depressed and that all turning movements except one between Md. 193 and Md. 201 be accommodated at an at-grade intersection with Md. 201. The configuration is essentially a diamond-type interchange with the ramps running along Md. 193 at approximately the existing grade. Retaining walls would provide for the separation of grades between the depressed roadway and the ramps. See Plate 2F for the plan of Alternates 1 and 1A.

101



LEGEND

-  PROP. R/W LINE
-  Additional Right of Way Required
-  EXIST. R/W LINE
-  Depressed Roadway
-  At Grade Roadway
-  Proposed Retaining Wall
-  Proposed Grade Separation Structure
-  Median
-  Noise Sensitive Area
-  Air Pollution Receptor

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

**MD. RTES. 193/201 INTERCHANGE
 PLAN**

ALTERNATES I & IA

CONTRACT NO. P 474-000-371

In order to reduce the amount of traffic signal cycle time required for the left turns at the at-grade intersection with Md. 201, the turning movement from eastbound Md. 193 to northbound Md. 201 would be accommodated in the depressed section of Md. 193. A signalized intersection would be provided at which the westbound Md. 193 traffic would be stopped to allow this left turn to operate but it would not be necessary to stop the eastbound traffic.

All left turning movements would be double turning lanes. Three through lanes would be required on both roadways through the interchange area.

A signalized intersection is proposed at the intersection of the Springhill Lake connection and Md. 201 which would eliminate the U-turns from the intersection at Md. 193 and Md. 201 and would allow the traffic desiring to turn left at Md. 193 to cross the through southbound lanes with no conflicts. This connection would be made two-way operation with no loss of service, and the traffic from Md. 201 could enter Springhill Lake at this intersection rather than at the Edmonston Road connection to Md. 193. Edmonston Road would be made one-way southbound from the entrance to the People's Bank Building to Md. 193.

The westbound traffic on Md. 193 destined for the bus yard or Greenbelt Junior High School would be allowed to cross Md. 201 from Ramp C to Ramp B and proceed to the bus yard entrance on Ramp B. This traffic movement would operate at the time that the traffic on Ramp C destined for southbound Md. 201 would be turning left. All bus traffic leaving the yard would be able to enter both the westbound and eastbound roadways of Md. 193 at the existing intersection of Md. 193 with 63rd Avenue.

Between 63rd Avenue and Md. 201 the properties along Md. 193 would be provided access only to the ramp roadways, not to the main Md. 193 roadway since the main line would be depressed in this area. It is also suggested that Edmonston Road, south of Md. 193 to the intersection 250' south of Md. 193, be made one-way southbound to avoid conflicts from traffic entering the eastbound ramp from Edmonston Road.

Ramp D would end close to the intersection of Md. 193 with the park entrance and the main entrance to the Golden Triangle development. Drivers must not attempt to cross the through lanes from the ramp to enter the

Golden Triangle at this location. To prevent this movement, the left turn lane to the Golden Triangle has been separated from the through traffic lanes by a raised median 4 feet wide. A second entrance to the Golden Triangle is provided 600 feet east of the first entrance to provide access to those drivers approaching the Golden Triangle from Md. 201. The traffic projections show a need for a double left turn at the second entrance and a single left turn at the first entrance.

A fourth lane is added to the eastbound roadway of Md. 193 at the entrance of Ramp D to accommodate the Ramp D traffic, weaving movements and park traffic. This lane is carried to the exit to the Capital Beltway ramp.

Alternate 1 is not feasible and prudent for the following reasons:

1. Alternate 1 would necessitate the acquisition of 1.9 acres of parkland from Greenbelt Park. An additional 0.6 acres would be required in revertible grading easements. This park taking is a minimum based on the proposed alignment and typical section.
2. Alternate 1 would cost \$14,600,000 versus \$9,300,000 for Alternate 2.
3. There would be no benefits to the highway users of Alternate 1 over those provided by Alternate 2. In fact, Alternate 1 would have a higher accident rate than Alternate 2. Alternate 1 would have more conflicts of left turning movements than Alternate 2. Also Alternate 2 would eliminate all rear end accidents on Md. 201 at the intersection by making Md. 201 the through roadway. Alternate 1 would still retain some rear end accident potential by including the intersection in the depressed section for the eastbound-northbound left turn.
4. The highway with the higher traffic volumes and the lower number of interruptions to traffic flow would be stopped at the at-grade intersection.
5. Access to Md. 193 would be eliminated for the properties on the south side of Md. 193 between 63rd Avenue and Md. 201.
6. Access to the Golden Triangle development for traffic using Md. 201 would be restricted to the secondary entrance at the east end of the project due to the short length between the Ramp D entrance from Md. 201 and the main entrance to the Golden Triangle.
7. Traffic using Ramp D would enter EB Md. 193 very close to the park entrance which introduces a conflict to traffic on EB Md. 193 trying to turn right into the park.
8. Placement of retaining walls along Maryland Route 193 to provide for a depressed roadway will increase the visual impact of the project on Greenbelt Park over the selected alternate.

The extra cost of Alternate 1 and the fact that there are no advantages to Alternate 1 over Alternate 2 from a highway user, mitigation of impacts to parkland, or residential viewpoint, led to its elimination from consideration. With respect to Greenbelt Park the placement of retaining walls along Maryland Route 193 for road construction was considered to result in an increased overall visual impact on the park.

Alternate 1A

This alternate is identical to Alternate 1 with respect to the methods of accommodating the traffic, location of the ramps and Md. 201 and the typical sections. The difference between Alternate 1 and 1A is the location of Md. 193. The centerline of Md. 193 was shifted north to avoid any acquisition from Greenbelt Park, either for right of way or grading easements. Plate 2F shows the centerline location needed to avoid the park.

Alternate 1A is not a feasible and prudent alternative for the same rationale which led to the elimination of Alternate 1. Alternate 1A, even though it precludes the use of parkland, does not substantially reduce or minimize the impacts of the project on the park on a balanced basis. Alternate 1A would result in a higher cost factor than Alternate 1 in right-of-way acquisition from the Golden Triangle, retaining walls along the retention basin at Capital Drive, regrading of Walker and Capital Drives and increased visual impact to the park as compared to the selected alternate.

No Build Alternate

This alternate consists of utilizing the existing at-grade intersection with no improvements except normal maintenance. The No Build Alternate does nothing to improve the capacity of the existing roadways. Presently, this intersection is operating at Level of Service F or jammed flow in the peak hours.

The No Build Alternate is not a feasible and prudent alternate for the following reasons:

1. Due to the large number of major traffic generators within a short radius of the project, only 10% of the design year traffic would be diverted to other routes. Good Luck and Calvert Roads, Routes 410 and 495 would absorb the excess of the east-west traffic. Route 1 and the Baltimore-Washington Parkway would absorb the excess of the north-south traffic.

- 2. Since very little traffic would be diverted to other routes as these routes become congested, jammed traffic conditions would continue during the peak traffic periods and backups would increase. The periods of time when an unacceptable level of traffic service prevails at the intersection would become longer as traffic volumes continue to increase.
- 3. The accident rate would continue to rise as traffic volumes increase.
- 4. This alternate is not consistent with land use plans of the area.
- 5. Air pollutant concentrations would be higher under the No Build than under the Build Alternates at all receptors except in two cases and would exceed 8 hour National Ambient Air Quality Standards for CO at four receptors in 1985.

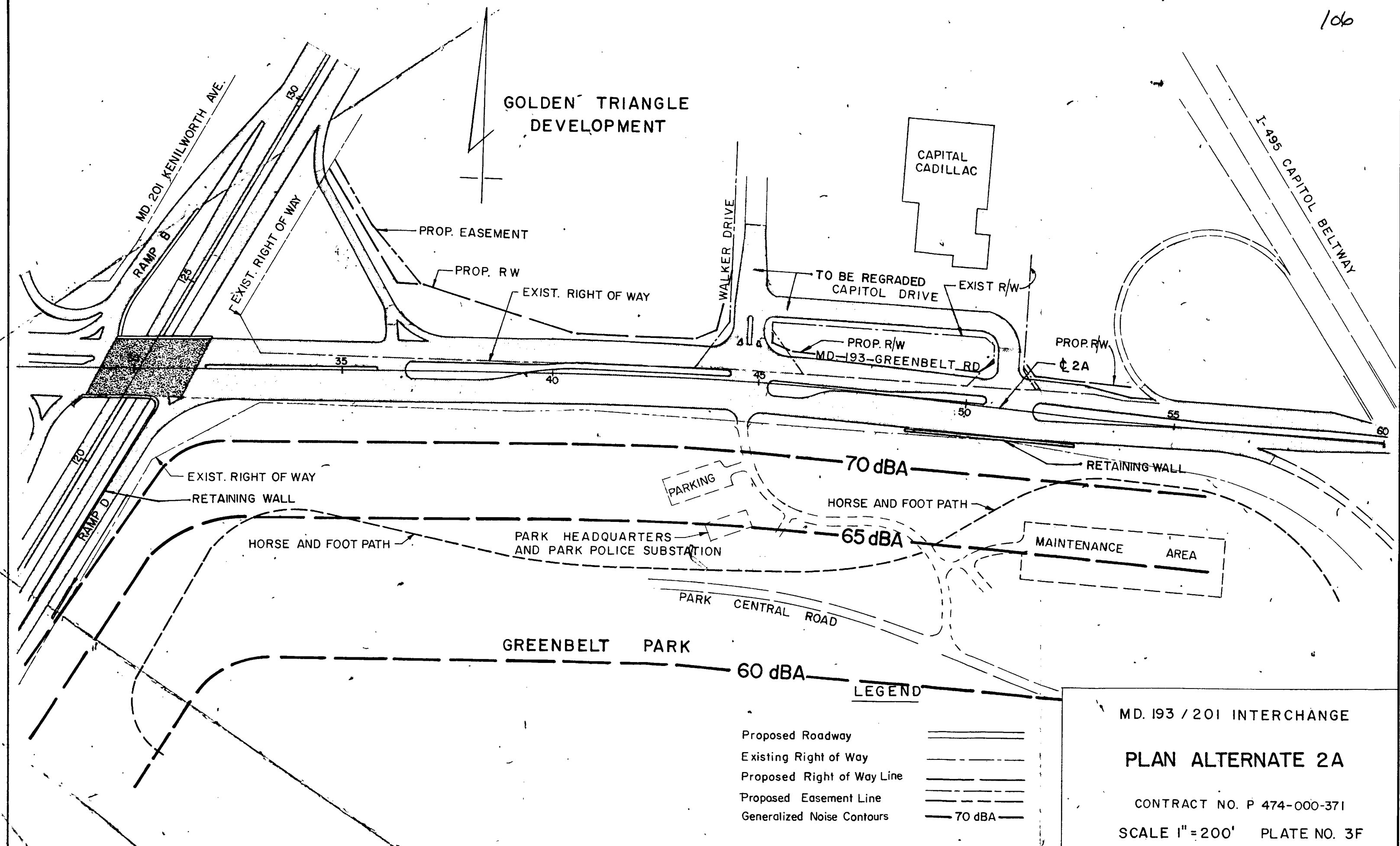
Alternate 2A Description

This alternate is identical to Alternate 2 with respect to the methods of accommodating the turning movements, location of the ramps and Md. 201, and the typical sections. The only differences between Alternates 2 and 2A are the locations of Md. 193 east of Md. 201 and Ramp D. See Plate 3F.

Alternate 2 requires the acquisition of land from Greenbelt Park. Alternate 2A was developed as an alternate to the taking of parkland, and consists of shifting the proposed alignment of Md. 193 to the north, avoiding any encroachment on the park property with either right of way acquisition or grading easements.

In the area west of Md. 201, the location of existing buildings restricts the possible shifting of Md. 193 from its existing centerline. The offsets to the Greenbelt Junior High School on the north side and the office buildings along the south side of Md. 193 are at a minimum under Alternate 2. Therefore the alignment of Md. 193 must curve to the north from the existing centerline at the intersection of Md. 201 to avoid the park (See Plate 3F). The curvature of Md. 193 is then reversed to become approximately parallel to Md. 193 in front of the park north of the existing centerline of Md. 193. The centerline of Alternate 2A would then reverse again to tie in to the existing centerline of Md. 193 just west of the Beltway bridge over Md. 193 to utilize the existing bridge.

GOLDEN TRIANGLE DEVELOPMENT



LEGEND

- Proposed Roadway
- Existing Right of Way
- Proposed Right of Way Line
- Proposed Easement Line
- Generalized Noise Contours 70 dBA

MD. 193 / 201 INTERCHANGE

PLAN ALTERNATE 2A

CONTRACT NO. P 474-000-371

SCALE 1" = 200' PLATE NO. 3F

Also Ramp D would be shifted to the west close to the northbound Md. 201 roadway. A retaining wall would be needed for the full length of Ramp D to maintain the separation of grades between Md. 201 and Ramp D. In this way, encroachment on the park along Md. 201 could be eliminated.

Alternate 2A is not a feasible and prudent alternate to the selected alternate for the following reasons:

1. The right of way acquisition from the Golden Triangle would be approximately 1.2 acres greater than that for Alternate 2. The encroachment would consist of a strip approximately 30 to 35 feet wide of additional right of way over that required for Alternate 2 along the north side of Md. 193. This additional property required results in a strip of land 40 to 60 feet wide being acquired from the Golden Triangle along Md. 193.

This encroachment would result in the loss of approximately 60 parking spaces from the building being designed on Lot 1 at the northwest corner of Walker Drive at Md. 193. This additional taking from Lot 1 would result in additional right of way costs and engineering costs since a site plan has been prepared for this lot. The building would have to be shifted to the north in order to provide the traffic circulation necessary for the proposed drive-in bank and parking lots.

The taking of land from the Golden Triangle was compared for both Alternates 2 and 2A and is described in Table 1. The right of way costs shown are only those relating to the Golden Triangle and Greenbelt Park. Those costs do not include costs of any possible damages to the Golden Triangle except the actual property acquisition and construction items listed.

The reduction of developable land from the Golden Triangle would also result in a reduction in office space provided which translates into jobs lost from the site and loss of tax revenue to the County from property taxes. These costs are described in Table 2 on an annual basis for Alternates 2 and 2A. A factor of 45% was used to determine the office space from the amount of developable land area. This Floor Area Rate (FAR) represents typical suburban office building density and includes parking and open space requirements of the county. The loss of accessible land was determined using a value of office building space in the area and a land cost determined from appraisals in the area. The loss of leasable income was based on an income rate of \$10 per square foot.

As explained in their letter of November 14, 1979, Prince George's County has recommended that the alternative requiring the least taking from the Golden Triangle be constructed in view of the "substantial positive impacts which can be derived from productive, commercial use of the Triangle property."

2. Alternate 2A would encroach on the existing retention basin east of Walker Drive by up to thirty feet more than Alternate 2. This encroachment would require that the existing basin be widened to the north to provide the necessary storage. A five foot high retaining wall would be required along the south right of way line of Walker Drive in order to provide the required storage volume. The cost of this wall is shown in Table 1.
3. Alternate 2A would encroach on the proposed retention basin west of Walker Drive. This basin would have to be relocated under this alternate farther to the north encroaching into lots 2 and 3, further reducing the development potential of these parcels. An additional 0.3 acre would be required for the basin under Alternate 2A over that required for Alternate 2.
4. By shifting Md. 193 towards the Golden Triangle the left turn storage on Walker Drive between Md. 193 and Capital Drive would be reduced to approximately 80 feet, restricting the number of cars that could be stored at the light at Walker Drive and Md. 193 before the intersection at Capital Drive and Walker Drive is blocked. This shortened distance between two intersections would create additional confusion and congestion and potential for accidents. In addition, the profile on Walker Drive would be lowered by almost two feet in the area of Capital Drive requiring additional grading and paving along Walker Drive. This lowering of the profile of Walker Drive would require the lowering of the profile of Capital Drive to tie in at the same location. The profile of Capital Drive where it connects to Md. 193 at the east end would also have to be lowered. Therefore, the profile of Capital Drive would be lowered from 0.5 to 1.5 feet throughout its length. The costs of this regrading and repaving of Capital Drive and Walker Drive are shown on Table 1.

In addition to the costs included in Table 1 under Alternate 2A, damages would also have to be paid to the developer of the Golden Triangle since his site plans have progressed to such a stage that any such change in the taking of Md. 193 would incur significant redesign of the plans and possibly regrading of the sites.

5. In order to eliminate any parkland acquisition along Md. 201, Ramp D would have to be shifted and a retaining wall would be required for the full length of the ramp. Also, a short retaining wall would be needed along the right of way of Ramp D to contain the grading within the existing right of way of Md. 201. A short retaining wall would also be needed along the park right of way east of the park entrance in order to eliminate park encroachment. The costs of these walls are shown on Table 1. In addition, the added impact of placement of a retaining wall along the park property line would introduce an additional visual element that otherwise would not occur under the selected alternate.

6. Table 1 shows the total project costs for Alternate 2A are \$1,379,000 higher than Alternate 2. This represents an increase in costs of 21%. Alternate 2A represents a savings of 1.9 acres of parkland and 0.6 acres of temporary grading easements. This additional construction cost of \$1,379,000 to save 1.9 acres of parkland acquisition represents a cost of \$16.50 per square foot of parkland. As a comparison, the commercial land in the Golden Triangle is priced at \$3.75 per square foot.
7. The relocation of Greenbelt Road (Maryland Route 193) further into the Golden Triangle would also reduce available landscaping areas along Route 193 that can be utilized to develop a balanced landscape restoration plan for the establishment of visual planting buffers between the park and commercial development (see plate 6F). The development of a balanced landscape plan to mitigate possible increased visual impact to the park was identified by the National Park Service as a possible mitigation measure.

TABLE 1

COMPARISON OF DIRECT IMPACTS OF ALTERNATES 2 AND 2A

ITEM	(Selected Alt.)		DIFFERENCE
	ALT. 2	ALT. 2A	
<u>Air Quality</u>	Less than 50%, National Air Quality Standard	Identical to Alt. 2	-
<u>Water Quality</u>	Same as existing conditions	Identical to Alt. 2	-
<u>Noise</u> - See Table 1			
<u>Wildlife Habitat</u>	Insig. reduction due to low value of habitat near hwy.	No reduction	Insignificant difference
<u>Vegetation</u>	Loss of 1.4 acres woods (1.1 acres replaced as mitigation)	No loss	0.3 acre woods lost Alt. 2
<u>Park Acquisition</u>	1.9 Acres & 0.6 acre temporary easement	-	1.9 acres, 0.6 acre easement

TABLE 1 (Cont'd)

ITEM	(Selected Alt.)		DIFFERENCE
	ALT. 2	ALT. 2A	
<u>Right of Way Costs</u>	\$1,115,000 (Golden Triangle & Greenbelt Park)	\$1,419,000	\$ 304,000
<u>Construction Costs</u>			
Roadway	\$5,490,000	\$5,490,000	-
Retaining Wall at Ramp D	-	724,000	\$ 724,000
Retaining Wall at detention basin-450 feet long	-	116,000	116,000
Retaining Wall at park east end-450 feet long	-	65,000	65,000
Regrading & paving at Walker Dr. & Capital Dr.	-	171,000	171,000
Landscaping	14,000	-	(14,000)
Construction Cost Subtotal	\$5,504,000	\$6,566,000	\$1,062,000
Project Costs	\$6,536,000	\$7,985,000	\$1,366,000

TABLE 2

ECONOMIC IMPACTS OF ALTERNATES 2 AND 2A

ITEM	(Selected Alt.)		DIFFERENCE ALT. 2-2A
	ALT. 2	ALT. 2A	
1. Loss of office space	68,600SF	88,200SF	19,600SF
2. Loss of jobs to site	330	425	95
3. Loss assessable land	\$5,000,000	\$7,500,000	\$2,500,000
4. Loss of annual property tax	\$ 125,000	\$ 187,500	\$ 62,500
5. Loss of leasable income	\$ 686,000	\$ 882,000	\$ 196,000

AREA AFFECTED

Alternate 2, the selected Alternate, would require the acquisition of 1.9 acres of parkland. In addition, 0.6 acre of parkland would be needed for temporary grading easements. This taking is located along the northern boundary of the park and consists of a strip of land varying between 45 feet wide and 55 feet wide between the west end of the park and the existing 54" culvert under Md. 193. From the culvert to the east end of the park the taking is about 15 feet wide. This taking is described on Plates 4F, 5AF and 5BF.

Within the taking area of 1.9 acres there is an existing easement of 0.56 acre used for grading the existing Md. 193 roadway. See Plates 5AF and 5BF. The remaining area of the park not affected by the acquisition for the project is approximately 1144 acres.

The area of taking consists of a strip of woods varying in width from 25 to 45 feet along the roadway with some areas of thickets of greenbriers, honeysuckle, poison ivy and viburnum. Thickets of gum, locust, maple and Virginia pine saplings border the existing right of way. The woods consist mainly of an overstory of pin oaks, tulip poplars, red oaks, hickories, maples, willow oaks, aspens and pitch pines, and an understory of Virginia pines, sassafras, black locusts, black cherries, gums, maples and beech. The total woodland affected is 1.4 acres.

This woodland provides wildlife habitat for such species as amphibians, salamanders, reptiles, mammals such as small rodents, moles, shrews and rabbits. Occasional foxes, raccoons, opossums, skunks and weasels are known to inhabit such wooded areas. Song birds, some transient hawks, kestrels, woodcock, mourning doves, owls and many other species are expected to be found in woodlands in this area. There are no rare or endangered species or unique habitat within the area required for taking. Densities for most resident species in the area of taking are generally low since carrying capacities are often considerably reduced adjacent to highways. Overall site quality relative to wildlife value is generally low.

No recreational facilities exist within the area of taking; however, a horse and foot trail runs along the north end of the park, between Kenilworth Avenue and the park headquarters building. See Plates 3F and 4F. Between the park headquarters building and the east boundary of the park, the path crosses the park road and runs parallel to Greenbelt Road

112

north of the maintenance shop approximately 100 to 150 feet south of the northern boundary of the park. The proposed construction of Greenbelt Road would approach to within about 320 feet of this path west of the headquarters. East of the entrance the proposed construction would approach to within 100 feet of the path. There are no plans for any recreational facilities within the proposed taking under any of the development concept alternatives being studied.

Noise Impacts

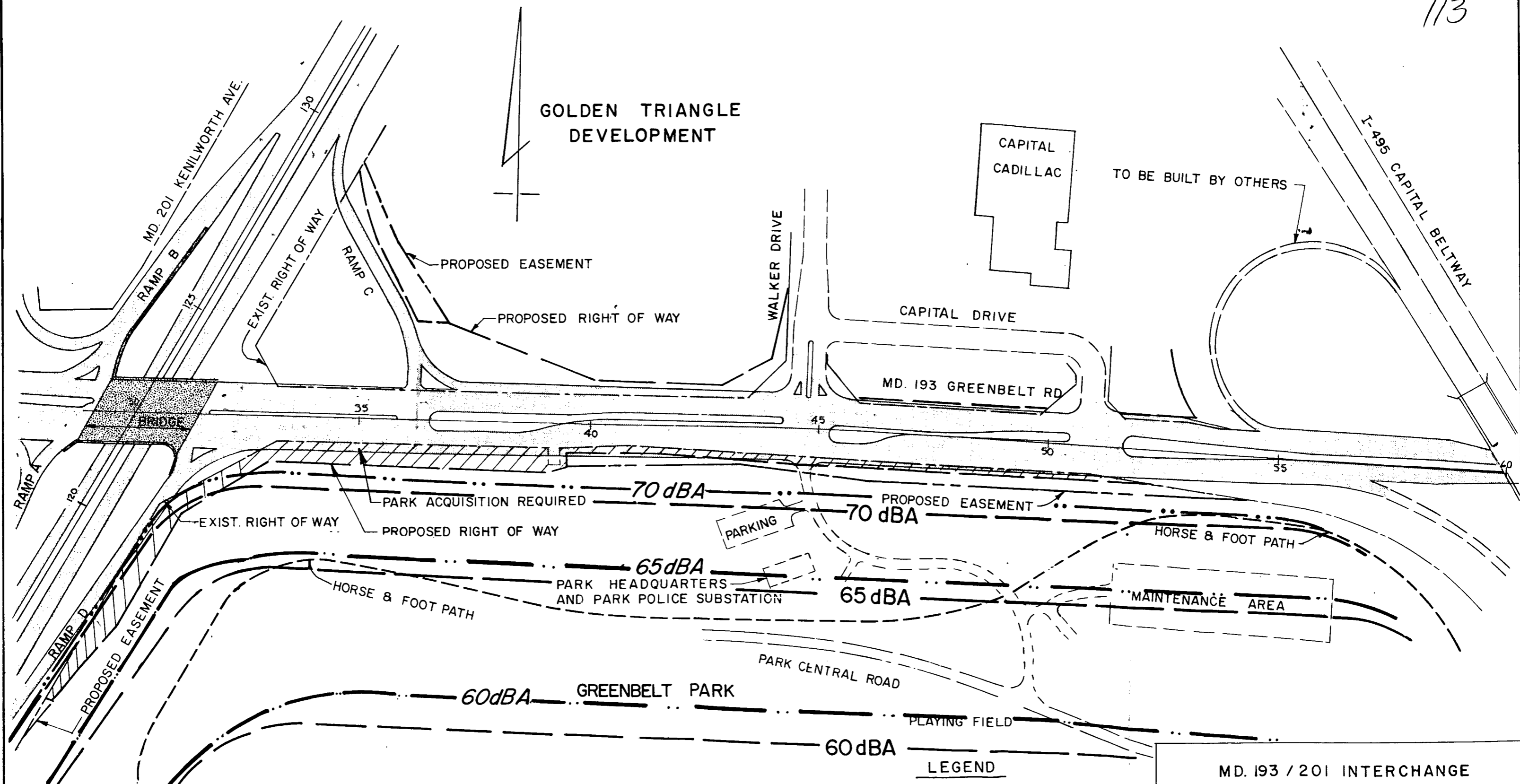
A noise analysis was made to determine the impact of the project on any sensitive noise areas adjacent to the project. Two areas were studied as noise sensitive areas in the park. These areas are representative of the park activities and are the only activity areas that could be affected by the project. All other activity areas are beyond the influence of the project. In other words, there would be no difference between the Build and No Build Alternates with respect to noise levels. As shown by the noise contours on plates 3F and 4F there is a negligible difference in noise levels in the park between Alternates 2 and 2A. Also, there is a 1 dBA difference between the No Build Alternate and either of the Build Alternates in the north end of the park. As you proceed deeper into the park this difference will diminish to zero.

The activity area nearest the proposed roadway is a horse and foot path that passes along the northern section of the park and approaches to within 100 to 150 feet of Md. 193. The No Build Alternate would create noise levels at this site of 70 dBA which is the Federal Design Level for paths of this type. The Build Alternates, 2 or 2A create noise levels of 71 dBA along a 600 section of this path in the northeast corner of the park. This is an increase of 1dBA above the No Build levels and 1 dBA above the Federal Design Levels. It is not possible for the human ear to detect a difference in noise levels of 1 dBA.

The noise level for the No Build Alternate at the right of way line of Md. 193 along the park is approximately 71 dBA. The Build Alternates create noise levels of 72 dBA along the park boundary.

Within 100 feet of the right of way of Md. 193 the noise levels are below 70 dBA, the Federal Design Level. No activities take place within this area except a small section of the horse trail described above.

GOLDEN TRIANGLE DEVELOPMENT



NOTE:
See Plate 9 for existing easements in park.

LEGEND	
Proposed Roadway	====
Existing Right of Way	- - - -
Proposed Right of Way Line	=====
Park Property Acquisition	////
Proposed Easement Line	-----
Noise Contours Alt. 2	— 70 dBA —
No Build	— 70 dBA —

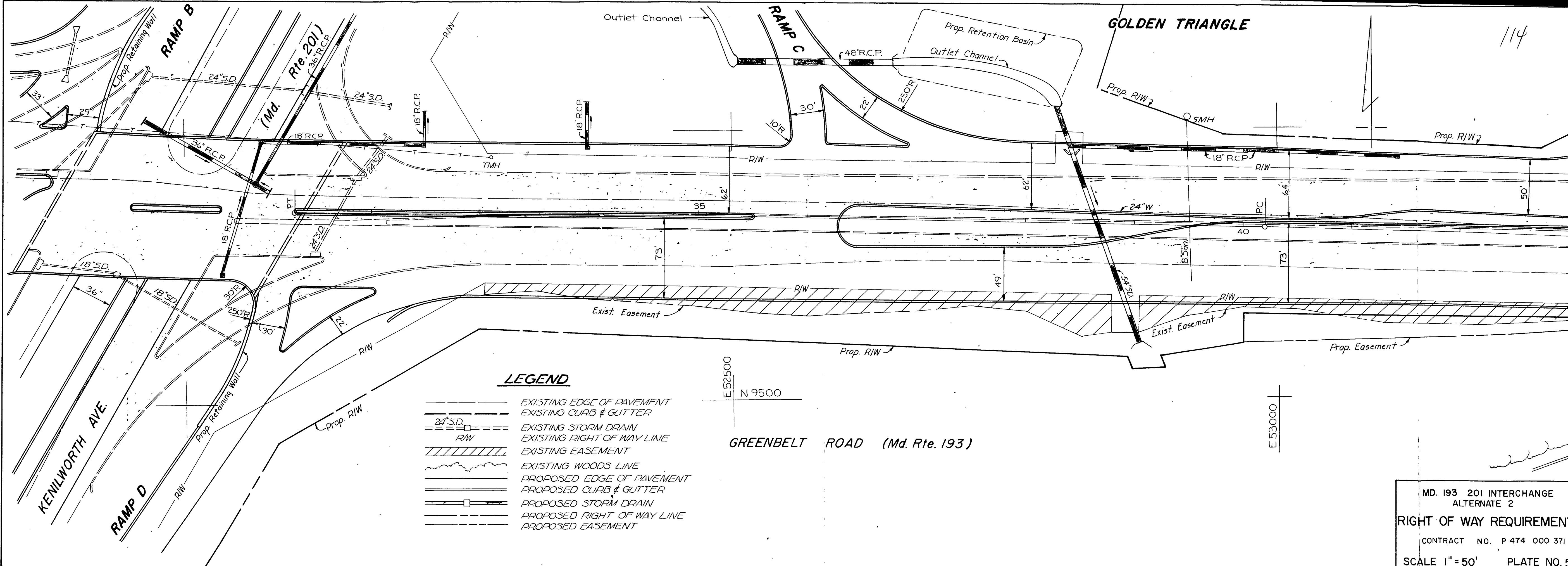
MD. 193 / 201 INTERCHANGE

PLAN ALTERNATE 2

CONTRACT NO. P 474-000-371

SCALE 1" = 200' PLATE NO. 4F

114



LEGEND

- EXISTING EDGE OF PAVEMENT
- EXISTING CURB & GUTTER
- EXISTING STORM DRAIN
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT
- EXISTING WOODS LINE
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- PROPOSED STORM DRAIN
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT

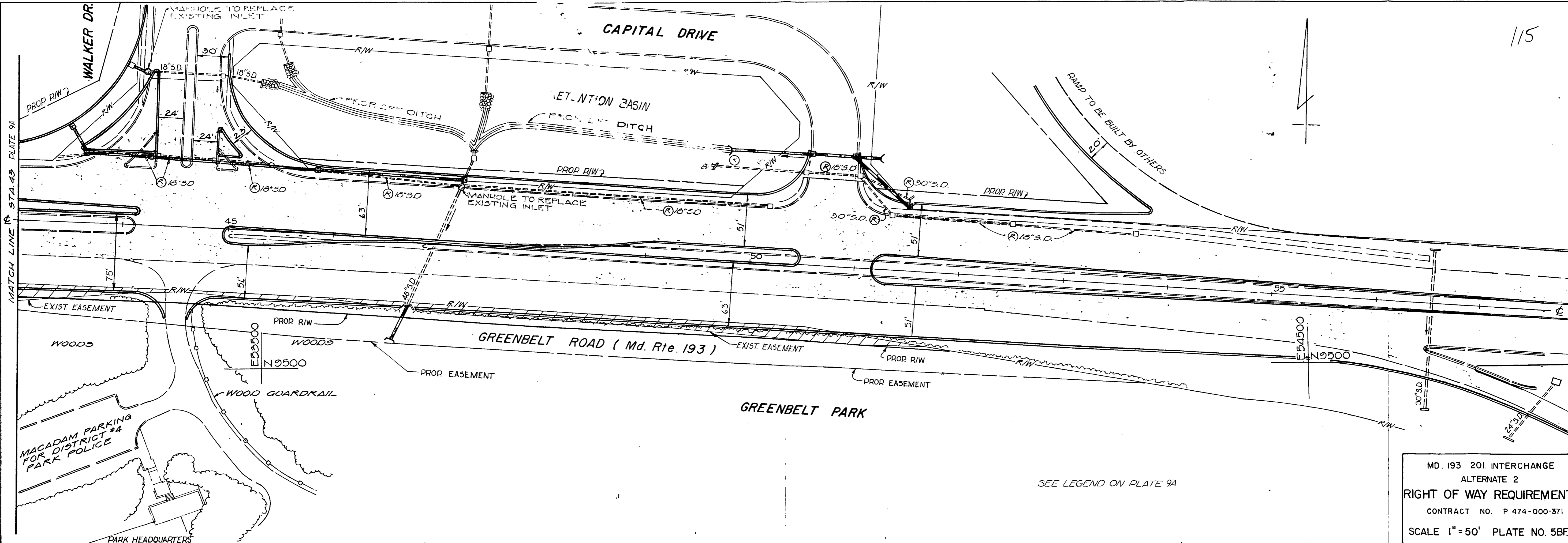
E 52500
N 9500

GREENBELT ROAD (Md. Rte. 193)

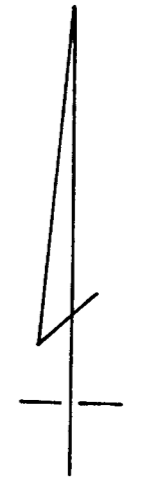
E 53000

MATCH LINE STA. 43

MD. 193 201 INTERCHANGE
ALTERNATE 2
RIGHT OF WAY REQUIREMENTS
CONTRACT NO. P 474 000 371
SCALE 1" = 50' PLATE NO. 5AF



MATCH LINE TO STA. 45 PLATE 9A



SEE LEGEND ON PLATE 9A

MD. 193 201. INTERCHANGE
 ALTERNATE 2
RIGHT OF WAY REQUIREMENTS
 CONTRACT NO. P 474-000-371
 SCALE 1" = 50' PLATE NO. 5BF

Within 700 to 800 feet inside the park property there is no difference between the Build or No Build Alternate with respect to noise levels.

The closest activity area to Md. 193 besides the horse trail is the playing field and picnic area where the entrance road forms a T intersection with the Park Central Road. This area is approximately 500 feet from Md. 193. The difference in noise levels between the Build and No Build Alternates are still 1 dBA, a negligible difference. The noise levels at this site are about 60-61 dBA, well within acceptable levels. This agrees with the Noise Projections Plan shown in the Development Concept Plan for the park.

This increase in noise levels of 1 dBA within the park for a distance of 700 to 800 feet caused by the project will have no impact on the park and its uses and function. The major functions located at this end of the park are the park administration and maintenance neither of which are especially sensitive to noise levels. All recreational activities, especially camping are located beyond the area of influence of the roadway or project. It should be recognized that the use of the horse trail is transitory in that people pass through the area quickly when using the path. There are no designated rest areas in this area.

Mitigation of Noise Impacts

In order to reduce the noise levels for the Build Alternates at the Md. 193 right of way by 2dBA to fall within the acceptable federal levels, a barrier fence 8 to 10 feet high would be needed for 2500 feet along the north boundary of the park. This would cost approximately \$200,00 and would require an additional strip of property from the park 5 feet wide. This fence would create a visual barrier for those using Md. 193 and effectively eliminate the visual effect of any landscaping and park woodlands. The view from the road would be one of an urban area with development on both sides of the roadway.

Another means of mitigating the noise levels near Md. 193 would be to revegetate within the park area for a distance of 30 feet with dense evergreens. This procedure would cost about \$120,000. The dense evergreens would provide little attenuation. ** Attenuation, if any occurs, is assumed to be 2 dBA or less at a distance of 30 feet from the right of way. The noise levels at the right of way would still be 2 dBA greater than the acceptable than the wall described above and would maintain the effect of woodland along Md. 193.

If the concern was to reduce the noise levels of the Build Alternate only where they exceed design levels in the area of the horse trail, a noise barrier fence 600 feet long and 6 to 8 feet high could be placed at the east end of the park boundary. This fence would cost approximately \$30,000. Although offering no measurable reduction in sound levels, double row of evergreens would provide a visual buffer at the horse trail and would cost approximately \$15,000.

The National Park Service has indicated that physical noise barriers such as newly constructed mounds, walls, or fences would not be aesthetically desirable. Recognizing the limitation of vegetation as a noise barrier, the National Park Service has indicated a willingness to accept additional landscaping instead of physical barrier.

For a tabulation of the noise impacts and possible mitigation measures see Table 3.

** NCHRP Report #117 suggests the use of 5dBA attenuation for dense woods with a depth of 100 feet.

TABLE 3

PROJECT NOISE LEVELS

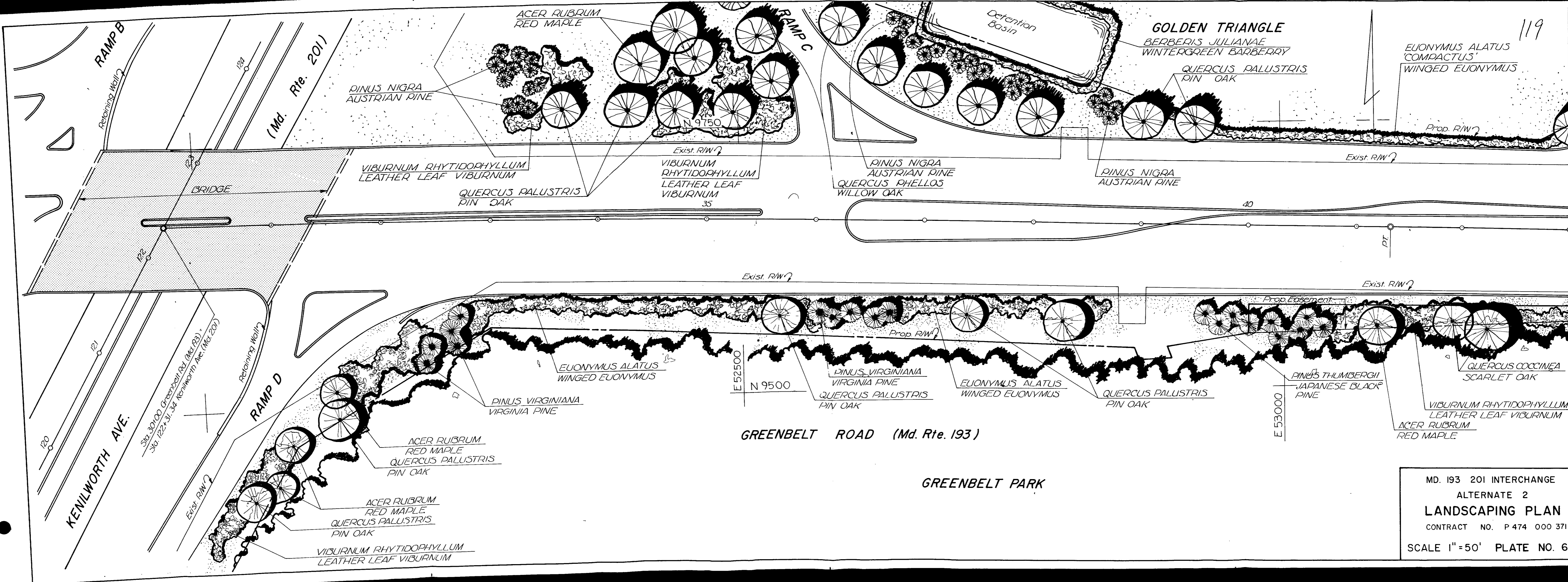
<u>NOISE</u>	<u>NO BUILD</u>	<u>ALT. 2</u>	<u>ALT. 2A</u>
1. Right of Way	No recreational activities within 100 feet of Right of Way		
a) Noise Levels	71 dBA	72 dBA	72 dBA
b) Mitigation	Reduce levels to 70 dBA at Right of Way		
1.	Noise barrier-visual and physical barrier - costs \$200,000		
2.	30 feet deep evergreens blends with park vegetation - costs \$120,000		
2. Horse Trail	Transitory use by hikers and riders		
a) Noise Levels	70 dBA	71 dBA	71 dBA
b) Mitigation	<ul style="list-style-type: none"> 1. Noise Barrier - visual and physical barrier - cost \$30,000, (1 dBA reduction) 2. Revegetation - 10 foot deep evergreens blends with park vegetation - cost \$15,000 - (no sound level reduction) 		
3. Playing field and Picnic Area - nearest recreational activity			
a) Noise Levels	60 dBA	61 dBA	61 dBA
b) Mitigation	None required		

The final decision as to whether noise attenuation measures will be used, and if so the type and method of noise attenuation to be used, will be made in the design phase in coordination with the U.S. National Park Service.

MITIGATION MEASURES

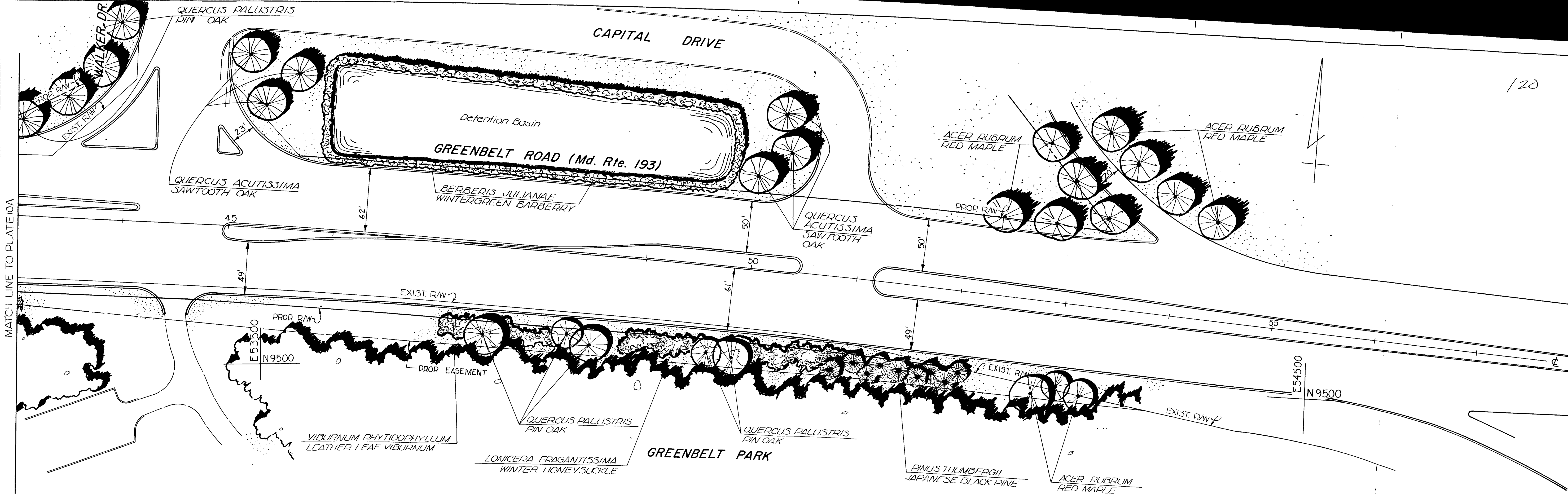
Summary

The State Highway Administration and the National Park Service, in cooperation with the Federal Highway Administration, have agreed to a mitigation



MD. 193 201 INTERCHANGE
 ALTERNATE 2
LANDSCAPING PLAN
 CONTRACT NO. P 474 000 371
 SCALE 1" = 50' PLATE NO. 6AF

MATCH LINE TO PLATE 10D



MD. 193 201 INTERCHANGE
 ALTERNATE 2
LANDSCAPING PLAN
 CONTRACT NO. P 474-000-371
 SCALE: 1" = 50' PLATE NO. 6BF

121

package that will offset the impacts to Greenbelt Park, and is expected to result in a net improvement, not only to the access to the Park but to the park-like setting along Md. Route 193, which is desired by the National Park Service:

- (1) In exchange for 1.9 acres of parkland to be acquired by the State Highway Administration and 0.6 acres of parkland needed for temporary grading easements, the National Park Service has requested, and the State Highway Administration will grant, a scenic easement to the National Park Service along both sides of Md. 193 from Md. 201 to I-95. This easement will be implemented immediately following the construction of the Md. 193/201 interchange project and the associated acquisition of park property. The scenic easement will preclude future modifications to Md. 193, including access points, between Md. 201 and I-95 without the expressed agreement of the National Park Service, other than those modifications necessary for safety and maintenance of these roadways and the possible provision of an additional ramp connection between Md. 193 and I-95 on the north side of Md. 193 and west of I-95, such ramp to be subject to the scenic easement provisions upon its completion. The National Park Service has acknowledged that such a scenic easement will serve its goal of providing increased green space and an improved park-like setting in the vicinity of Greenbelt Park, and will better fulfill this goal than alternate 2A (the avoidance alternate), which would not provide for scenic easements.
- (2) The State Highway Administration will provide landscaping along both sides of Md. 193 between Md. 201 and I-95. Such landscaping will be coordinated fully with the National Park Service in advance, and is to be consistent with the approved concept shown in this document.
- (3) Storm water management methods would be utilized to assure that the stream flow into the park is not increased over that experienced at present.

The above highlights represent the key points of the mitigation package. The complete package is discussed in greater detail in the following paragraphs. The mitigation package represents a commitment of the State Highway Administration.

Detailed Descriptions

The typical cross section of Md. 193 in the area of the park will be reduced to an absolute minimum. This cross section will consist of three through lanes in each direction, double left turning lanes, and an acceleration, deceleration lane in each direction. See Plates 5AF and 5BF. The outside lane in each direction would be widened to provide 2 feet between the edge of pavement and the curb face for the accommodation of bicyclists in a shared roadway situation. Beyond the curb on both sides of Md. 193 a 10 foot berm would be provided to allow for the possible future provision of sidewalk.

Along the right of way on the north boundary of the park there are dense woods as described previously. The construction operations will be performed in such a way as to minimize the removal of trees and other existing vegetation. The 10 foot berm behind the curb on the south side of Md. 193 would be landscaped to provide a visual transition from the roadway to the park woodlands. See Plates 6AF and 6BF. The graded slopes would be planted with types of trees and bushes that would provide as much of a visual and acoustical barrier as possible and replace the trees removed. Ultimately a strip of trees 10 to 30 feet wide could be provided in the grading area to replace the 20 to 45 foot strip of existing trees removed for construction. The net area of woods lost would be approximately 0.3 acre. The final selection and location of the types of trees and bushes to be used in this selective revegetation would be done in consultation with the National Park Service. The grading slopes of the proposed Md. 193 improvements will be kept to a minimum by using as steep slopes as practical and short retaining walls where necessary. A conceptual landscaping plan was developed for the area beyond the curb lines of Md. 193 and is shown on Plates 6AF and 6BF. On the south side of Md. 193 the types of plants to be used were chosen to provide the best barrier between the roadway and the park and to blend with the existing vegetation in the park. Many of the plants retain their foliage all year. The same types of plants used on the south side will be used on the north side to provide an area of planting compatible with the landscaping area south of the roadway and the park. Landscaping both sides of the roadway will reduce the visual impact of the commercial development in the Golden Triangle and provide more of a park effect. This planting area will also replace the land-

scaping done by the developer along Md. 193 including the hedges around the detention basins. The detention pond west of Walker Drive will also serve the purpose of reducing the visual impact of the roadway and commercial development by providing a 1.2 acre parcel of plantings and water. To the east of the Capital Drive intersection with Md. 193, the state right of way will be landscaped as shown on Plate 6BF. In addition, the right of way at Ramp C at the west end of the Golden Triangle will also be landscaped. Therefore, on the north side of Md. 193 between Md. 201 and the Capital Beltway there will be commercial development immediately adjacent to the right of way only for a distance of approximately 300 feet. In this area there will be a landscaping strip from 15 to 20 feet wide behind the curb line. In all other areas the landscaping will be more extensive as shown on Plates 6AF and 6BF.

The storm water runoff from the proposed project will follow the same drainage patterns as the existing streams, which ultimately cross under Md. 193 east of Kenilworth Avenue and enter the park. Storm water management methods would be utilized to assure that the stream flow into the park is not increased over that experienced at present. In addition, erosion control methods would be used to reduce erosion and sedimentation to a minimum both during and after construction. Such methods include immediate revegetation, stabilization of graded areas, use of straw bales, sediment basins, berms, silt fences or brush barriers. The construction plans would include provisions for erosion and sediment control and would have to be reviewed and approved by the local agency concerned with erosion control before construction is begun. The SHA also has standard erosion and sediment control procedures which have been reviewed and approved by the Md. Department of Natural Resources.

As mentioned previously, 1.9 acres of parkland would be acquired for Alternate 2. In addition, 0.6 acre of parkland would be needed for temporary grading easements. The ownership and use of the areas involved with the grading easements would return to the park following construction; however, the park would be restricted from building any permanent structures in these areas and from altering the terrain so as to threaten the stability of the roadway. As mentioned previously, there are no recreational facilities planned for this area under any of the development concepts being studied.

The construction of Alternate 2 will be performed in such a way as to minimize the damage to the park and inconvenience to its users. Signs on the Beltway and Baltimore-Washington Parkway would direct park users to use the Greenbelt Road interchange rather than Md. 201 to reach the park. This would direct traffic to the park from the east and avoid the interchange construction at Md. 201. In addition, the construction would be phased so as to create the minimum disturbance to the park entrance during the months of increased usage (the warmer months).

All of the above mitigation measures are commitments of the State Highway Administration. Coordination will be maintained with the National Park Service and the Department of the Interior during the implementation of the mitigation package.

COORDINATION

Contact has been maintained with the responsible agency for Greenbelt Park, the Department of Interior, National Park Service since the beginning of the project. The pertinent correspondence documenting this liaison is included in Appendix A. It became obvious that parkland would be involved in the alternates being studied fairly early in the project. At that time information was requested from DOI to aid in determining the impact of the various alternates on the park.

Coordination was maintained with the National Park Service throughout the development of the project in order to identify the concerns of the National Park Service and to develop a package of mitigation measures acceptable to them.

Meetings were held with DOI, National Park Service, Federal Highway Administration and Md. State Highway Administration to discuss the project. These meetings, held in Washington, Greenbelt Park and Baltimore covered such topics as describing in detail the project to NPS and DOI personnel, discussing alternatives to the proposed project, reviewing possible mitigation measures both in the field and the office, discussing the Development Concept Plan for Greenbelt Park and renewing preliminary drafts of the environmental documents.

The coordination among government agencies is documented in the Comments and Coordination Section.

CONCLUSION

As described in the section titled ALTERNATES, Alternates 1 and 1A were eliminated from consideration because they were substantially more expensive than Alternate 2 or 2A and provided no additional benefits to either the highway users or the project area. The acquisition required from the park for Alternate 1 was essentially equal to that required under Alternate 2.

The No Build was not considered a prudent alternate since it would not improve the unacceptable traffic service presently experienced at this intersection and it was not consistent with local and comprehensive land use plans for the area.

The remaining alternates, 2 and 2A, were studied with respect to their prudence. It was found that Alternate 2A would provide the same traffic service as Alternate 2 and would impact the Golden Triangle development to a substantially greater degree. See Tables 1 and 2. Therefore, in view of the additional costs associated in Alternate 2A, and the reduction of areas available for landscaping to enhance the park setting in accordance with the desires of the park officials, it was found that Alternate 2A was not a prudent alternative to taking 1.9 acres of parkland from Greenbelt Park.

For the reasons identified in this Section 4(f) Statement, we find that Alternate 2 is the only feasible and prudent alternate and as described under Mitigation Measures, includes all possible planning to minimize harm.

COORDINATION CHRONOLOGY

During the course of the studies performed for this interchange many contacts were made with the National Park Service and Department of the Interior in order to obtain information on the Greenbelt Park and to inform the park agencies of our studies and recommendations. Meetings were also held to obtain information on acceptable mitigation measures to reduce the impact of the project on the park to a minimum. The listing below describes the contacts made. The correspondence included in this Appendix pertains only to the park. Other correspondence is included in the Comments and Coordination Section of the Negative Declaration.

COORDINATION CHRONOLOGY

1. July 16, 1976 - Call to request information on vegetation in the park.
2. October 11, 1976 - Letter to NPS requesting patronage statistics.
3. September 15, 1977 - Notice of Alternates Public Meeting.
4. October 17, 1977 - Letter to NPS requesting information for the 4(f) Statement
5. July 14, 1978 - Letter to NPS submitting alternate studies for their review and comments.
6. July 17, 1978 - Letter to DOI submitting alternate studies for their review and comments.
7. May 7, 1979 - Letter from DOI with comments on Draft Negative Declaration.
8. June 19, 1979 - Meeting held in Washington with DOI, NPS, SHA to review comments of 5/7/79.
9. June 27, 1979 - Meeting at Greenbelt Park with NPS, SHA to review project.
10. August 10, 1979 - Meeting at NPS in Washington to discuss DCP of Greenbelt Park.
11. August 17, 1979 - Meeting at Greenbelt Park with NPS, SHA to discuss alternates studied and mitigation measures.
12. November 1, 1979 - Letter from DOI with comments on Draft 4(f) Statement.
13. February 4, 1980 - Letter from DOI with comments on second Draft 4(f) Statement.
14. February 7, 1980 - Meeting at SHA to discuss 4(f) Statement.
15. April 14, 1980 - Letter from DOI with comments on Final Negative Declaration/4(f) Statement.
16. August 11, 1980 - Letter from DOI with final comments.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
NATIONAL CAPITAL PARKS
GREENBELT PARK
6501 Greenbelt Road
Greenbelt, Maryland 20770

July 16, 1976

RECEIVED

JUL 19 1976

Mr. Hitchcock
c/o Wilson T. Ballard Co.
17 Gwynns Mill Court
Owings Mill, Md. 21117

THE WILSON T. BALLARD CO
BY *[Signature]*

Dear Mr. Hitchcock:

Thank you for your telephone call of July 16.

The principal trees found along the BW Parkway are Sweetgum, Red Maple, Tulip Poplar, Willow Oak, and Virginia Pines.

For additional information we are enclosing the Greenbelt Park brochure and the Dogwood Nature Trail Pamphlet.

If we can be of further service, please do not hesitate to contact us.

Sincerely,

Roy C. Wright

Roy C. Wright
Supervisory Park Ranger

128

W

July 22, 1976

Maryland Department of Natural Resources
Wildlife Administration
Post Office Box 70
Laurel, Maryland 20810

Attn: Mr. James Weems

Re: Md. 193/201 Interchange
F.A.P. No. U 151-1(6)
S.H.A. No. P 474-0-371
File: 100-109

Gentlemen:

Our firm has been engaged by the Maryland State Highway Administration to prepare alignment studies, environmental assessments and design for an interchange at the intersection of Kenilworth Avenue and Greenbelt Road in Prince Georges County.

As part of the environmental assessment of the project, we must prepare an inventory of existing wildlife in the area. The project is adjacent to Greenbelt Park which should contain many species of animals and plant life. In this regard, we request that your office submit a list of plants and animals that could possibly inhabit the area adjacent to the project. The enclosed map describes the project area. Special attention should be paid to the possibility of the existence of rare or endangered species.

Your help in this matter will be greatly appreciated. If you have any questions concerning this request, please call.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By *Garrett R. Haddock*

GRH:mb
Enc.
CC: Mr. P. Catherman
File

Handwritten notes:
K...
H...
R...
1976

October 11, 1976

Mr. Roy C. Wright
Supervisory Park Ranger
Greenbelt Park
6501 Greenbelt Road
Greenbelt, Maryland 20770

Re: Md. 193/201 Interchange
F.A.P. No. U 151-1(6)
S.H.A. No. P 474-0-371
File: 100-109

Dear Mr. Wright:

Our firm has been retained by the Maryland State Highway Administration to prepare the design and environmental studies for the improvements to the Greenbelt Road and Kenilworth Avenue intersection. In this regard, we are gathering information for our environmental inventory. Therefore, we request any patronage figures for Greenbelt Park for the last three to five years, if available.

Any breakdown of these figures into campers, hikers or picnickers would be useful. Your cooperation in this matter would be greatly appreciated.

Very truly yours,

THE WILSON T. BALLARD COMPANY

By *Garnet R. Hildreth*

GRH/nr
CC: Mr. P. Catherman
File



United States Department of the Interior

NATIONAL PARK SERVICE
NATIONAL CAPITAL PARKS
GREENBELT PARK
6501 Greenbelt Road
Greenbelt, Maryland 20770

IN REPLY REFER TO:

October 15, 1976

RECEIVED

OCT 20 1976

THE WILSON T. BALLARD CO.

BY [Signature]

100-109

Mr. Garrett R. Hitchcock
The Wilson T. Ballard Company
17 Gwynns Mill Court
Owings Mills, Maryland 21117

Dear Mr. Hitchcock;

Thank you for your letter requesting patronage figures for Greenbelt Park for the last three to five years.

We regret that we can only give you the figures for 1974, 1975 and 1976, up to the present date.

The visitation figure for 1974 was 1,296,435. Campground visitors totalled 44,495. Visitation for 1975 was 1,346,311. Campground visitation was 75,606.

The 1976 visitation figure to date is 1,046,204. Campground visitors total 55,346.

Breakdown figures for hikers and picnickers are not available.

We hope this information will serve some useful purpose.

Sincerely,

Roy C. Wright

Roy C. Wright
Park Ranger



131

JAMES B. COULTER
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
REGIONAL SERVICE CENTER
P.O. BOX 70
29 "C" STREET
LAUREL, MARYLAND 20810
TELEPHONE: (301)-792-7863 (BALTIMORE AREA)
(301)-776-5411 (WASHINGTON AREA)

LOUIS N. PHIPPS, JR.
DEPUTY SECRETARY

TH
BY
KLR
R

November 8, 1976

100-109

20/103

Mr. Garrett R. Hitchcock
The Wilson T. Ballard Company
17 Gwynns Mill Court
Owings Mills, Maryland 21117

Dear Mr. Hitchcock:

The intersection of Maryland Route 201 (Kenilworth Avenue) and Maryland Route 193 (Greenbelt Road) is located in a suburban area. Both routes are very busy, four-lane highways. Three corners of the intersection are wooded, while a bank building is located on the fourth.

The southeast corner of the intersection abuts on Greenbelt National Park. The terrain is flat with sandy loam soil. The woods are a conifer mixed hardwood forest with the dominant tree species being as follows: scrub pine, oaks, maples, tulip, and sweet gum. There are also some sassafras, holly, choke cherry, and beech trees. Little undergrowth occurred in the woods; most abundant was huckleberry and poison ivy. Along the road right-of-way grows mainly fescue, honeysuckle, and a few types of berry bushes. The northeast corner contains a drainage ditch with about three inches of slow moving water. This area has a few black willows mixed in with the other trees. An open area around the drainage ditch is covered with goldenrod, staghorn sumac, some jewelweed, and a few patches of needlerush.

The only signs of wildlife observed was one opossum track. A few songbirds were heard. Wildlife that could possibly be found here are squirrels, opossums, raccoons, skunks, rabbits, songbirds, perhaps some turtles and snakes.

Mr. Garrett R. Hitchcock

Page 2

No rare or endangered species (plant or animal) were present on this site. Therefore, construction would not cause any detrimental effects to these species.

Very truly yours,

James L. Weems

James L. Weems
Regional Wildlife Manager

JLW:ma



Maryland Department of Transportation

State Highway Administration

133

Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

October 17, 1977

RE: Contract No. P 474-000-371
F.A.P. No. U 151-1(6)
Maryland Routes 193/201 Interchange
4(F) Involvement

100-109

10-17
h

RECEIVED

OCT 19 1977

THE WILSON & BALLARD CO.
BY: [Signature] EJB

U.S. Department of Interior
National Park Service
Greenbelt Park
6501 Greenbelt Road
Greenbelt, Maryland 20770

Attn: Mrs. Martha B. Spice,
Park Manager

Gentlepersons:

As mentioned in previous correspondence, we are studying alternate interchange schemes for the improvements to the Greenbelt Road, Kenilworth Avenue intersection, adjacent to the park. Our studies were presented to the public at the Alternates Meeting held on September 15, 1977.

The next step in the project is detailed engineering and environmental studies of the alternates recommended for further study at the public meeting. The recommended alternates are Alternates 3, 5 and 6. Copies of these alternates are included with this letter for your information. The No-Build Alternate will also be studied in detail.

Since all of the build alternates would require acquisition of park land, Section 4(f) involvement must be prepared, if the park is considered significant by your agency. Therefore, we request that you submit your determination as to the significance of Greenbelt Park to the recreational needs of the public. In addition to your determination of significance we request the following information:

1. A map showing the dimensions of the park (acres).
2. Location of the park, including specific boundaries.
3. Type of facility, eg., hiking, camping, picnicking, etc.
4. Available activities.
5. Existing and planned activities such as description and location of ball diamonds, tennis courts, hiking paths, campgrounds, etc.
6. Patronage figures for each activity if possible. (We have received some patronage figures from Mr. Wright. See letter of October 15, 1976. Any additional figures and breakdowns by activities would be useful).
7. Relationship to other similarly used land in the area.

STATE HIGHWAY ADMINISTRATION

134

U. S. Department of Interior
October 17, 1977
Page 2

8. Locations and types of access to the park.
9. Any applicable clauses affecting title of the park such as use restrictions or covenants.
10. Unusual characteristics of the land being contemplated for acquisition such as flooding, terrain problems or other features that reduce or enhance the value of these lands.

Your earliest attention to our request would be appreciated. If there are any questions concerning this request, please don't hesitate to call the project manager, Mr. Frank DeSantis, at 383-7127.

Very truly yours,



Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:FDS:kc
Attachments
cc: M. Slade Caltrider
Garrett R. Hitchcock ✓



United States Department of the Interior

NATIONAL PARK SERVICE
NATIONAL CAPITAL PARKS
GREENBELT PARK
6501 Greenbelt Road
Greenbelt, Maryland 20770

IN REPLY REFER TO:

1977 DEC 19 PM 3 47

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

December 15, 1977

Maryland Dept. of Transportation
State Highway Administration
Attn: Mr. Eugene T. Camponeschi
Bureau of Project Planning

Dear Mr. Camponeschi,

Enclosed you will find various information and materials that you have requested. In response to your specific requests, you will find that items 1, 2, 3, 4, 5, 8 of your October 17, 1977 letter can be answered by reading the Greenbelt Park brochure.

Patronage Figures, (Item 6 in your letter) are also included. The Monthly Public Use Report gives a running total of recreation, and campground usage rates from January 77 through November 77. Also usage figures from previous years are included.

Facilities such as camping areas, hiking trails, and large wooded areas give the park a unique facilities that complements other nearby city and county recreation area where these facilities are not found.

There are no unusual features in regards to terrain or flooding in the proposed aquisition are that would reduce land value.

Public Law 643 requires that Greenbelt Park be used for park and recreation purposes, and it is managed in accordance with the National Park Service policies for recreation areas.

If there is any further information that you need, please feel free to contact me.

Sincerely,

Martha B. Spice



United States Department of the Interior

136

NATIONAL PARK SERVICE
NATIONAL CAPITAL REGION
1100 OHIO DRIVE, S. W.
WASHINGTON, D.C. 20242

IN REPLY REFER TO:

D30-NCR(LUCE)

JUN 19 1978

Mr. Eugene T. Camponeschi
Bureau of Project Planning
Maryland Department of Transportation
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Camponeschi:

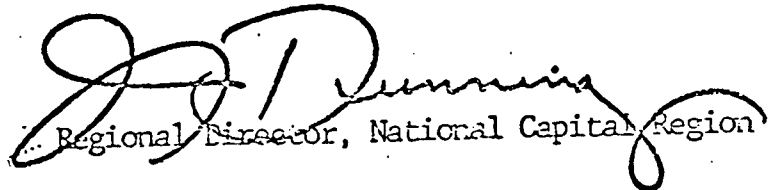
This concerns the State Highway Administration proposal to improve the Maryland Route 193/Maryland Route 201 intersection in Prince Georges County adjacent to Greenbelt Park under the jurisdiction of the National Park Service.

We note that the various "build" alternatives for the improvement project would require some acquisition from Greenbelt Park since the most feasible solution is a grade separation. We also note that the planning procedures include the preparation of a draft environmental assessment. Should the State continue to pursue a course of action involving acquisition of a portion of Greenbelt Park the preparation of an environmental impact statement will be necessary, including a Section 4(f) determination.

We would appreciate receiving the preferred alternative proposal from the State so that preparation of the required statement can be discussed.

Your cooperation in this matter would be most appreciated.

Sincerely yours,


Regional Director, National Capital Region

The Department of Interior has been provided a copy of this document for review and comment.



Maryland Department of Transportation

State Highway Administration

11/20/78
137

Hermann K. Intemann
Secretary
M. S. Catrider
Administrator

July 14, 1978

RE: Contract No. P 474-000-371.
Maryland Routes 193/201
Interchange

RE

Mr. James Tuck
Park Manager
U.S. Department of the Interior
National Park Service
National Capital Parks
Greenbelt Park
6501 Greenbelt Road
Greenbelt, Maryland 20770

RECEIVED
JUL 1 1979

THE WELSON T. BALLARD CO.
BY SWK

100-109

Dear Mr. Tuck:

Presently, we are proceeding with the detailed study of improvements to the intersection of Maryland Routes 193 and 201 at the northwest corner of the Greenbelt Park property. The alternates which are being studied were presented at the Alternates Meeting held on September 15, 1977.

Two alternates are currently being studied in detail and are transmitted herewith for your comments since both will require some acquisition from Greenbelt Park. This transmittal includes plans, profiles and typical sections for the proposed improvements.

Alternate 3 consists of depressing Maryland 193 below Maryland 201 with ramps serving the depressed roadway running parallel to Maryland 193. Alternate 6 depresses Maryland 201 below Maryland 193 with the ramps running parallel to Maryland 201, meeting Maryland 193 at an at-grade intersection.

Your response to these alternate proposals will become part of the 4(f) involvement section of draft environmental statements, in this case, a Negative Declaration. If there are any questions concerning this submission, please do not hesitate to call.

Very truly yours,

Hal Kassoff,
Director, Office of Planning
and Preliminary Engineering

HK:mcr

Attachments

cc: Mr. David Curtin
Mr. Eugene T. Camponeschi



Maryland Department of Transportation

State Highway Administration

138
Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

July 17, 1978

RE: Contract No. P 474-000-371
Maryland Routes 193/201
Interchange

Mr. J. Dunning
Deputy Regional Director
United State Department of the Interior
National Park Service
National Capital Region
1100 Ohio Drive, S.W.
Washington, D. C. 20242

pl

100-100

Dear Mr. Dunning:

In accordance with the request made in your letter of June 12, 1978, we are submitting copies of the plans, profiles and typical sections for the two alternates being studied for the improvements to the intersection of Greenbelt Road (Maryland 193) and Kenilworth Avenue (Maryland 201).

Alternate 3 provides for depressing Maryland 193 below Maryland 201 with ramps serving the depressed roadway running parallel to Maryland 193. Retaining walls are proposed for the grade separation between the ramps and the main roadway under this alternate.

Alternate 6 provides for depressing Maryland 201 below Maryland 193 with ramps running parallel to Maryland 201. The ramps serving Maryland 201 run parallel to Maryland 201 meeting Maryland 193 at an at-grade intersection. Both these alternates are basic diamond interchanges and both would require some acquisition from Greenbelt Park.

Your comments concerning these alternates would be appreciated. If there are any questions concerning this submission, please don't hesitate to call.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:kfh
Attachments

cc: Mr. David I. Curtin



139

REGION III
Curtis Building
5th. and Walnut Streets
Philadelphia, Pennsylvania 19106

APR 17 1979

IN REPLY REFER TO:
3.5SS WALCOTT

Mr. Mel Kassoff
Director
Office of Planning & Preliminary
Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201
Attn: Mr. Frank Disantes

Dear Mr. Kassoff:

This is in response to your request for comments on the Section 4 (f) statement for the Maryland Routes 193/201 interchange. We have reviewed the statement and have determined that the build alternatives are necessary to achieve improved traffic circulation. The acquisition of a portion of Greenbelt Park will not significantly affect the continued use of the Park.

Thank you for the opportunity to review and comment on the draft 4 (f) statement.

Sincerely,

Terry C. Chisholm
Terry C. Chisholm
Area Manager

RECEIVED

APR 20 1979

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

R



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 79/179

APR 20 1979

cc to SHA on
4-26-79
(KROGAN & DESMARTS)
Dm

(LAST)

* ACTION INFO	✓	D A	M C	R	T E	A L	T / W	G A T	S	A	K-Florida	MARYLAND
												✓-24

Mr. Emil Elinsky
 Division Administrator
 Federal Highway Administration
 The Rotunda, Suite 220
 711 West 40th Street
 Baltimore, MD 21211

Dear Mr. Elinsky:

This is in regard to the request for the Department of the Interior's comments on the Section 4(f) statement and Negative Declaration concerning SR-193 and 201 Interchange, Prince Georges County, MD.

This is to inform you that the Department will have comments but will be unable to reply within the allotted time since our consultative role concerning the potential Section 4(f) involvement is requiring special attention and coordination. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about early May 1979.

Sincerely,

Bruce Blanchard, Director
 Environmental Project Review

cc: Mr. Hal Kassoff, Director
 Office of Planning and
 Preliminary Engineering
 MD Department of Transportation
 300 West Preston Street
 Baltimore, MD 21203



United States Department of the Interior 141

RECEIVED

MAY 15 1979

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

THE WILSON T. BALLARD CO.

ER 79/179
L 7621-NCR(LUCE)

BY _____

MAY 7 1979

Handwritten initials and signature

100-109

Mr. Emil Elinski
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore, MD 21211

Dear Mr. Elinski:

This responds to a request for the Department of the Interior's comments on the draft negative declaration/Section 4(f) statement for Maryland Routes 193/201 Interchange, Prince Georges County, Maryland.

SECTION 4(f) COMMENTS

General. We find that the draft statement is very inadequate in its discussion of potential impacts on Greenbelt Park. Consequently, the actual extent of the Section 4(f) involvement is unknown at this time--even Alternates 1A and 2A, p. 92-95 which do not directly take land from the park, may have indirect impacts on parkland and may constitute a Section 4(f) use under the criteria of Brooks vs. Volpe. This point needs further clarification. See

The draft statement does not fully define the impacts of the roadway, plus associated structures and facilities, upon Greenbelt Park. We are particularly concerned about the visual impact that this major improvement project may have on the park, its ambience and the park visitor. Drawings which clearly illustrate the visual relationships between the various alternatives and the park should be presented. We are also concerned about potential increases in noise levels within the park which may be caused by the project. Noise level contour maps should be developed for the various alternatives in order to clearly define and evaluate this impact to parkland and to ascertain what measures to minimize harm may be needed (i.e., noise barriers). See Plates 6F, 3F, 4F and 6F

The latest edition of the document has addressed all the comments in the letter to the satisfaction of DOI. See Letter of 4/14/80 on Page 142.

Alternatives. We find that the draft statement is inadequate in its discussion and evaluation of alternatives to avoid use of Greenbelt Park. While there may be feasible and prudent alternatives that would avoid direct taking of land from Greenbelt Park (Alternates 1A and 2A), these are inadequately depicted and assessed in the statement. Because of the close relationship of any of the alternatives presented in the draft statement to Greenbelt Park, considerably more detailed design drawings are needed to clarify these relationships, and to assure that potential indirect impacts to parkland are understood and explicitly considered in the design process.

We would note that your Administration, at its Environmental Workshops, consistently stressed that additional planning regarding alternatives will often be needed in possible Section 4(f) situations. We think it is justified in this case to preserve and enhance the integrity of Greenbelt Park. . . a most significant urban and regional park.

As stated in the Supreme Court's Overton Park decision, ". . . the protection of parklands was to be given paramount importance." (emphasis added). This protection must be the foremost objective and goal of transportation planning in this area. However, the draft 4(f) information does not adequately recognize this planning goal nor give sufficient weight and emphasis to it. In addition, it fails to establish that indeed there are "truly unusual factors" present in this case which require the use of parkland. Without the showing of such factors, we will not entertain any proposal for some use of parkland.

superior
 security
 road
 1
 15

Measures to Minimize Harm. We find that the draft statement is inadequate in its discussion of all possible measures to minimize harm to Greenbelt Park. While a response to first proviso of Section 4(f) must initially be tentatively resolved, we believe that a response to the second proviso also requires the selection of that alternative which would cause minimal adverse impacts to the park.

The draft statement several times makes reference to the parkland required by the project as containing only woods, brush, and grass with no developed recreational facilities-- thus implying that the parkland needed is of little importance. We do not agree. Buffer zones of this type are as significant a part of the total park complex as are the developed areas, especially in urban areas where intensive commercial and transportation land uses occur adjacent to parklands.

Few definite mitigation measures for impacts to Greenbelt Park are identified in the draft statement. Should the proposed project entail either direct or indirect use of land from Greenbelt Park, considerably more detailed design level studies would be needed to identify mitigating measures before we could concur that the second proviso of Section 4(f) was satisfied. Such studies should include consideration of appropriate architectural treatment of the roadway and associated structures and facilities (such as retaining walls, park access, bikeways, and pedestrian walks) in order to assure compatibility of the project with both park values and the surrounding community; adequate landscaping; replacement lands of reasonably equivalent usefulness and location in order to avoid any reduction of the public parkland base, and any other measures recommended by the National Park Service. See Plates 6F P. 95-98

NEGATIVE DECLARATION COMMENTS

The proposed project may involve an interrelated Federal action by this Department, i.e., permission under 23 USC 317 to use lands from Greenbelt Park for a transportation project. For many of the same reasons mentioned under our Section 4(f) comments above, we find the draft negative declaration inadequate to satisfy our responsibilities under the National Environmental Policy Act (NEPA). If it were tentatively agreed that some parkland must be used, then, pursuant to CEQ Guidelines, the negative declaration should be a jointly executed document with FHWA serving as the "lead agency" in preparation of it. Of course, we would provide appropriate input for those factors dealing with our interrelated action.

Since the major impacts of the proposal relate to questions of detailed location and design, the problem appears to be one of joint planning among you, the Maryland Department of Transportation (MD-DOT), the National Park Service (NPS), and community interests. Unfortunately, the level of consultation to date between the highway agencies and NPS has been inadequate. See Coord. Section

We now urge that you and the MD-DOT meet directly with the NPS as soon as possible in order to work out details of location and design that would avoid and/or adequately protect parkland assets, enhance community values, and in order to develop, if necessary, a lead-agency document that would satisfy the NEPA requirements of both FHWA and this Department, as well as the Section 4(f) requirements of the U.S. Department of Transportation.

SUMMARY COMMENTS

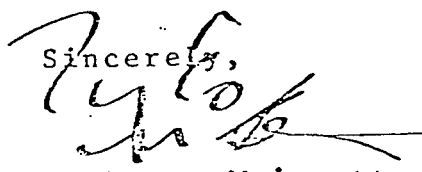
The Department of the Interior does not concur with Section 4(f) approval of the proposed project. We find the draft Section 4(f) statement inadequate in its treatment of both alternatives to avoid and measures to minimize harm to Greenbelt Park. In addition, we find the draft negative declaration inadequate to support any interrelated Federal action by this Department, and "cannot agree at this time to any use of Greenbelt Park for highway purposes." Sec Conclu p. 99

In accordance with DOT Order 5610.1B, we are informing the Assistant Secretary for Policy and International Affairs, U.S. Department of Transportation, of this position and of our objection on environmental grounds to the project as currently presented in the subject documents.

This Office would be willing to reconsider this position upon review of revised documentation that was responsive to the above comments, and that included the results of joint planning efforts and consultations with NPS. Please contact the Regional Director, National Capital Region, National Park Service, U.S. Department of the Interior, 1100 Ohio Drive SW, Washington, D. C. 20242 (phone: FTS #26-6612). The Regional Director, National Capital Region, has been assigned the responsibility for providing technical assistance and working closely with you on this matter.

Thank you for the opportunity to review this draft negative declaration/Section 4(f) statement.

Sincerely,



Larry E. Meierotto

Assistant SECRETARY

cc: Eugene T. Canponeschi, Chief
Bureau of Project Planning
State Highway Administration
300 West Preston St.
Baltimore, MD 21201

Assistant Secretary for Policy
and International Affairs
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590



Maryland Department of Transportation

State Highway Administration

145

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

June 22, 1979

MEMORANDUM

TO: Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning

FROM: Frank DeSantis *FD*
Project Manager

RE: Contract No. P 474-000-371
F.A.P. No. U-151-1(6)
Maryland Rte. 193/201
Interchange

A meeting was held in the offices of the National Park Service on June 19th to discuss the Negative Declaration and 4f involvement for the Maryland 193/201 Interchange project. Those present were:

Jeff Knoedler	National Park Service
David Murphy	National Park Service
Dennis Merida	Federal Highway Administration
Bill Robertson	Federal Highway Administration
Jim Keseling	State Highway Administration
Tony Neubert	State Highway Administration
Frank DeSantis	State Highway Administration
Raymond Weber	State Highway Administration
Garrett Hitchcock	The Wilson T. Ballard Company
Dave Clawson	State Highway Administration

The National Park Service stated that there was insufficient justification in the draft document for the taking of park land. More detailed economic analysis of the impact on the Golden Triangle of both Alternates 2 and 2A must be performed. "Truly unusual conditions" must be present to justify acquisition from the Greenbelt Park.

Possible measures to mitigate damages to the park were discussed. Those that should be discussed and investigated are as follows:

- ✓ 1. Utilize an urban typical roadway section along the park See by providing a curb and gutter beyond the pavement. A Plate 3 3' berm behind the curb would be used to stabilize the in Negative curb. This typical section would reduce the grading Declaration limits by 13' from that proposed under the original typical section. Bicyclists would be accomodated on the pavement in a shared roadway condition with the motorists by widening the proposed pavement by 2'.
- ✓ 2. Reduce grading to a minimum by use of short walls or

My telephone number is 383-7127

Mr. Eugene T. Camponeschi
June 22, 1979
Page 2

steeper grading slopes.

- ✓ 3. Minimize clearing to preserve as much woods as possible.

Mr. Knoedler suggested the possibility of putting the bike path in the park by perhaps combining it with the existing horse and foot path that runs along the north end of the park. This will be investigated.

It was also mentioned that some land is being returned to the park along Kenilworth Avenue adjacent to the highrise apartment complex. This parcel should be studied to determine the possibility of using state funds to develop this land for recreational uses as compensation for the acquisition along Maryland Route 193. Also the out parcel along Good Luck Road may be investigated as possible replacement land. Landscaping and the provision of open spaces in the Golden Triangle could also be viewed as means of mitigating the damages to the park.

Mr. Murphy mentioned that storm water management methods must be incorporated into the design to avoid any increase in storm water flows into the park.

Mr. Murphy also suggested that bicyclist groups be contacted for their comments on the project and the environmental document.

It was decided that the State Highway Administration would work with the National Park Service to develop a document that satisfies the Department of the Interior and presents the most complete and comprehensive study of the impacts on the park and the Golden Triangle. All possible mitigation measures will be addressed. In this way we can be assured of the acceptance of the document by both National Park Service and the Department of the Interior.

The procedure described above will be used in the preparation of a preliminary draft of the Final Negative Declaration. Upon completion of this preliminary draft, it will be reviewed by the State Highway Administration, the Federal Highway Administration, the National Park Service and the Department of the Interior to obtain their comments and suggestions. The Final Negative Declaration would be prepared incorporating the comments received and then distributed.

A field review of the project area was scheduled for Wednesday, June 27th at 9:30 a.m. at Greenbelt Park. The Federal Highway Administration, State Highway Administration, National Park Service, and the Consultant will attend.

Mr. Eugene T. Camponeschi
June 22, 1979
Page 3

It is anticipated that some delay in obtaining Location Approval will occur as a result of the Department of the Interior requirements for an acceptable document.

FDS:rh

- cc: Attendees
- Mr. Hal Kassoff
- Mr. William Shook
- Mr. Thomas Cloonan
- Mr. Paul Milash
- Mr. Lew Helwig ✓



Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary

M. S. Caltrider
Administrator

153-1091

148

August 16, 1979

RECEIVED

AUG 21 1979

MEMORANDUM

TO: Eugene T. Camponeschi, Chief
Bureau of Project Planning

FROM: Frank DeSantis *ADS*
Project Manager

PROJECT: Contract No. P-474-000-371
Maryland 193/201 Interchange

SUBJECT: Discussion of Project Impact on Greenbelt Park (3rd Meeting)

THE WILSON T. BALLARD CO.
BY *EBB*

On August 10, 1979 a meeting was held in the office of the National Park Service in Washington, D. C. to discuss the Maryland 193/201 Interchange project. Those present were:

J. L. Knoedler	National Park Service
Lillian H. Rummel	National Park Service
Terry J. Langlois	National Park Service
Dennis L. Merida	Federal Highway Administration
Bill Robertson	Federal Highway Administration
Frank DeSantis	State Highway Administration
Lou Ege	State Highway Administration
James Kesseling	State Highway Administration
✓Garrett R. Hitchcock	The Wilson T. Ballard

A description of five alternate concept plans for future development were presented by Lillian Rummel. The basic alternates considered retain the picknicking and camping functions in their present locations. The main problem seems to be the use of the central road as a commuter facility. At present, Good Luck Road entrance has been closed to prevent the use of the park as a short cut by commuters. Several of the alternates presented eliminate the central road as a direct connection providing access to the picnic areas off Maryland 193 and access to the camping facilities off Good Luck Road. This scheme would separate the park's functions as a regional park (picnicking) from its function as a national park (camping sites).

Uses of the section east of the Baltimore-Washington Parkway are being investigated. Uses of of this area for recreation or environmental educational purposes are being considered. Access to this section would be provided from Good Luck Road.

My telephone number is 383-7127

Memo to Eugene T. Camponeschi
August 16, 1979
Page 2

There would be little difference in impact on the park among the alternative concept plans being studied. The main concerns to the project are listed as follows:

1. Increased traffic passing the park on Greenbelt Road thereby affecting access service to the park.
2. Increased noise level to the park from the project.
3. Increased air pollution in the park.
4. Sediment and erosion problems developing during and after construction of the project.
5. Encroachment on park land.
6. Visual impact of the project on the park.

The following observations were made concerning these areas of concern:

1. The Build Alternate would increase traffic by 10% on Md. 193/201 over the No-Build Alternate. Very little traffic would be diverted to other routes. The intersection at the entrance to the park at Greenbelt Road would be signalized; thereby improving access to the park over that presently provided.
2. The noise report shows an increase of two decibels for the proposed project over the No-Build Alternate or the ambient noise levels at the nearest activity area within the park. This increase would have an insignificant affect on noise levels. The expected levels are between two and five decibels below the Federal design levels. Therefore, it was decided that noise barriers such as walls or berms would be unnecessary and undesirable aesthetically. A method of selective re-vegetation may be employed within the State right of way and in the park property along Greenbelt Road to minimize the effect of noise. Methods to minimize this effect should be investigated by the Bureau of Landscape Architecture and described in general terms in the final document. Consultation with the National Park Service on this subject will be committed in the final document.

Page 5

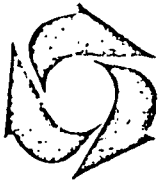
3. It was explained that the air pollution from Md. 19. 201 would decrease with the Build Alternate over the No-Build Alternate due to increased travel speeds and reduced congestion within the project area. Therefore, the Build Alternate would provide a net benefit to the park and the project area with respect to air pollution.
4. It was decided that more specific methods of erosion and sediment control would be described in the final document. The park people have shown concern for this subject since the methods employed by the developers of the Golden Triangle have not eliminated sedimentation and erosion within the park.
5. Encroachment on park property should be kept to a minimum. The impacts of alternatives studied on the Golden Triangle should be quantified as much as possible with respect to lost tax revenue, jobs affected, etc. in order to form a rational basis for a decision on the most feasible and prudent alternate.
6. Perspective drawings describing the visual impact on the park should be developed for inclusion in the final negative declaration.

The possibility of acquiring the Good Luck Road parcel, as replacement land will be investigated. Methods to mitigate damage to the park through landscaping, selective re-vegetation and grading will be described in the final document.

A meeting was scheduled for 10 o'clock on August 17th at the Greenbelt Park to review alternates studied with Mr. Knoedler.

FDS:dd

cc: FHWA and SHA attendees
 Hal Kassoff
 Paul Milash ATT: Dan Muser
 Charles R. Anderson
 Jonathan Willis ATT: Tony Neubert
 Art Uhl
 Garrett Hitchcock



Maryland Department of Transportation

State Highway Administration

Henry Hitchcock
151

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

August 23, 1979

MEMORANDUM

TO: Eugene T. Camponeschi, Chief
Bureau of Project Planning

FROM: Frank DeSantis *FD*
Project Manager
Bureau of Project Planning

SUBJECT: P 474-000-371
Maryland 193/201 Interchange

RE: Meeting held on June 27, 1979

RECEIVED

AUG 27 1979

THE WILSON T. BALLARD CO.
BY *(Signature)*

100-109

A meeting was held at the Park Headquarters building at Greenbelt National Park on June 27, 1979 to discuss the impact of the above referenced project on the park lands. Those present were:

Jeff Knoedler
Ronald Crawford
Roy Gingrich
Bill Robertson
Lou Ege
Dan Muser
Frank DeSantis
Garrett Hitchcock ✓

National Park Service
National Park Service
Federal Highway Administration
Federal Highway Administration
State Highway Administration
State Highway Administration
State Highway Administration
The Wilson T. Ballard Company.

A brief description of the alternatives studied for the interchange were presented to Mr. Knoedler. The need for the project was also explained.

Mr. Knoedler suggested that the Need Section of the Negative Declaration be expanded and the possibility of the diversion of traffic to other routes be discussed. The plans for other commercial developments in the area should also be included in this section. Any cumulative effects of the project on the area should be discussed.

Mr. Knoedler also suggested that we meet with Mr. Joe Burdulia and Ms. Lillian Rummel of the National Park Service to discuss the Development Concept Plan (DCP) of the park which is presently being prepared. Mr. Knoedler was asked if this plan has taken into account the future interchange of Maryland 193/201 since it is part of the County Master Plan. He stated that it was not; therefore, this coordination is critical at the stage of development of the DCP.

My telephone number is 383-7127

Various mitigation measures were discussed which should be addressed in the document. It was decided that the bikeway could be provided in the park rather than along the roadway. Also, an urban section could be provided with a berm of 8 to 10 feet behind the curb. This berm and the grading slopes would be landscaped and planted with trees.

It was also stated that a deceleration lane should be provided on Maryland 193 west of the park entrance and an acceleration lane should be provided on Maryland 193 east of the entrance.

Mr. Knoedler will set up the meeting with Mr. Burdulia and Ms. Rummel.

FDS:mcr

cc: Mr. Hal Kassoff
Mr. Louis H. Ege
Mr. Dan Muser
Mr. Bill Robertson
Mr. Garrett Hitchcock ✓



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

153

August 29,

RECEIVED

AUG 31 1979

MEMORANDUM

TO: Eugene T. Camponeschi, Chief
Bureau of Project Planning

FROM: Frank DeSantis *FD*
Project Manager

SUBJECT: P 474-00-371
Maryland 193/201 Interchange

THE WILSON T. BALLARD CO.

BY *[Signature]*

A meeting was held on August 17, 1979 at Greenbelt Park to discuss the project and its impact on the park. Those present were:

Jeff Knoedler
Lillian Rummel
Lou Delorme
Bill Robertson
Dan Muser
Gerard Krebs
Pat Reum
William Rudolph
Frank DeSantis

National Park Service
National Park Service
National Park Service
Federal Highway Administration
Federal Highway Administration - I
Federal Highway Administration - I
State Highway Administration - BL
State Highway Administration - BL
State Highway Administration - BL
Project Planning

✓ Garrett R. Hitchcock

The Wilson T. Ballard Company

The purpose of the meeting was to brief Mr. Knoedler on the alternate studied and to discuss mitigation measures for Greenbelt Park resulting from the selection of Improvement Alternate 2.

Mr. Knoedler began the meeting by stating that in discussion with people in his office and Department of Interior (DOI), it appears that it will be difficult to prove to DOI that there are "truly unusual conditions" at this site to warrant right of way acquisition from the park.

Mr. Hitchcock stated that the only method for analyzing the "prudence" of the alternate avoiding all parkland (Alternate 2A) was to evaluate the impacts on the Golden Triangle development for both Alternates 2 and 2A and compare them, since this is the only property besides the park that is affected differently by Alternates 2 and 2A. The impacts to the Golden Triangle commercial development are all economic. Such impacts include loss of tax revenue to county, loss of potential jobs generated, income generated, loss to developer of development potential. It has been stated that DOI would not accept

My telephone number is 383-7127

154

Memo to Eugene T. Camponeschi
August 29, 1979
Page 2

a purely economic justification for taking parkland. Therefore, we are at a point where it appears that it would be extremely difficult to prove that Alternate 2A is not a prudent alternate to taking parkland. Mr. Knoedler stated that this decision may ultimately be made at the Secretary level.

Mr. Knoedler is presently preparing a list of measures that could be used to mitigate damages to the park and comments on the draft document that could be used to strengthen our case for taking parkland.

The group then walked the northern border of the park and discussed various methods to reduce noise levels and visual impact through revegetation, grading and short walls. Mr. Knoedler suggested that SHA, The Wilson T. Ballard Company, and Ms. Rummel get together to determine specific measures that could be adopted to reduce the impact of the project on the park. However, until we receive Mr. Knoedler's list of mitigations, there is no point to any further meetings with NPS.

FDS:dd

cc: SHA & FHWA Attendees
Hal Kassoff
Louis Ege
Garrent Hitchcock

RECEIVED
155

United States Department of the Interior. NOV 8 1979



NATIONAL PARK SERVICE
NATIONAL CAPITAL REGION
1100 OHIO DRIVE, S. W.
WASHINGTON, D.C. 20242

THE WILSON T. BALLARD CO.

BY
RECEIVED

In reply refer to:
L1425-NCR(LUCE)

NOV 1 1979

NOV 5 1979

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassofer
Director, Office of Planning and
Preliminary Engineering
Maryland Department of Transportation
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Kassofer:

We wish to take this opportunity, based on our recent meetings with members of your staff and those of the Federal Highway Administration to outline our thoughts on how the required 4f package for the proposed Route 193/201 interchange may be developed.

In recapping the Department of the Interior's letter of May 7 to Mr. Emil Elinski, Division Administrator, the intent of our comments was to indicate the need to separate the basic components of this project in such a manner that they could be individually evaluated in order to determine the most feasible and prudent alternative. Such evaluation also would include all measures necessary to minimize harm to parkland.

At this time, it appears that each alternative will incur a 4(f) involvement. However, the indirect and direct impacts for each alternative appear to be essentially equal.

Therefore, it is our recommendation that a task approach be developed to the project whereby the indirect and direct impacts of each alternative can be evaluated in a more comparative manner. The purpose of this approach would be to (1) determine the actual extent and type of impact, (2) establish levels of acceptable impacts to be evaluated against overall park values, (3) develop alternative levels of mitigation for each impact, and (4) select optimum mitigation measures. This task oriented type of analysis should help to establish a comparative and weighted evaluation which will allow the identification of a preferred alternative. By taking each impact in turn, such as noise, air, water, vegetation, etc., and separating them into indirect and direct impacts and comparing them against levels of acceptable impact, the measures necessary to achieve the acceptable levels of impact can become the determining factor in selecting the proper alternative.

This letter has been addressed to the satisfaction of DOI in the latest edition of the Statements. See the letter of 4/14/80 on Page 142.

Year of
the
Visitor

In the preparation of the comparative analysis, special attention should be given to evaluating those alternatives which involve the taking of parkland or which have a direct impact on parklands. It must be determined whether there are no other feasible and prudent alternatives to the use of parklands.

In compiling this portion of the document one method of evaluation can involve the application of the criteria of "feasibility and prudence" separately to each of the four available alternatives while at the same time identifying the level of impact of each on parkland.

If a determination of "feasibility" is applied to each alternative, it is our judgment that all alternatives will probably be found to be feasible. Therefore, the use or non-use of parkland cannot be justified solely through the criteria of "feasibility." The question of whether an alternative may be considered "prudent" under the second criteria of Section 4(f) is another matter. We feel that the question of prudence is the central issue which needs to be explored. See Conclusion p. 9

By comparing four of the basic alternatives, we find that there is a difference of \$5 million between alternatives 1 and 2. If the elimination of one of the alternatives can be based solely on economic factors and shown conclusively to be unrelated to a 4f determination, then the elimination of alternative 1 through economic considerations can be justified because of the excess cost. This same methodology can also apply to a comparative analysis between alternatives 1a and 2a, since they are essentially equal in impacts upon parkland but differ in cost. See p. 9

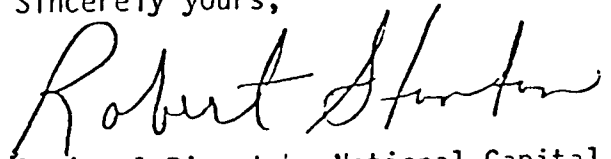
The final test, therefore, would be an evaluation of the remaining alternatives (2 and 2a) to see if a determination of imprudence can be made for alternative 2a. The elimination of 2a could be achieved through a demonstration of "truly unusual factors" that would make alternative 2 the only possible alternative able to be implemented. See Table 1, 2

Another method of approaching this selection process in addition to the criteria of economic consideration would be to evaluate the interrelationships of the park and the surrounding communities, defining the direction and needs of the park within the context of our ongoing Development Concept Plan process and the positive and negative effects of both remaining alternatives 2 and 2a when compared with the park's goals and values in relation to the community's current plans.

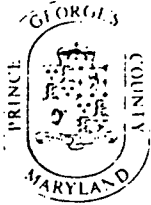
In summary, we feel that an evaluative approach of this type will result in the preparation of a well documented report that can conclusively define and evaluate both direct and indirect impacts allowing a reasonable conclusion to be arrived at as to whether a "feasible and prudent" alternative exists to the taking of parkland. Upon completion

of a prefinal 4f document in draft form, we can arrange for an informal review and discussion between your office and those within our Department working towards an acceptable agreement.

Sincerely yours,



Acting Regional Director, National Capital Region



THE PRINCE GEORGE'S COUNTY GOVERNMENT
DEPARTMENT OF ECONOMIC DEVELOPMENT

November 14, 1979

RECEIVED

NOV 28 1979

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff
Director
Office of Planning and Preliminary Engineering
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203

Re: Maryland Routes 193/201
Interchange 100-109

Dear Mr. Kassoff:

This is in response to your letter of October 17, 1979, requesting an assessment of the economic impacts on the Greenbelt Triangle property of three alternatives currently being considered by the State Highway Administration in relation to the proposed Maryland Routes 193/201 interchange.

The three alternatives, as described in your letter, are as follows:

- a. No build: Consists of utilizing the existing intersection and pavement widths of 193 and 201.
- b. Alternate 2: Involves the construction of a new interchange utilizing approximately 3.5 acres to be taken from the Triangle property and some additional acreage from Federal parkland fronting the south side of Route 193.
- c. Alternate 2A: Involves the construction of a new interchange utilizing 4.5 acres to be taken from the Triangle to avoid any taking of Federal parkland located to the south of Route 193.

After a review of these alternates, in consultation with staff of the Transportation Division of the Maryland National Capitol Park and Planning Commission, our findings regarding their potential economic impacts are as follows:

- a. No build: A "no build" alternative would quite possibly affect the development potential of the Triangle in a negative manner in that prevailing traffic problems at the 193/201 intersection would remain uncorrected and would likely influence at least some of the potential tenants/leasers of the office and other commercial space planned for construction within the Triangle to select alternative, competitive sites.

Mr. Campy
FY I 158

It is not the case, however, that the "no build" alternative would necessarily mean that the 450,000 square foot limit on office building development mentioned in your letter could not be exceeded, assuming a market for additional space were to materialize. Other means short of constructing the new interchange are available to satisfy the Planning Board that development beyond this level would be justified. Improvements made to Route 193 by the developer of the Triangle partially meet this requirement.

Put in more concise terms, the no-build alternative might have the effect of making it somewhat more difficult to effectively market the Triangle, and perhaps extend build-out of the project by some two to three more years. It would not, however, limit the scale of the project to a level below that being planned nor prohibit the project from being expanded substantially in response to potential demand.

b. Alternate 2: As you note, this alternative involves the taking of 3.5 acres of potentially very valuable commercially zoned land from the Triangle and from the County, State and City tax rolls. If developed for office use as currently projected within the comprehensive development plan for the property, the value of this land would likely reach \$4.00-\$6.00 per square foot, or \$174,000-\$261,000 per acre. Taxable improvements on this property, assuming an FAR of .45, could range up to 68,600 square feet of floor area, with a value of \$2.7 million (\$40/sq. ft. GFA). A total of approximately 345 jobs which might otherwise be located in the Triangle would be located elsewhere. Leasehold income to the owners of the project would be reduced by \$680,000 annually. Real property losses to the County, state, and city governments would possibly equal up to \$77,000 annually.

A more detailed estimate of these various impacts is provided in the table, for your reference.

c. Alternate 2A: This alternate would essentially compound the effects of Alternate 2 by taking 4.5 acres, rather than 3.5 acres, from the development potential of the Triangle. (See attached table for details).

Of more significance, however, is the fact that with 2A, the additional land being required will be taken out of the frontage of the property. Given the topography of the site, and the already established locations of Walker Drive, Capitol Drive, and more particularly, Golden Triangle Drive, this additional taking may well create difficult slope and gradient problems in developing lots 1, and 2. There is some indication also that should 2A be followed, a redesign of Walker Drive and the relocation of Golden Triangle Drive might be required in order to provide for proper gradients along Walker Drive. Should such a redesign be needed, it would of course cause a very substantial hardship to the owners, developers of the property, and possibly set back any further development by another six months to a year.

1600

Mr. Hal Kassoff
November 14, 1979
Page 3

Given the priority assigned within the Economic Development Program of the County project, and its potential for adding to the fiscal and economic health of the state, the County, and the city of Greenbelt, it is clearly not in anyone's interest that this should occur.

While your letter does not request a specific recommendation from this office as to which of the alternates available should be selected, the foregoing seems clearly to suggest that while an improvement to the 193/201 is needed to resolve existing traffic problems in the area of the Triangle, construction of these improvements is not absolutely necessary for development of the Triangle to proceed as currently planned, or to allow these plans to be expanded in the future should market support arise. This being the case, and given the very substantial positive impacts which can be derived from productive, commercial use of the Triangle property, it is also clear that any taking of land within the Triangle for construction of the proposed interchange should be restricted to the level absolutely necessary to accommodate the required improvements.

Should you have any questions on these findings, or need additional information, please call George Smith at 952-4494.

Sincerely,



William P. Gilbert
Director

Enclosure

WPG/GHS/bec

DEVELOPMENT POTENTIAL ELIMINATED FROM
GREENBELT TRIANGLE PROPERTY BY CONSTRUCTION
OF MD. ROUTES 193/201 INTERCHANGE

	<u>Alternate 2</u>	<u>Alternate 2A</u>
1. Land area (acres) ¹	3.5	4.5
2. Land area (sq. ft.) ¹	152,460	196,020
3. Assumed Floor Area Rates (FAR) ²	.45	.45
4. Gross Building Area (sq. ft.) (Line 2 x Line 3)	68,607	88,209
5. Land Value/sq. ft. (\$) ⁴	4.00	4.00
6. Improvement Value/sq. ft. GBA (⁴)	40.00	40.00
7. Total Market Valuation, at Build-out (\$000's) (line 8 plus line 9)	3,354.1 609.8	4,312.5 784.1
8. Land (line 2 x line 5)	2,744.3	3,528.4
9. Improvements (line 4 x line 6)	343	441
10. Estimated Employment Yield (@ 200 sf/ employee) ⁵	77,143	99,187
11. Real Property Tax Yield	50,982	65,550
12. County (\$.04/\$100 assessed value)	3,354	4,312
13. State (\$.20/\$100 assessed value)	16,267	20,915
14. City (\$.97/\$100 assessed value)	6,540	8,410
15. MNCPPC (\$.39/\$100 assessed value)	686,070	882,090
16. Leasehold Income (@ \$10/sq. ft. GBA)		

¹ State Highway Administration

² Typical suburban office building density

³ Current value assigned to develop portion of property by the Prince George's Office of the Maryland Dept. of Assessments and Taxation.

⁴ Value assigned to new multi-story office building completed in Laurel area during spring, 1979, by PGC Office, Assessments & Taxation.

⁵ Typical yield for multi-tenant office building (non-Federal)

Source: Research Division, Department of Economic Development, Prince George's County Government.



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20541

162

ER 79/179

JAN 8 1980

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore, MD 21211

W

Dear Mr. Elinsky:

This is in regard to the request for the Department of the Interior's comments on the proposed ~~final~~ Section 4(f) statement for Maryland Routes 193/201 Interchange, Prince Georges County, Maryland.

This is to inform you that the Department will have comments but will be unable to reply within the allotted time. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about late January 1980.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

cc: Mr. Hal Kassoff, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
300 West Preston St.
Baltimore, MD 21201



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION THREE

The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland THE ELISON T. BALLARD CO.

FY 163
RECEIVED
JAN 21 1980
DIRECTOR OFFICE OF
TRAINING & PRELIMINARY ENGINEERING

BY _____ January 14, 1980

IN REPLY REFER TO:

FAP No. U 151-1(6)
SHA No. P 474-000-371
MD. Route 193/201
Interchange
Preliminary Final
Section 4(f) Statement

151-109

Mr. Bruce Blanchard, Director
Environmental Project Review
United States Department of the Interior
Office of the Secretary
Washington, D. C. 20240

Dear Mr. Blanchard:

Your January 8, 1980 request for an extension of time for commenting on the preliminary-final Section 4(f) Statement is granted. As you are aware, during the past few months, there have been numerous meetings between the U.S. Department of the Interior, the State Highway Administration, and my staff to resolve the Section 4(f) issues of this project. This extensive consultation is an attempt to resolve these issues in a mutually acceptable manner prior to the State Highway Administration's formal request for a Section 4(f) Determination and approval of the Final Negative Declaration. We appreciate the efforts of your staff to discuss these issues and look forward to receiving your comments.

Sincerely yours,

E. ELINSKY
Emil Elinsky
Division Administrator



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

FY I 104 60 Desautel Keckler

RECEIVED

ER 79/179

FEB 7 AM 9 49

FEB 6 1980

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220 PROJECT PLANNING
711 West 40th Street
Baltimore, MD 21211

RECEIVED FEB 15 1980
DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

THE WILSON T. BALLARD CO.

Dear Mr. Elinsky:

BY _____

This is a follow-up to my letter of January 8, 1980, concerning the request made to the Department of the Interior for comments on the proposed final Section 4(f) statement for Maryland Routes 193/201 Interchange, Prince Georges County, Maryland.

As you may know, our field-level officials have been coordinating closely with the Maryland Department of Transportation about our proposed comments on the subject project and its use of National Park System land. Earlier this week, there was a meeting with the State Highway Administrator and his staff. As the result of the consultations, the Administrator requested us to hold our comments in abeyance until his Administration could explore alternatives to certain project details needing resolution. We conclude that ironing out the details now will be to everyone's advantage. Also, it should expedite FHWA's action on the final 4(f) document, particularly with respect to the second proviso of Section 4(f).

Accordingly, please consider this letter as a request for a further extension of time for us to comment on the 4(f) statement. You may be assured that we will provide our comments just as soon as the State completes its work and mutual agreement is reached about the project details.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

cc: Mr. Hal Kassoff, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
300 West Preston St.
Baltimore, MD 21201

DOT-20
FHWA (HEV-11)



Maryland Department of Transportation

State Highway Administration

165

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

February 20, 1980

MEMORANDUM

TO: Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning

FROM: Frank DeSantis *FD*
Project Manager

SUBJECT: Contract No. P-474-000-371
Maryland Route 193/201 Interchange

RE: Summary of Meeting
February 7, 1980

RECEIVED
FEB 21 1980

THE WILSON T. BALLARD CO.

BY *RC*

100-109

A meeting was held in this office on February 7, 1980 to discuss the latest draft of the 4(f) document for the Maryland 192/201 Interchange in Greenbelt. Those present were:

- | | |
|-----------------------|-------------------------------|
| Mr. Jeffrey Knoedler | National Park Service |
| Mr. Ronald Crawford | National Park Service |
| Mr. Glenn DeMarr | National Park Service |
| Mr. Richard Krolak | State Highway Administration |
| Mr. Frank DeSantis | State Highway Administration |
| Mr. Garrett Hitchcock | The Wilson T. Ballard Company |

Mr. Knoedler mentioned several areas where he would like revisions made to the document. Specifically he would like all mitigation alternatives described in detail. These alternatives include landscaping on the north side of Maryland 193 to reduce the visual impact of the roadway on the park. Mr. Knoedler will discuss the possibility of obtaining scenic easements along the north side of Maryland 193 to provide additional landscaping with the Maryland-National Capital Park and Planning Commission and will advise us as to this possibility.

It was mentioned that possibly Alternate 2A would have greater impact on the park since there was no possibility of landscaping both sides of Maryland 193 under this alternate. Proposed planning for Golden Triange that would include landscaping along Maryland 193 should also be discussed.

The noise impacts should be discussed in more detail and the feasibility of providing noise attenuators should be discussed.

My telephone number is 383-7127

Memorandum to Eugene T. Camponeschi
February 20, 1980
Page two (2)

It was agreed that the National Park Service would receive a draft copy of the final document before submission to the FHWA in order to expedite the comment and revision stage of the preparation of the document. We would then meet to discuss any comments DOI or NPS might have.

FDS:dd

- cc: Mr. Richard Krolak
- Mr. Charles Adams
- ✓ Mr. Garrett Hitchcock
- Mr. Lester Wilkinson
- Mr. James Keseling
- Mr. Tony Neubert



United States Department of the Interior

NATIONAL PARK SERVICE
 NATIONAL CAPITAL REGION
 1100 OHIO DRIVE, S. W.
 WASHINGTON, D.C. 20242

APR 14 1980

In reply refer to:
 D30-NCR(LUCE)

Mr. Richard S. Krolak
 Maryland Department of Transportation
 P.O. Box 717
 300 West Preston Street
 Baltimore, Maryland 21203

Dear Mr. Krolak:

This is in reference to your letter of March 11 transmitting for our review a preliminary copy of the Final Negative Declaration/4(f) Statement for the Route 193/201 Interchange. In addition to the comments requested, we have noted two items which we believe have considerable merit and should be implemented as part of the project.

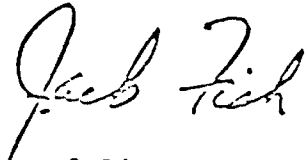
First, on page 26, reference is made to the placement of a double row of evergreens along the horse trail to reduce noise levels. This proposal should be developed further during the project design.

Second, the document emphasizes the visual benefits of developing a total landscape agreement along both sides of Route 193 to establish a major vegetative buffer between Route 201 and the Capital Beltway. The effectiveness of the agreement is in our opinion totally dependent on the continued maintenance of the State's right-of-way for both Route 193 improvements. Also, the future Capital Beltway ramp connection should be committed to open space without subsequent modification. We, therefore, recommend either a conveyance of scenic easement over State property to the United States of America or an agreement which would require approval by the Secretary of the Interior over major modifications to Route 193 with a provision for compensation for loss to the National Park Service if such future improvements are made. This second item should be cited on page 92 as a means to mitigate loss of parkland in Greenbelt Park.

With respect to your request for the review of the preliminary document we have enclosed our specific comments to the document.

We thank you for the opportunity to comment on the matter and if we may be of any further assistance please contact either me or Mr. Knoedler of my staff on 426-7704.

Sincerely yours,



Regional Director, National Capital Region

Enclosure

RESPONSE:

Right of Way negotiations will be formally initiated, after final design, with the U.S. Department of the Interior relative to the concepts of conveyance of scenic easements and/or other formal compensation agreements with the Department of the Interior. The Department of the Interior will be consulted during the final design of the project to ensure all concerns are mutually satisfied. When final design has been completed, and the precise amount and location of property under consideration will be known, agreements will be completed in accordance with all applicable State and Federal laws in accordance with the commitments indicated on Pages 95-95 of this document. The scenic easement is currently estimated to be 4.5 acres.



United States Department of the Interior

169

NATIONAL PARK SERVICE
NATIONAL CAPITAL REGION
1100 OHIO DRIVE, S. W.
WASHINGTON, D.C. 20240

STATE ROUTE 193
AUG 12 3 28 PM '80

In reply refer to:
L30-NCR(LUC)

1980 AUG 11

Mr. M. S. Caltrider
State Highway Administrator
Maryland Department of Transportation
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Caltrider *[Signature]*

With respect to your letter of July 15, we have examined the proposed mitigation package and find it to be in accordance with our discussions of July 8.

As we indicated at our meeting, we are of the opinion that the implementation of the proposed mitigation measures will provide the most suitable course of action with respect to park protection. The scenic easements described by your proposal will serve to extend the green space into the adjoining commercial development, thereby, reducing future visual encroachment on the park while maintaining a park like setting along Maryland Route 193.

With the inclusion of this specific mitigation package into the final 4(f) document, coupled with our prior comments as described by our letter of April 14, it is our belief that an adequate 4(f) proposal will be created for subsequent Departmental approval.

Sincerely yours,

[Signature]

Regional Director, National Capital Region

RESPONSE:

The contents of the mitigation package have been included in pages 94 through 100 of this document.