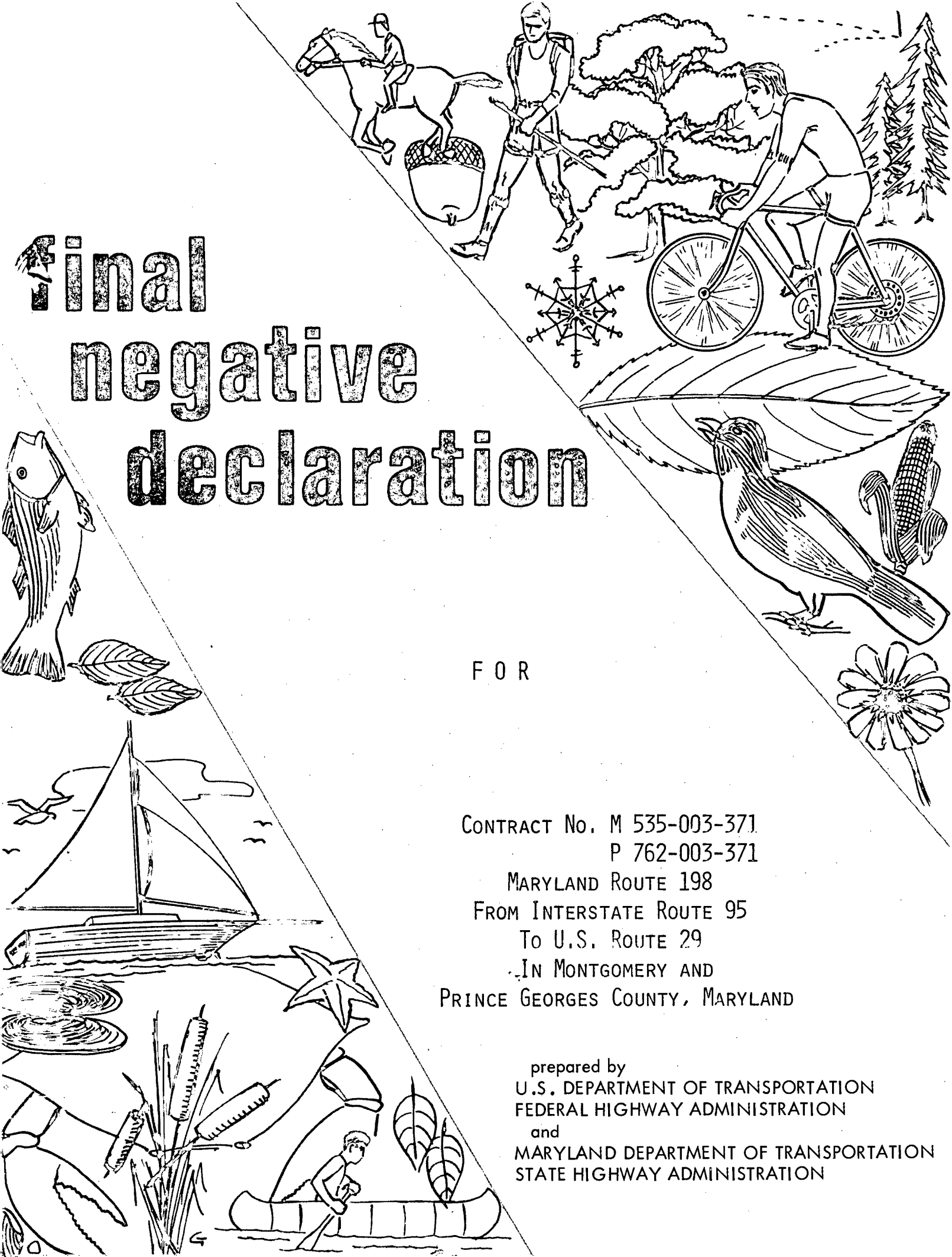


Final negative declaration



F O R

CONTRACT No. M 535-003-371
P 762-003-371
MARYLAND ROUTE 198
FROM INTERSTATE ROUTE 95
TO U.S. ROUTE 29
IN MONTGOMERY AND
PRINCE GEORGES 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 Route 198
Interstate 95 to U.S. Route 29
Montgomery and Prince George's
Counties, Maryland

ADMINISTRATIVE ACTION
FINAL NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted pursuant to 42 U.S.C. 4332 (1) (C) and 23 U.S.C. 128 (a)

M. S. Caltrider
State Highway Administrator

23 May 78
Date

by: Frederick Gottemoeller
Frederick Gottemoeller
Director, Office of Planning
and Preliminary Engineering

5/25/78
Date

by: Emil E. Elinich
Federal Highway Administration
Division Federal Highway
Administrator

TABLE OF CONTENTS

	<u>PAGE</u>
SECTION I: SUMMARY	I-1
SECTION II: LOCATION AND DESCRIPTION OF PROJECT	II-1
Location of Project	II-1
Description of Project	II-4
Description of Recommended Alternative	II-4
Engineering Factors and Cost on Each Alternative	II-5
SECTION III: NEED	III-1
Deficiencies of the Existing Facility	III-1
Planning Basis and Anticipated Benefits	III-1
Relationship Between Project and Transportation System of the Area	III-2
SECTION IV: BASIS FOR NEGATIVE DECLARATION	IV-1
SECTION V: SOCIAL, ECONOMIC AND ENVIRONMENTAL FACTORS	V-1
Social and Economic	V-1
Air Quality	V-3
Noise	V-9
Water	V-16
Terrestrial and Aquatic Biota	V-16
Historical and Archeological	V-19
SECTION VI: COORDINATION	VI-1
Public Hearing Comments and Analysis	VI-1
SECTION VII: CORRESPONDENCE SECTION	VII-1
APPENDIX: SUMMARY OF RELOCATION PROGRAM	
ENVIRONMENTAL ASSESSMENT FORM (EAF)	
EAF COMMENTS	

4

LIST OF TABLES

NUMBER	TITLE	PAGE
V-1	Total Peak Carbon Monoxide Concentrations (Highest Facility-Related Plus Background) Expected With An At-Grade Roadway Section and No Wind Obstruction	V-5
V-2	Total Peak Carbon Monoxide Concentrations (Highest Facility-Related Plus Background) At the Base of the Medical Center	V-6
V-3	CO, NMHC, and NO _x Emission Burdens (tons/day)	V-8
V-4	Ambient Noise Levels	V-13
V-5	Predicted L ₁₀ Noise Levels	V-17
V-6	L ₁₀ Noise Level Increases Over Ambient	V-18

LIST OF EXHIBITS

NUMBER	TITLE	FOLLOWS PAGE
II-1	REGIONAL LOCATION	II-1
II-2	STUDY AREA	II-1
II-3	EXISTING LAND USE, 1976	II-3
II-4	PROPOSED LAND USE	II-3
II-5	TYPICAL CROSS SECTION	II-3
II-6	ALIGNMENT DBC	II-4
V-1	NOISE SENSITIVE AREAS	V-4
V-2	AVERAGE DAILY TRAFFIC (DESIGN YEAR 1999)	V-4

6

SECTION I

SUMMARY

Federal Highway Administration

Administrative Action

Negative Declaration

() Draft

(X) Final

() Section 4(f) statement attached

FEDERAL AND STATE CONTACTS

The following individuals may be contacted for additional information concerning this Final Negative Declaration:

Roy Gingrich
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
(301) 962-4011
Hours: 8:00 AM to 4:30 PM

Eugene T. Camponeschi
State Highway Administration
Room 404
300 West Preston Street
Baltimore, Maryland 21201
(301) 383-4327
Hours: 8:15 AM to 4:15 PM

>

BRIEF DESCRIPTION OF ACTION

The proposed project is the construction of an approximately two-mile segment of four-lane divided highway (Maryland Route 198) with uncontrolled access from its intersection with U.S. Route 29 in Montgomery County to a point approximately 0.6 miles west of the Interstate Route 95 interchange in Prince George's County, Maryland. The 0.6 mile section extending to I-95 was previously improved to adequate capacity and safety standards with the construction of the I-95 interchange. The proposed route, Alignment DBC, utilizes portions of existing rights-of-way as well as requiring additional rights-of-way. Also included in this proposal is the upgrading of the highway in the vicinity of the Bond Mill Road-Old Gunpowder Road intersection to six lanes with a traffic light control system at the intersection.

ACTIONS REQUIRED BY OTHER FEDERAL AGENCIES

There are no actions related to the proposed project required by other federal agencies.

SUMMARY OF BENEFICIAL AND ADVERSE ENVIRONMENTAL IMPACTS

Socioeconomic Impacts

The proposed project is consistent with local land-use planning. Community services will benefit and the character and stability of the residential neighborhoods on both sides of this proposed roadway improvement will not be greatly affected after the completion of the project. Relocation of three families will be necessary but will not create any significant problems for those involved. There are no minority groups or other specific groups that will be affected by the completion of this proposed project.

Impacts on Terrestrial and Aquatic Biota

The proposed project will not have any significant adverse impact on existing wildlife populations. Most of the wildlife, except for small animals and birds, has been previously displaced by man-made structures, roads and the clearing of lands. Aquatic biota will likewise receive no significant adverse impact due to the project. A Sedimentation and an Erosion Control Plan will be developed to alleviate any sedimentation problems which would affect aquatic biota found in streams into which runoff will flow.

Historical and Archeological Impacts

The Maryland Historical Trust has identified nine sites in the project vicinity. The project will have no effect on these sites. No sites of archeological significance will be impacted by the project.

Water Quality Impacts

There are no streams, rivers, or their related floodplains within the area to be affected by the actual construction.

Air Quality Impacts

Results of the Air Quality Report indicate that existing air pollutant levels are within the Federal Air Quality Standards. Future levels will also be within the Federal Standards if the project is implemented.

Noise Impacts

A comparison of the projected noise levels resulting from the selected alternative and those resulting from the "No-Build" condition indicates that of the 11 sites at which the 70 dBA design noise level will be exceeded, only four would experience an increase of more than three dBA between the build and the "No-Build" situations. Existing conditions are not conducive to effective barrier abatement measures and restrictive traffic management measures would also prove impractical.

SUMMARY OF MAJOR ALTERNATIVES

Four alternative construction schemes and a "Do-Nothing" (No Build) alternative were initially considered in the Draft Environmental Impact Statement. In that document were two plates (maps). The first one, Alternative Scheme 1, consisted of roadway sections A, B, C and the second plate, Alternative Scheme 4, consisted of roadway sections D, B, E. The remaining two Alternative Schemes 2 and 3 were combinations of the Alternatives 1 and 4. Alternative Scheme 2, the chosen alternative, consists of roadway sections D, B, C. Alternative Scheme 3 included roadway sections A, B, E. The "Do-Nothing" (No-Build) Alternative would mean the continued use and maintenance of the existing two-lane highway.

ENTITIES SOLICITED FOR COMMENTS

During the development of the location studies and the preparation of the Negative Declaration, individuals, groups and agencies were encouraged to provide data and comments relative to the proposed project. The following is a list of agencies which provided input, either directly or indirectly, toward the accomplishment of the project objectives:

Federal Agencies

Regional Administrator
Department of Housing and Urban Development
Curtis Building
Sixth and Walnut Streets
Philadelphia, Pennsylvania 19106

Office of the Secretary
Department of Agriculture
Washington, D. C. 20250

Deputy Assistant
Secretary of Environmental Affairs
U. S. Department of Commerce
14th and Constitution Avenue - Room 3876
Washington, D. C. 20230

9

Federal Agencies (Continued)

Assistant Secretary for Health and Science Affairs
Department of Health, Education and Welfare
HEW - North Building
Washington, D. C. 20202

Director, Environmental Project Review
Assistant Secretary - Program Policy
Department of the Interior
Washington, D. C. 20240

Chief, Environmental Impact Branch
United States Environmental Protection Agency
Region III
6th and Walnut Streets
Philadelphia, Pennsylvania 19106

Director
Office of Economic Opportunity
1200 - 19th Street, N. W.
Washington, D. C. 20506

Acting State Conservationist
Soils Conservation Service USDA
Room 522
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State Agencies

Director
Department of Economic Development
State Office Building
Annapolis, Maryland 21401

Executive Director
Metropolitan Washington Council of Governments
Transportation Planning
1225 Connecticut Avenue, N. W.
Suite - 201
Washington, D. C. 20036

Chief
State Clearinghouse
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

Administrator
Mass Transit Administration
1515 Washington Boulevard
Baltimore, Maryland 21230

State Agencies (Continued)

10

Director
Environmental Health Administration
Department of Health and Mental Hygiene
610 North Howard Street
Baltimore, Maryland 21201

Acting Director
Bureau of Air Quality Control
Environmental Health Administration
610 North Howard Street
Baltimore, Maryland 21201

General Manager
Washington Metropolitan Area Transit Authority
930 S. L'Enfant Plaza, S. W.
Washington, D. C. 20024

Highway Coordinator
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20907

Principal Highway Coordinator
Maryland National Capital Park and Planning Commission
6600 Kenilworth Avenue
Riverdale, Maryland 20840

Secretary
Department of Economic and Community Development
State Office Building
Annapolis, Maryland 21404

Director
Maryland Historical Trust
2525 Riva Road
Annapolis, Maryland 21401

Director
State Department of Education
301 West Preston Street
Baltimore, Maryland 21201

Secretary
Department of Natural Resources
Tawes State Office Building
Taylor Avenue
Annapolis, Maryland 21401

Secretary
Department of State Planning
State Office Building
Baltimore, Maryland 21201

11

State Agencies (Continued)

Secretary
Department of Transportation
Friendship International Airport
P. O. Box 8755
Baltimore, Maryland 21240

Director
Public Affairs
Department of Transportation
Friendship International Airport
P. O. Box 8755
Baltimore, Maryland 21240

Director
Division of Systems Planning and Development
Friendship International Airport
P. O. Box 8755
Baltimore, Maryland 21240

Acting Chief
Bureau of Program Scheduling and Control
State Highway Administration
300 West Preston Street
Room 212
Baltimore, Maryland 21201

Regional Planner
Prince Georges County
State Highway Administration
300 West Preston Street, Room 209
Baltimore, Maryland 21201

Regional Planner
Montgomery County
State Highway Administration
300 West Preston Street, Room 209
Baltimore, Maryland 21201

Montgomery County Agencies

County Executive
County Office Building
Rockville, Maryland 20850

President
Montgomery County Council
100 S. Peny Street
Rockville, Maryland 20850

Chief
Division of Environmental Health Services
6005 Frederick Avenue
Gaithersburg, Maryland 20760

12

Montgomery County Agencies (Continued)

Director
Department of Public Works
2351 Shady Grove Road
Gaithersburg, Maryland 20760

General Manager
Washington Suburban Sanitary Commission
4017 Hamilton Street
Hyattsville, Maryland 20781

Executive Director
Washington Suburban Transit Commission
8720 Georgia Avenue
Silver Spring, Maryland 20910

Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20904

Staff Services Coordinator
Montgomery County Department of Transportation
6110 Executive Boulevard
Rockville, Maryland 20850

Prince George's County Agencies

Superintendent of Schools
Prince Georges County
Board of Education
Upper Marlboro, Maryland 20870

Administrator
Department of Public Works
Prince Georges County
8400 D'Arcy Road
Forestville, Maryland 20028

Planning Coordinator
Court House
Upper Marlboro, Maryland 20870

Board of Education
Upper Marlboro, Maryland 20870

Police Chief
410 Addison Road
Seat Pleasant, Maryland 20027

Acting Director
Department of Fire Protection
4308 Hamilton Street
Hyattsville, Maryland 20781

*Denotes response received.

13

SUBMITTAL DATE

"The Draft Environmental Impact Statement was mailed to the Council on Environmental Quality during July 1973."

SECTION II

LOCATION AND DESCRIPTION OF PROJECT

14

LOCATION OF PROJECT

General Location

The project area is located in the state of Maryland and lies between the metropolitan areas of Baltimore and Washington, D.C. Baltimore lies 15.6 miles northeast of the project area, and Washington, D.C. is 11.5 miles southwest of the project area, (Exhibit II-1). The project location is a segment of Maryland Route 198, which runs in an east-west direction. The largest part of the project area lies in Montgomery County, while the remaining portion lies in Prince Georges County, (Exhibit II-2).

General Description of Surrounding Terrain and Natural Features

Physiography and Topography

The surrounding terrain is characteristic of the rolling topography found in the transition area between the flatlands of the Coastal Plain region and the more irregular Piedmont region. Approximate surface elevations range from 390 to 420 feet above sea level in Prince Georges County and 400-495 feet in Montgomery County. Average natural ground slopes are in the 0-25% range. The roadway alignment within Montgomery County follows an east-west ridge line, with the drainage to the north entering the Patuxent River watershed and the drainage to the south entering the Little Paint Branch watershed.

Geology and Soils

The Montgomery County portion of the study area is underlain by a hard crystalline rock. Silt loams are predominant, with gravelly loams, loams and sandy loams occurring in minor amounts. These soils, of Piedmont origin, are well drained, however, they are subject to moderate erosion.

Soils in the Prince Georges County portion of the study area consist mainly of sedimentary deposits of the Cretaceous Age. They are composed chiefly of unconsolidated sand, gravel and clay of continental and marine origin. Sandy loams and loamy soils are most prevalent in this portion of the study area.

Surface and Ground Water Hydrology

There are no streams, rivers, or their related floodplains within the area to be affected by the actual construction. There are, however, numerous small streams and drainageways on either side of Maryland Route 198 into which runoff from the project area would flow. Those to the north form part of the Patuxent River watershed and those to the south are part of the Little Paint Branch watershed.

15
Depths to seasonally high water table are variable, ranging from one to six feet on the average.

Wildlife and Vegetation

Wildlife species inhabiting the study area include cottontail rabbit, woodchuck, opossum, striped skunk, as well as other small rodents and insectivores typical of farmland surroundings. Squirrels, raccoons, and fox inhabit the small stands of woodlands in the surrounding area. Bird species inhabiting the area are the mourning dove, bob-white quail, various songbirds, hawks and owls. Some endangered songbirds or hawks may pass through the area, however, no specific habitats or breeding locations critical to their preservation are known to occur within the study area. No endangered mammals are known to reside in the study area.

The majority of the land is either under residential or agricultural use. The sparse wooded areas within the study area consist of both hardwood and softwood varieties, with undergrowth being primarily azalea.

General Description of Surrounding Neighborhoods

The existing land use is shown on Exhibit II-3. The land adjacent to the affected portion of Maryland Route 198 is primarily agricultural-residential in nature. There is some commercial activity, primarily at the intersection of Route 198 and U. S. Route 29. The Laurel Block Company at the Bond Mill Road-Old Gunpowder intersection is the only industrial activity in the area.

The proposed land use is shown on Exhibit II-4. The plan indicates continued residential growth along the major portion of this segment of Route 198. A commercial area is planned for the northeast side of the Bond Mill Road-Gunpowder Road intersection. Of major significance is the possibility of an industrial park on the portion of land south of Route 198 from the U. S. Route 29 intersection east to Dino Drive.

DESCRIPTION OF PROJECT

Project History

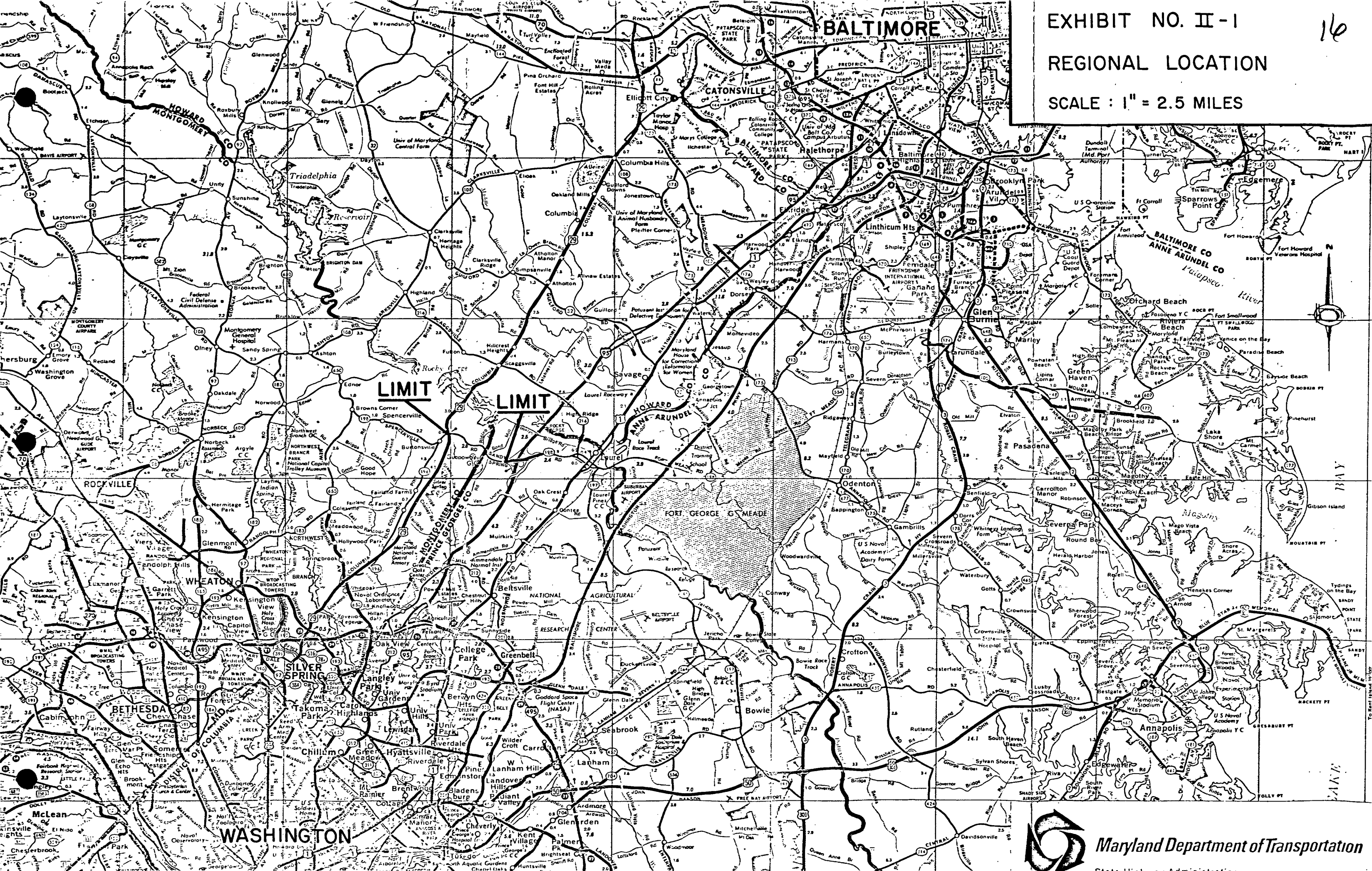
Initial studies for the upgrading of Maryland Route 198 began in November, 1968. A preliminary field investigation for the project was held in mid-1969. Environmental studies for Maryland Route 198 began in 1972. The Draft Environmental Impact Statement was circulated in mid-1973, followed by the Public Hearing in 1974. In February, 1976, the Federal Highway Administration concurred with the State Highway Administration's recommendation to prepare a Final Negative Declaration for this project. This recommendation was made because of the relatively minor impacts of this project.

Brief Description of Alternatives Considered in the Draft Environmental Impact Statement

Four alternative construction schemes and a "Do-Nothing" alternative

EXHIBIT NO. II - I
REGIONAL LOCATION
SCALE : 1" = 2.5 MILES

16



LIMIT LIMIT



STUDY AREA

EXHIBIT NO. II-2
STUDY AREA
SCALE : 1" = 3 MILES

were initially considered in the Draft Environmental Impact Statement. In that document were two plates (maps). The first one, Alternative Scheme 1, consisted of roadway sections A, B, C and the second plate, Alternative Scheme 4, consisted of roadway sections D, B, E. The two schemes differed only in the degree of realignment in two areas: (1) the area between U. S. Route 29 and Valley Stream Road, and (2) the area at the intersection of Bond Mill Road, Old Gunpowder Road, and Maryland Route 198. Scheme I, consisting of sections A, B, C, would cause more displacement in the area between U. S. Route 29 and Valley Stream Road than Scheme II (sections D, B, E).

The remaining two Alternative Schemes 2 and 3 were combinations of the alternatives 1 and 4. Alternative Scheme 2, the chosen alternative, consists of roadway sections D, B, C. Alternative Scheme 3, included roadway sections A, B, E. The "Do-Nothing" Alternative would mean the continued usage of the existing highway.

Type of Project

The Maryland State Highway Administration (SHA) is proposing to make improvements to Maryland Route 198 which will consist of upgrading the existing two-lane, uncontrolled access, twenty-four (24) foot roadway to a four-lane facility and employing some re-alignment to improve horizontal and vertical curvature. The improved facility will consist of two, two-lane roadways each twenty-four feet in width, except in the vicinity of Old Gunpowder Road and Bond Mill Road, where there will be six traffic lanes. The roadways will be separated by a thirty (30) foot median strip. There will also be ten (10) foot shoulders on each side of the road. The typical cross section is shown on Exhibit II-5. Access will be uncontrolled. For a detailed description of the proposed project, refer to the section "Engineering Factors."

Length and Termini

The portion of Route 198 affected by this project is approximately 2.0 miles long and extends from its intersection with U. S. Route 29 to a point approximately 0.6 mile west of the Interstate Route 95 Interchange, (Exhibit II-2).

Traffic Data

The Average Daily Traffic (A.D.T.) in vehicles per day for Maryland Route 198 between U. S. Route 29 and Interstate 95 is as follows:

<u>Year</u>	<u>Traffic Volume (Average Daily Traffic)</u>	
	<u>East of Old Gunpowder Road</u>	<u>West of Gunpowder Road</u>
1967	13,150	12,000
1972	18,000	17,000
1990	35,900	34,000
1999	41,200	38,600

Source: Maryland State Highway Administration, 1976.

19

The traffic design data for Maryland Route 198 are as follows:

	<u>Present and Future (1999)</u>
D.H.V. (Design Hourly Volume) % of A.D.T.	11%
D.D. (Directional Distribution) of D.H.V.	65%
Truck Traffic (T/ADT)	6%
Truck Traffic (T/DHV)	3%

The existing Route 198 is presently operating close to capacity, and any increases in volume without improvement would cause increased congestion and higher accident rates.

Average running speeds for Maryland Route 198 are as follows:

		<u>1976</u>	<u>1999</u>
Under Existing Conditions	Peak	35 MPH	30 MPH
	Off Peak	40 MPH	40 MPH
Selected Alternative	Peak	- - -	- - -
	Off Peak	- - -	- - -

DESCRIPTION OF THE RECOMMENDED ALTERNATIVE

Horizontal Alignment

The alternative that has been selected (Alignment DBC, Exhibit, II-6) begins at the intersection of Maryland Route 198 and U. S. Route 29 and extends in a gently curving arc to the Dino Drive intersection. This section of the alternative would use the existing alignment of Maryland Route 198, thereby eliminating any need for a frontage road for the Medical Center. From the Dino Drive intersection the alternative follows the existing alignment to a point approximately 400 feet east of the Riding Stable Road intersection. This proposed section bends slightly southwest from Dino Drive to McKnew Road, where it begins a slight curve to the east. As it passes under the Pepco Power Transmission Line north of New Birmingham Manor, the roadway again begins a slight curve to the southeast.

The final section extends from a point approximately 400 feet east of Riding Stable Road to the service road for the filtration plant at Laurel. This section curves southeastward from Riding Stable Road to Old Gunpowder Road, where it begins to curve slightly to the east. That portion of the proposed highway in the vicinity of the Bond Mill Road-Old Gunpowder Road intersection will be six lanes instead of four for a distance of approximately 700 feet on either side of the intersection.

Vertical Alignment

The vertical alignment will closely follow the existing ground surface.


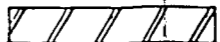

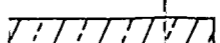
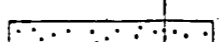


Maryland Department of Transportation

State Highway Administration

EXHIBIT NO. II-3
EXISTING LAND USE (1976)

LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC, QUASI-PUBLIC
-  AGRICULTURAL, VACANT

SCALE: 1" = 400'

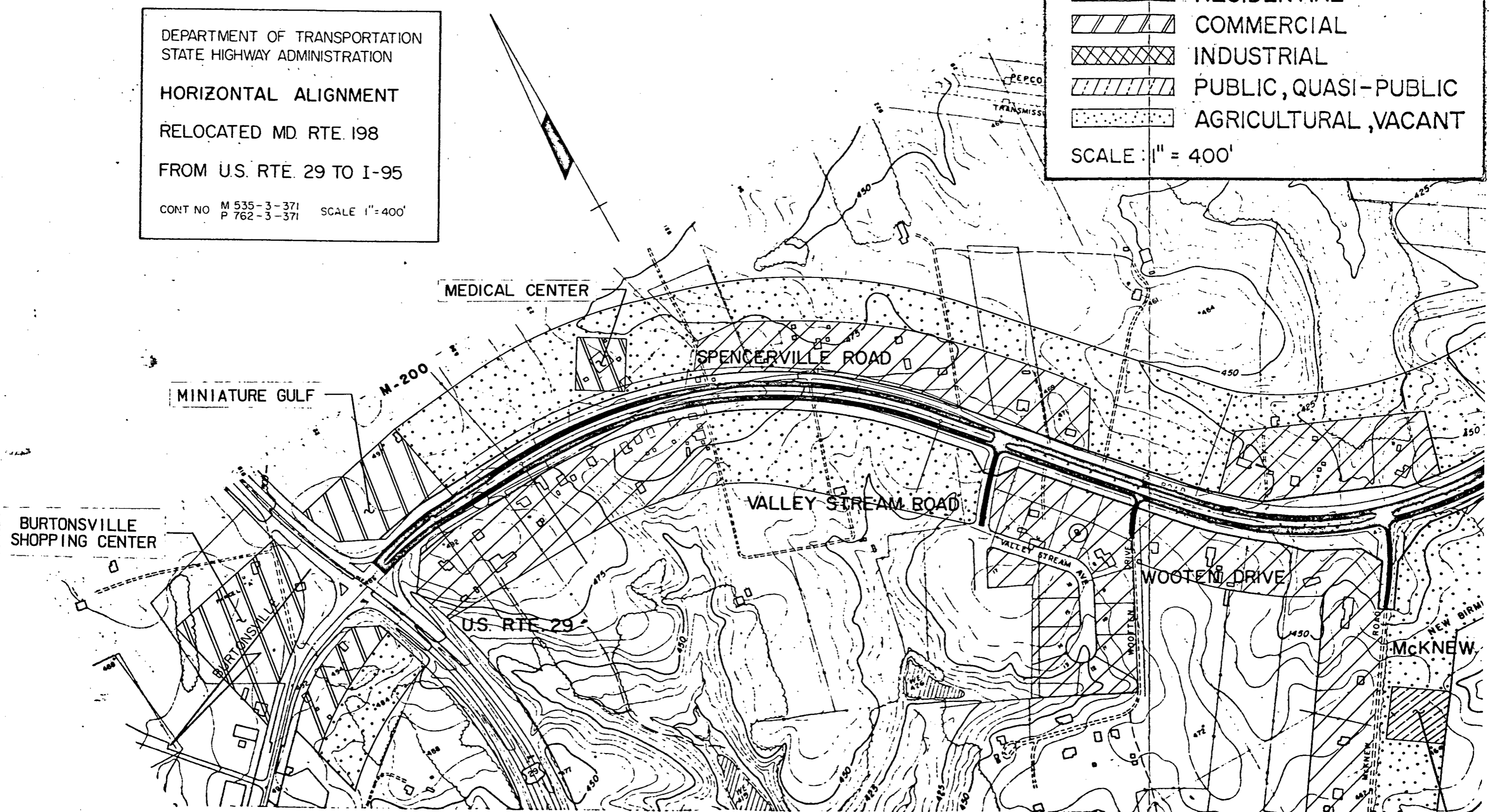
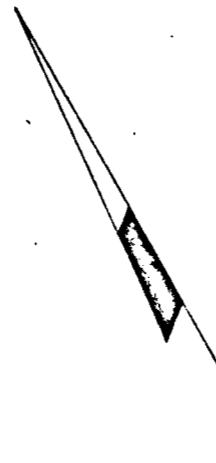
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HORIZONTAL ALIGNMENT

RELOCATED MD. RTE. 198

FROM U.S. RTE. 29 TO I-95

CONT NO M 535-3-371 P 762-3-371 SCALE 1" = 400'



MEDICAL CENTER

SPENCERVILLE ROAD

MINIATURE GOLF

VALLEY STREAM ROAD

BURTONSVILLE SHOPPING CENTER

U.S. RTE. 29



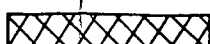
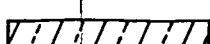
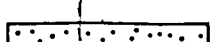
WOOTEN DRIVE

MCKNEW

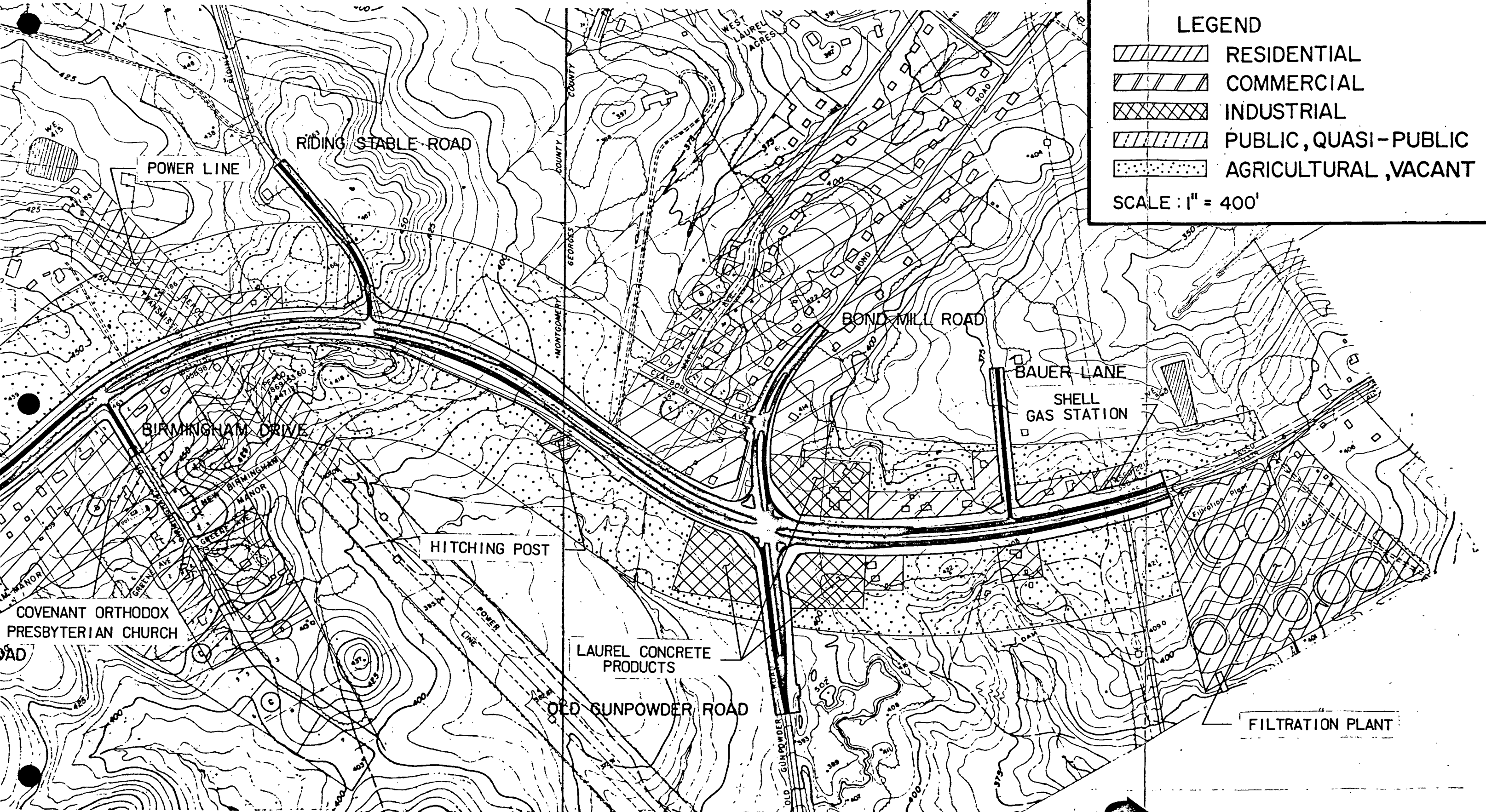
LAUREL
7th DAY ADVENTIST
CHURCH

EXHIBIT NO. II-3
EXISTING LAND USE (1976)

LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC, QUASI-PUBLIC
-  AGRICULTURAL, VACANT

SCALE : 1" = 400'



LAUREL
DAY ADVENTIST
CHURCH



Maryland Department of Transportation

State Highway Administration

EXHIBIT NO. II-4
 PROPOSED LAND USE MAP
 C-1 DENOTES COMMERCIAL PROPERTY
 I-3 DENOTES INDUSTRIAL PROPERTY
 R DENOTES RESIDENTIAL PROPERTY
 SCALE: 1" = 1,000'



Maryland Department of Transportation
 State Highway Administration

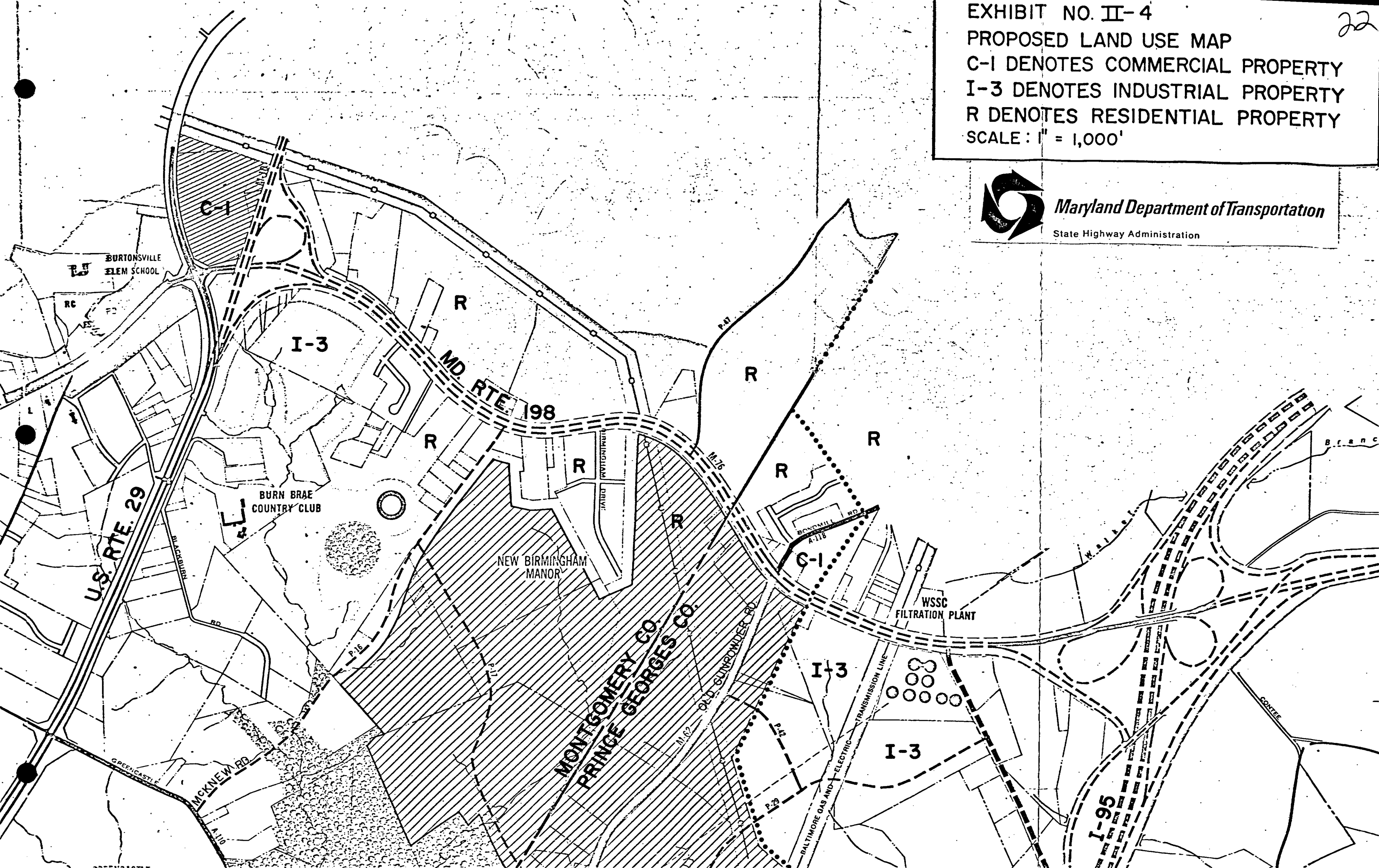
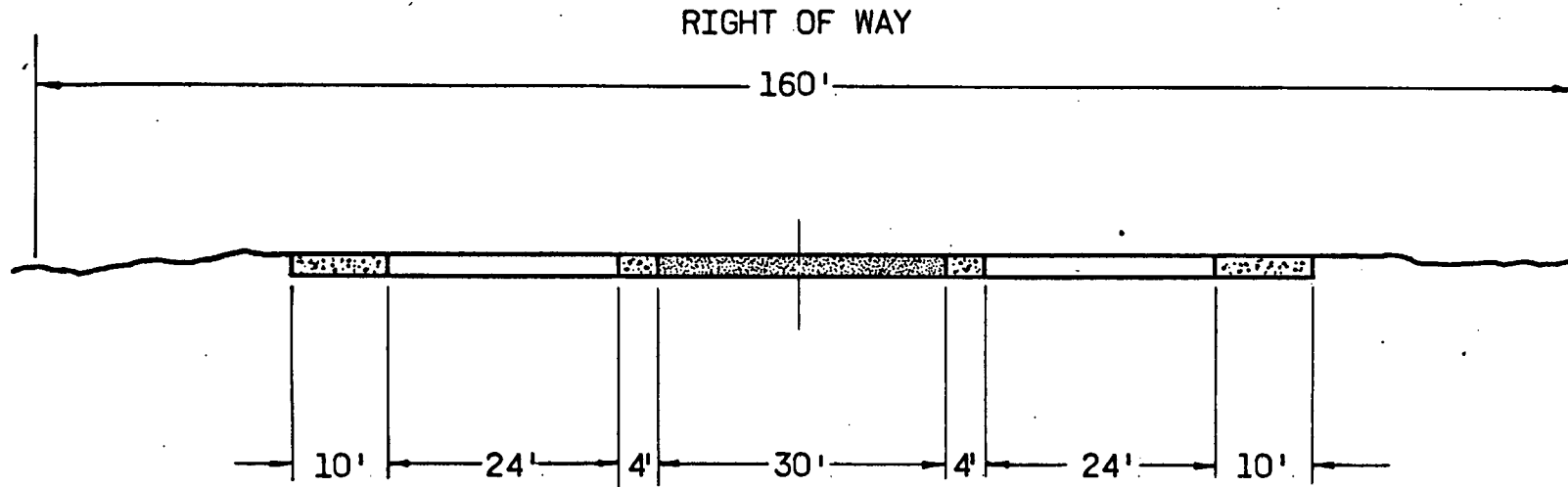


EXHIBIT II-5



PROPOSED

TYPICAL CROSS SECTION

MARYLAND ROUTE 198

U.S. ROUTE 29 TO I-95

SCALE: 1"=20'



Maryland Department of Transportation

State Highway Administration



Maryland Department of Transportation

State Highway Administration

EXHIBIT II-6

ALIGNMENT 'DBC'

SCALE 1" = 400'

DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HORIZONTAL ALIGNMENT

RELOCATED MD. RTE. 198

FROM U.S. RTE. 29 TO I-95

CONT. NO. M 535-3-371
P 762-3-371 SCALE: 1" = 400'

▲ SITES OF
HISTORICAL SIGNIFICANCE

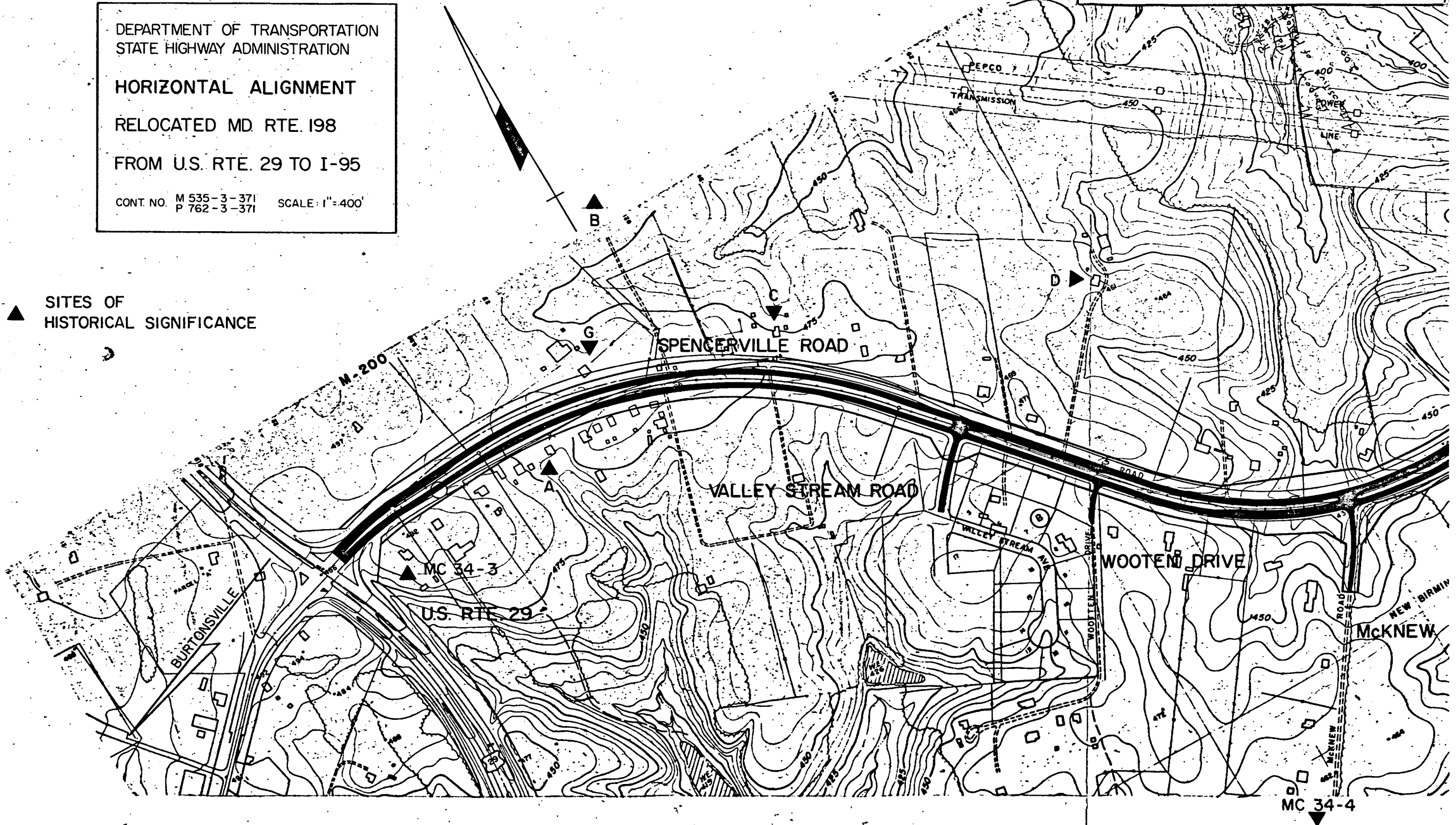
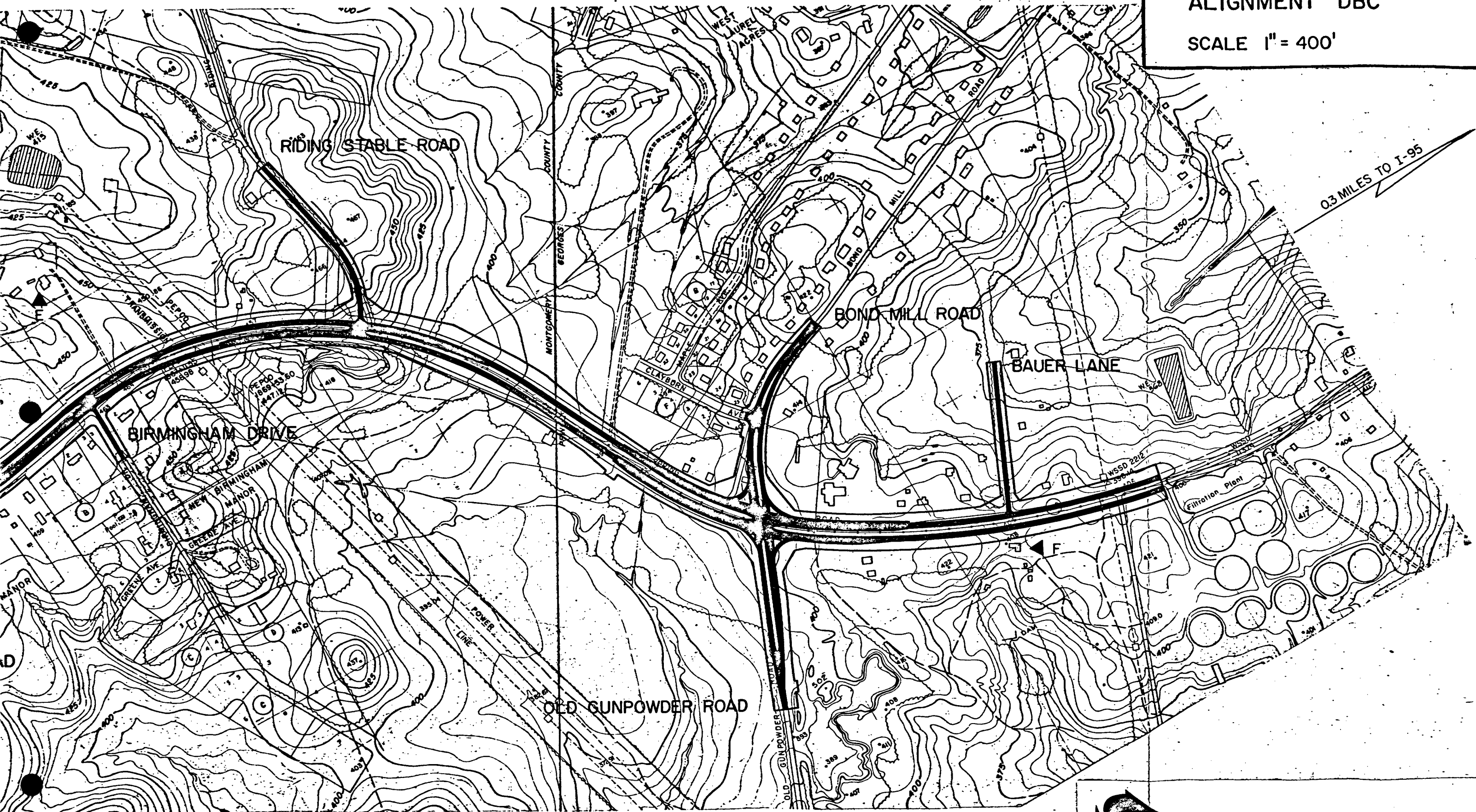


EXHIBIT II-6

ALIGNMENT 'DBC'

SCALE 1" = 400'



0.3 MILES TO I-95



Maryland Department of Transportation

State Highway Administration

There will be no grades in excess of three percent and vertical curves between opposite grades will be such as to give more than adequate sight distances for the design highway speed.

ENGINEERING FACTORS AND COST ON EACH ALTERNATIVE

The engineering factors and costs are the same, regardless of the alternative in question. The following is a detailed description of these factors:

Engineering Factors

The proposed highway is essentially a set of dual 24-foot roadways separated by a 30-foot grass median except for a distance of about 700 feet on each side of its intersection with Bond Mill-Old Gunpowder Road, where it is a set of dual 36-foot roadways separated by a 16-foot minimum width grass median. (Refer to horizontal alignment, Exhibit II-6). On both sides of the intersection and in the immediate vicinity of Bond Mill-Old Gunpowder Road, the 16-foot wide median would be utilized for a 12-foot wide left turn and storage lane and a 4-foot wide raised concrete island traffic separator; thus making a closed roadway section. At four other intersections, Dino Drive-Valley Stream Road, Birmingham Drive, McKnew Road, and Riding Stable Road, the 30-foot median would be utilized for 12-foot wide left-turn storage lanes. Since six lanes and left-turn storage lanes have been provided at the major intersection and left-turn storage lanes have been provided at four other intersections, the smooth, steady flow of through traffic would be insured, except to the extent that flow of traffic is interrupted by the traffic light control system proposed for the Bond Mill-Old Gunpowder Road intersection with Route 198.

Each 24-foot roadway would consist of two 12-foot wide traffic lanes having a 4-foot wide paved shoulder on the median side and a 10-foot wide paved shoulder along the outside traffic lane (refer to Exhibit II-5). Where 12-foot left turn storage lanes are constructed with the 30-foot wide grassed median, the 4-foot wide paved shoulder would be constructed alongside this lane and along the edge of the necessary crossover pavement. The 30-foot grassed median would be depressed to serve as a drainage swale to collect runoff water within the median and from both 4-foot wide paved shoulders which would be sloped towards the median. Water collected in the median swales would be carried to the natural drainage courses on either side of the proposed highway by means of drop inlets and an underground piping system.

Each 36-foot roadway would consist of three 12-foot wide traffic lanes plus a 1-foot wide combined curb and gutter on each side. The median would be crowned to drain towards the gutters on either side. An 8-foot wide concrete sidewalk would be constructed against the outside curb and slope towards the curb. The three traffic lanes and the left-turn storage lane, where utilized, would be sloped to drain towards the outside curb, unless superelevation requires otherwise. Drainage would be by means of drop inlets along the face of the outside curve, except where superelevation requires otherwise, and an underground piping system outletting into a natural water course on either side of the highway.

21

Bond Mill Road would be reconstructed for a distance of about 800 feet from its intersection with Route 198, (Exhibit II-6). The intersection of Clayborn Avenue with Bond Mill Road would, of necessity, have to be reconstructed at the same time. Beginning at the connection with existing pavement which consists of two lanes approximately 11-foot wide each, the proposed pavement widens to dual roadways with two 11-foot wide traffic lanes in each, and separated by a 24-foot wide grassed median. In the immediate vicinity of the intersection, a 12-foot wide left turn storage lane is constructed in the median. Combined curb and gutter would be constructed along both outside pavement edges and along both sides of the median. There would be a 5-foot wide grassed area between the curb and gutter along the edge of the pavement and the edge of the 4-foot wide sidewalk.

Old Gunpowder Road, which is on the opposite side of the intersection of Bond Mill Road with Route 198, would also be reconstructed for a distance of approximately 800 feet from the intersection. Beginning at the point of connection with the existing pavement of Old Gunpowder Road, which is approximately 24-foot wide, the proposed pavement widens to dual roadways with two 12-foot wide traffic lanes in each, and separated by a 24-foot wide grassed median. In the immediate vicinity of the intersection, a 12-foot wide left-turn storage lane is constructed in the median. The grassed median would be surrounded by a combined curb and gutter, and 10-foot wide paved shoulders will be constructed along both pavement edges.

There are seven other roadway intersections with the proposed highway, (Exhibit II-6). There are two intersections to connect an existing section of old Route 198 to the proposed highway; an intersection at Dino Drive-Valley Stream Road; an intersection at McKnew Road; an intersection at Birmingham Drive; an intersection at Riding Stable Road; and an intersection at Bauer Lane. In general, these seven intersections will have 20-foot wide pavements for 10-foot wide traffic lanes in each direction, narrowed to match the existing connecting pavement width, and have 7-foot wide shoulders.

The right-of-way width required for the reconstruction of this proposed roadway is 160 feet. There are no grades in excess of three percent, and vertical curves between opposite grades are such as to give more than adequate sight distances for the design highway speed. Horizontal curves would be adequately superelevated for the design speed of 60 mph.

Cost

The 1977 cost of this project is estimated to be \$1,970,000.00.

28

SECTION III

NEED

DEFICIENCIES OF THE EXISTING FACILITY

Existing Maryland Route 198 is a substandard two-lane, 20-foot wide, bituminous surfaced roadway. It is a narrow, winding road with very marginal shoulders, causing pedestrians and cyclists to travel on the roadway surface. Disabled vehicles also create hazardous conditions. Utility poles, trees, drainage ditches and mailboxes are located extremely close to the edge of the roadway and create potential hazards. The combination of particular horizontal and vertical curves with crossroads and driveways creates extremely poor sight distance along portions of the road.

Because of these dangerous conditions and the large number of vehicles using this highway, it can be assumed that as the number of vehicles using Route 198 increases, the accident count would also increase proportionately. An accident analysis of the existing road in the area of the proposed project, conducted by the Department of Police, Montgomery County, shows that from January 1970 through December 1971, 16 accidents occurred, one of which was fatal. Ten of these accidents were caused by excessive speed.

PLANNING BASIS AND ANTICIPATED BENEFITS

A letter from the Maryland-National Capital Park and Planning Commission, stated that the existing roadway is deficient with respect to both present and future needs, and the proposed improvement is in conformance with the approved and adopted master plan for Fairland-Beltsville and vicinity. The Montgomery County Planning Board and the Prince Georges County Planning Board also reviewed and approved the project as being in accordance with present master plans.

The proposed project would bring benefits to the state, region and the local residents. The community would have a faster, more efficient segment of highway than the existing Route 198. The proposed project would improve the flow of traffic and reduce congestion and traffic backup, especially in the area of the Bond Mill Road-Old Gunpowder Road intersection. Access to Laurel, a town east of the project area through which Route 198 passes, would also be improved, as well as access to Interstate 95. Efficiency of the Burtonsville Fire Department would be increased as the proposed widening of Route 198 would allow faster movement of fire-fighting equipment. Access to the shopping centers in Burtonsville, west of the project area, and Laurel to the east, would likewise be improved. The Burtonsville commercial district is located at the intersection of Route 198 and U. S. Route 29, while the Laurel Shopping Center is located on U. S. Route 1 near its intersection with Route 198.

2

The state and region would benefit as a result of the more efficient use of I-95 and U. S. Route 29. The proposed project would help the flow of traffic in the northwest portion of Prince Georges County, most significantly as it relates to making more accessible future industrial sites proposed for this immediate area. It would also allow greater movement between the affected sections of Montgomery and Prince Georges Counties, as well as improve the movement of students and faculty to and from schools within the project area. In addition, the economic development directors of both Montgomery and Prince Georges Counties have expressed enthusiasm about the proposed project and have stated that the improvement could have a significant economic impact on their counties.

There are a number of highway safety features which would be incorporated into the construction of the proposed project which would benefit drivers and pedestrians using the highway. In addition to those already mentioned in the section on "Engineering Factors," the following safety features would be included:

1. The installation of a traffic light control system at the major intersection of Route 198 with Bond Mill Road-Old Gunpowder Road, and the construction of sidewalks on three legs of this intersection.
2. Installation of guardrails along embankments.
3. Plantings in medians to reduce headlight glare.
4. The wide, paved shoulders which can be used by bicycle traffic.
5. Improved sight distances.

RELATIONSHIP BETWEEN PROJECT AND TRANSPORTATION SYSTEM OF THE AREA

The completion of the proposed project will make the existing Route 198 into an intermediate arterial with no control of access. Route 198 serves as a primary access road for the town of Laurel and Interstate 95, both of which lie east of the proposed project area. Route 198 also provides access to U. S. Route 29 and the Burtonsville commercial district, which lie to the west of the proposed project location. The completion of the proposed project would lead to a more efficient use of Interstate 95 and U. S. Route 29, both of which are major north-south thoroughfares which run perpendicular to the affected portion of Maryland Route 198. U. S. Route 29 and Interstate 95 connect the two major beltways surrounding the two metropolitan centers of Baltimore and Washington, D. C.

The portion of Route 198 affected by the proposed project is not included in any existing mass transit networks, including bus service, nor is it included in mass transit plans of the immediate future.

Inclusion of bicycle paths along the project length has been deemed unfeasible and unjustified at this time. Due to sparsity of development along the highway, it is felt that the number of riders would be minimal. It should be noted that inclusion of 10-foot paved shoulders along the four-lane portion and sidewalks along the six-lane portion of the proposed highway will certainly make bicycle riding safer than along the existing highway. Should bicycle traffic increase in the future, it should be possible to paint bicycle lane markings on the shoulders.

SECTION IV

BASIS FOR NEGATIVE DECLARATION

Based on environmental studies completed for Maryland Route 198, the implementation of this project would not have a significant impact upon the quality of the human environment.

The proposed project would neither divide nor disrupt any established community. Three (3) families would be relocated, however, there is sufficient replacement housing. There are no minority groups in the project area. There are nine sites of historic significance in the project area, however, none will be affected by the project and no property will be taken from these sites.

Results of the air quality analysis indicates that no violations of Federal or State Ambient Air Quality Standards for carbon monoxide are predicted to occur.

Results of the Noise Analysis indicates that of the eleven (11) sites at which the 70dBA design noise levels would be exceeded, only four (4) would experience an increase of more than 3dBA between the build and "No-Build" situations.

The project would not have a significant impact upon wildlife. There are no rare or endangered species in the project area.

Based on these studies and conclusions, this Final Negative Declaration has been prepared. Those individuals and agencies who received a copy of the Draft Environmental Impact Statement were notified of the change to a Final Negative Declaration by means of a letter dated March 17, 1976. The State Highway received one response to this letter; a request for the Final Negative Declaration by the U. S. Environmental Protection Agency.

SECTION V

SOCIAL, ECONOMIC AND ENVIRONMENTAL FACTORS

SOCIAL AND ECONOMIC

There are no minority groups or other specific groups that will be adversely affected by the project. The project is not expected to create a significant adverse effect on neighborhoods on each side of the roadway due to the sparsity of development. In future years, as development in the immediate area increases, the barrier effect would be more pronounced, possible to a significant degree. At that time, pedestrian overpasses might be considered to alleviate this.

The dualization of Maryland Route 198 is consistent with land use and circulation plans as shown in the Approved and Adopted Plan for Fairland-Beltsville and Vicinity, September 1968, and the West Laurel and Vicinity Generalized Land Use Proposal, May 1971. Real estate values are not expected to increase, except in the immediate vicinity of the intersection of U. S. Route 29 and Route 198, where access to commercial and industrial-zoned land would be improved. There may also be a slight increase in real estate values due to a slight acceleration in construction of new residences due to the fact that the new roadway and intersections with existing streets and roads will give at least the appearance of easier access to the adjacent neighborhoods.

Community services in the area such as police and fire protection would benefit from the project. The widening of Maryland Route 198 is expected to reduce the present accident rate as well as provide a faster, more efficient route for the fire protection department. A letter from the Fire Chief of the Burtonsville Volunteer Fire Company to the Fire Marshal of Montgomery County, Maryland, shows that Maryland Route 198 is the only route for the Burtonsville Fire Company responding to calls in the Laurel area.

The right-of-way for the proposed alignment DBC will affect 33 improved properties including three homes and one business. A total of 14 unimproved properties will also be affected but acquisition of portions of these unimproved properties will not require removal of any people or businesses.

The business that will be displaced is the Hitching Post Carry-Out Shop located on the south side of Maryland Route 198 near the Montgomery-Prince Georges County Line. The business may relocate or go out of business as the owners are nearing retirement age. The structure has little remaining economic life and its removal will not adversely affect the area.

Another business, the Laurel Block Company, will also be affected by the proposed alignment. The block company, employing approximately 20 persons, owns land on both sides of Old Gunpowder Road south of Maryland Route 198 as well as on the east side of Bond Mill Road north of Route 198. Only the portion of the site

33

providing truck parking space will be required for highway purposes. The remaining portion of the site is large enough to accommodate a new parking area without seriously affecting plant operation.

Three families will be displaced by the proposed project. These include owner-occupants of single family residences and tenant-occupants of single family dwellings. The owner-occupant families are middle and high income families of approximately four persons per family. The tenant families are middle income families also of approximately four persons per family. The length of their tenure as tenant-occupants is not know.

Replacement housing is available and is within the financial means of the displaced families. Sources for this data were the Montgomery County Multiple Listing Service, local newspapers, and the "Apartment Shopping Guide." Results of a survey of available replacement housing indicated that homes for sale in the immediate neighborhood ranged in price from \$30,000 to \$40,000 and up.

The number of homes that were for sale at the time of the survey is considered to be below normal. At that time, there was a sewer moratorium in Montgomery County which limited housing development. However, this situation will not present any problems to the small number of displacees. Neither should there be any significant adverse impact upon the communities into which the displaced families may move.

Relocation on this project should be completed within six months. There are no other governmental programs (federal, state, or local) underway in the area at present. There are also no programs anticipated in the immediate future. Therefore, no competition is expected for relocation. Relocation will be accomplished in accordance with the requirements of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970," Public Law 91-646. Benefits and payments will be administered by the Office of Real Estate. All relocatees will be treated in a timely, orderly, and humane manner.

Real property tax loss due to implementation of the selected alternative has been estimated by the Bureau of Relocation Assistance of the Maryland State Highway Administration and appears in the following table:

ALIGNMENT DBC

MONTGOMERY COUNTY:

Land - 23 acres @ \$5,250/acre	\$120,750
Improvements	<u>\$ 25,500</u>
Total assessed valuation	\$146,250
Tax Rate: \$3.415/\$100 of assessed value estimated tax loss	\$ 5,000

PRINCE GEORGES COUNTY:

Land-8.5 acres @ \$4,500/acre	\$ 38,250
Improvements	<u>\$ 12,800</u>
Total assessed valuation	\$51,050
Tax Rate: \$4.19/\$100 of assessed value estimated tax loss	\$ 2,150
Estimated Total Tax Loss	\$ 7,150

*Figures based on 1972 property values

A "Summary of the Relocation Assistance Program of the State Highway Administration of Maryland" is included in the Appendix.

"It is the policy of the Maryland State Highway Administration to insure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, 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."

AIR QUALITY

The State Highway Administration has investigated the existing air quality of the project area. Maryland Route 198 lies in the National Capital Interstate Air Quality Control Region (AQCR). It has been established that the National Ambient Air Quality Standards (NAAQS) set by the Environmental Protection Agency (EPA) have been exceeded in several of the urban areas of this region. This situation is due to the concentrated and extensive motor vehicle traffic. The maximum 1972 eight-hour carbon monoxide (CO) concentration region was 20 parts per million (ppm) compared to the national standard of 9 ppm. The highest hourly oxidant reading was 0.20 ppm compared to the standard of 0.08 ppm. EPA has instituted a Transportation Control Plan (TCP) to control transportation activity in order to attain air quality standards in this region.

37

An air quality impact analysis was performed by utilizing 1973 conditions as a baseline in order to compare the build and no-build alternatives in 1977 and 1996. The analysis techniques employed were the diffusion modeling predictions and emission burden calculations. The diffusion modeling was used for forecasting roadway CO levels by utilizing meteorological parameters and roadway vehicular emission rates.

A numerical advection diffusion model labeled EGAMA, which deals with vehicular emissions within 200 meters of highways was utilized. It incorporates the wind field and diffusion coefficients with regard to the highway geometry (cut, fill, or at-grade). The worst case meteorological assumptions for both stability and wind speed that were utilized in this program were based upon Fort Meade Airport data. The conditions were assumed for the worst one-hour and eight-hour conditions. A wind angle of 67.5° without obstruction was chosen to represent a worst-case condition. This simulated a parallel roadway wind. The modeling case with a wind angle of not less than 45° was simulated as the worst-case conditions with an obstruction. Therefore, the case had a decreasing wind speed with decreased dilution of pollutant by wind and increased concentrations at receptor locations near the obstruction.

The other technique employed in the modeling was the emission burden calculation, which is the determination of the number of pollutants produced by motor vehicle traffic using the specified roadway. The input data of source emission strengths are defined in units of mass of pollutant per unit length of roadway per unit time. The elements considered in the calculations are as follows: a) emission factor for each pollutant used for each vehicle model year and vehicle type, b) vehicle deterioration factor, c) vehicle mix, and d) vehicle speed correction factors.

The results of the study within the Air Quality Control Region are presented in Table V-1 and V-2. Table V-1 presents the total carbon monoxide (CO) levels from the modeling analysis without an obstruction to the wind. The criteria were based on the predicted baseline year 1973, the year 1977 with a no-build or build alternative, and the year 1996 with a no-build or build alternative. The wind direction was specified as a parallel roadway wind for modeling analysis. It was found that one-hour levels did not exceed the standard of $40\text{mg}/\text{m}^3$. In 1973 a maximum one-hour level of $26.7\text{mg}/\text{m}^3$ with a background level of $21\text{mg}/\text{m}^3$ accounted for 78 percent of the total concentration of CO.

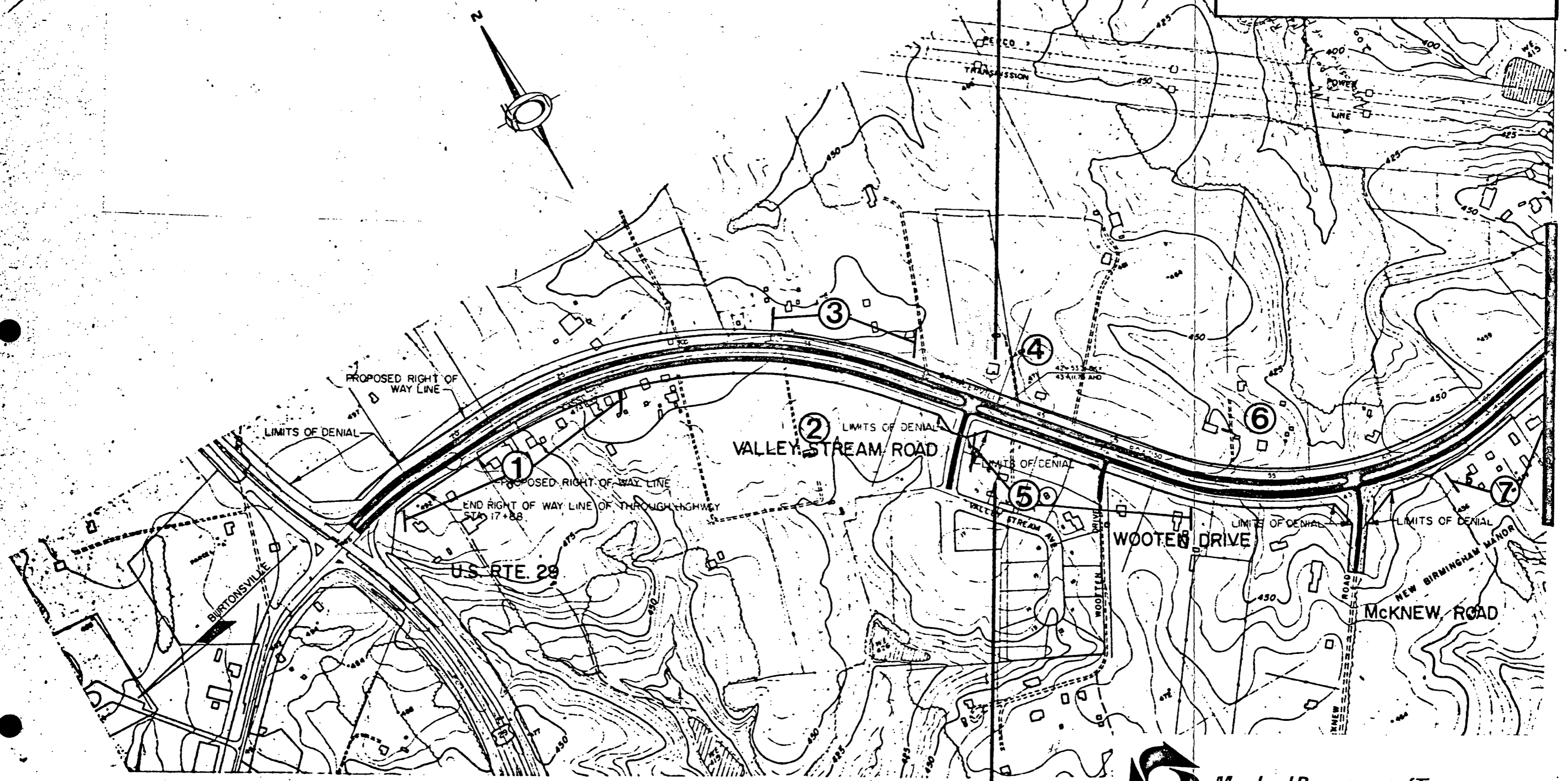
Also in 1973, the maximum level of CO for an eight-hour averaging period was $2.1\text{mg}/\text{m}^3$ for the roadway with a background level of $5.3\text{mg}/\text{m}^3$. The total CO level for this year for an eight-hour averaging period was $7.4\text{mg}/\text{m}^3$, which is below the national standard of $10\text{mg}/\text{m}^3$. For the year 1977, the CO concentration levels for the one-hour and eight-hour levels for the build alternative were lower than for the no-build alternative.

SECTION D

SECTION B

EXHIBIT V-1
 NOISE SENSITIVE AREAS
 MARYLAND ROUTE 198
 U.S. ROUTE 29 TO I-95
 SCALE 1" = 400'

MATCH LINE SEE PAGE



Maryland Department of Transportation
 State Highway Administration

SECTION B

SECTION C

EXHIBIT V-1 37
 NOISE SENSITIVE AREAS
 MARYLAND ROUTE 198
 U.S. ROUTE 29 TO I-95
 SCALE 1" = 400'

MATCH LINE SEE PAGE

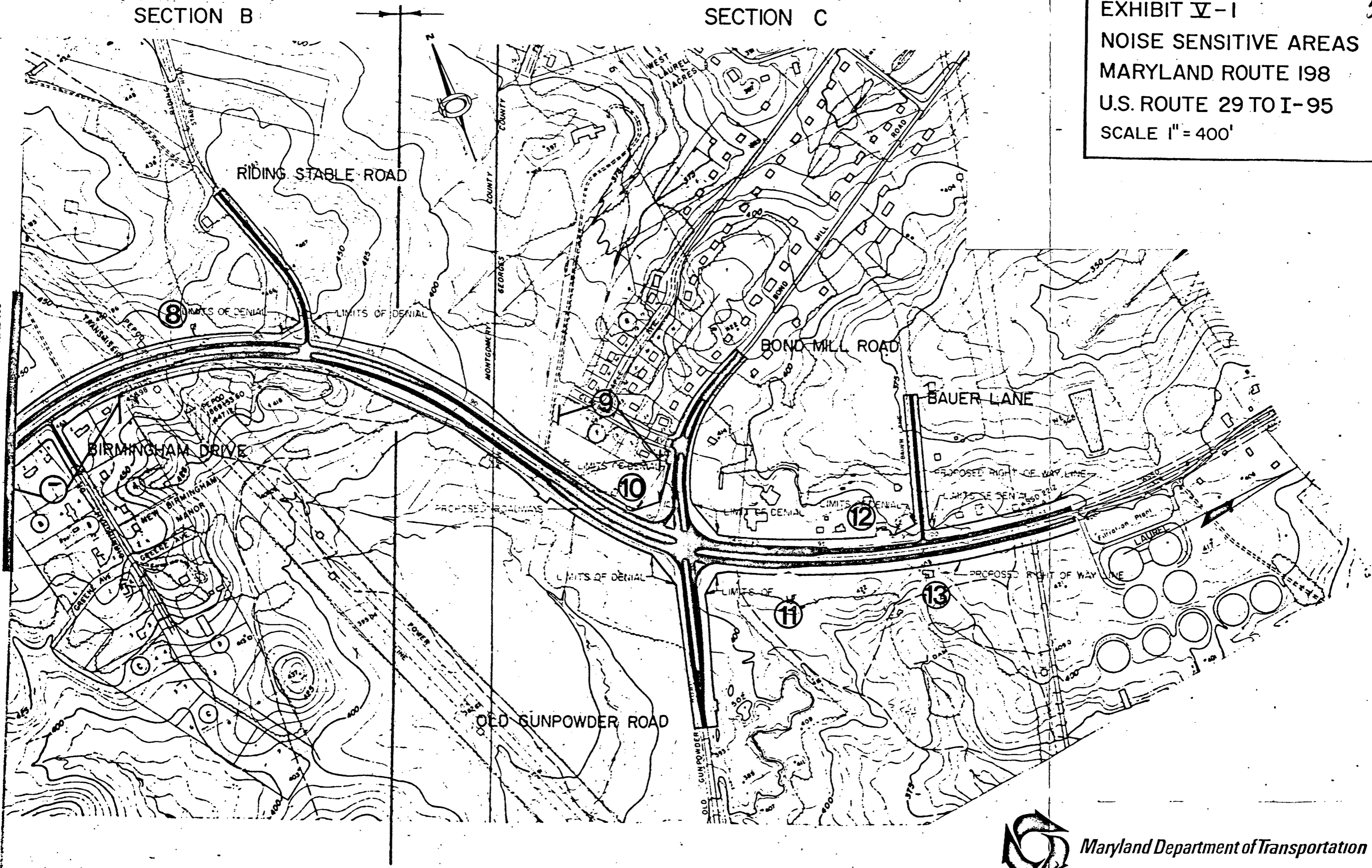
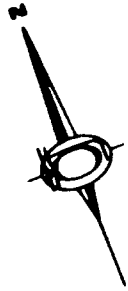


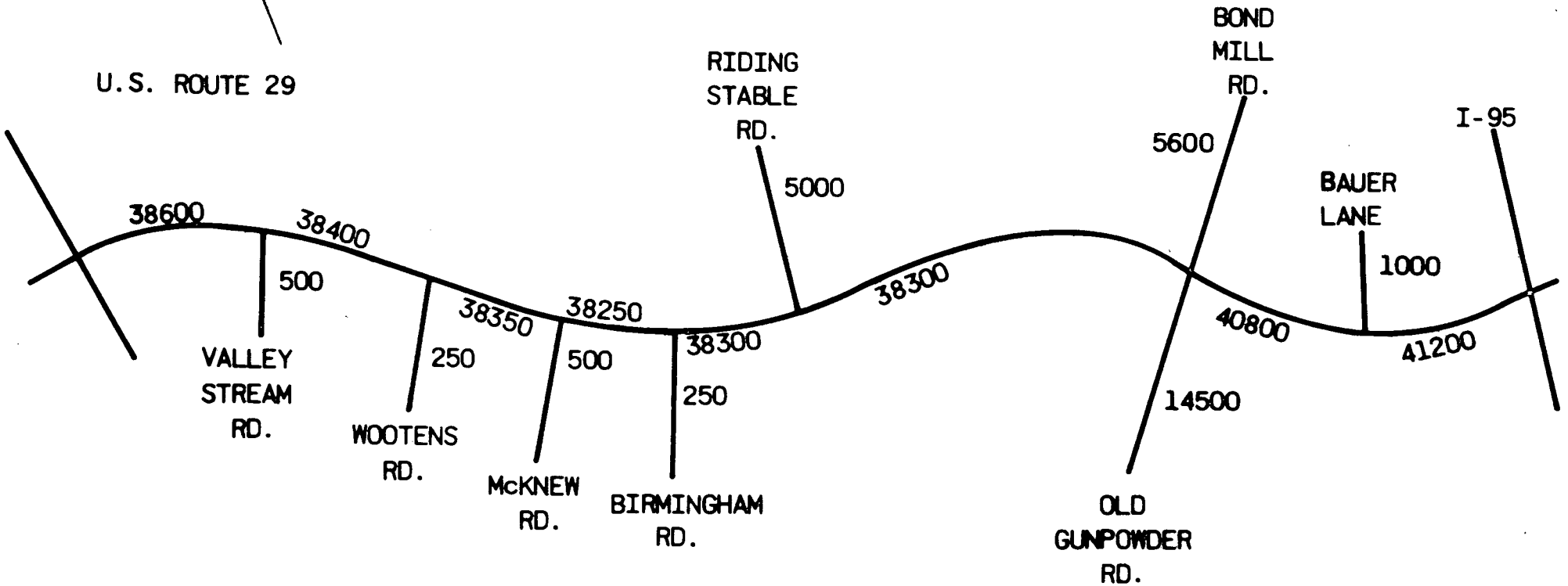
EXHIBIT V - 2

AVERAGE DAILY TRAFFIC

(DESIGN YEAR : 1999)



U.S. ROUTE 29



MARYLAND ROUTE 198

(U.S. ROUTE 29 TO I-95)

DHV = 11% OF ADT
SPEED = 50 MPH

TRUCKS
6% OF ADT
3% OF DHV



Maryland Department of Transportation

State Highway Administration

TABLE V-1
 TOTAL PEAK CARBON MONOXIDE CONCENTRATIONS
 (HIGHEST FACILITY-RELATED PLUS BACKGROUND)
 EXPECTED WITH AN AT-GRADE ROADWAY SECTION AND
 NO WIND OBSTRUCTION

Case	Max. Facility-Related (mg/m ³)	Background (mg/m ³)	Total (mg/m ³)	Standard (mg/m ³)
1977 1-hr. No-Build	6.5	20.6	27.1	40
1977 1-hr. Build	5.3	20.6	25.9	40
1996 1-hr. No-Build	1.5	17.1	18.6	40
1996 1-hr. Build	2.4	17.1	19.5	40
1977 8-hr. No-Build	1.9	5.2	7.1	10
1977 8-hr. Build	1.7	5.2	6.9	10
1996 8-hr. No-Build	.5	4.2	4.7	10
1996 8-hr. Build	.8	4.2	5.0	10

40

TABLE V-2
 TOTAL PEAK CARBON MONOXIDE CONCENTRATIONS
 (HIGHEST FACILITY-RELATED PLUS BACKGROUND)
 AT THE BASE OF THE MEDICAL CENTER

Case	Facility Related CO At Base of Obstruction (mg/m ³)	Background (mg/m ³)	Total (mg/m ³)	Standard (mg/m ³)
1977 1-hr. No-Build	1.1	20.6	21.7	40
1977 1-hr. Build	1.0	20.6	21.6	40
1996 1-hr. No-Build	.3	17.1	17.4	40
1996 1-hr. Build	.5	17.1	17.6	40
1977 8-hr. No-Build	.3	5.2	5.5	10
1977 8-hr. Build	.3	5.2	5.5	10
1996 8-hr. No-Build	.1	4.2	4.3	10
1996 8-hr Build	.1	4.2	4.3	10

The traffic volumes projected for the year 1996 increased the level of CO concentrations by 54% for the build alternative compared to the no-build alternative, which remained the same as 1977. The reasons for this increase would be the high traffic volumes and slower vehicular speeds in the build alternative. The one-hour and eight-hour averaging periods for either alternative are less than 40% of the national standards, with background levels contributing twice the roadway levels.

Table V-2 considered the maximum 1973, 1977, and 1990 CO levels for build or no-build alternatives with an obstruction to the wind. The obstruction depicted in this study was a Medical Center fourteen feet high. The CO levels at the base of the obstruction were about 20% of the relative peak levels listed in Table V-1. Table V-2 illustrates that the one-hour and eight-hour CO levels of the national standard will not be exceeded.

It was concluded that in 1977, build or no-build alternatives are equivalent at the base of the obstruction. The traffic-related CO levels in 1996 are higher than in the one-hour averaging period for the build alternative at the base of the obstruction. Little difference is evident between the total build and no-build alternatives since the background CO contributions are prevalent.

Table V-3 from the report illustrated the CO, NMHC, and NO_x average daily emissions in tons per day. The calculated build emission burdens are slightly higher than no-build options in 1977, whereas there is a significant difference in 1996 since a higher traffic volume is predicted. The calculations for the build alternative show an improvement in comparison to the 1973 conditions, which is due to the Transportation Control Plan (TCP) and the Federal Motor Vehicle Control Program (FMVCP).

The results of the study indicate that existing air pollutant levels are within the Federal Air Quality Standards. It also shows that, should the project be implemented, air pollutant levels in the years 1977 and 1996 will also be within the federal standards. The following is a statement of consistency with the State Implementation Plan.

As the subject project is located within the National Capital Interstate A.Q.C.R., it is necessary to evaluate three characteristics of the proposed facility when determining consistency with the State Implementation Plan: micro-scale carbon monoxide levels, construction impact, and the effect on regional emissions.

The project Air Quality Analysis assessed the micro-scale carbon monoxide impact of the facility. This analysis determined that no violation of State or Federal Ambient Air Quality Standards for carbon monoxide will occur adjacent to the project during the completion and design years. As a result of this conclusion, the project is consistent with this aspect of the State Implementation Plan.

The consistency of the project in relation to construction activities was addressed thru consultation with the Maryland Bureau of Air Quality

TABLE V-3
CO, NMHC, AND NO_x EMISSION BURDENS (tons/day)

Case	ADT Volume	24-Hour Average Speed (mph)	Length (miles)	CO (tons/day)	Emission Burdens NMHC (tons/day)	NO _x (tons/day)
1973-NoBuild	783	35	2	0.862*	0.090*	0.272*
1977-No-Build	858	35	2	0.550	0.056	0.215
1977-Build	917	30	2	0.619	0.062	0.216
1996-No-Build	858	35	2	0.174	0.015	0.085
1996-Build	1,700	30	2	0.370	0.062	0.167

*D.C. TCP not yet in effect

and Noise Control. The State Highway Administration has established Specifications for Materials, Highways, Bridges, and Incidental Structures which specify procedures to be followed by contractors involved in State work. The Maryland Bureau of Air Quality and Noise Control has reviewed these Specifications and has found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland.

The impact of the project on regional emissions must be evaluated due to the effect the project may have on the ambient air quality of the total region. The proposed improvements will improve the operational characteristics of the corridor. This quality is associated with a reduction in regional emissions. The control strategies of the SIP compensate for normal growth of areawide VMT. As this project is not regarded as a stimulus to VMT on the regional highway network, it is consistent with this aspect of the SIP.

Noise Analysis of the Acoustic Impact from this project has been conducted in accordance with the procedures set forth in Federal Highway Administration Highway Program Manual Volume 7, Chapter 7, Section 3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

This analysis of noise has been conducted through the following steps:

1. Identification of areas which are sensitive to noise and may be impacted by noise from this highway.
2. Measurement of ambient noise levels.
3. Prediction of design year traffic generated noise levels.
4. Analysis of noise impact on noise sensitive areas.
5. Identification of the need for noise abatement measures and feasibility of construction.

FHPM 7.7.3 has established design noise levels for varying land activities, expressed in terms of an L₁₀ or Leq noise level. L₁₀ is a statistical noise level that is equaled or exceeded for 10% of a given time period. Leq is the equivalent steady state sound level which in a stated period of time, would contain the same acoustic energy as the time varying sound level during the same time period.

Design Noise Level/Activity Relationships

<u>Activity Category</u>	<u>Noise Level</u>	<u>Activity Category</u>
A	L ₁₀ 60dBA	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. For example, such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.

B	L ₁₀ 70dBA Leq 67dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas playgrounds, active sports area, and parks.
C	L ₁₀ 75dBA Leq 72dBA	Developed lands, properties or activities not included in above categories.
D	unlimited	Undeveloped lands.
E	L ₁₀ 55dBA Leq 53dBA (Interior)	Public meeting rooms, schools, churches, libraries, hospitals, and other such public buildings.

All ambient and predicted levels are exterior noise levels.

Existing Noise Environment

Noise Sensitive Area(s) Description

A field survey of the project area identified thirteen (13) noise sensitive area described as follows:

NSA 1 - Nine (9) two story, single family frame residences with entrances on south side of existing Maryland 198.

NSA 2 - One (1) single family brick ranch house with entrance on south side of existing Maryland 198.

NSA 3 - Three (3) two story, single family residences with entrances on north side of existing Maryland 198.

NSA 4 - Two (2) single story, single family dwellings of brick construction. All entrances on north side of existing Maryland 198.

NSA 5 - Five (5) single and two story brick and frame residences with entrances on south side of existing Maryland 198.

NSA 6 - Three (3) single family dwellings with outbuildings, two (2) single story and one (1) two story brick and frame construction. All entrances on north side of existing Maryland 198.

NSA 7 - Covenant Orthodox Presbyterian Church and Annex. The church is air-conditioned. Seven (7) single family, two story brick and frame dwellings. All entrances located on south side of existing Maryland 198.

NSA 8 - One (1) single family, two story dwelling. Cinder block and frame construction with entrance on north side of existing Maryland 198.

NSA 9 - Six (6) split foyer, single family residences located on north side of existing Maryland 198, with approximately 275' of dense woodland between receiver and source. Entrances are located on Clayborn Avenue.

NSA 10 - Two (2) two story frame dwellings with entrances on north side of existing Maryland 198 west of Old Gunpowder Road. Buildings located approximately 50' from roadway (Maryland 198).

NSA 11 - Three (3) single family, one story dwellings with entrances on north side of Maryland 198. Stone and frame construction.

NSA 12 & 13 - One (1) two story, single family farm house of frame-construction with entrance on south side of Maryland 198.

The specific (Locations of the) noise sensitive areas in the study area are shown on Exhibits V-1 to V-3.

Ambient Noise Levels

Field measurements were taken as part of this study to determine the existing (1977) L₁₀ noise levels at the various noise sensitive areas along the study route to be used in comparison with predicted noise levels to determine the degree of impact of the proposed highway improvements (see Table V-4).

Future Noise Levels From Proposed Improvement

Modeling Procedures

Predictions of future noise levels due to the proposed improvements on the Maryland Route 198 project were carried out using the National Cooperative Highway Research Program Report #117 and as modified by Report #144. The reports are based on a traffic line source, and consider the following factors in determining the L₁₀ noise levels at a receiver, a given distance from the noise source: 1. traffic volume and auto/truck mix, 2. traffic speed, and 3. physical parameters such as roadway cross section, grade, surface roughness, vegetation and various other types of natural and man-made barriers.

412

Summary of Traffic Parameters

Traffic data used in the prediction model was gathered and supplied by the Maryland State Highway Administration's Bureau of Traffic Engineering. Projected traffic information for the design year (1999) was furnished as follows:

Average Daily Traffic (ADT)	See Exhibit V-2
Design Hourly Volume (DHV)	11% of ADT
Percentage of Trucks	
of ADT	6%
of DHV	3%
Speed (operating)	50 mph

The values for design hourly volume and speed represent the highway at a level of Service "C". This will allow for consideration of a "worst case" situation where maximum noise emission levels are present.

Modeling Results

A summary of the predicted L₁₀ noise levels for the selected alternative DBC and the no-build alternative is presented in Table V-5. Table V-6 shows the increase over the existing L₁₀ noise levels at each noise sensitive areas.

Impact Assessment

Analysis

Any analysis of the impact of a proposed highway project, whether it be an improvement or new road, must be based upon a comparison of the future noise levels that will occur as a result of the project and existing or ambient levels. In turn, these levels are compared to design noise levels established by the Federal Highway Administration (see page of this report). In addition, the Maryland State Highway Administration utilizes the following criteria for comparison of ambient and future noise conditions.

<u>Noise Level</u> <u>Increase Above Ambient</u>	<u>Assessment</u>
Decrease	Positive Impact
0 - 5dBA	Negligible Increase
6 - 10dBA	Minor Increase
10 - 15dBA	Significant Increase
Over 15dBA	Severe Increase

The comparisons mentioned above comprise a very important part of impact assessment process. Determination of, 1) the degree of impact of a project or alternate plan, and 2) whether Federal design noise levels are exceeded (adverse impact), must be made to facilitate an intelligent decision as to the best course of action.

TABLE V-4
Maryland Route 198 - U.S. Route 29 to I-95
Ambient Noise Levels

NSA	Land Use	Time of Measurement	L ₁₀ Sound Level (dBA)
1	Residential	10:35 a.m.	63
2	Residential	10:50 a.m.	53
3	Residential	11:30 a.m.	60
4	Residential	1:10 p.m.	60
5	Residential	1:10 p.m.	60
6	Residential	1:45 p.m.	59
7	Church	10:15 a.m.	63
8	Residential	2:25 p.m.	64
9	Residential	11:15 a.m.	58
10	Residential	11:30 a.m.	68
11	Residential	2:00 p.m.	65
12	Residential	1:30 p.m.	68
13	Residential	2:00 p.m.	65

46

Noise abatement measures, in certain cases, are considered when design noise levels are not exceeded: generally, whenever an increase of ten dBA or more over ambient conditions occurs.

In this project, there are a number of cases where the design exterior noise level of 70dBA will be exceeded, in both the selected alternative DBC and the no-build condition. Only two(2) noise sensitive areas in Alternative DBC will have design year noise levels below 70dBA, and four (4) areas in the no-build scheme. All noise sensitive areas for Alternative DBC and the no-build alternative will experience noise level increases ranging from 4 to 16dBA above present levels; eighty-five (85) percent of the noise sensitive areas in Alternative DBC are significantly or severely impacted, thirty (30) percent in the no-build case.

However, a comparison of the projected noise levels resulting from the selected alternative and those resulting from the "No-Build" condition indicates that of the 11 sites at which the 70dBA design noise level will be exceeded, only 4 would experience an increase of more than 3dBA between the build and the "No-Build" situations. A differential of 3dBA is considered to be the minimum increment subjectively detectable by the human ear. This then indicates that only noise sensitive areas 5, 7, 10, and 11 would experience noticeably higher noise levels during peak periods with the projected build conditions.

Undeveloped Areas

There are undeveloped, open tracts of land along Maryland Route 198 that must be considered. From the data obtained in the noise prediction calculations for Alternative DBC it was determined that an impact corridor of 70dBA or more will extend to a distance of roughly 200 feet from either near lane roadway edge (depending upon the physical and topographic conditions of the area).

Noise Control Measures

No noise abatement measures are being proposed. Because the project will not restrict access, the presence of driveways and the proximity of the structures to the roadway are not conducive to effective barrier abatement measures. Abatement using barriers cannot be achieved, because it would not be either cost-effective or esthetically acceptable. It would provide no more than a 3 to 4 dBA reduction.

Traffic management measures such as prohibition of certain vehicle types, or time use restriction would prove to be impractical as this highway is an important east-west link between U.S. Route 29 and I-95. The possibility of land use planning to restrict future development of open land tracts within the aforementioned impact corridor along Maryland Route 198 is also present.

Coordination with Local Officials

The Federal Highway Administration Program Manual (FHPM 7.7.3) requires that coordination with local government officials be established to unify planning decisions and directions. Local planning and transportation organizations must be made aware of the conclusions and decisions made as a result of this study. Therefore, a copy of the analysis report has been forwarded to the following agencies.

Housing Authority of Montgomery County
County Office Building
100 Maryland Avenue
Rockville, Maryland 20850

Housing Authority of Prince Georges County
County Courthouse
Upper Marlboro, Maryland 20870

Office of Community Development
County Courthouse
Upper Marlboro, Maryland 20870

Office of Community and Economic Development
County Office Building
Rockville, Maryland 20850

In addition to this analysis report, the Federal Highway Administration publication, "The Audible Landscape: A Manual for Highway Noise and Lane Use" has been forwarded to the above agencies as has a copy of the Federal Highway Administration Policy regarding land use development as set forth in Paragraph 12C(2) of FHPM 7.7.3.

Construction Noise

As in many highway improvement projects, the implementation phase involving actual construction work on the project will undoubtedly cause some degree of noise impact on noise sensitive areas in the project corridor. It should be noted, however, that even though construction noise impact may be high, the duration of the impact is relatively short term for any particular noise sensitive area.

The critical time period in which the greatest impact from construction noise would be felt would be from 6:00 p.m. to 7:00 a.m. However, during that period it is unlikely that any type of construction will be in progress.

Construction equipment and machinery likely to be present will include bull-dozers, earthmovers, dump trucks, graders, front-end loaders, and possibly compressors. During the period when such equipment is in use, an estimate assuming 4 to 5 pieces of equip-

ment operating simultaneously in one area, of 83 to 87dBA at a distance of 100 feet was made. These values represent peak emission levels; L₁₀ values would be less.

The covenant Orthodox Presbyterian Church would experience the most critical noise impact period on Sundays and possibly several week-nights due to meetings or other usage. However, it should be noted that the time period during which construction normally occurs (7:00 a.m. to 5:00 p.m., Monday through Friday) does not coincide with the aforementioned critical periods, hence lessening the degree of impact.

To deal with the problem of construction noise in this project, certain methods for reducing emission levels must be considered. Proper maintenance of equipment will help reduce noise emission levels. Construction specifications will be designed to minimize the potential for adverse noise impact.

Exceptions to Design Noise Levels

At all but two (2) noise sensitive areas affected by Alternative DBC, and four (4) affected by a no-build decision, the design year (1999) noise levels will exceed the standard L₁₀ level of 70dBA. Maryland Route 198, in all alternative schemes, will have uncontrolled access thus requiring no exceptions to design noise levels from FHWA.

WATER

There are no streams, rivers, or their related floodplains within the area to be affected by the actual construction. The proposed alignment will follow a ridge line for the major portion of its length. There are numerous small streams and drainageways on either side of Maryland Route 198 into which runoff from the project area would flow. Those streams to the north form part of the Patuxent River watershed and those to the south are part of the Little Paint Branch watershed.

No significant adverse impact is expected on the water quality of the streams receiving runoff from the project area. Should the project be implemented, a Sedimentation and Erosion Control Plan will be developed in conjunction with the final design of the project. The plan shall be drawn up in conformance with all appropriate state and federal regulations so as to mitigate any such impacts associated with the construction of the project. This Control Plan will be subject to the approval of the Soil Conservation Service.

TERRESTRIAL AND AQUATIC BIOTA

The proposed project will not have any significant adverse impact on existing wildlife populations as Alignment DBC follows the existing alignment for most of its length. Wildlife habitat will be lost due to additional right-of-way requirements, but the loss is not considered significant as there is ample open space available for the

51

TABLE V-5

Maryland Route 198 - U.S. Route 29 to I-95

Predicted Noise Levels

(Design Year 1999)

L₁₀ Noise Levels (dBA)

<u>NSA</u>	<u>Land Use</u>	<u>Alignment DBC</u>	<u>No-Build</u>
1	Residential	73	70
2	Residential	66	61
3	Residential	73	72
4	Residential	74	72
5	Residential	76	68
6	Residential	73	72
7	Church	76	67
8	Residential	76	76
9	Residential	68	65
10	Residential	80	76
11	Residential	78	71
12	Residential	76	73
13	Residential	73	70

52

TABLE V-6
Maryland Route 198 - U.S. Route 29 to I-95
Noise Level Increases Over Ambient
(Design Year 1999)
L₁₀ Noise Level Increase (dBA)

<u>NSA</u>	<u>Land Use</u>	<u>Alignment DBC</u>	<u>No-Build</u>
1	Residential	+10	+7
2	Residential	+13	+8
3	Residential	+13	+12
4	Residential	+14	+12
5	Residential	+16	+8
6	Residential	+14	+13
7	Church	+13	+4
8	Residential	+12	+12
9	Residential	+10	+7
10	Residential	+12	+8
11	Residential	+13	+6
12	Residential	+8	+5
13	Residential	+8	+5

affected species in the project area. Aquatic biota will likewise receive no significant adverse impact due to the project.

HISTORICAL AND ARCHEOLOGICAL

Nine sites of historical significance have been identified in the project vicinity. These sites (see Exhibit II-6) include:

Montgomery County #34-3 Pease House

- A. Burton House
- B. Farmhouse
- C. Sheridan House
- D. Carr/Aitchson

Montgomery County #34-4 McKnew Cabin

- E. Burton/Aitchson Farm
- F. Farmhouse
- G. Farmhouse

The Maryland Historical Trust has stated that the project would have no effect on these sites. No property will be required for the highway from any of these sites. The Trust has requested the implementation of such measures as reduction of the median width and the protection and enhancement of existing plant screening along the project corridor. The State Highway Administration will evaluate these recommendations during the design phase.

In addition, the Division of Archeology of the Maryland Geological Survey requested that the Maryland Historical Trust determine the significance of a 1,200 foot roadway remnant. The Maryland Historical Trust, however, has indicated that this road is not of historic significance.

An archeological reconnaissance of the project area was conducted in September, 1977. The results of this survey indicate that the project will have no impact on any archeological sites. If any sites are discovered during construction of the project, appropriate salvage procedures will be implemented.

54

The following reports were used in the preparation of this document:

- *1. Environmental Research and Technology, Inc., Air Quality Analysis for the Proposed Widening and Re-alignment of Route 198 in Montgomery and Prince Georges Counties, Maryland, Maryland State Highway Administration, Baltimore, Maryland, 1975.
2. Maryland-National Capitol Park and Planning Commission, West Laurel and Vicinity Generalized Land Use Proposal, Riverdale, Maryland, 1971.
3. Maryland-National Capitol Park and Planning Commission, Approved and Adopted Plan for Fairland-Beltsville and Vicinity, Riverdale, Maryland, 1968.
- *4. Buchart-Horn, Inc., Draft Environmental Statement - Maryland Route 198, Maryland State Highway Administration, Baltimore, Maryland, 1973.
5. Buchart-Horn, Inc., Combined Corridor and Design Study Report - Reconstruction of Maryland Route 198, Maryland State Highway Administration, Baltimore, Maryland, 1975.
- *6. Maryland State Highway Administration, Noise Analysis, Brooklandville, Maryland.
- * Available for review at the Maryland State Highway Administration.

SECTION VI
COORDINATION

PUBLIC HEARING COMMENTS AND ANALYSIS

The following comments have been submitted by various governmental agencies, organizations, and individuals concerning the location and design of the proposed highway. These comments are the result of a review of the Draft Environmental Impact Statement and a public hearing conducted by the Maryland State Highway Administration to discuss location and design of the proposed highway. The public hearing was held at 7:30 p.m., June 24, 1974 at Paint Branch High School, 14121 Old Columbia Pike, Burtonsville, Maryland. The hearing moderator was Mr. M. S. Caltrider, P.E., District Engineer, District 3, of the Maryland State Highway Administration. A copy of the hearing transcripts is available for review at the State Highway Administration.

The following is a summary of comments received as well as an analysis for each:

Comment - The proposed highway should be relocated north of the present highway in the vicinity of the Bond Mill Road intersection.

Analysis - The proposed highway was not shifted to the north in the vicinity of the Bond Mill Road intersection because the shift would place the highway closer to populated areas which would require additional relocation.

Comment - Consideration should be given to the construction of pedestrian sidewalks, crossovers, and overpasses.

Analysis - For a discussion of sidewalks, pedestrian crossovers, and overpasses, refer to the section on socioeconomic Impacts, page V-1 as well as page II-6.

Comment - Consideration should be given to provisions for bicycle paths along the proposed highway and the existing highway.

Analysis - For discussion of bicycle paths, refer to page III-3.

Comment - Consideration should be given to the construction of an overpass and partial interchange at the intersection of Maryland Route 198 and U.S. Route 29.

Analysis - An overpass was considered in the Draft Environmental Impact Statement. To implement such an overpass would require a large amount of fill, thereby causing severe right-of-way damage to residences near the intersection of U.S. Route 29.

Comment - Consideration should be given to the placement of traffic control signals at both the Bond Mill Road-Old Gunpowder Road intersection and the Riding Stable Road intersection.

Analysis - Traffic-control signals have been included in the design of the Bond Mill Road-Old Gunpowder Road intersection. The projected traffic usage of the Riding Stable Road intersection did not warrant inclusion of traffic control signals. Periodic checks will be made of the vehicle usage of the intersection to determine if traffic control signals would be required at a later date. Design of the intersection will be made with this in mind, so that installation of traffic control signals can be made with ease.

Comment - Measures should be taken to abate noise pollution and soil erosion after construction of the proposed highway.

Analysis - Measures to abate noise pollution and soil erosion have been considered in the body of this report. For the discussion of noise pollution abatement measures, refer to page V-14. For the discussion of soil erosion, refer to the Water Quality Impacts section, page V-16.

Comment - Earth mound along Route 198 from Riding Stable Road to Bond Mill Road on the north side of the road.

Analysis - For discussion of noise abatement for the project, refer to page V-14.

Comment - A prohibition of trucks along the proposed highway should be enacted from 9:00 p.m. to 6:00 a.m.

Analysis - A prohibition of certain vehicle types, or time-use restrictions would prove to be impractical as this highway is an important east-west link between U.S. Route 29 and I-95.

Comment - The need for alternate modes of transportation.

Analysis - For discussion of alternate modes of transportation, refer to page III-2.

Comment - Improvements to Maryland Route 198 in the Laurel area should be coordinated with other related highway improvements.

Analysis - For a discussion of the planning basis and relationship of this project to the transportation system of the area, refer to section III, Need.

SECTION VII
CORRESPONDENCE SECTION

During the development of the location studies and the preparation of the negative declaration, individuals, groups, and agencies were encouraged to provide data and comments relative to the proposed project.

A major thrust of much of the recent federal legislation concerning the planning and provision of capital facilities is concerned with achieving adequate governmental and public participation early in the planning process. This is made explicit in the "State of Maryland Action Plan."

In accordance with the procedures established by the Office of Management and Budget Circular A-95, early notification was initiated through the State Clearinghouse. As a result of this review, it was determined that the proposed project is not inconsistent with the state plans, programs, and objectives of the commenting agencies.

As required under guidelines established by the Federal Highway Administration's Highway Program Manual 7-7-2, all concerned agencies were given an opportunity to review and comment on the Draft EIS.

Copies of those letters received after the public hearing of June 24, 1974, which contained substantive comments, are included in Exhibit VI-1 as well as their respective letters of response. A letter of response dated July 9, 1974, to the West Laurel Civic Association's comment letter of July 3, 1974, acknowledges receipt of the Association's letter without answering the questions and comments contained within. The following is a summary of the comments contained in the Civic Association's letter as well as an analysis for each:

Comments - The proposed alignment, utilizing Section E as described in the Alternative Schemes Report, is more consistent with the Association's goals for the area to be affected. Provision should also be made for bicycle paths along the proposed improvement. Sound barriers should be constructed on the north side of Maryland Route 198.

Analysis - Section E would require a higher right-of-way cost and would cause significant damage to the Laurel Block Company at the Old Gunpowder Road-Bond Mill Road intersection. Section E would also place the proposed highway closer to a populated area, thus increasing the noise level in this area

For the analysis of bicycle paths, refer to page III-3.

58

For the discussion of noise, see page V-14. No noise control measures are under consideration for this project due to the number of access points. Abatement barriers in this area would not be very effective nor would they be esthetically acceptable.



United States Department of the Interior

59

NATIONAL PARK SERVICE
NATIONAL CAPITAL PARKS
1100 OHIO DRIVE SW.
WASHINGTON, D.C. 20242

IN REPLY REFER TO:

LM425-NCP (CA)

FEB 17 1972

RECEIVED

FEB 22 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller
Chief, Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

We have reviewed the proposed dualizing project for Maryland Route 198 between I-95 and U. S. Route 29 at Burtonsville, Maryland, as you requested. We find that this project is not in the vicinity of any parklands under our jurisdiction nor are there any effects on park plans or programs.

Thank you for bringing this proposal to our attention.

Sincerely yours,

Russell E. Dickenson

Director, National Capital Parks



National Parks Centennial 1872-1972

60

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND

Regional Headquarters Building
6600 Kenilworth Avenue
Riverdale, Maryland 20810

277-2260
Area Code 301

RECEIVED

PL-PG-21

March 1, 1972

MAR 7 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston St.
Baltimore, Maryland 21201

Dear Mr. Miller:

This is in reference to your letter of February 1, 1972 soliciting our review and comment on the proposal to improve and realign Md. Route 198 between the present dual highway section at the I-95 interchange, and U.S. Route 29 at Burtonsville. We find that the present roadway is deficient with respect to both present and future needs, and the proposed improvement is in conformance with the approved and adopted Master plan for Farland-Beltsville and vicinity.

The Montgomery County Planning Board at its last regular meeting reviewed and approved the project as being in accordance with present master plans. In Prince George's County, we find the project also in conformance to present master plans including the adopted Master Plan of Highways for Prince George's County, and in accord with the Prince George's County Planning Board wish to submit our approval. We are however, in the process of preparing a Master Plan for West Laurel and Vicinity in Prince George's County. This plan will include the areas around Md. Route 198, and we are concerned with the alignment of the road take into consideration land use requirements in the immediate vicinity of the highway. We look forward to the coordination with the State Highway Administration in preparing highway plans in accordance with the West Laurel Master Plan being prepared at this time.

We appreciate the opportunity to review and comment on this important project for both Montgomery and Prince George's Counties and will continue our consultation with you as planning proceeds.

Very truly yours,

Philip R. Hogue

Philip R. Hogue
Chairman

NOTE: See pages V-1 to V-3

61



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

A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM

TO: Mr. Hugh G. Downs
Chief Engineer
Md. State Highway Admin.
300 West Preston Street
Baltimore, Maryland 21201

October 1, 1973

RECEIVED
OCT 5 1973
DUPLICATE DESIGN

SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Draft Environmental Impact Statement for Md. Rte. 198 from I-95 to U.S. 29 - Montgomery and Prince George's Counties
COG NO.: 74-M-H/EIS-2

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

This organization:

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

Signature _____

Organization _____

62

ADDITIONAL INFORMATION

One or more of the reviewing organizations has questions about or interest in this project 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 project referenced above, and a summary of its proceedings is transmitted herewith for your information.

We have reviewed the project 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.

We have received on _____ the requested (information) (final application) on the project referenced above. This has been forwarded to interested parties for review and comment. An effort will be made to complete the review within 30 days.

A copy of the (information) (final application) requested for the project referenced above is enclosed for your review and comment. Please forward your comments to the Clearinghouse not later than _____.

FINAL DISPOSITION

We have concluded review of the project referenced above. We have determined as a result of this review that while the project 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 project referenced above. We have determined as a result of this review that the project 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 project 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. 301.



Prince George's County Public Schools

UPPER MARLBORO, MARYLAND 20870 • TELEPHONE 301 627-4800

RECEIVED

AUG 8 1973

August 6, 1973

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

RECEIVED

AUG 7 1973

CHIEF ENGINEER

JOF

BOARD OF EDUCATION

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Carl W. Hassel
Secretary-Treasurer

Paul M. Nussbaum
Attorney to the Board

Mr. Hugh G. Downs
Chief Engineer
State Highway Administration
Maryland Department of Transportation
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Downs:

Re: Your Contracts M535-3-371 and P762-3-371
Maryland Route 198, I-95 to U.S. 29.

Reference is made to your letter of July 27, 1973 pertaining to proposed improvements to Maryland Route 198 between I-95 and U. S. 29. The proposed improvements will improve the movement of students and faculty to and from schools within Prince George's County.

Sincerely yours,

Carl W. Hassel,
Superintendent

ADMINISTRATION

Carl W. Hassel
Superintendent

Charles I. Ecker

John M. Riecks

George H. Robinson

Robert J. Shockley
Assistant Superintendents

CWH:jmf

v. v. Mr. N. B. Fried

Mr. H. F. Lins

Mr. P. R. Miller - original ✓

Office Of The County Executive

February 29, 1972

RECEIVED

MAR 10 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

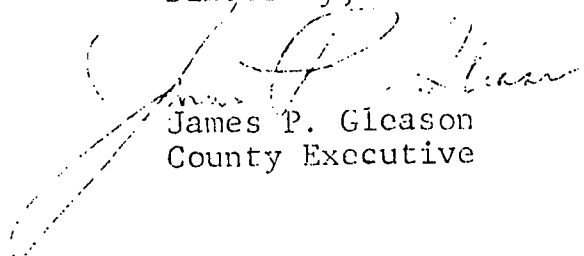
Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

Thank you for your letter of January 31 describing the proposed improvement to Maryland Route 198 between Route 29 and I-95. This project has been approved on the County Master Plan and also in local actions on State Highway Administration Twenty Year Needs Study and Five Year Construction Program.

The proposed reconstruction is endorsed.

Sincerely,



James P. Gleason
County Executive

JPG:nlp

65

SPRINGFIELD
GEORGETOWN
COUNTY



Courthouse.
Upper Marlboro. Maryland 20870
(301) 627-3000

County Council
WINFIELD M. KELLY, JR.
Chairman

RECEIVED

FEB 14 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

February 9, 1972

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Miller:

Thank you for your February 1, 1972, letter pertaining to the proposed reconstruction of Route 198 west of Interstate 95 as a dual highway.

To the County Council's knowledge, there have been no expressions from citizens in the area related to the environmental impact of the proposed project.

In fact, from our knowledge of the traffic problems in the vicinity of Bond Mill Road and Interstate 95, we would assume that community organizations are anxious for the early completion of the proposed improvements.

I am, however, providing a copy of your letter to the Council and a copy of this reply to the Oaklands Citizens Association and the Greater Laurel Area Chamber of Commerce, with a request that they direct any comment directly to you.

With kindest regards, I remain

Sincerely,

Winfield M. Kelly, Jr.
Chairman

DEPARTMENT OF
TRANSPORTATION
Baltimore, Maryland



STATE HIGHWAY ADMINISTRATION
Baltimore, Maryland 21201
(410) 527-3000

WILLIAM W. GULLETT

66

March 15, 1972

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
301 West Preston Street
Baltimore, Maryland 21201

Re: Contracts M-535-3-371
P-762-3-371
F.A.P. #0-924-1(4)
Maryland 198
I-95 to U.S. 29

Dear Mr. Miller:

This is in regard to your letter of January 31, 1972, requesting this Office to review and prepare comments as required by guidelines outlined by the Federal Highway Administration's Policy and Procedure Memoranda 20-8 and 90-1 on the proposed project referenced above involving the conduct of design studies pursuant to the dualizing of Maryland Route 198 between the present dual highway section at the I-95 interchange and U.S. Route 29 at Burtonsville.

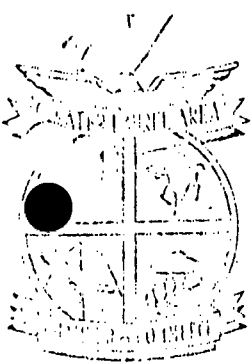
This Office has reviewed the materials submitted, and finds that these studies should lead to the construction of an improvement needed to provide safe and efficient transportation through this area. The proposed improvement is consistent with recognized County objectives and policies, is a feature incorporated in the County approved State Twenty-Year Highway Needs Study (1973-1977), is shown in the adopted and approved Master Plan for Fairland-Beltsville and Vicinity, and has received general support locally. For these reasons this Office supports this project as proposed.

Very truly yours,

William W. Gullett
William W. Gullett

cc: Chief Roland B. Sweitzer
John H. Marburger, Jr.
John F. Downs, Jr.

67



CHAMBER of COMMERCE

H.T. BROWN
President
H. Jos. Edwards
Executive Director

~~XXXXXX SECOND STREET~~ LAUREL, MARYLAND 20810 PHONE 725-4000

325 Washington Blvd.

February 17, 1972

RECEIVED

FEB 22 1972

PHILIP R. MILLER
CHIEF BUREAU OF
SPECIAL SERVICES

Mr. Philip R. Miller, Chief
Bureau of Special Services
State Highway Administration
300 West Preston Street
Baltimore, Maryland

Dear Mr. Miller:

Chairman Kelly of the Prince George's County Council has requested the Chamber's comments on the proposed dualizing of Rt. 198 between I-95 and U.S. Rt. 29.

The Business Community and residents of the area are most anxious to have this project completed as soon as possible. In addition to the already heavy traffic, we suspect that when Marriott's Great America is completed additional traffic will be using 198.

The Greater Laurel Area Chamber would appreciate being advised as to Public Hearing dates.

Very truly yours,

H. Joseph Edwards

H. Joseph Edwards
Executive Director

HJE/scp

- MEMBERS
- WILFRED BERMAN
Lafayette Shopping Center, Inc.
- WOLFE T. BROWN
Wolfe Brown West State
- COL. GILBERT J. CHECK, Ret.
Citizens Building & Loan Assoc.
- ARTHUR F. COOK
Home Distributors
- DOUGLAS COOK
Cook's General Hardware
- MRS. IDA M. FISCHER
Valley's Motel
- VICTOR GLASSMAN
Baltimore Office Bldg.
- FRANK FREDERICK
Frank Frederick Chrysler - Plymouth
- VILLIAM F. GURD
Gurd's General Store
- ALBERT R. GURELSKY
Lafayette Block Corp.
- ANTHONY J. HALKOS
Restaurant
- FRANK LENYON
First National Bank
- ROBERT W. BLUCKHUHN
Bluckhuhn's Heating Co.
- ROBERT M. MARSHALL
Robert M. Marshall, Inc.
- JACQUES L. MATHIAS
Columbia Fuel Oil Company
- LEON REED
Leon Reed
- NORMAN ROIST
H.J. Roist & Co.
- WALTER L. WATSON
Walter L. Watson Realty Co.
- FRANZISKA FELSTEIN, DDS

West Laurel Civic Association

Box 449

Laurel, Maryland 20810

July 3, 1974

RECEIVED

JUL 10 1974

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. M. S. Caltrider, District Engineer
State Roads Commission
9300 Kenilworth Avenue
Greenbelt, Md. 20770

Re: Md. Route 198 Proposed
Reconstruction between
I-95 and U.S. Route 29
in Prince George's and
Montgomery Counties

Dear Mr. Caltrider:

The West Laurel Civic Association's active interest in the proposed reconstruction of Maryland Route 198 began formally with a meeting on January 26, 1972, with representatives of the State Roads Commission and our Executive Committee. Subsequently, there were letters in February and November of 1972, a meeting between Dr. J. M. Walker, Dr. A. O. Dorman and you last year, and our presentation at the public hearing on June 24, 1974.

The West Laurel Civic Association supports the proposed improvement of Route 198 with the following goals: provision of adequate, safe transportation to and through subregion I, provision for bicycle as well as automobile transportation, continued planning for additional alternative mass transportation, and aiding the implementation of the West Laurel Master Plan, which is well on the way to adoption by the Maryland-National Capital Park and Planning Commission.

We believe that the route labelled Section E, Plate II, in your Alternative Schemes Report distributed at the June 24 hearing would provide the best means of attaining the above-mentioned goals. This alignment would be to the north, through the Bond Mill Road/Old Gunpowder Road/198 intersection. An earthen-mound sound barrier must be constructed on the northern side of 198 from Riding Stable Road to Bond Mill Road, to shield the homes on the north from environmentally-damaging road noise. It is our understanding that this would be both the most effective and the least expensive type of barrier. The land behind the earthen mound should be a park and walkway between the West Laurel Master Plan's proposed activity center and proposed site for a junior high school. The activity center is proposed for the northeast corner of the Bond Mill Road/198 interchange. Implicit in the concept of this center is an aesthetically pleasing design which will lessen and shield road sound from the residential area to the north.

The Section E alignment provides for a safer, less severe curve than the Section C alignment to the south, as stated in your Alternative Schemes Report. Moreover, this alignment to the north would prevent the creation of a strip of land which might be deemed suitable for commercial strip development. Not only is such development at odds with the West Laurel Master Plan, but it has been cited repeatedly by experts as a classic example of undesirable development. The land along Route 198 to the south on both sides of Old Gunpowder Road is to be comprehensively

planned under EIA for industrial and commercial development.

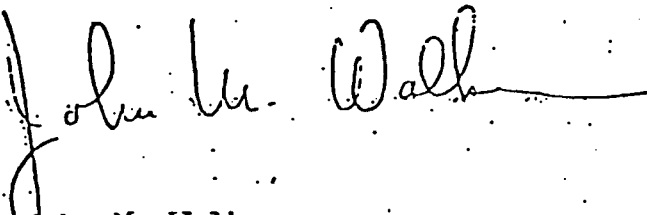
69

If for any reason the southern alignment (Section C, Plate I) must be used, the earthen-mound sound barrier must still be installed and the strip of remaining land between the homes fronting on Claybourn Drive and 198 must be purchased for use as parkland and walkway (previously described) to absolutely preclude strip commercial development.

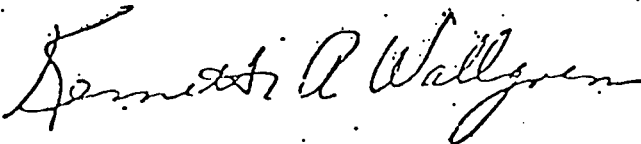
Provision should be made for Type II bike paths along 198, not only along the proposed improved segment but also along Route 198 into Laurel. As you stated at the hearing, the Bond Mill Road/Old Gunpowder Road/198 intersection badly needs traffic signals. In view of the poor vision situation at the Hiding Stable Road/198 intersection, we also believe a signal should be considered for that location. Finally, there should be site design and plantings which will minimize light and site problems in the median strip in the center of the new dual highway.

Thank you for your consideration and for the opportunity to comment on the plans for the new roadway. We anticipate the adoption of a sound scheme.

Sincerely,



John M. Walker
Chairman, Planning & Zoning Committee



Kenneth A. Wallgren
Representative to Subregion I CAC



Albert S. Farver
President

JW/asf

NOTE: See also the response
on page VII - 14

RECEIVED 10

JUL 10 1974

GREENBELT

9 July 74

DIRECTOR'S OFFICE
PLANNING & PRELIMINARY ENGINEERING

Mr. John M. Walker, Chairman
Planning & Zoning Committee
West Laurel Civic Association
Box 449
Laurel, Maryland 20810

M: 535-5-374/P 762-5-371
PAP U 924-1(4)
MD Route 198 from US Route 29
in Montgomery County to a Point
West of I-95 in Prince George
County

Dear Mr. Walker:

This letter is to acknowledge receipt of your letter dated July 3, 1974, in which you express your feelings and comments relative to information recently presented at a public hearing for the subject project.

Please be advised that your comments will receive full consideration in the development of the design for the project. Every effort will be made to give consideration to the elimination of undesirable impacts from this proposed highway construction. Your comments will be made a part of the Official Transcript for this hearing.

In order that your organization may be fully apprised of any action to be taken relative to this matter, I suggest that you contact this office periodically, beginning about October 1, 1974. I will make every effort to provide full liaison with your organization relative to this matter.

Very truly yours,
Original signed by
M. S. Caltrider

M. S. Caltrider
District Engineer

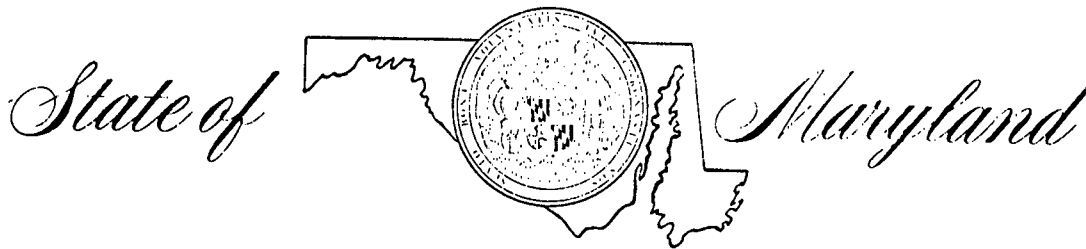
MSC/eba

cc Mr. Robert J. Hajzyk (attach.)
Mr. W. F. Lins, Jr. (attach.)

BOB:
BILL:

This letter is to be included in the Official Transcript of the recent public hearing.

Slade
[Handwritten signature]



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
 ENVIRONMENTAL HEALTH ADMINISTRATION
 201 WEST PRESTON STREET
 BALTIMORE 21201
 PHONE • 301-383- 3245

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

DONALD H. NOREN
 DIRECTOR

Address Replies to P.O. Box 13387
 Baltimore, Maryland 21203

July 10, 1975

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

Dear Mr. Anderson:

Re: Air Analysis for Md. Rte. 198 from U.S. 29 to I-95 and from U.S. 1 to B/W
 Pkwy.

Thank you for sending copies of the above air analyses to the Bureau for comment. Our review of these reports has revealed several problems which should be addressed in any future work on the project.

First, there appears to be an error in Table 2-1 of the Air Quality Analysis prepared for the widening of Maryland Route 198 from I-95 to U.S. Route 29. This table is supposed to contain carbon monoxide background concentrations which were obtained from the Bureau in October, 1974. The numbers in Table 2-1 do not correspond to the values which the Bureau transmitted to the consultant. The error seems to have occurred while converting concentrations in parts per million to concentrations in milligrams per cubic meter. The concentrations should be those shown in the attachment to this letter. The use of the revised concentrations in the calculation of total concentration will result in slightly higher levels. However, the difference is not enough to change the conclusion that the standards will not be violated.

Aside from changing the table, there are some areas which need further explanation. For example, in both analyses, the traffic data shows that the traffic speed in the no-build cases is consistently higher than in the build cases. Given this information, it is difficult to see why the improvements are needed, since they seem to make the situation worse.

The analyses also assumed that the worst 8 hours in terms of carbon monoxide concentration are the 8 hours of highest traffic volume. Mr. Brooks of your agency has shown that this is not necessarily the case. In fact, it is the combination of poor atmospheric dispersion and high traffic which result in elevated CO levels.

RECEIVED

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22

Both of these factors must be considered in determining the worst 8 hour period.

Finally, some discussion should be devoted to the use of two different wind angles for calculations with and without obstructions. Since the wind angles differ, the resulting concentrations cannot be compared. This problem should be made explicit in the text of the analysis. Without a word of caution, the tendency from the way the data is presented is to assume that the concentrations with and without obstructions are comparable. This discrepancy should be corrected as soon as possible. In the meantime, it may be helpful to calculate concentrations without downwind obstructions at wind angles of 45°. This is, obviously, not a worst case situation but it would give an indication of the effect of placing an obstruction downwind of the highway.

Thank you for this opportunity to offer our comments.

Sincerely yours,



William K. Bonta, Chief
Division of Program Planning
and Evaluation
Bureau of Air Quality and
Noise Control

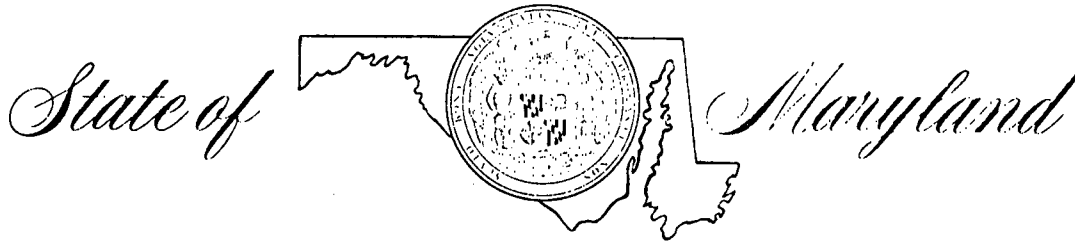
WKB:AND:sez

Enclosure

cc: Prince George's County Health Department

M 535-5-374

73



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION
201 WEST PRESTON STREET
BALTIMORE 21204
PHONE • 301-383-3245

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

DONALD H. NOREN
DIRECTOR

September 22, 1975

Address Replies to P.O. Box 13387
Baltimore, Maryland 21203

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

Dear Mr. Anderson:

RE: Air Quality Analysis for Md. Rte. 198 from I-95 to U.S. Rte. 29

The Bureau of Air Quality and Noise Control has received the Air Quality Analysis for the subject project for review. The analysis represents an adequate analysis of the air quality situation and we have no further recommendations.

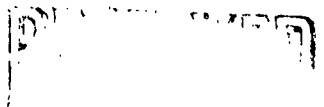
However, it should be remembered that since this report was prepared, the EPA has released revised emission factors. In addition, there have been problems with implementation of certain measures in the Transportation Control Plan for Washington, D.C. Future studies should include these developments.

Very truly yours,

William K. Bonta, Chief
Division of Program Planning
and Evaluation
Bureau of Air Quality and
Noise Control

WKB:AMD:sez

cc: Prince George's Co. Health Dept.
Montgomery Co. Health Dept.



SEP 29 1975

C. R. ANDERSON

File: Environmental
Mont. Co.
H.D.

hold

cc:
Mr. [unclear]
Gene - 74

State of



Maryland

APR 17 1976

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387

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

PROJ. PLANNING

201 WEST PRESTON STREET
BALTIMORE, MARYLAND 21203
PHONE • 301-383-2779

DONALD H. NOREN
DIRECTOR

April 6, 1976

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Camponeschi:

RE: Md. Rte. 198 from I-95 to U.S. Rte.
29 - Change to Negative Declaration

Before a Negative Declaration can be justified, an initial evaluation of the project must have been circulated and a determination of negligible impact must be made. The Draft EIS was reviewed in 1973 and a supplemental Air Quality Analysis in 1975.

With respect to air quality impacts, the Analysis demonstrated that carbon monoxide concentrations due to the highway will be low and will not exceed national ambient air quality standards for any of the alternatives. The Bureau of Air Quality and Noise Control responded to this Analysis in its letter of July 10, 1975 to Charles Anuerson, Chief of the Bureau of Landscape Architecture. At that time, we raised several questions concerning the traffic data and modelling methodology. These questions have not yet been answered.

Normally, responses to agency comments would be included as part of the Final Environmental Statement (FES). However, in this case, the FES is being replaced by a Negative Statement. I hope that this decision does not mean that our concerns will no longer be addressed. I believe that they are still valid questions which should be considered in the Negative Declaration. I have attached

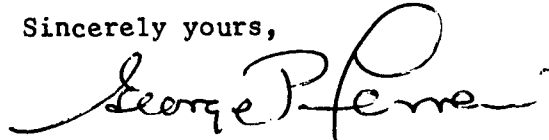
Page 2
Mr. Eugene T. Camponeschi

75

a copy of the original letter for your convenience.

Thank you for keeping us apprised of the actions concerning this project.

Sincerely yours,



George P. Ferreri, Director
Bureau of Air Quality and Noise Control

GPF:AMD:bac

Attachment

June 30, 1976

Mr. William K. Bonta, Chief
Division of Program Planning and
Evaluation
Maryland Bureau of Air Quality and Noise Control
201 West Preston Street
Baltimore, Maryland 21201

RE: Maryland Bureau of Air Quality
and Noise Control Comments
Regarding Air Quality Analysis
of Maryland Route 198
I-95 to U.S. Route 29

Dear Mr. Bonta:

The Maryland Bureau of Air Quality and Noise Control's letter of July 10, 1975 which offered comments concerning the subject analysis, questioned the apparent inconsistency in traffic speed data used in the analysis. In response to that comment, a new analysis of the traffic data was conducted resulting in the following:

It was assumed that the maximum speed limit on Maryland highways will stay at 55 mph. Also, an assumption was made that administrative action will be taken to revise the speed limit when the facility is upgraded to four lanes. Therefore, the information provided should be used with that in mind.

<u>Average Running Speed</u>	<u>1976</u>	<u>1977</u>	<u>1996</u>
No Build Alternative			
Peak Hour (MPH)	35	35	<30 (Level of Service F)
Off Peak (MPH)	40	40	40
Build Alternative			
Peak Hour	--	55	45
Off Peak Hour	--	55	55

Mr. William K. Bonta
June 30, 1976
Page 2

77

As no violations of the State or Federal AAQS for carbon monoxide were predicted in the original analysis and as the revised speed analysis indicates that in no instance will average running speeds be lower than those originally utilized, it may be assumed that no violations of the AAQS would be predicted using the revised speeds.

Should you have any questions regarding this matter, please contact Mr. Andrew Brooks (321-3482) of this Bureau.

Very truly yours,


Charles R. Anderson, Chief
Bureau of Landscape Architecture

CRA:jlc

cc: Mr. Eugene T. Camponeschi



Maryland Department of Transportation

State Highway Administration

Harry P. Hughes
Secretary
Bernard M. Evans
Administrator

March 17, 1976

RE: Contract No. M 535-003-371
and P 762-003-371
Maryland Route 198
From Interstate Route 95
to U.S. Route 29
Change to Final Negative
Declaration

TO: SEE DISTRIBUTION LIST

In mid-1973, this office circulated the Draft Environmental Impact Statement for this project. The Draft Environmental Impact Statement indicated that this project does not have any adverse impact on the environment. Comments received during the Draft Environmental Impact Statement phase do not indicate any controversy concerning the project. Consequently, the Federal Highway Administration informed this office on February 20, 1976 that a Final Negative Declaration should be prepared for this project.

This office is presently preparing this Final Negative Declaration. Should you have any questions concerning this change to a Negative Declaration, please contact the Bureau of Project Planning, 383-4327.

Very truly yours,

Eugene T. Camponeschi, Chief
Bureau of Project Planning

ETC:DHC:bh

cc: Mr. M. S. Caltrider
Mr. Richard S. Krolak



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

79

APR 21 1976

APR 21 1976

ADMINISTRATION
 Mr. Eugene T. Camponeschi
 Chief, Bureau of Project Planning
 Maryland Department of Transportation
 State Highway Administration
 P. O. Box 717
 300 West Preston Street
 Baltimore, Maryland 21203

Re: Maryland Route 198 from Interstate 95 to U. S. Route 29

Dear Mr. Camponeschi:

This is in reference to your March 17, 1976 letter indicating a Final Negative Declaration will be prepared for the above project. We would appreciate receipt a copy of the Negative Declaration and copies of review comments received on prior environmental assessment documentation (if not in the document) in order that we may have a continuous record of the environmental assessment process undertaken for this project.

If we can be of further assistance, you may wish to contact Mr. Sam Little of my office at (215) 597-7093.

Sincerely yours,

Nicholas M. Ruha

Nicholas M. Ruha
 Chief,
 EIS and Wetlands Review Section

CAMPONESCHI _____ CATHERMAN _____
 HOUST _____
 KROGAN _____



Maryland Historical Trust

October 21, 1977

Mr. Eugene T. Camponeschi
Bureau of Project Planning
State Highway Administration
Maryland Department of Transportation
300 West Preston Street
P. O. Box 717
Baltimore, Maryland 21203

RE: Contract No. 7535-003-371
Contract No. P762-003-371
F.A.P. No. U924-1(4)
Maryland Route 198
I-95 to U.S. Route 29
Historical Sites

Dear Mr. Camponeschi:

In response to your letter dated October 3, 1977 concerning historical sites along Maryland Route 198 between U.S. 95 and U.S. 29, I concur with a finding of no effect for 4(f) purposes, or 106 purposes.

I am refraining from comment at this time, on any effect to the property on the western terminus of the project, as a final alignment has not been produced for this section. When this portion has advanced to the design stage, I would be eager to consult with you, with especial regard to the Pease House, 3901 Sandy Spring Road (Maryland Historical Trust Inventory, Montgomery County #34-3) a potential National Register-eligible property.

However, I do request that you consider some of the matters we have discussed with your staff, including reduction of median width and protection and augmentation of existing plant screening. Sites that merit special attention in this respect are Numbers 6001(F), 4313(H), 4200(C), 4100(B), 4007(A) and 3929(I) Sandy Spring Road. (The accompanying letters refer to the Maryland Historical Trust/State Highway Administration preservation planner's map of October 6, 1977.) I would readily confer with you or staff on these matters as well as others, when this project reaches the design stage.

Mr. Eugene T. Camponeschi
Bureau of Project Planning
State Highway Administration
Page -2-

81

Your consideration of such requests on similar projects in the past encourages me that a fair solution can be reached in Burtonsville.

Sincerely,


John N. Pearce,
State Historic
Preservation Officer

JNP/RG/lkm



Maryland Historical Trust

April 3, 1978

APR 6 PM 1 40

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

ADVISORY
COMMISSION
PROJECT PLANNING

Dear Mr. Camponeschi:

In regard to your letter of March 22, 1978, I concur in a finding of no effect upon the Pease House (MHT Inventory #P.A.34-3) as the proposed work on the Rt. 198-Rt. 29 interchange would require no taking outside of the existing right-of-way.

Sincerely,

Nancy Miller
Deputy State Historic
Preservation Officer

NAM:REG:BMD:mms

cc: Mr. Greenwood; Miss Deale; Mr. Clawson
Mrs. Dolores Stowell; Ms. McGuckian
Ms. Cade

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

APPENDIX

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Article 21 Sections 12-201 thru 12-209. The Maryland Department of Transportation State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above there are also moving cost payments to persons, businesses, farms, and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and estimates of the cost may be obtained. The owner may be paid an amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

85

When personal property of a displaced business is of low value and high bulk, and the estimated cost of moving would be disproportionate in relation to the value, the State may negotiate an amount not to exceed the difference between the cost of replacement and the amount that could be realized from the sale of the personal property.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property and the property is abandoned, the owner is entitled to receive the lesser of the value for continued use of the item in place or the estimated cost of moving the item and the reasonable expenses of the sale. When personal property is abandoned without an effort by the owner to dispose of the property by sale, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed \$10 per hour.

In lieu of the payments described above, the State may determine that the owner of a displaced business is eligible to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced

business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State with approval of the Federal Highway Administration, may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two taxable years prior to the taxable year in which it is required to relocate, the owner of the business is eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies will be completed by the State Highway Administration and approved by the Federal Highway Administration before "housing as a last resort" could be utilized. "Housing as a last resort" could be provided to displaced persons in several different ways although not limited to the following:

- 87
1. An improved property can be purchased or leased.
 2. Dwelling units can be rehabilitated and purchased or leased.
 3. New dwelling units can be constructed.
 4. State acquired dwellings can be relocated rehabilitated, and purchased or leased.

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling unit that is within his financial means.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any person, or proceed with any construction project until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

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.

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
A. Land Use Considerations			
1. Will the action be within the 100 year flood plain?	___	<u>X</u>	___
2. Will the action require a permit for construction or alteration within the 50 year flood plain?	___	<u>X</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>	___
6. Will the action require a grading plan or a sediment control permit?	<u>X</u>	___	<u>X</u>
7. Will the action require a permit for drilling a gas or oil well?	___	<u>X</u>	___
8. Will the action require a mining permit for deep or surface mining?	___	<u>X</u>	___
9. Will the action require a permit for airport construction?	___	<u>X</u>	___

Yes No Comments Attached

- 10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices? ___ X ___
- 11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland? ___ X ___
- 12. Will the action affect the use of any natural or man-made features that are unique to the county, state, or nation? ___ X ___
- 13. Will the action affect the use of an archeological or historical site or structure? ___ X X ___

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? ___ X ___
- 15. Will the action require the construction, alteration, or removal of a dam, reservoir or waterway obstruction? ___ X ___
- 16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground? X ___ X ___
- 17. Will the action require a permit for the drilling of a water well? ___ X ___
- 18. Will the action require a permit for water appropriation? ___ X ___
- 19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water? ___ X ___

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</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> </u>	<u> X </u>	<u> </u>
21. Will the action result in any discharge into surface or subsurface water?	<u> </u>	<u> X </u>	<u> </u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	<u> </u>	<u> X </u>	<u> </u>
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>	<u> X </u> See comment #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> </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>

	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	<u> </u>	<u> X </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>
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32. Will the action cause relocation of activities, structures or result in a change in the population density or distribution?	<u> X </u>	<u> </u>	<u> X </u> See also comment #31
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33. Will the action alter land values?	<u> X </u>	<u> </u>	<u> X </u>
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34. Will the action affect traffic flow and volume?	<u> X </u>	<u> </u>	<u> X </u>
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35. Will the action affect the production extraction, harvest or potential use of a scarce or economically important resource?	<u> </u>	<u> X </u>	<u> </u>
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36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	<u> </u>	<u> X </u>	<u> </u>
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37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	<u> X </u>	<u> </u>	<u> X </u>
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38. Will the action affect the employment opportunities for persons in the area?	<u> X </u>	<u> </u>	<u> X </u>
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39. Will the action affect the ability of the area to attract new sources of tax revenue?	<u> X </u>	<u> </u>	<u> X </u>
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40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	<u> </u>	<u> X </u>	<u> X </u>
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	<u>Yes</u>	<u>No</u>	<u>Comments Attached</u>
41. Will the action affect the ability of the area to attract tourism?	___	<u>X</u>	___
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	___	<u>X</u>	___
43. Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	___	<u>X</u>	<u>X</u>
44. Will the action be of statewide significance?	<u>X</u>	___	<u>X</u>
45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare or environment?	___	<u>X</u>	___
46. Will the action require additional power generation or transmission capacity?	___	<u>X</u>	___
G. Conclusion			
47. This agency will develop a complete environmental effects report on the proposed action.	___	<u>X</u>	<u>A FINAL NEGATIVE DECLARATION WILL BE PREPARED</u>

COMMENTS

93

A. Land Use Considerations

6. Should the project be implemented, a Sedimentation and Erosion Control Plan will be developed in conjunction with the final design of the project. This plan shall be drawn up in conformance with all appropriate state and federal regulations so as to mitigate any such impacts associated with the construction of the project. The Control Plan will be subject to the approval of the Soil Conservation Service.

13. There are nine historic sites within the vicinity of the project, however, none will be significantly impacted by the project.

B. Water Use Considerations

16. Because of the increase in the paved area required for this proposed improvement, there will be some change in the overland flow of storm water. No large drainage structures are required as the proposed highway follows a ridge line. A drainage system consisting of drop inlets and roadside ditches will be necessary to convey the additional runoff expected from a larger pavement area to the natural drainage courses that originate on either side of the ridge line. Should the project be implemented, a Sedimentation and Erosion Control Plan will be developed in conjunction with the final design of the project.

C. Air Use Considerations

23. An air quality impact analysis was performed by utilizing 1973 conditions as a baseline in order to compare the build and no-build alternatives in 1977 and 1996. Results indicated that the existing air pollutant levels were within the Federal Air Quality Standards. Results also indicated that, should the project be implemented, air pollutant levels in the years 1977 and 1996 would also be within federal standards.

25. There are a number of cases where the 1999 design exterior noise level of 70dBA will be exceeded for both the build and no-build alternatives. All noise sensitive areas will experience noise level increases ranging from 4 to 16dBA.

However, a comparison of the projected noise levels resulting from the selected alternative and those resulting from the "No-Build" condition indicates that of the 11 sites at which the 70dBA design noise level will be exceeded, only 4 would experience an increase of more than 3dBA between the build and the "No-Build" situations.

A differential of 3dBA is considered to be the minimum increment subjectively detectable by the human ear. This indicates that only noise sensitive areas 5, 7, 10, and 11 (described in the Noise Analysis) would experience noticeably higher noise levels during peak periods with the projected build conditions.

D. Plants and Animals

29. Since the proposed highway improvement follows the existing right-of-way for most of its length, most of the wildlife, except for small animals and birds, in the project area has been previously displaced by man-made structures, roads and the clearing of land.

E. Socio-Economic

31. The right-of-way for the proposed alignment will affect 34 improved properties including eleven homes and one business, the buildings for which will be demolished. A total of 14 unimproved properties will also be affected, but acquisition of portions of these unimproved properties will not require removal of any people or businesses.

The business that will be displaced is the Hitching Post Carry-Out Shop. The business may relocate or go out of business as the owners are nearing retirement age. Another business, the Laurel Block Company, will lose a portion of its land to the proposed project, but will be able to carry on normal operation on its remaining land.

32. Eight families will be displaced by the proposed project.

33. Real estate values are not expected to increase, except in the immediate vicinity of the intersection of U.S. Route 29 and Route 198, where access to commercial and industrial-zoned land would be improved. There may also be a slight increase in real estate values due to a slight acceleration in construction of new residences due to the fact that the new roadway and intersections with existing streets and roads will give at least the appearance of easier access to the adjacent neighborhoods.

34. The proposed project would improve the flow of traffic and reduce congestion and traffic backup, especially in the area of the Bond Mill Road - Old Gunpowder Road intersections.

37. A letter from the Maryland-National Capitol Park and Planning Commission, stated that the existing roadway is deficient with respect to both present and future needs, and the proposed improvement is in conformance with the approved and adopted master plan for Fairland-Beltsville and vicinity. The Montgomery County Planning Board and the Prince Georges County Planning Board also reviewed and approved the project as being in accordance with present master plans.

38. The proposed action may have a favorable effect upon employment opportunities for persons in the area. There is a possibility that the land on the south side of Maryland Route 198, at its intersection with U.S. Route 29, may develop into an Industrial Park as it is zoned as such. If this were to occur, employment opportunity would be favorably affected. The improved roadway would also benefit area residents as it would allow faster and more efficient travel to and from their place of employment. Commuters to Baltimore and Washington, D.C. would benefit as well as an improved Route 198 would allow more efficient use of I-95 and U.S. Route 29.

39. Access to commercial and industrial-zoned land in the immediate vicinity of the intersection of U.S. Route 29 and Route 198 would be improved by implementing the proposed project. This area would provide the most probable source of tax revenue to the area.

40. The area is predominantly residential and agricultural-residential in nature. There are no major sources of tax revenue in the immediate vicinity of the proposed project at the present time.

43. Existing Maryland Route 198 is a substandard two-lane, 20-foot wide roadway. It is narrow and winding with very marginal shoulders, causing pedestrians and cyclists to travel on the roadway surface. Utility poles, trees, drainage ditches and mailboxes are located extremely close to the edge of the roadway and create potential hazards. The combination of particular horizontal and vertical curves with crossroads and driveways creates extremely poor sight distance along portions of the road. Because of these dangerous conditions and the large number of vehicles using this highway, it can be assumed that as the number of vehicles using Route 198 increases, the accident count would also increase proportionately, thereby having a deleterious effect on public safety and welfare.

44. The proposed project would help the flow of traffic in the north-west portion of Prince Georges County, most significantly as it relates to making more accessible future industrial sites proposed for this immediate area. The implementation of the proposed project would also lead to a more efficient use of Interstate 95 and U.S. Route 29, both of which are major north-south thoroughfares which run perpendicular to the affected portion of Maryland Route 198. U.S. Route 29 and Interstate 95 connect the two major beltways surrounding the two metropolitan centers of Baltimore and Washington, D.C.