

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #09-12**

**RESOLUTION TO ENDORSE ALTERNATIVES RETAINED FOR DETAILED STUDY  
MD 198: FROM WEST OF MD 295 TO MD 32**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, Section 450.318 of the Final Metropolitan Transportation Planning Rules issued by the Federal Highway Administration and Federal Transit Administration on October 28, 1993 identifies the requirements of a major metropolitan transportation study in identifying all promising mobility solutions; and

**WHEREAS**, in October of 1997, the Baltimore Regional Transportation Board approved Resolution # 98-7, adopting a work program for the Congestion Management System (CMS) corridor implementation; and

**WHEREAS**, one of the primary purposes of the Congestion Management Process is to identify promising mobility improvement and congestion management strategies, rather than select specific transportation improvement projects for implementation. These improvements will be considered for the next steps of the planning and project development process and, where appropriate, studied further in more detail; and

**WHEREAS**, this study involves improving existing capacity and traffic operations, enhanced access to Fort Meade, and increased vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the area; and

**WHEREAS**, the State Highway Administration made a formal presentation at the Interagency Review meeting on June 20, 2007; and

**WHEREAS**, on June 26, 2007, the Baltimore Regional Transportation Board approved Resolution # 07-24 endorsing the MD 198 Purpose and Need Statement; and

**WHEREAS**, the State Highway Administration has provided Alternatives Retained for Detailed Study (ARDS) dated September, 2008 and made a formal presentation at the Interagency Review meeting on November 19, 2008; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Baltimore Regional Transportation Board, as a commenting agency, endorses the MD 198 Alternatives Retained for Detailed Study as described in Attachment A.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its January 27, 2009 meeting.

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Date

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Carl Balser, Chairman  
Baltimore Regional Transportation Board

**MD 198: From West of MD 295 to MD 32  
Alternatives Retained for Detailed Study**

**Summary**

**Description:** The project involves a study to address capacity needs on MD 198 from just west of MD 295 at Russett Green East to MD 32. Bicycle and pedestrian access will be provided where appropriate. This project is related to the Base Realignment and Closure activities associated with Fort George G. Meade and the National Security Agency.

**Purpose:** The purpose of the MD 198 Project Planning Study is to improve the existing capacity and traffic operations, enhance access to Fort Meade, and increase vehicular, bicycle, and pedestrian safety along MD 198, while supporting existing and planned development in the area. Improving MD 198 would accommodate future transportation needs in the project area.

**Alternatives Retained for Detailed Study**

**Mainline Alternative 1 – No Build:** The No-build alternative consists of routine maintenance and spot improvements, with no substantial improvements to transportation facilities beyond those improvements currently planned for the area. Minor improvements would occur as part of normal maintenance and safety operations. These improvements would not measurably reduce the crash rate or improve operations. Possible improvements could include resurfacing, restriping, signing and lighting.

This alternative is recommended to be retained because it serves as a baseline condition to be used for comparison with the other build alternatives studied in detail.

**Mainline Alternative 2 – Transportation System Management (TSM):** The TSM alternative consists of spot improvement and access management along the corridor to address public concerns at specific locations. TSM improvements generally could be constructed with relatively low costs and environmental impacts, but would provide no substantial improvements or operations to address future concerns. TSM strategies being considered for this corridor include improvements to the off-ramps from MD 295 to MD 198, access management and the addition of left turn lanes.

This alternative is recommended to be retained because it consists of several elements that could be short term solutions throughout the corridor that address the most serious concerns at specific locations or segments of the roadway. Also, the improvements generally could be constructed with relatively low costs and few environmental impacts.

**Mainline Alternative 4 – Divided Roadway with Off-Road Shared-Use Facility and Sidewalk:** This alternative provides for two lanes in both directions divided by a 20-foot grass median. On-road bicycle facilities are provided in both directions adjacent to the outside travel lane. A five-foot grass buffer along the south side curb separates the on-road bicycle lane from the shared-use pedestrian / bicycle path and a sidewalk will be provided along the northern edge of the roadway.

This alternative is recommended to be retained because it meets the Purpose and Need of the project, promotes pedestrian safety and connectivity throughout the project, and improves traffic operations at intersections.

**Interchange Option A – Flyover Ramp:** This option maintains the existing configuration of the MD 198/MD 32 interchange, however a flyover ramp is introduced that allows traffic from northbound MD 32 to access westbound MD 198, therefore completely separating this traffic from the roundabouts. All other traffic through the interchange would operate as it does today with the exception of trucks to Ft. Meade. Pedestrian and bicycle accommodations are provided through this interchange and into MD 32 eastbound and from MD 32 westbound.

This option is recommended to be retained because it results in less disruption to traffic flow through the interchange during construction, improves traffic operations at the two roundabouts by removing vehicles destined to Laurel, maintains a circuitous route that is preferred by Ft. Meade into the Post, and provides the best level of service for the interchange.

**Interchange Option B – Loop Ramp:** This option maintains the existing configuration of the MD 198/MD 32 interchange for the southern portion (the existing roundabout closest to Tipton Airport). However the northern portion (the ramps closest to Ft. Meade) is reconfigured. The existing roundabout is removed and replaced with a signalized intersection. All traffic from northbound MD 32 that is destined for westbound MD 198 would utilize the proposed loop ramp. Pedestrian and bicycle accommodations are provided through this interchange and into MD 32 eastbound and from MD 32 westbound.

This option is recommended to be retained because it improves traffic operations at the interchange by separating vehicles destined to Laurel from those destined to Ft. Meade and maintains a circuitous route that is preferred by Ft. Meade into the Post.

**Interchange Option C – Diamond interchange at Existing Bridge:** This option reconfigures the existing MD 198/MD 32 interchange from two roundabouts to two signalized intersections. All of the movements to and from the interchange will remain as they are today. All traffic from northbound MD 32 that is destined to Ft. Meade would utilize the ramp as they do today with the exception of trucks to Ft. Meade. At the ramp terminus, a signalized intersection will control traffic movement. Additionally, cars traveling on southbound MD 32 that are destined to Ft. Meade or Laurel would utilize the ramp as they do today but traffic movement at the intersection with MD 198 will be

controlled by a signal. Pedestrian and bicycle accommodations are provided through this interchange and into MD 32 eastbound and from MD 32 westbound.

This option is recommended to be retained because it removes roundabouts disliked by the public and replaces them with signalized intersections and maintains a circuitous route that is preferred by Ft. Meade into the Post.

**Interchange Option D – Two Bridges:** This option maintains the existing MD 198/MD 32 interchange configuration with the addition of a second crossing of MD 32 with access to Ft. Meade. Vehicles would exit northbound MD 32 as they do under existing conditions, utilizing the ramp to the roundabout and choosing their direction through the roundabout. Vehicles coming from eastbound MD 198 would access Ft. Meade with the second crossing of MD 32. Pedestrian and bicycle accommodations are provided through this interchange and into MD 32 eastbound and from MD 32 westbound.

This option is recommended to be retained because the existing configuration of the MD 198/MD 32 interchange remains intact which would result in less disruption to traffic flow through the interchange during construction and has the least amount of environmental impacts out of the interchange options retained for detailed study.

#### **Alternatives Dropped Prior to the Alternates Public Workshop**

**Interchange Option: Single Point Urban Interchange,** this option was dropped due to disruption to traffic flow, number of construction stages required, and substantially higher costs for maintenance of traffic during construction than other proposed options.

#### **Alternatives Dropped Subsequent to the Alternates Public Workshop**

**Mainline Alternative 3: Divided Roadway with Off-Road Shared-Use Facility,** this alternative was dropped since it is functionally redundant to Mainline Alternative 4 and does not promote pedestrian safety due to the lack of a sidewalk on the northern side of the roadway.

**Interchange Option E – Diamond Interchange with New Bridge,** this option was dropped due to relocation of Airfield Road and Ft. Meade's security concerns associated with providing direct access to the Post.

# MD 198: from West of MD 295 to MD 32

