

SECTION IV

Summary of Public Involvement

IV. SUMMARY OF PUBLIC INVOLVEMENT

A. CITIZEN AND INTEREST GROUP OUTREACH

This section summarizes the major areas of controversy and support for the project. It also reflects the concerns and positions taken in general by elected officials, commenting agencies, and citizens.

1. Mainline Alternate Issues – Introduced or Remaining – Post Hearing

The Alternates Public Workshop and the Location/Design Public Hearing generated awareness within the community and resulted in several interest groups forming to support their desires for the project direction and results. These groups were each provided the opportunity to have their positions on the project heard and evaluated by the Study Team. Members of the Team, on numerous occasions, met with the Project Focus Group, Local Elected Officials, North College Park Business Association, individual property owners, community associations and stakeholders to discuss the details of the study and its progress. At these meetings major project issues were discussed, most of which had either existed prior to the Public Hearing or had arisen after further evaluation since the hearing. The following describes the major issues faced and attempted resolutions by the Study Team throughout the project:

Width of the Outside Curb Lane – The width of the outside curb lane has been a topic of much discussion by the Study Team, the Focus Group, the business community and the bicycle groups. As indicated in the Public Hearing summary discussed later in this section, the testimony was split between those for the wider lane and those against it. SHA has determined that bicyclists have the right of access onto US 1 and the wider outside lane safely accommodates them. If a smaller lane width were provided, the lane could not be striped, potentially adding to driver and bicyclist confusion and safety hazards.

Placement of the Median and Median Breaks - The Study Team has discussed and evaluated the comments and concerns received on the topic of the median (presented as part of

the Four-Lane Divided Alternate) throughout the study process, ranging from changes of travel patterns, access to businesses, emergency vehicle movements, aesthetics, and safety. Many of the issues that have been raised in this study were also raised in other SHA studies that included options for introducing a divided highway. Many miles of divided highway have been implemented throughout the State of Maryland without many of these issues continuing to be a challenge. The Study Team has thoroughly evaluated these issues in relation to the safety and efficiency benefits of adding a median and has found no permanent adverse consequences.

Property Impacts – Following the preliminary alternates development and evaluation, twenty-two (22) businesses were identified for displacement. The Study Team focused on reducing these impacts by revising the typical section in specific areas, altering the outside landscaping to a two-foot paver panel down from three-foot lawn panel, and introducing slight alignment shifts and small sections of retaining walls. With these refinements, the number of business displacements was reduced to 16 (two of which are abandoned properties) for the Four-Lane Divided Alternate and 10 (two of which are abandoned) for the Five-Lane Undivided Alternate. The Study Team continues to investigate the potential for further savings and these efforts will again intensify in the design phase.

Utility Relocation – Relocation of existing above ground utilities has been a major project issue from the onset of the study. To accommodate the relocation of utilities above ground, an additional three feet was included in the typical sections for both of the build alternates. In response to Prince George’s County and the City of College Park expressing an interest in relocating the utilities underground, the SHA procured an engineer’s estimate from an independent expert early in Stage II of the Study. This estimate revealed that the cost to locate the utilities underground would be \$45 to \$50 million. SHA agreed to participate in the underground relocation of the utilities only to the level of funding required to relocate the utilities above ground (the above ground utility relocation was estimated at \$15 to \$20 million

Access Consolidation/Management – A key feature of the TSM/TDM Alternate included in each of the build alternates is the consolidation of access points along the corridor. There are more than 125 distinct access points along north and southbound US 1, some as long

as 150 feet. Moreover, many businesses have multiple access points along a very short US 1 frontage. Instead of a full access management plan, the Study Team focused on consolidating access points for each business and in some cases shifted a property's access to a side street, as recommended by the FHWA. Through this effort, the number of access points was reduced from 125 to 88.

2. Focus Group

The US 1 Focus Group was comprised of representatives from local businesses, residents, elected officials, and state and local government representatives. The Focus Group was formed in October 1998 with 20 members. Membership has remained fairly constant over the course of the study process.

The first Focus Group meeting was held on October 14, 1998. Since then, the Focus Group has met regularly every 6-8 weeks and has provided input into every phase of the Project Planning process, starting with the project goals. The Focus Group made significant contributions to the development of each of the alternates and particularly helped the Study Team accurately define the reconstruction alternates. Their input helped to shape the development of the typical sections, location of median breaks for the Four Lane Divided Alternate, access consolidation, bus pull-off areas, the discussion on the 14-foot versus 16-foot curb lane, and perhaps most intensely, the centerline shifts and typical section modifications to reduce impacts to businesses along the corridor. Other studies that were conducted at the Focus Group's request include a reversible lane study. The Focus Group was also responsible for communicating the progress of the study to the local citizens and businesses that were not directly involved with the study. Focus Group members also assisted in the preparation and conduct of the Alternates Workshop in November 1999.

3. Business Outreach

The Study Team worked very closely with the business community along US 1 throughout the entire course of the study. The US 1 corridor is lined with businesses on both

sides of the roadway, and therefore the business community is a large stakeholder in the study. Besides having a significant presence on the Focus Group, many of the area businesses also formed a coalition that represented the general interests of the entire business community.

Business community workshops were held on June 12 and June 13, 2000 to discuss the overall study, develop the alternates, identify individual impacts to properties, and receive comments and suggestions to improve the concepts. The businesses along the entire study area were divided into two groups – those north of MD 193 to the Capital Beltway (improvements north of the Beltway are to be done by others) and those south of MD 193 to College Avenue. At the business community workshops for these two groups, the businesses were further divided into several smaller groups to facilitate better discussion and understanding of the proposed alternates. Each of the smaller groups had a facilitator from the Study Team. Prior to the business community workshops, Study Team members distributed flyers to individual businesses, informing them of the meetings and requesting their participation. The meetings were also advertised in the local newspapers.

Study Team members also met with several individual business owners who had concerns over impacts to their properties. The Study Team also replied to correspondence from the business owners or their representatives seeking clarification on the Study and providing information to the business owners. Although the business community represents the group that is most directly impacted (land takings, parking and on-site structure impacts), the Study Team also has reached out to the residential communities for whom US 1 is their means to access their homes.

Due to the amount of impact to the commercial areas located in the northern end of the study area, namely at the intersection of Cherry Hill Road and US 1, the property owners and business proprietors formed the North College Park Business Association (NCPBA). This group was established to provide a means for them to be recognized as a collective interest group. Throughout the duration of the Study, the Team met with the NCPBA to discuss the design considerations and modifications that provide the greatest balance between meeting the Project goals and minimizing impacts to their properties and business functions.

B. FOCUS GROUP AND LOCAL BUSINESS MEETING MINUTES

Following the public comments and SHA responses is the collection of Minutes from the Focus Group Meetings and Local Business Meetings held throughout the duration of the Study. The following is a summary of the Focus Group meeting minutes:

March 2, 1999

- Addressed specific signal timing and roadway operation concerns
- Addresses access management

April 13, 1999

- Addressed specific signal timing and roadway operation concerns
- Addressed planning efforts
- Separated into two work groups to discuss issues north and south of MD 193

May 27, 1999

- Presented tentative project timeline
- Discussed comments from last meeting
- Discussed current and future traffic and traffic planning

September 27, 1999

- Addressed development ideas for University-owned area
- City of College Park Community Center selected as Alternates Public Workshop location
- Discussed special effort to contact business community
- Viewed latest alternatives mapping

October 8, 1999

- Discussed advertising for Alternates Public Workshop
- Reviewed alternatives mapping

July 20, 2000

- Informed of new Project Manager
- Updates on business community meetings
- Discussed centerline shift, Cherry Hill Road interchange, access management, and TSM/TDM

August 1, 2000

- Business community meeting
- Discussed bicycle access, safety, and appropriateness
- Discussed business community's role in project

August 29, 2000

- Summarized past meetings with City Council, business community, and council members
- Discussed alignment shift study
- Postponed public hearing until early Spring 2001

October 17, 2000

- Discussed providing audio broadcast of meetings on a local cable channel and decided to ensure regular website updates
- Presented three alignment shift scenarios and outlined engineering approach
- Discussed reversible lanes
- Discussed preliminary utility relocation estimates and access control

December 11, 2000

- Update on engineering refinements
- Presentation of typical section modifications and shifted alignment
- Presented new 4-lane Divided Alternate mapping with discussion of impact minimizations
- Presented refined version of Cherry Hill Road Full Bridge Interchange Option
- Cost estimates would be provided as soon as possible

January 9, 2001

- An update on the project was provided for the Lakeland Civic Association
- Questions on safety and operations were raised and addressed by the Study Team
- Attendees asked that the roadway be improved without impacts to adjacent properties

February 8, 2001

- Concerns were addressed about access from US 1 to Berwyn House Road and that the signal at Navahoe Street needs to be relocated to Berwyn House
- The Study Team agreed to investigate the traffic and operations of such a shift

March 1, 2001

- A presentation of the US 1 Sector Plan by Reggie Baxter from M-NCPPC
- The Sector Plan recommends the 4-lane divided reconstruction of US 1
- An update on the development of the Environmental Document (description of the evolution of the alternates, impacts to businesses and existing environment, and coordination with agencies)

- Relevant sections of the draft document will be shared with members of the Focus Group as they are reviewed by SHA and FHWA.

June 28, 2001

- Review of engineering refinement studies
- An overview of the Draft Environmental Assessment
- Discussion on the upcoming Public Hearing
- Concerns were raised by the Focus Group regarding the access management plan
- It was announced that some of the volunteer fire agencies in the region were planning to register their opposition to the location of a median strip on US 1
- It was announced that several smaller studies addressing sidewalks, utilities, and access pint profiles were being preformed by SHA for the corridor

January 28, 2002

- Summary of Team Recommendation Meeting
- Discussion of new Half Bridge Interchange Option and new IKEA interchange configurations
- Request to investigate a “Florida-T” intersection at Cherry Hill Road
- Concerns were raised about the safety of the median and bike lanes associated with the 4-lane divided alternate

February 14, 2002

- Presentation from an IKEA representative
- Summary of feedback and comments from the Public Hearing
- Update on study progress and engineering refinements and introduction of Half Bridge Interchange Option at Cherry Hill Road
- Discussion on improvements to Edgewood road to raise level-of-service

February 20, 2003

- Business community meeting
- Introduced and familiarized members with latest developments
- Addressed Cheery Hill road and Edgewood Road intersections

February 21, 2003

- Addressed study progress
- Follow-up on Cherry Hill Road intersection improvement
- Discussed traffic concerns

July 8, 2003

- Addressed study progress
- Addressed Cherry Hill Road and Edgewood Road intersections
- Discussed feedback from previous meetings

- Discussed schedule and next steps

May 10, 2004

- Presented new direction and schedule for remainder of the project
- Autoville Drive alignments retained for detailed consideration
- Discussed all intersection and interchange options
- Discussed development effects

C. PUBLIC MEETINGS

The following section provides a summary of the formal public involvement meetings held by SHA.

1. Alternates Public Workshop

The Preliminary Alternates for US 1 were presented at an Alternates Public Workshop held on November 4, 1999 at the College Park Community Center. The goals of the workshop was to present the preliminary alternates developed for this study and receive input from the public concerning support for or opposition to each alternate. Attendees were generally supportive of the need for vehicular and pedestrian accommodations and although there was vibrant community input for all of the alternates presented, there was no clear preference for a specific alternate. Several participants questioned the safety of accommodating bicyclists on US 1. Other issues included concerns for proposed impacts, access to and from businesses and the number of business displacements. The Study Team received overwhelming interest for the Cherry Hill Road Full Bridge Interchange Option.

2. Location/Design Public Hearing

Approximately 170 people attended the Public Hearing on June 27, 2001. Seventy (70) individuals provided formal testimony. The comments collected, summarized below, were assessed over the following months to determine which improvement options were

avored by the community. This information was then utilized by the Study Team to make a recommendation to the SHA Administrator.

Summary of Testimony and SHA Response

- Support for and against bike lanes – *SHA noted that bike lanes are incorporated as part of the typical section to improve accessibility and service for alternative modes of transportation*
- Favorable reaction on the need for improved pedestrian safety – *SHA noted that 5-foot sidewalks are incorporated to provide improved accessibility and safety. Further, improved signal timing and pedestrian crossing facilities have been included*
- Concerns that congestion issues are not being adequately addressed – *SHA noted that congestion relief is not a central goal of this project. Capacity improvements are only proposed at the Cherry Hill Road intersection. Additionally, the wider travel lanes and other improvements will help improve traffic operations and safety*
- Access management, parking and internal circulation were all issues concerning property owners and customers – *Access consolidation is a necessary component in the project's goal to improve safety in the corridor, however SHA maintains that every attempt will be made during the design phase of the project to avoid impacts to property*
- Concerns over property relocation, displacement and business disruption – *SHA maintains that every attempt will be made during the design phase of the project to avoid impacts to property. If impacts are imminent, on-site relocation (signs, parking, etc.) will be provided where possible and/or owners will be provided fair market value for their property and relocation assistance*
- Cost of underground vs. above ground relocation of utilities – *Relocating utilities underground is cost prohibitive. SHA expressed their willingness to pay a portion of the cost to underground utilities up to the amount estimated to relocate utilities above ground.*
- Most attendees favorably supported the safety and capacity improvements provided by the proposed Cherry Hill Interchange – *SHA noted that additional engineering refinements and agency approval of the Cherry Hill Road Interchange Alternate were still required prior to a selection.*

- Public preference for the 4-lane or 5-lane alternates was equally divided - *SHA noted that additional engineering refinements and agency approval of the Alternates were still required prior to a selection. The Study Team will continue to meet with the project Focus Group for their insight and recommendations for the remainder of the study.*

A project brochure mailed to local residents and business owners and provided for attendees at the Public Hearing, contained all relevant information regarding the proposed alternates and SHA policies. Each brochure also included a prepaid postage comment card to give all interested parties an opportunity to express their opinions regarding the project. Each letter, comment card or other form of written communication received in response to the public hearing is reproduced in the Citizen Correspondence section followed by SHA's response at the end of this document.

3. Public Information Meeting

An Informational Workshop was held on June 23, 2004 to present the latest options developed to improve the intersection of US 1/Cherry Hill Road. The following summarizes the comments received at this meeting:

Summary of Comments Received

- Most residents within the Autoville Drive community did not support the Autoville Drive Options
- Business owners tended to favor the Mainline No-Build, Cherry Hill Road At-Grade No-Build and Autoville No-Build or Autoville Drive Option C
- Concerns were raised regarding property impacts and displacements
- Many still support the Full-Bridge Interchange Option

SECTION V

Comments and Coordination

PUBLIC COMMENTS AND SHA RESPONSE

V. COMMENTS AND COORDINATION

This section includes letters, comment cards, and other correspondence documenting the involvement of the public, elected officials, resource, review, and permitting agencies throughout the study. The correspondence is grouped accordingly:

- A. ELECTED OFFICIALS CORRESPONDENCE**
- B. AGENCY CORRESPONDENCE**
- C. CORRESPONDENCE FROM THE PUBLIC**

ELECTED OFFICIALS



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3887

October 23, 1997

County Council
WALTER H. MALONEY
Council Member, 1st District



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Parker Williams
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203-0717

November 12, 1997

Re: Project US 1, Baltimore Avenue

Dear Mr. Williams:

The Honorable Walter H. Maloney
Member, Prince George's County Council
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Dear Councilmember Maloney:

Thank you for your recent letter concerning our project planning evaluation for US 1, from Paint Branch Parkway to Sunnyside Avenue in Prince George's County. You requested that we accelerate the planning phase for this project and extend the limits of the study to MD 410 on the south and to Muirkirk Road on the north. Your continued interest in our program and especially in improving the US 1 corridor traffic operations is appreciated.

The US 1 project (from Paint Branch Parkway to Sunnyside Avenue) was added to the final FY 1997-FY 2002 Consolidated Transportation Program, and funds were allocated for planning from FY 1998 through FY 2000. Planning normally takes approximately two to three years to complete. The cash flow shown for this project reflects funds needed to complete the anticipated amount of work for each fiscal year. We will make every effort during the planning phase to develop this project expeditiously.

The current limits of this project are identified in the Prince George's County priority list. Improvements on US 1 north of Sunnyside Avenue will be evaluated as part of our US 1/MD 201 Extended project.

A recent traffic survey along the US 1 corridor indicates traffic volumes decrease significantly south of the University of Maryland. We also anticipate that the improvements currently under construction at the US 1/MD 410 intersection will improve traffic operations at this location.

I would like to follow up my remarks made at the portion of the SHA tour which took place in Greenbelt on October 9. I am happy that some attention is being paid to the deteriorating condition of US 1, as reflected in Prince George's Line 33, Secondary Development and Evaluation Program for FY 1999. However, only \$208,000 of the estimated \$553,000 for a study to reconstruct 2.1 miles of Route One appears in the budget year 1999 program. As noted in my remarks at your hearing, the study is unduly restricted to that portion of US 1 from Paint Branch Parkway to Sunnyside Avenue.

I urge you to speed up this planning process by placing in the FY 1999 budget all of the planning money suggested in your CTP for the project, and that you extend the scope of the inquiry to Route 410 on the south and to Muirkirk road on the north. Improvements in these areas is integral to any meaningful solution to the problems to be addressed in the proposed area. As a justification, this extension would serve to relieve already failing intersections and to accommodate background traffic from development in progress, all of which will have a devastating effect on US 1 even before the proposed survey is complete, not to mention before any construction might take place.

Very truly yours,

Walter H. Maloney
Walter H. Maloney
Council Member
District One

ADMINISTRATIVE OFFICE
STATE HIGHWAY ADMINISTRATION
503 N. W. 305
Enclosure

County Administration Building—Upper Marlboro, Maryland 20772

My telephone number is (410) 545-0400

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The Honorable Walter H. Maloney, Jr.
November 12, 1997
Page Two

Again, thank you for your letter. If you have any questions or comments regarding the US 1 corridor, please feel free to call me or Mr. Neil Pedersen, our Director of Planning and Preliminary Engineering, who may be reached at 410-545-0411.

Sincerely,



Parker F. Williams
Administrator

cc: Mr. Neil J. Pedersen, Director, State Highway Administration

8125 48th Avenue
Berkley Apts. #204
College Park, MD 20740

April 6, 1999

The Honorable Brian Moe
210 Lowe House Office Building
Annapolis, MD 21401

Dear Delegate Moe:

Would you please inform me of any efforts being made to improve the traffic situation on U.S. Route 1 in the vicinity of the University of Maryland. Any improvements in traffic flow and pedestrian safety made in this area would be greatly beneficial for the University of Maryland.

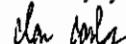
The University of Maryland at College Park is the flagship institution in the University system of Maryland. Many things are being done right now to ensure the growth of this school as one of the premier research institutions in the country. I feel that one sure way to improve the school would be to make downtown College Park safer for pedestrians.

In my 4 years at this school I have seen the large volume of traffic on Route 1 result in many backups for commuters. At times it seems that there is a never-ending stream of cars on U.S. 1. Many times this leads to unsafe situations for pedestrians as downtown College Park becomes dominated by cars.

If something could be done to alleviate traffic I think students would spend more time walking and shopping downtown. This would bring more businesses to the area and make College Park more like a traditional college town. In short, I think that reducing traffic on Route 1 is necessary for this university to reach full potential.

Please let me know if I can assist you in any way in your examination of this issue and the actions taken to improve the situation. Thank you for your consideration of this letter and for your response.

Sincerely yours,



Ian Carlsson



MARYLAND GENERAL ASSEMBLY
 TWENTY-FIRST DISTRICT DELEGATION

SENATOR ARTHUR DORMAN
 DELEGATE PAULINE H. MENES
 DELEGATE BARBARA FRUSH
 DELEGATE BRIAN R. MOE

April 16, 1999

REPLY TO:
 DISTRICT 21
 21ST DISTRICT DELEGATION
 210 LOWE HOUSE OFFICE BUILDING
 ANNAPOLIS, MARYLAND 21401-1991
 WASHINGTON LINE (301) 858-3114
 ANNAPOLIS LINE (410) 841-3114

Mr. Ian Carlsson
 8125 48th Avenue #204
 College Park, MD 20740

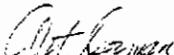
Dear Mr. Carlsson:

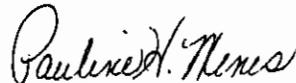
Thank you for your letter of April 6, regarding your concerns over traffic problems in the College Park area. It is good to know of citizens in the area who are willing to express their ideas and to get involved.

Route One traffic concerns have been a priority with us for several years. In addition, several groups are currently working together to address the traffic problems in the area. The State Highway Administration, Prince George's County, the City of College Park, and the University of Maryland have been working with a focus group of concerned area citizens and civic leaders for several months to identify and address areas of specific concern. We have taken the liberty of forwarding your letter to Mr. Neil Pedersen, Planning Director for the State Highway Administration, and are requesting him, by copy of this letter, to respond to your concerns.

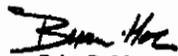
Thank you for the opportunity to be of service. Please let us know if we can help further.

We are sincerely,


 Arthur Dorman
 Senator


 Pauline H. Menes
 Delegate


 Barbara A. Frush
 Delegate


 Brian R. Moe
 Delegate

DM
 cc: Neil Pedersen, SHA, Director of Planning



THE MARYLAND GENERAL ASSEMBLY
 PRINCE GEORGE'S COUNTY DELEGATION

March 2, 2000

RUSHEN L. BAKER, III
 CHAIR
 BARBARA FRUSH
 VICE-CHAIR
 DARRIN M. SWAIN
 2ND VICE-CHAIR

M. 2/2
 JOAQUIN C. BRIDSON
 ANTHONY BROWN
 MARK A. CONROY
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 JOHN A. GLANVILLE, JR.
 MELONY GAFFNEY
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 KERRY HILL
 CAROLYN J. B. HOWARD
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 GREG PATTERSON
 JOAN B. FITZIN
 JAMES K. PROCTOR, JR.
 DAVID M. VALDESIRAMA
 JOSEPH E. VALLANO, JR.

Mr. Parker F. Williams
 Administrator
 State Highway Administration
 Post Office Box 717
 Baltimore, MD 21203-0717

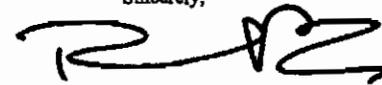
Dear Mr. Williams:

I am writing in response to your letter of February 14, 2000, regarding project planning for the US 1 - College Park Study. Thank you for outlining the status to date.

Legislators from the 21st District met with representatives of the State Highway Administration, the City of College Park, and the University of Maryland College Park on March 1, 2000. At that meeting, the status and direction of the project were reviewed, and all present agreed that project planning should go forward based upon that information.

Therefore, I am pleased to express the concurrence of the Prince George's County House Delegation to proceed with final project planning for this US 1-College Park Study. Thank you for the opportunity to comment. Please keep us posted on the progress of this vital project.

Sincerely,


 Rushen L. Baker, III
 Chair

RB:dm



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 20, 2000

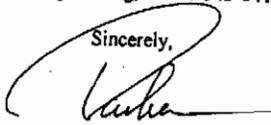
The Honorable Rushern L. Baker, III
Chairman, Prince George's County Delegation
Maryland House of Delegates
201 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

Dear Delegate Baker:

Thank you for your recent letter, on behalf of the Prince George's County House Delegation, in which you expressed the Delegation's concurrence on the US 1 College Park Study. We appreciate the valuable input and interest you and the members of the 21st District have shared with the study team. As we progress through Stage II of project planning, we will keep you and the delegation informed of the status of the project.

Thank you again for your coordination of this important project planning study. We look forward to working with you. If you have any questions or comments, please feel free to contact the Project Manager, Ms. Catherine Romero, at 410-545-8544 or Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering, at 410-545-0411 or 1-888-204-4828.

Sincerely,



Parker F. Williams
Administrator

cc: The Honorable Barbara Frush, Maryland House of Delegates
The Honorable Pauline Menes, Maryland House of Delegates
The Honorable Brian R. Moe, Maryland House of Delegates
Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration
The Honorable John D. Porcari, Secretary, Maryland Department of Transportation
Ms. Catherine Romero, Project Manager, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



April 14, 2000

CITY COUNCIL
Judith F. Davis, Mayor
Alan Turnbull, Mayor Pro Tem
Edward V. J. Putens
Rodney M. Roberts
Thomas X. White

Charlie K. Watkins, District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Charlie
Dear Mr. Watkins:

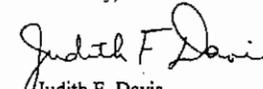
The City is aware that a Project Planning Study is being conducted which covers US Route 1 from Sunnyside Avenue to College Avenue. We believe this study is an important opportunity toward improving bicycle, pedestrian and vehicular traffic flow along this important corridor.

At its regular meeting of March 13, 2000, the Greenbelt City Council considered a request from the Greenbelt Bicycle Coalition to support dedicated bicycle lanes on this section of US Route 1. As you know, the City has taken an active role in establishing dedicated bicycle lanes in our City and promoting them elsewhere.

The Council supports dedicated bicycle lanes on US Route 1 and encourages their inclusion in the Planning study currently underway. These lanes would provide access to the University of Maryland, an important link to other bicycle facilities, including Greenbelt Road and an impetus for other links north and south on Route 1.

Thank you in advance for your consideration and we look forward to working with you on improving this key transportation corridor.

Sincerely,



Judith F. Davis
Mayor

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248 TDD: (301) 474-2046
www.ci.greenbelt.md.us



MARYLAND GENERAL ASSEMBLY

TWENTY-FIRST DISTRICT DELEGATION

SENATOR ARTHUR DORMAN
DELEGATE PAULINE H. MENES
DELEGATE BARBARA FRUSH
DELEGATE BRIAN R. MOE

April 25, 2000

REPLY TO:
DISTRICT 21

21ST DISTRICT DELEGATION
210 LOWE HOUSE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
WASHINGTON LINE (301) 858-3114
ANNAPOLIS LINE (410) 841-3114

Parker F. Williams, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Williams:

This year the General Assembly found it to be in the best interest of the public for the State to include enhanced transportation facilities for pedestrians and bicycle riders as an essential component of the State's transportation system. The new policy of the state (HB1147-2000) is that access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycles riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities.

It is our firm request that you remember and incorporate the above considerations into the plans for improvements to U.S. Route One. With all the concerns being voiced about congestion in this area, it makes good sense to support alternative means of transportation and access for the public. We hope we can count on your support for this program that can only have a positive outcome for all concerned.

If you have any questions on the legislation or if we may be of some further assistance, let us know. It is always our pleasure to work with you.

We are sincerely,

Arthur Dorman
Senator

Pauline H. Menes
Delegate

Barbara A. Frush
Delegate

Brian R. Moe
Delegate

jl
cc: Charlie Watkins

Handwritten notes: Neil D, The Pedestrian was passed, cc Charlie Watkins, 4/26/00

Handwritten note: JOAN PITKIN 301-260-3058 Thank you for your Time Bill Kelly



MARYLAND GENERAL ASSEMBLY

TWENTY-FIRST DISTRICT DELEGATION

SENATOR ARTHUR DORMAN
DELEGATE PAULINE H. MENES
DELEGATE BARBARA FRUSH
DELEGATE BRIAN R. MOE

April 25, 2000

REPLY TO:
DISTRICT 21

21ST DISTRICT DELEGATION
210 LOWE HOUSE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
WASHINGTON LINE (301) 858-3114
ANNAPOLIS LINE (410) 841-3114

The Honorable Michael J. Jacobs
Mayor, The City of College Park
and the City Councilmembers
4500 Knox Road
College Park, Maryland 20740

Dear Mayor Jacobs and Councilmembers:

This year the General Assembly found it to be in the best interest of the public for the State to include enhanced transportation facilities for pedestrians and bicycle riders as an essential component of the State's transportation system. The new policy of the state (HB1147-2000) is that access to and use of transportation facilities by pedestrians and bicycle riders shall be considered and best engineering practices regarding the needs of bicycles riders and pedestrians shall be employed in all phases of transportation planning, including highway design, construction, reconstruction, and repair as well as expansion and improvement of other transportation facilities.

It is our firm request that you remember and incorporate the above considerations into the plans for improvements to U.S. Route One. With all the concerns being voiced about congestion in this area, it makes good sense to support alternative means of transportation and access for the public. We hope we can count on your support for this program that can only have a positive outcome for all concerned.

If you have any questions on the legislation or if we may be of some further assistance, let us know. It is always our pleasure to work with you.

We are sincerely,

Arthur Dorman
Senator

Pauline H. Menes
Delegate

Barbara A. Frush
Delegate

Brian R. Moe
Delegate

jl

Handwritten note: Bill - same letter to Parker Williams @ SHA + to Charlie Watkins



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 10, 2000

The Honorable Arthur Dorman
Senate of Maryland
116 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Dorman:

Thank you for your recent letter regarding the new State policy (HB 1147-2000) which states that it is in the best interest of the public to include enhanced transportation facilities for pedestrians and bicycle riders as an essential part of the State transportation system. Accommodations for bicyclists and pedestrians are being considered on State roadways in Maryland. Most specific to your concerns, these accommodations are being considered as part of the Planning Study for US 1 in College Park as well as in design, construction, reconstruction, and repair projects along US 1 throughout the State. We appreciate your continued support of this program.

Thank you again for your letter. If you have any questions, please feel free to contact me or Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering, who can be reached at 410-545-0411 or 1-888-204-4828.

Sincerely,

Elizabeth L. Homer, Deputy
Parker F. Williams
Administrator

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

RECEIVED

JUN 10 2000

17275
SECRETARY

DEPARTMENT OF TRANSPORTATION



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21404

Parker Williams
no Prepara response for Secretary's
state

June 6, 2000

Mr. John Pocari, Secretary
Maryland Department of Transportation
P.O. Box 8755
BWI Airport, MD 21240-0755

RE: Bicycle-Pedestrian Access for
U.S. Route 1

Dear Secretary Pocari:

This letter comes to lend you our strongest encouragement, as sponsor and co-sponsors of bicycle-pedestrian access legislation in the 2000 Session, to carry out the mandate to include dedicated bicycle lanes in the improvement planning process for U.S. Route 1.

The successful House Bill 1147, (Chapter 670) signed into law by Governor Glendening on May 18, 2000, established that the policy of the State of Maryland would henceforth consider the needs of bicyclists and pedestrians in all phases of transportation planning.

This law will become effective July 1, 2000, and so it is timely to the State Highway Administration's current study of improvements to Route 1 to incorporate bicycle and pedestrian considerations. Especially critical to the intent of the law is that SHA lay the groundwork and give forethought now to the linkage of bicycle routes along the Route 1 corridor.

We appreciate the complexity of the effort required to integrate alternative transportation modes into a traditional paradigm of public transportation, and stand with you in the determination to keep one's long-range eye on the improved environmental and traffic mitigation results.

Very truly yours,

Jan B. Pitkin
Jan B. Pitkin
Delegate

Mary A. Conroy
Mary A. Conroy
Delegate

James W. Hubbard
James W. Hubbard
Delegate

ccs to: Parker Williams, Administrator/Charlie Watkins, District Engineer, SHA
Mayor Robinson of Bowie, Mayor Davis of Greenbelt, Mayor Jacobs of College Park

Leo E. Greig
3rd Legislative District
Prince George's County
Major Committee
Vice-Chairman
Judicial Proceedings
Legislative Policy
Executive Nominations
Joint Commission
Spending Affordability
Governor's Work Force
Investment Board



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

Annapolis Office
217 James Senate Office Building
Annapolis, Maryland 21401-1991
301-890-3631 • 410-841-3031
Fax 878/841-3174
E-Mail leo_greig@senate.maryland.gov

Parker F. Williams
Please Prepare Response for Secretary's
Signature

June 7, 2000

RECEIVED
17274
SECRETARY
DEPARTMENT OF TRANSPORTATION

The Honorable John Porcari
Secretary
MD Department of Transportation
Post Office Box 8755
BWI Airport, MD 21240

Dear Secretary Porcari:

I join my House colleagues, Delegates Pitkin, Conroy, and Hubbard in writing to enlist your support for the mandate to include dedicated bicycle lanes in the improvement planning process for US Route 1. The successful HB 1147 (Chapter 670) and SB 884 signed by Governor Glendening on May 18, 2000, established that the State would consider the needs of bicyclists and pedestrians in all phases of transportation planning.

Since the new law will become effective July 1, 2000, it is especially critical that the State Highway Administration provide linkage of bicycle routes along the Route 1 corridor. If you have any questions, please contact me. In advance, thank you for your attention to this matter.

Sincerely,

Leo Greig
Leo Greig
State Senator
23rd District of Maryland



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 7, 2000

The Honorable Arthur Dorman
Senate of Maryland
116 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Dorman:

This letter is to inform you of our upcoming meetings with property owners along US 1 in College Park from the Beltway to College Avenue, as described in the enclosure. The purpose of these meetings is to receive feedback from property owners and renters on their specific issues relative to the proposed roadway improvement concepts.

Letters were sent to all property owners and renters directly affected by the improvement concepts. The enclosed flyer was hand delivered to businesses in the corridor.

Each meeting will begin with a short presentation that will provide an overview of the project. Attendees will be assigned to small breakout groups according to their geographic location within the corridor. Facilitators assigned to each group will listen to and record concerns regarding operational and site-specific issues that the team should consider during the development of alternatives.

Your continued involvement in the US 1 College Park Study is appreciated. If you have any questions, please feel free to contact Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering, who can be reached at 410-545-0411 or 1-888-204-4828, or Ms. Catherine Romero, the Project Manager, at 410-545-8544 or 1-800-548-5026.

Sincerely,

Parker F. Williams
Parker F. Williams
Administrator

Enclosure

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 7, 2000

The Honorable Michael J. Jacobs
Mayor
City of College Park
4500 Knox Road
College Park MD 20740

Dear Mayor Jacobs:

This letter is to inform you of our upcoming meetings with property owners along US 1 in College Park from the Beltway to College Avenue, as described in the enclosure. The purpose of these meetings is to receive feedback from property owners and renters on their specific issues relative to the proposed roadway improvement concepts.

Letters were sent to all property owners and renters directly affected by the improvement concepts. The enclosed flyer was hand delivered to businesses in the corridor.

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Your continued involvement in the US 1 College Park Study is appreciated. If you have any questions, please feel free to contact Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering, who can be reached at 410-545-0411 or 1-888-204-4828, or Ms. Catherine Romero, the Project Manager, at 410-545-8544 or 1-800-548-5026.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 7, 2000

The Honorable Wayne K. Curry
Prince George's County Executive
County Administration Building
Room 5032
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772-3070

Dear County Executive Curry:

This letter is to inform you of our upcoming meetings with property owners along US 1 in College Park from the Beltway to College Avenue, as described in the enclosure. The purpose of these meetings is to receive feedback from property owners and renters on their specific issues relative to the proposed roadway improvement concepts.

Letters were sent to all property owners and renters directly affected by the improvement concepts. The enclosed flyer was hand delivered to businesses in the corridor.

Each meeting will begin with a short presentation that will provide an overview of the project. Attendees will be assigned to small breakout groups according to their geographic location within the corridor. Facilitators assigned to each group will listen to and record concerns regarding operational and site-specific issues that the team should consider during the development of alternatives.

Your continued involvement in the US 1 College Park Study is appreciated. If you have any questions, please feel free to contact Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering, who can be reached at 410-545-0411 or 1-888-204-4828, or Ms. Catherine Romero, the Project Manager, at 410-545-8544 or 1-800-548-5026.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

My telephone number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Maryland Department of Transportation
The Secretary's Office

PG
Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverley K. Swaim-Staley
Deputy Secretary

July 11, 2000

The Honorable Leo E. Green
Senate of Maryland
3123 Belair Drive
Bowie MD 20715-3198

Dear Senator Green:

Thank you for your recent letter requesting that dedicated bicycle lanes be considered in the planning process for US 1. We appreciate your interest in providing for bicyclists and pedestrians along this route.

The State Highway Administration (SHA) has been continually committed to studying ways to safely accommodate bicyclists in this corridor. Since the beginning of the US 1 planning study in College Park, accommodation of pedestrians and bicyclists has been one of the study's goals. The cross-section of preliminary alternatives provided for the accommodation of bicyclists with a 14-foot-wide outside curb lane concurrent with the traffic. During the course of the study, the American Association of State Highway and Transportation Officials (AASHTO) published its Guide for Development of Bicycle Facilities. According to AASHTO's design criteria, wide curb lanes are usually preferred where shoulders are not provided, such as in restricted urban areas. The wider lanes allow bicyclists more maneuverability when vehicles exit driveways to enter the roadway, and are therefore safer in this context.

The study team has been working to accommodate bicycles using safe design dimensions. Toward that end, we are discussing, with the community, the safety implications of 14- and 16-foot lanes to accommodate bicyclists. It is important, however, to understand the sensitivity of the community to the different cross-sections. The business community along US 1 in College Park has been continually involved in the project; however, the business community and the College Park City Council have been vocal in their concerns about impacts to property and whether bicyclists should use US 1 or alternate routes. We will continue to work with the community to build consensus on accommodations for bicyclists and pedestrians, as well as on aesthetic improvements in the corridor.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8765, Baltimore/Washington International Airport, Maryland 21240-0765

The Honorable Leo E. Green
Page Two

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Neil J. Pedersen, SHA's Director of Planning and Preliminary Engineering at 410-545-0411, 1-888-204-4828, or npedersen@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely

[Signature]
John D. Porcari
Secretary

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration



Maryland Department of Transportation
The Secretary's Office

DEPT #
17274

Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverly K. Swain-Staley
Deputy Secretary

The Honorable Mary A. Conroy
The Honorable James W. Hubbard
The Honorable Joan B. Pitkin
Page Two

July 11, 2000

The Honorable Mary A. Conroy
Maryland House of Delegates
208 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

The Honorable James W. Hubbard
Maryland House of Delegates
208 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

The Honorable Joan B. Pitkin
Maryland House of Delegates
208 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

Dear Delegates Conroy, Hubbard, and Pitkin:

Thank you for your recent letter requesting that dedicated bicycle lanes be considered in the planning process for US 1. We appreciate your interest in providing for bicyclists and pedestrians along this route.

The State Highway Administration (SHA) has been continually committed to studying ways to safely accommodate bicyclists in this corridor. Since the beginning of the US 1 planning study in College Park, accommodation of pedestrians and bicyclists has been one of the study's goals. The cross-section of preliminary alternatives provided for the accommodation of bicyclists with a 14-foot-wide outside curb lane concurrent with the traffic. During the course of the study, the American Association of State Highway and Transportation Officials (AASHTO) published its Guide for Development of Bicycle Facilities. According to AASHTO's design criteria, wide curb lanes are usually preferred where shoulders are not provided, such as in restricted urban areas. The wider lanes allow bicyclists more maneuverability when vehicles exit driveways to enter the roadway, and are therefore safer in this context.

The study team has been working to accommodate bicycles using safe design dimensions. Toward that end, we are discussing, with the community, the safety implications of 14- and 16-foot lanes to accommodate bicyclists. It is important, however, to understand the sensitivity of the community to the different cross-sections. The business community along US 1 in College Park has been continually involved in the project; however, the business community and the College Park City Council have been vocal in their concerns about impacts to property and whether bicyclists should use US 1 or alternate routes. We will continue to work with the community to build consensus on accommodations for bicyclists and pedestrians, as well as on aesthetic improvements in the corridor.

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Neil J. Pedersen, SHA's Director of Planning and Preliminary Engineering at 410-545-0411, 1-888-204-4828, or npedersen@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely,

John D. Porcari
Secretary

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration



Maryland Department of Transportation
State Highway Administration

D | 00000876.5:

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Michael J. Jacobs
Page Two

July 31, 2000

The Honorable Michael J. Jacobs
Mayor, City of College Park
4500 Knox Road
College Park MD 20740

bcc: Ms. Billie Leeper, Administrative Assistant, State Highway Administration
(Item No.: 5059)
Ms. Cynthia D. Simpson, Deputy Director, State Highway Administration
Mr. Alan Straus, URS Greiner

Dear Mayor Jacobs:

Thank you for your recent letter endorsing the 16-foot outside lane for the US 1-College Park Study. We appreciate the valuable input and interest you and the members of the College Park City Council have continued to share with the study team.

As the US 1 College Park study progresses through Stage II of project planning activities, we will keep you and the council informed on the status of the project and look forward to any comments or questions that you may have. We will also work with the business community along US 1 to address as many of their issues as we can.

Thank you again for your coordination on this important project planning study. We look forward to working with you. If you have any questions, please feel free to contact the Project Engineer, Ms. Nicole Tunstall, at 410-545-8570 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

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

cc: Ms. Nicole Tunstall, Project Engineer, State Highway Administration

My telephone number is 410-545-0411 or 888-204-4828

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Maryland Department of Transportation
The Secretary's Office

D10000087603

Parrie N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverley K. Swain-Staley
Deputy Secretary

July 28, 2000

The Honorable Thomas R. Hendershot
Prince George's County Council
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Dear Councilman Hendershot:

Thank you for your recent letter regarding the US 1/College Park Study, from Sunnyside Avenue to College Avenue in Prince George's County. We appreciate the input and interest you and the members of the County Council have continued to share with the study team.

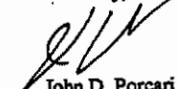
This year, through the new policy established in HB 1147, the General Assembly found it to be in the best interest of the public for the State to include enhanced transportation facilities for pedestrians and bicyclists as an essential component of the State's transportation system. Since the inception of the US 1/College Park planning study, bicycle accommodation has been included in the form of a 14-foot outside curb lane. Early on, the study team followed the American Association of State Highway and Transportation Officials' (AASHTO) guidelines, which required a 3-foot addition to the outside curb lane as the minimum width for accommodating bicyclists on roadways in urban areas. This increased the curb lane from an existing 11-foot lane to a proposed 14-foot lane and impacted some of the right-of-way of the businesses along US 1. New AASHTO guidelines indicate that, although a 3-foot bicycle lane would accommodate bicyclists, a 5-foot lane would accommodate them more safely. The study team has conducted a technical review of the incremental impacts of the 16-foot lane as compared to the 14-foot lane and found that there are no additional displacements and only marginal increases in the actual land needed.

In your letter, you also suggested that the State Highway Administration (SHA) accommodate bicyclists on parallel facilities such as Rhode Island Avenue and the Paint Branch bike path. While this suggestion has merit, as part of its proposed improvement strategy, SHA has an obligation to take measures to safely accommodate the bicycles on US 1. I understand that a meeting with our project staff to brief you on the US 1 project is being scheduled. Hopefully, these issues can be more thoroughly discussed at that meeting.

The Honorable Thomas R. Hendershot
Page Two

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering for the State Highway Administration at 410-545-0411, 1-888-204-4820 or, via email, at npedersen@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely,


John D. Porcari
Secretary

*TAM:
FOR OUR DISCUSSION W
WILL CONTINUE TO WORK
WITH ALL PARTIES ON THE
ROUTE 1 ISSUE. JDN*

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

2101

Maryland Department of Transportation
The Secretary's Office

Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverly K. Swalm-Staley
Deputy Secretary

October 30, 2000

The Honorable Thomas R. Hendershot
Prince George's County Councilman
County Administration Building
Upper Marlboro MD 20772

Dear Councilman Hendershot:

Thank you for your recent letter regarding Baltimore Avenue (US 1) between the Capital Beltway and the University of Maryland's North Gate.

The State Highway Administration's (SHA) study team, which includes representatives from Prince George's County, the city of College Park and the University of Maryland, have been working over the past year to refine the engineering details associated with several potential improvement alternatives. One alternative that remains is to reconstruct US 1 as a 4-lane, divided highway with limited widening only at key intersections. Since the beginning of the study, the median width has been set at a design minimum of 16 feet. While the focus of continuing studies is to reduce the impacts of the proposed alternatives, I do have concern about the ultimate safety of the road if the 16-foot raised median is not retained. The 16-foot median provides some very important safety and traffic movement features, including the necessary width for left-turning and U-turning vehicles and a safe harbor area for vehicles turning onto US 1 from roadside businesses or other public streets. In addition, it provides a healthy environment for trees that will give US 1 a softer, boulevard feel.

As you know, the US 1-College Park improvement study presents multiple challenges, both in terms of resolving, to the greatest extent possible, the traffic operations on the existing roadway and improving the aesthetics of the corridor. We remain committed to creating a functional transportation corridor for those who utilize US 1. At the same time, these studies have, and will continue to focus on minimizing the impacts of the various alternatives. The study team is continuing its evaluation of variable roadway sections, alignment shifts, slope variations and retaining walls in an attempt to save valuable right-of-way, parking areas and direct impacts to the corridor's businesses. We are confident that the number of building displacements can be reduced. The business displacements identified thus far are not solely the result of the provisions for on-road bicycles, just as the wider outside curb lane adds width to the roadway section, it is a component of the right-of-way needs. No single feature of the proposed roadway is responsible for the displacements, including the 16-foot median.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1242
Post Office Box 8756, Baltimore/Washington International Airport, Maryland 21240-0756

The Honorable Thomas R. Hendershot
Page Two

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Neil Pedersen, SHA's Deputy Administrator for Planning and Engineering at 410-545-0411, 1-888-204-4828 or, via email, at npedersen@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely,

John D. Porcari
John D. Porcari
Secretary

- cc: The Honorable Arthur Dorman, Senate of Maryland
The Honorable Barbara Frush, Maryland House of Delegates
The Honorable Pauline Mcens, Maryland House of Delegates
The Honorable Brian Moe, Maryland House of Delegates
Mr. Neil J. Pedersen, Deputy Administrator, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration



Maryland Department of Transportation
The Secretary's Office

December 5, 2000

Proj. No: 1905 D110001011
Proj. Title: 0.00010
 Admin. OAGC Const. Plans
 Corresp. Tech. Data

Parris N. Glendonig
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverly K. Swaim-Staley
Deputy Secretary

The Honorable Arthur Dorman
The Honorable Barbara A. Frush
The Honorable Pauline H. Menes
The Honorable Brian R. Moe
Page Two

The Honorable Arthur Dorman
Senate of Maryland
116 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

The Honorable Barbara A. Frush
Maryland House of Delegates
3019 Chapel View Drive
Beltsville MD 20705-3429

The Honorable Pauline H. Menes
Maryland House of Delegates
210 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

The Honorable Brian R. Moe
Maryland House of Delegates
15409 Straughn Drive
Laurel MD 20707-2648

Dear Senator Dorman and Delegates Frush, Menes, and Moe:

Thank you for your recent letter endorsing a multiple level interchange at Baltimore Avenue and Cherry Hill Road in College Park. We appreciate the input and interest you have continued to share with the study team.

The Department recognizes the degree of congestion at the Cherry Hill Road intersection. As part of the US 1-College Park Study, we are looking at an interchange option to improve traffic flow at that location. We anticipate presenting this option at a public hearing in the Spring of 2001. Following the public hearing, we will be in a position to select an alternative.

As we make decisions regarding additional project phases to add to the Consolidated Transportation Program, we will consider your recommendation to break out and advance the interchange at US 1 and Cherry Hill Road.

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering for the State Highway Administration at 410-545-0411, 1-888-204-4820 or, via email at npedersen@sha.state.md.us. He will be happy to assist you. Of course, you should always feel free to contact me directly.

Sincerely,


John D. Porcari
Secretary

cc: The Honorable Wayne Curry, Prince George's County Executive
The Honorable Thomas Hendershot, Prince George's County Council
The Honorable Michael Jacobs, Mayor, City of College Park
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3060

THOMAS R. HENDERSHOT
Councilman
3rd District

June 18, 2001

Alan Straus
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Alan:

Unfortunately, I am unable to attend the public hearing on June 27, because I will be out of town attending the Maryland Municipal League convention. As my office indicated to you, I am very interested in Route 1, and I appreciate your offer to brief me on the hearing when I return. Please call my office to arrange a time convenient for you.

It is important to me to make some comments for the record. First, let me say, I was very impressed with the way your team conducted the study. You kept an open mind and listened to all comments from members of the Focus Group and investigated their ideas when appropriate. I am particularly pleased that you have reduced the number of businesses that will be impacted.

Please note that I expect State Highways to treat the businesses fairly. I want to make sure that they are paid a fair market price for their property, along with sufficient relocation allotment to cover all their expenses, where appropriate. Please do not "nickle and dime" these people.

As I have indicated to you and Secretary Poracari, I am opposed to sixteen-foot bicycle lanes along Route 1 as currently proposed. I feel widening the 10 to 11 foot right-of-way to fourteen or sixteen feet will impair too many small businesses. The taking will cause loss of parking spaces to the detriment of commerce. I support opportunities for bicyclists to operate for recreation or for primary transportation purposes. However, I believe this ought to be accomplished without widening Route 1 in a way that impairs business either by displacement or right of way acquisition. I believe there are alternatives, to include the Paint Branch bike path, one at Rhode Island Avenue and others. Also, bike access to various centers on Route 1, for students and others, can be accomplished without burdening small business.

Alan Straus
June 18, 2001
Page 2

The public policy promise of bicycle transportation as a substantial transit alternative is questionable at best. It is not clear that benefits are sufficient to justify impairing a small business owner's investment, earnings and/or retirement, not to mention that of his employees. Equally important, I believe bicycle lanes along Route 1 may pose a significant safety hazard for both cyclists and motorists. I urge that SHA reconsider its thinking on this issue.

Finally, I would offer my full support for the multiple level interchange at Route 1 and Cherry Hill Road. In my opinion this is essential to the Route 1 project. In fact, I would like to see the Cherry Hill intersection done first since this intersection is so dangerous.

Thank you for considering my views and those of my constituents.

Best regards.

Sincerely,

Thomas R. Hendershot
Councilman



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Thomas R. Hendershot
Prince George's County Government
Councilman, 3rd District
County Administration Building
Upper Marlboro MD 20772

Dear Councilman Hendershot:

Thank you for your recent letter regarding the US 1- College Park Study, from Sunnyside Avenue to College Avenue in Prince George's County. We are pleased to hear of your interest in the US 1 project and are looking forward to meeting with you to discuss the study's progression as well as address any concerns or comments you may have. Alan Straus, the project manager, will be in touch with you shortly to set up a meeting.

Your opposition to the 16-foot wide outside curb line to accommodate bicycles on US 1 is noted. Further, your support of the interchange improvements at Cherry Hill Road and US 1 has also been noted for the record. As you know, the SHA is currently considering three alternatives. They include the No-Build, the 4-Lane Divided Reconstruction Alternative, and the 5-Lane Undivided Reconstruction Alternative. A final decision on a selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

The US 1 improvement study presents multiple challenges, both in terms of resolving to the greatest extent possible the traffic operations on the existing roadway and the aesthetic enhancements of the corridor. We remain committed to working through these studies in an effort to create a safe and vibrant transportation corridor for those who travel through, patronize businesses within, walk and bicycle on, and live nearby US 1. At the same time, these studies have, and will continue to, focus on minimizing the impacts the various alternatives presented to the community. Please be assured that all property owners will be fully compensated under provisions of federal and state law associated with the displacement of businesses by roadway projects.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

The Honorable Thomas R. Hendershot
Page Two

Thank you again for your interest in the US 1 – College Park Study. Again, you should hear from Alan shortly to set up a meeting with you and members of your staff. If you have any additional questions or concerns, please do not hesitate to contact Alan at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

- cc: Mr. Alan Straus, URS Corporation
Mr. Douglas H. Simmons, Director, Office of Planning and Preliminary Engineering, State Highway Administration
Ms. Cynthia Simpson, Deputy Director, Office of Planning and Preliminary Engineering, State Highway Administration
Ms. Nicole Washington, Project Engineer, Project Planning Division, State Highway Administration
Mr. Charlie Watkins, District Engineer, District 3 State Highway Administration



Office of the Mayor
and
City Council

Mayor

June 21, 2001

Michael J. Jacobs
7513 Sweetbriar Drive
301-345-1847

Alan Straus, Project Manager
Project Planning Division,
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Council Members

District 1
Donald L. Byrd
5101 Iroquois Street
301-345-1983

Re: U.S. Route 1 College Park
Comments Location/Design Public Hearing
June 27, 2001

Mark D. Shroder
4909 Muskogee Street
301-220-1450

Dear Mr. Straus:

District 2
Robert T. Catlin
8604 49th Avenue
301-345-0742

The City of College Park has been actively involved in the U.S. Route 1 Planning Project from its inception. Elected officials have served on the State Highway Administration's (SHA's) Route 1 Focus Group along with members of the College Park business and residential community and City staff participated on the multi-agency Route 1 Planning Team. Indeed, it was the City's 1995 Comprehensive Plan that provided the vision and the impetus for this study.

John E. Perry
4809 Osage Street
301-345-7526

The primary purpose of this letter is to reaffirm the City's previously stated position of December 20, 1999, in which the City in a joint letter with the University of Maryland supported the construction of the 4-lane divided alternative with center median; the option of the grade separated interchange at Cherry Hill Road and Route 1; and the relocation of utility lines underground.

District 3
Stephen A. Brayman
7604 Sweetbriar Drive
301-345-2547

Four-Lane Divided Reconstruction:

The City supports this alternative as providing a significantly safer as well as a visually attractive gateway to College Park and the University of Maryland.

Eric C. Olson
4701 Drexel Road
301-864-3770

Cherry Hill Road Grade Separated Interchange

The City endorses this option as a creative solution to improving safety and level of service at one of the City's worst intersections.

District 4
Peter J. King
3413 Duke Street
301-935-5781

Alan Wanuck
9202 Wofford Lane
301-935-2858

Relocation of Utility Lines Underground

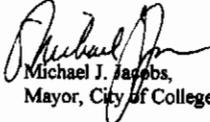
The City believes the elimination of utility poles along the corridor to be of paramount importance in improving the aesthetic environment of Route 1. The City is currently exploring cost sharing strategies and alternate sources of funding.

Additionally, the City reaffirms its position in support of sixteen-foot outside travel lanes, providing for five-foot striped bicycle lanes as part of Route 1's reconstruction. This is in keeping with the *Preliminary College Park U.S. 1 Corridor Sector Plan & Proposed Sectional Map Amendment* and the City's vision of a pedestrian and bicycle friendly "Main Street".

For the record, the City is submitting the attached comments/corrections of the Draft Environmental Assessment.

Thank you for the opportunity to provide comments on the design and location of proposed Route 1 improvements and the project's Environmental Document.

Sincerely,


Michael J. Jacobs,
Mayor, City of College Park

cc: 21st Delegation
Arthur Dorman
Pauline H. Menes
Barbara Frush
Brian Moe
John D. Porcari, Secretary, MDOT
Wayne Curry, County Executive

**Comments on Draft Environmental Assessment
US 1 College Park**

- 1) The Veteran's Memorial is property of the City of College Park not Prince George's County Department of Parks and Recreation. (Page S-9)
- 2) There is a discrepancy between the text and Table S-1 concerning the number of businesses to be displaced by the 4-lane divided alternative (ten vs eleven).
- 3) The text indicates that three of the six business displacements required for the Cherry Hill Grade Separated Interchange Option would be displaced in both the build alternatives. Table S-1 does not substantiate this, indicating only that 6 businesses would be displaced by the interchange, leading the reader to assume that these are six additional businesses.
- 4) The text indicates that the project is consistent with the transportation element of the 1989 Approved Master Plan for Langley Park-College Park- Greenbelt and Vicinity (Page S-5) yet also notes on page II-11 that the Master Plan proposed widening US 1 to a six-lane arterial from MD 410 to Circle Drive, in contrast to what is being proposed by the project which is not intended to increase capacity.
- 5) Page S-17 inaccurately refers to an Update of the US 1 Sector Plan.
- 6) Page II-1 indicates bus shelters are lacking along U.S. 1. In fact a number of bus shelters have recently been installed and are maintained along U.S. 1 as a result of the City's agreement with a private company.
- 7) The document should make mention of Prince George's County "The Bus" routes proposed for the project area. (Page III-11)
- 8) The document should include the Washington Post as a major employer. (Page III-14)
- 9) The document should make mention of the proposed Greenbelt Station development. (Page III-15)
- 10) It is incorrect to state that the City's Comprehensive Plan was developed in accordance with the requirements of the 1989 Langley Park, College Park and Greenbelt Master Plan (Page III-16).

Comments Page 2.

- 11) The future land use map shown should reflect mixed use along the U.S. Route 1 corridor (including proposed residential development). (Figure III-5)
- 12) The body of the text where the two build alternatives are described is inconsistent with the information provided in the summary section. The outside lanes are incorrectly described as fourteen feet wide on page IV-10 instead of sixteen feet which is to include a five-foot striped bicycle lane.
- 13) Reference is made to the Maryland Coliseum on page V- 9; this reference is unclear.
- 14) The joint City/University position of December 20, 1999 should be included in the Environmental Assessment, Section VI. Comments & Coordination.
- 15) The Preliminary College Park US 1 Corridor Sector Plan & Proposed Sectional Map Amendment's support of the four-lane divided reconstruction of Route 1 and the Cherry Hill Grade Separated Interchange should be noted in the Environmental Assessment.



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Michael J. Jacobs
Page Two

August 27, 2001

The Honorable Michael J. Jacobs
Mayor, City of College Park
4500 Knox Road
College Park MD 20740

Dear Mr. Jacobs:

Thank you for your interest in and comments on the US 1-College Park Project Planning Study. The study team has noted your comments on the Environmental Assessment and will make the necessary corrections. Public input is an integral part of the Project Planning and Highway Development Processes. Your opinion as well as those on behalf of the citizens of College Park have been entered into the public record and we look forward to your continued involvement as the study proceeds.

Your support in favor of the 4-Lane Divided Alternative along with the Cherry Hill Interchange improvements has been noted for the record. As you know, the other options being studied by the Maryland State Highway Administration (SHA) include the 5-Lane Undivided Reconstruction Alternative and the No-Build. A final decision on the selected alternative will be made later this Fall based on the feedback received from the Public Hearing held on June 27, 2001.

To reaffirm, both the 5-Lane and 4-Lane Alternatives include 11-foot left lanes and 16-foot right lanes, as well as continuous sidewalks on both sides of the roadway. The 16-foot lanes, which would accommodate both vehicular and bicycle traffic, were designed to establish safe and efficient bicycle access along US 1. Moreover, the five-foot sidewalks on either side of the roadway were designed to meet another goal of this study, the safe accommodation of pedestrian activity.

Further, there have been several requests from US 1 stakeholders to consider burying the overhead utilities underground. As you know from your experiences, burying utilities is a very expensive undertaking. SHA has and will continue to work with you and the City of College Park along with other agencies to study funding opportunities to relocate the utilities.

Thank you again for your interest in the US 1-College Park Study. If you have any additional questions or concerns, please do not hesitate to contact me at 410-785-7220, or Nicole Washington, the Project Engineer at 410-545-8570.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Alan Straus
Project Manager

cc: Ms. Nicole Washington

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Wayne Curry
Page Two

Thank you again for your coordination of and interest in this important project planning study. We look forward to working with you. If you have any additional questions, please feel free to contact me or Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, at 410-545-0411, 1-888-204-4828, or npedersen@sha.state.md.us.

December 4, 2001

The Honorable Wayne K. Curry
Prince George's County Executive
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Sincerely,

Parker F. Williams
Administrator

cc: Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration

Dear County Executive Curry:

Thank you for your recent letter regarding the US 1, College Park Corridor Study. Your letter indicates your preference for the four lane divided alternative, the Cherry Hill Road option, and the underground placement (or more attractive design) of relocated overhead utilities. Your continued support of transportation improvements is appreciated.

Your preference for the four-lane divided (median) alternative will be considered as part of the alternative selection process. You also stated that you would like us to separate and expedite the construction of the Cherry Hill Interchange option. Once a final decision has been made on the selected alternative and funding is put in place, we can determine a possible schedule to break out the Cherry Hill Interchange option.

You also express interest in relocating the utilities underground throughout the US 1 Corridor. It is not the Maryland Department of Transportation's policy to provide funding for the relocation of utilities underground. The estimated cost of completing this task is in excess of \$40 million. If funding were provided by others—including the University of Maryland, the City of College Park, and Prince George's County—to cover the cost differential between relocating the utilities above or below ground, we may be able to consider this option further during the design phase. We will also investigate the design of the relocated overhead utilities to make them as inconspicuous as possible.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2259 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

20

File
D10000 1018.01



**City of College Park
Office of the Mayor
and City Council**

4500 Knox Road
College Park, MD 20740
301-864-8666
Facsimile: 301-699-8029

Mayor

Stephen A. Brayman
7604 Sweetbriar Drive
301-345-2547

Council Members

District 1

John M. Krouse
9709 53rd Avenue
301-345-1242

David L. Milligan
4902 Iroquois Street
301-513-9730

District 2

Robert T. Catlin
8604 49th Avenue
301-345-0742

John E. Perry
4809 Osage Street
301-345-7526

District 3

Andrew M. Fellows
5807 Bryn Mawr Road
301-441-8141

Eric C. Olson
4701 Drexel Road
301-864-3770

District 4

Karen E. Hampton
9222 St. Andrews Place
301-935-5810

Joseline Peña-Melnyk
9011 Gettysburg Lane
301-935-5153

The Honorable Wayne K. Curry
Page Three

- bcc: Dale G. Coppage, P.E., Deputy Director
- Ms. Barbara Holz, Deputy Chief Administrative Officer
- Ms. Betty Hager Francis, Director, Prince George's County Department of Public Works and Transportation
- The Honorable John D. Porcari, Secretary, Maryland Department of Transportation
- Ms. Irene Redmiles, Facilities Planning, University of Maryland-College Park
- Ms. Nanette Schiecke, State Legislative Officer, Maryland Department of Transportation
- Ms. Terri Schum, Director of Planning, City of College Park
- Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering, State Highway Administration
- Mr. Alan Straus, Project Manager, URS Corporation
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- Mr. Chris Weber, Project Manager, State Highway Administration

July 27, 2004

Mr. Neil J. Pedersen
Administrator
Maryland State Highway Administration
707 North Calvert St.
Baltimore, MD 21202

Dear Mr. Pedersen:

On July 13, 2004, the College Park City Council passed a resolution requesting the Maryland State Legislature and State Highway Administration fully fund design and engineering of improvements along Route 1, Baltimore Avenue, in College Park in the Fiscal Year 2006 Consolidated Transportation Program. The improvements would begin north of Cherry Hill Road at the Interstate Route 95/495 interchanges and end at College Avenue.

As you know, the Maryland State Highway Administration has performed an extensive planning study for improvements, which will enhance the safety of both pedestrians and drivers. On July 29, 2004, the Route 1 Project Team will meet to recommend an option for the intersection of Cherry Hill Road and Route 1, which will be sent to you. The City would like this project to advance to the design and engineering phase, and your timely decision on the Cherry Hill Road and Route 1 intersection is crucial for receiving in the Fiscal Year 2006 Consolidated Transportation Program. College Park is working with state and county representatives to ensure funding, which is dependent upon the finalization of the planning study. These improvements are critical to enhancing the quality of life and the continued vitality of College Park.

Thank you for your consideration of this matter.

Sincerely,

Stephen A. Brayman
Mayor

- Cc: Nicole Washington
- Alan Straus
- Faramarz Mokhtari
- Harvey Muller
- Cicero Salles
- Majid Shakib
- Dennis Atkins
- Mike Bailey
- Charlie Watkins

Home of the University of Maryland

RESOLUTION
OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK,
MARYLAND, TO REQUEST THAT THE STATE LEGISLATURE AND STATE
HIGHWAY ADMINISTRATION ADVANCE THE SCHEDULE OF FUNDING
FOR THE DESIGN AND ENGINEERING FOR ROUTE 1 IMPROVEMENTS
CURRENTLY INCLUDED IN THE STATE'S CONSOLIDATED
TRANSPORTATION PROGRAM TO FISCAL YEAR 2006

WHEREAS, the State of Maryland Department of Transportation has developed a Consolidated Transportation Program (CTP) for the purpose, among other things, of design, engineering, construction and maintenance of state owned rights of way; and

WHEREAS, a portion of Route 1, Baltimore Avenue, which runs through the City of College Park, beginning north of Cherry Hill Road at the Interstate Route 95/495 interchanges and ending at College Avenue, has been included in the CTP, initially for planning, and now for design and engineering, to identify and implement needed improvements; and

WHEREAS, the design and engineering for Route 1 improvements included in the CTP has not yet been funded; and

WHEREAS, the improvements recommended for Route 1 are necessary and immediate to the health and welfare of those operating vehicles and bicycles on the road, and pedestrians, many of whom are residents of the City of College Park; and

WHEREAS, the current poor condition of Route 1 in College Park has contributed to the death of at least five pedestrians within the last several years; and

WHEREAS, the Mayor and Council have determined that it is in the interest of the health and welfare of City residents to request that funding for the design and engineering of Route 1 improvements be included in the budget for fiscal year 2006.

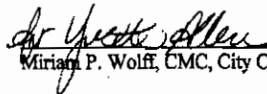
NOW THEREFORE, BE IT RESOLVED, that the Mayor and City Council of College Park do hereby formally request that the design and engineering for improvements on Route 1, as currently provided for in the CTP, be funded in full by the State legislature, and that authority be given to proceed with said design and engineering, in fiscal year 2006.

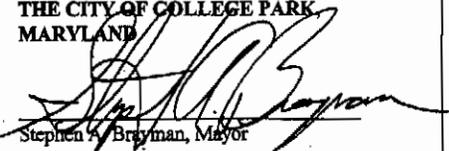
ADOPTED by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the 13th day of July, 2004.

EFFECTIVE the _____ day of July, 2004.

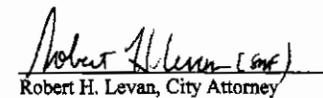
WITNESS:

THE CITY OF COLLEGE PARK
MARYLAND


Miriam P. Wolff, CMC, City Clerk


Stephen A. Bryman, Mayor

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:


Robert H. Levan, City Attorney



20825884 file

Robert L. Ebrilich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable John A. Giannetti, Jr.

Page Two

In response to the suggestions made by elected officials at our meeting, the study team will look at the feasibility of providing an exclusive right-turn lane from northbound US 1 to Edgewood Road. In addition, we will work with WMATA and Prince George's County to relocate the existing bus stop from Edgewood Road south to the area currently occupied by the gas station opposite of Cherry Hill Road. There may be opportunities for a transit center at this location.

During the design phase, SHA will look at opportunities to limit the overall width/ footprint of the project. In addition, we will be flexible with our design to address the following: whether additional median breaks are possible; whether additional emergency vehicle access across the median is possible; minimizing utility impacts; parking; consolidation of access points; sidewalk width and location; and the width of the outside travel lanes in constrained areas. The SHA's goal will be to minimize business impacts where possible during the design phase and to work with the operators of local businesses to identify concerns and issues specific to each establishment.

US 1/Cherry Hill Road Intersection Selected Option:

In addition to having selected the above alternate for the US 1 Mainline, At-Grade Option B has now been selected for the intersection of US 1 and Cherry Hill Road. At-Grade Option B consists of the addition of a northbound and southbound US 1 through lane, an additional eastbound Cherry Hill Road left-turn lane, and an additional northbound left-turn lane. Option B will provide a level of service of D in the morning and C in the afternoon in the design year 2020.

Autoville Drive Options:

None of Autoville Drive options, as developed by SHA staff and consultants, were selected as part of the solution to the regional problems along US 1. However, SHA recognizes that Autoville Drive is an element of the Prince George's County Sector Plan for the area. The proposed development in the southwest quadrant of the US 1/Cherry Hill Road intersection would necessitate some type of local roadway network connection featuring an Autoville Drive facility. This roadway should be developed and implemented through the Prince George's County development review process. The SHA's design will be able to accommodate a future privately funded Autoville Drive.

The Honorable John A. Giannetti, Jr.
Senate of Maryland
122 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Giannetti:)o h a

Thank you for recently meeting with State Highway Administration (SHA) officials to discuss the selection of an alternate for the US 1 College Park Project Planning Study. I believe that we had a productive discussion and have decided on a selected alternate for US 1.

US 1 Mainline Selected Alternate:

The SHA has selected the 4-Lane Divided alternate, which runs from Sunnyside Avenue to College Avenue. Under this alternate, US 1 would be reconstructed as a 4-lane divided roadway, with two 11-foot inside travel lanes and two 16-foot outside travel lanes to accommodate on-street bicyclists (in each direction), separated by a 16-foot, raised grass median. The median would narrow to 4 feet at intersections to accommodate left and U-turning vehicles. Additional features of the alternate include either a 6-foot landscaped area with street trees or a 2-foot brick-paved area, and 5-foot sidewalks in each direction.

Under the selected alternate, there would be improvements to the US 1/Edgewood Road intersection and the I-495/Capital Beltway ramps. In order to relieve congestion at Edgewood Road, it is necessary to realign the Capital Beltway loop ramp that provides access to northbound US 1. Under the existing condition, the third northbound through lane drops at the entrance to the Beltway and the loop ramp traffic headed to northbound US 1 must "weave" with traffic in the two remaining northbound through lanes.

As part of the selected alternate, however, the loop ramp would be realigned and signalized as a "T-intersection" with a triple right turn. This configuration would allow for three northbound through lanes to continue across the Capital Beltway overpass and improve the Edgewood Road level of service (LOS) from an F to a D condition in both the morning and the evening peak hours. The reconfiguration of the loop ramp would result in LOS A in the morning and C in the evening at the "T-intersection" and would have the necessary length to prevent backups onto the Capital Beltway.

410-545-0400 or 1-800-206-0770

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

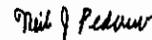
The Honorable John A. Giannetti, Jr.
Page Three

Additional Issues:

The State, Prince George's County, and the City of College Park need to work together regarding the access to US 1 at Hollywood Road as redevelopment occurs in the Autoville area. We recommend that Prince George's County, through its planning approval process, consider locations for relocation of businesses that will be displaced by the selected alternate. As a follow up, SHA will review the conditions placed upon Summit Properties (transferred from IKEA) in terms of paying for improvements along US 1. Also, as this project moves towards the design phase, SHA will work with local officials to identify potential break-out projects.

Thank you again for taking the time to meet with us. It was a very productive meeting, and it was important that we could reach a consensus on these issues. I am pleased that we have been able to wrap up the planning decisions on US 1 in College Park. I look forward to working with you as this project moves forward. Should you have any additional questions or concerns, please do not hesitate to call me.

Sincerely,



Neil J. Pedersen
Administrator

cc: Ms. Nicole Washington, Project Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable Barbara A. Frush
Maryland House of Delegates
210 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear Delegate ~~Frush~~ *Barbara*:

Thank you for recently meeting with State Highway Administration (SHA) officials to discuss the selection of an alternate for the US 1 College Park Project Planning Study. I believe that we had a productive discussion and have decided on a selected alternate for US 1.

US 1 Mainline Selected Alternate:

The SHA has selected the 4-Lane Divided alternate, which runs from Sunnyside Avenue to College Avenue. Under this alternate, US 1 would be reconstructed as a 4-lane divided roadway, with two 11-foot inside travel lanes and two 16-foot outside travel lanes to accommodate on-street bicyclists (in each direction), separated by a 16-foot, raised grass median. The median would narrow to 4 feet at intersections to accommodate left and U-turning vehicles. Additional features of the alternate include either a 6-foot landscaped area with street trees or a 2-foot brick-paved area, and 5-foot sidewalks in each direction.

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As part of the selected alternate, however, the loop ramp would be realigned and signalized as a "T-intersection" with a triple right turn. This configuration would allow for three northbound through lanes to continue across the Capital Beltway overpass and improve the Edgewood Road level of service (LOS) from an F to a D condition in both the morning and the evening peak hours. The reconfiguration of the loop ramp would result in LOS A in the morning and C in the evening at the "T-intersection" and would have the necessary length to prevent backups onto the Capital Beltway.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

The Honorable Barbara A. Frush
Page Two

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Autoville Drive Options:

None of Autoville Drive options, as developed by SHA staff and consultants, were selected as part of the solution to the regional problems along US 1. However, SHA recognizes that Autoville Drive is an element of the Prince George's County Sector Plan for the area. The proposed development in the southwest quadrant of the US 1/Cherry Hill Road intersection would necessitate some type of local roadway network connection featuring an Autoville Drive facility. This roadway should be developed and implemented through the Prince George's County development review process. The SHA's design will be able to accommodate a future privately funded Autoville Drive.

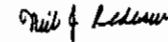
The Honorable Barbara A. Frush
Page Three

Additional Issues:

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Sincerely,



Neil J. Pedersen
Administrator

cc: Ms. Nicole Washington, Project Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable Pauline H. Menes
Maryland House of Delegates
210 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear ~~Delegate Menes~~: *Pauline*

Thank you for recently meeting with State Highway Administration (SHA) officials to discuss the selection of an alternate for the US 1 College Park Project Planning Study. I believe that we had a productive discussion and have decided on a selected alternate for US 1.

US 1 Mainline Selected Alternate:

The SHA has selected the 4-Lane Divided alternate, which runs from Sunnyside Avenue to College Avenue. Under this alternate, US 1 would be reconstructed as a 4-lane divided roadway, with two 11-foot inside travel lanes and two 16-foot outside travel lanes to accommodate on-street bicyclists (in each direction), separated by a 16-foot, raised grass median. The median would narrow to 4 feet at intersections to accommodate left and U-turning vehicles. Additional features of the alternate include either a 6-foot landscaped area with street trees or a 2-foot brick-paved area, and 5-foot sidewalks in each direction.

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Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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The Honorable Pauline H. Menes
Page Two

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During the design phase, SHA will look at opportunities to limit the overall width/footprint of the project. In addition, we will be flexible with our design to address the following: whether additional median breaks are possible; whether additional emergency vehicle access across the median is possible; minimizing utility impacts; parking; consolidation of access points; sidewalk width and location; and the width of the outside travel lanes in constrained areas. The SHA's goal will be to minimize business impacts where possible during the design phase and to work with the operators of local businesses to identify concerns and issues specific to each establishment.

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The Honorable Pauline H. Menes
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Neil J. Pedersen
Administrator

cc: Ms. Nicole Washington, Project Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA

Robert L. Ehrlich, Jr. Governor
Michael S. Steele, Lt. Governor



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable Brian R. Moc
Maryland House of Delegates
210 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear ~~Delegate Moc~~: Brian

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The Honorable Brian R. Moe
Page Two

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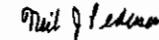
The Honorable Brian R. Moe
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Neil J. Pedersen
Administrator

cc: Ms. Nicole Washington, Project Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable Stephen Brayman
Mayor, City of College Park
4500 Knox Road
College Park MD 20740

Dear Mayor Brayman: *Step*

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The Honorable Stephen Brayman
Page Two

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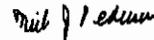
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Neil J. Pedersen
Administrator

cc: Ms. Nicole Washington, Project Manager, SHA
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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable John Kraus
City Council of College Park
4500 Knox Road
College Park MD 20740

Dear ~~Councilman~~ Kraus: *John*

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The Honorable John Kraus
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Administrator

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Mr. Charlie K. Watkins, District Engineer, SHA



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable Karen Hampton
City Council of College Park
4500 Knox Road
College Park MD 20740

Dear Councilwoman Hampton:

Karen

Thank you for recently meeting with State Highway Administration (SHA) officials to discuss the selection of an alternate for the US 1 College Park Project Planning Study. I believe that we had a productive discussion and have decided on a selected alternate for US 1.

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The Honorable Karen Hampton
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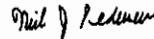
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cc: Ms. Nicole Washington, Project Manager, SHA
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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

The Honorable Thomas Demoga
Prince George's County Council
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Dear Councilman ~~Demoga~~ Tom

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The Honorable Thomas Dernoga
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During the design phase, SHA will look at opportunities to limit the overall width/ footprint of the project. In addition, we will be flexible with our design to address the following: whether additional median breaks are possible; whether additional emergency vehicle access across the median is possible; minimizing utility impacts; parking; consolidation of access points; sidewalk width and location; and the width of the outside travel lanes in constrained areas. The SHA's goal will be to minimize business impacts where possible during the design phase and to work with the operators of local businesses to identify concerns and issues specific to each establishment.

US 1/Cherry Hill Road Intersection Selected Option:

In addition to having selected the above alternate for the US 1 Mainline, At-Grade Option B has now been selected for the intersection of US 1 and Cherry Hill Road. At-Grade Option B consists of the addition of a northbound and southbound US 1 through lane, an additional eastbound Cherry Hill Road left-turn lane, and an additional northbound left-turn lane. Option B will provide a level of service of D in the morning and C in the afternoon in the design year 2020.

Autoville Drive Options:

None of Autoville Drive options, as developed by SHA staff and consultants, were selected as part of the solution to the regional problems along US 1. However, SHA recognizes that Autoville Drive is an element of the Prince George's County Sector Plan for the area. The proposed development in the southwest quadrant of the US 1/Cherry Hill Road intersection would necessitate some type of local roadway network connection featuring an Autoville Drive facility. This roadway should be developed and implemented through the Prince George's County development review process. The SHA's design will be able to accommodate a future privately funded Autoville Drive.

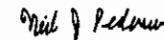
The Honorable Thomas Dernoga
Page Three

Additional Issues:

The State, Prince George's County, and the City of College Park need to work together regarding the access to US 1 at Hollywood Road as redevelopment occurs in the Autoville area. We recommend that Prince George's County, through its planning approval process, consider locations for relocation of businesses that will be displaced by the selected alternate. As a follow up, SHA will review the conditions placed upon Summit Properties (transferred from IKEA) in terms of paying for improvements along US 1. Also, as this project moves towards the design phase, SHA will work with local officials to identify potential break-out projects.

Thank you again for having your representative meet with us. It was a very productive meeting, and it was important that we could reach a consensus on these issues. I am pleased that we have been able to wrap up the planning decisions on US 1 in College Park. I look forward to working with you as this project moves forward. Should you have any additional questions or concerns, please do not hesitate to call me.

Sincerely,



Neil J. Pedersen
Administrator

cc: Ms. Nicole Washington, Project Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA

«Title» «FirstName» «LastName»«Suffix»

Page Four

bcc: Mr. Dennis M. Atkins, Assistant Chief of Project Planning, SHA
Ms. Patricia Greene, Environmental Manager, SHA
Ms. Nanette Schieke, State Legislative Officer, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Cynthia Simpson, Deputy Director, Planning and Preliminary Engineering, SHA
Mrs. Linda I. Singer, Legislative Manager, SHA
Mr. Shiva Shrestha, Regional Planner, SHA
Mr. Alan Straus, Group Leader, URS
Mr. Raja Veeramachaneni, Director of Planning and Engineering, SHA

AGENCY CORRESPONDENCE



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

September 25, 1997

Mr. Parker F. Williams
Administrator
State Highway Administration
707 N. Calvert St.
Baltimore, MD 21203-0717

Attn: Mr. Joseph R. Kresslein

Re: Contract No. SP503B48
US 1: North Gate of Univ. Of Maryland
to Sunnyside Ave
Prince George's County, MD

Dear Mr. Williams:

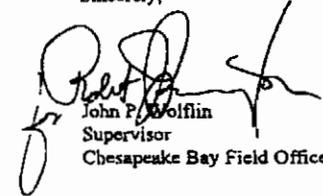
This responds to your September 15, 1997, request for information on the presence of species which are Federally listed or proposed for listing as endangered or threatened within the above referenced project corridor. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no proposed or Federally listed endangered or threatened species are known to exist in the project-impact area. Therefore, no biological assessment or further Section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to Federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Biodiversity Conservation Program at (410) 260-8570.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Andy Moser at (410) 573-4537.

Sincerely,



John P. Wolfliin
Supervisor
Chesapeake Bay Field Office

Paint Branch and Indian Creek

The following resident fish species have been documented in the Paint Branch and Indian Creek tributaries during state and federally funded surveys conducted over the past 40 years. These fish species could be present in the planning area.

COMMON NAME	SCIENTIFIC NAME
American Eel	<u>Anguilla rostrata</u>
Black Crappie	<u>Pomoxis nigromaculatus</u>
Bridle Shiner	<u>Notropis bifrenatus</u>
Blacknose Dace	<u>Rhinichthys atratulus</u>
Bluegill Sunfish	<u>Lepomis macrochirus</u>
Bluespotted Sunfish	<u>Enneacanthus gloriosus</u>
Brown Bullhead	<u>Ictalurus nebulosus</u>
Brown Trout	<u>Salmo trutta</u>
Chain Pickerel	<u>Chain Pickerel</u>
Common Shiner	<u>Notropis cornutus</u>
Common Carp	<u>Cyprinus carpio</u>
Creek Chub	<u>Semotilus atromaculatus</u>
Creek Chubsucker	<u>Erimyzon oblongus</u>
Cudlips Minnow	<u>Exoglossum maxilligera</u>
Eastern Mudminnow	<u>Umbra pigmaea</u>
Eastern Silvery Minnow	<u>Hybognathus regius</u>
Fallfish	<u>Semotilus corporalis</u>
Green Sunfish	<u>Lepomis cyanellus</u>
Goldfish	<u>Carassius auratus</u>
Golden Shiner	<u>Notemogonus crysoleucas</u>
Ironcolor Shiner	<u>Notropis chalybaeus</u>
Longnose Dace	<u>Rhinichthys catarractae</u>
Longear sunfish	<u>Lepomis megalotis</u>
Largemouth Bass	<u>Micropterus salmoides</u>
Least Brook Lamprey	<u>Lampetra aequiptera</u>
Margined Madtom	<u>Noturus insularis</u>
Northern Hogsucker	<u>Hypentelium nigricans</u>
River Chub	<u>Nocomis biguttatus</u>
Rosyside Dace	<u>Clinostomus funduloides</u>
Satinfin Shiner	<u>Notropis analostanus</u>
Spotfin Shiner	<u>Notropis spilopterus</u>
Spottail Shiner	<u>Notropis hudsonius</u>
Silverjaw Minnow	<u>Ericymba buccata</u>
Swallowtail Shiner	<u>Notropis procerus</u>
Tadpole Madtom	<u>Noturus girinus</u>
Tessellated Darter	<u>Etheostoma olmstedii</u>
White Sucker	<u>Catostomus commersoni</u>



arris N. Glendening
Governor

Maryland Department of Natural Resources
Forest, Wildlife and Heritage Service
Towers State Office Building
Annapolis, Maryland 21401

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

October 7, 1997

Maryland Department of Transportation
State Highway Administration
ATTN.: Mr. Louis H. Ege, Jr.
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. SP503B48, US 1: North Gate of University of Maryland to Sunnyside Avenue, Prince George's County, Maryland.

Dear Mr. Ege:

The Wildlife and Heritage Division has no records for Federal or State rare, threatened or endangered plants or animals within this project site. This statement should not be interpreted as meaning that no rare, threatened or endangered species are present. Such species could be present but have not been documented because an adequate survey has not been conducted or because survey results have not been reported to us.

Sincerely,

Michael E. Slattery
Michael E. Slattery,
Associate Director,
Wildlife & Heritage Division

ER# 97.2186.pg

Telephone: (410) 260-8540
DNR TTY for the Deaf: (410) 260-8835



MARYLAND *Office of Planning*

Parris N. Glendening
Governor

APR 20 1998 PM 1:55 DM

Ronald M. Kreitner
Director

MEMORANDUM

To: Robert Ritter
Project Planning Division
State Highway Administration
From: Christine Wells *CW*
Maryland Office of Planning
Date: April 18, 1998
Subject: Preliminary Purpose and Need Statement for US 1 from Paint Branch Parkway to Sunnyside Avenue

Based on the information provided in the draft Purpose and Need Statement for the referenced project, we understand that the purpose of the project is to improve pedestrian and bicycle circulation and safety and to manage traffic congestion along US 1 from Paint Branch Parkway to Sunnyside Avenue. Since the project area is within the Capital Beltway, the project is within the Priority Funding Area designated by the 1997 Smart Growth Act. The information provided acknowledges that US 1 not only is an "Other Principle Arterial" but also serves as main street in the College Park area.

We think the following additional information should also be included as background for the purpose and need statement:

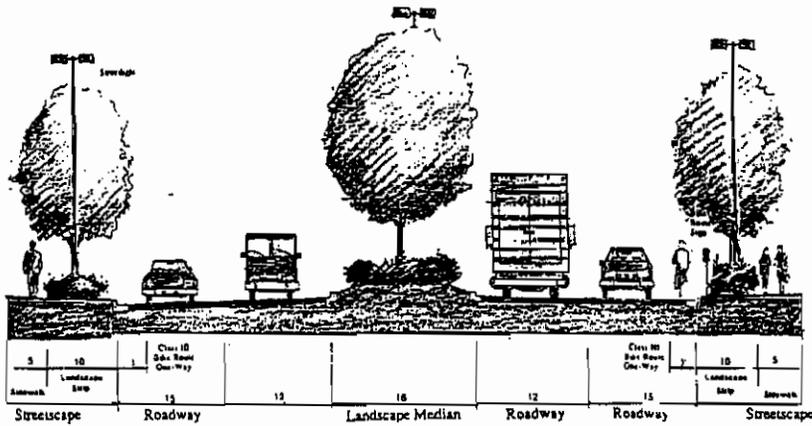
- an assessment on the adequacy of the existing bus and Shuttle-UM transit services in the study area;
- a map showing current bus/Shuttle routes and bus stop locations along the segment of US 1;
- local/through traffic rates and local/through truck traffic (if available);
- data on bicycle usage and conditions for bicyclists (e.g., width of the curb lanes, bike route marks, bicycle stress level along the segment of US 1, and bicycle parking facilities). Has Harvey Muller been included in the preparation of the statement?
- any parallel service roads and internal connecting roads among the businesses adjacent to each other;
- other related circulation improvement strategies included in the local master plans. Besides recommending widening US 1, the 1990 Langley Park-College Park-Greenbelt Master Plan also included the strategies to improve pedestrian circulation, to manage access points along US 1, and to deal with on-street loading;
- the existing and planned land uses and the County's commercial area development guidelines (i.e. on page 109, the 1990 Langley Park-College Park-Greenbelt Master Plan);
- information on US 1 corridor studies referenced (the last paragraph of the final page).

Some reorganization of the discussion is suggested. The transit information should be discussed separately from the *System Linkage/Road Function section*. The discussion included in *Conclusions* is more like background information. Conclusions need to be prepared.

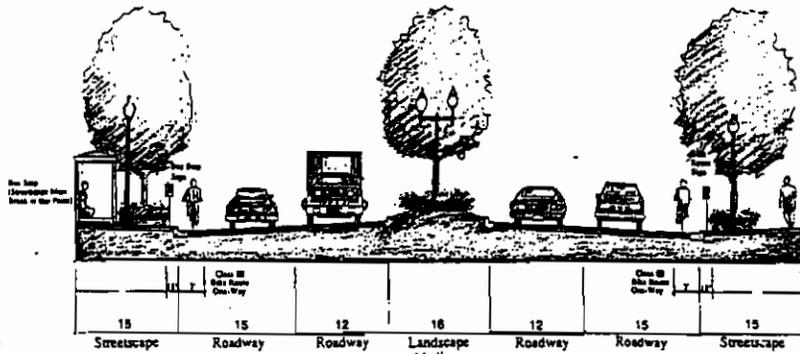
Should you have any questions regarding above comments, please do not hesitate to contact me at 410-767-4550.

Figure 3

PROPOSED BALTIMORE AVENUE IMPROVEMENTS

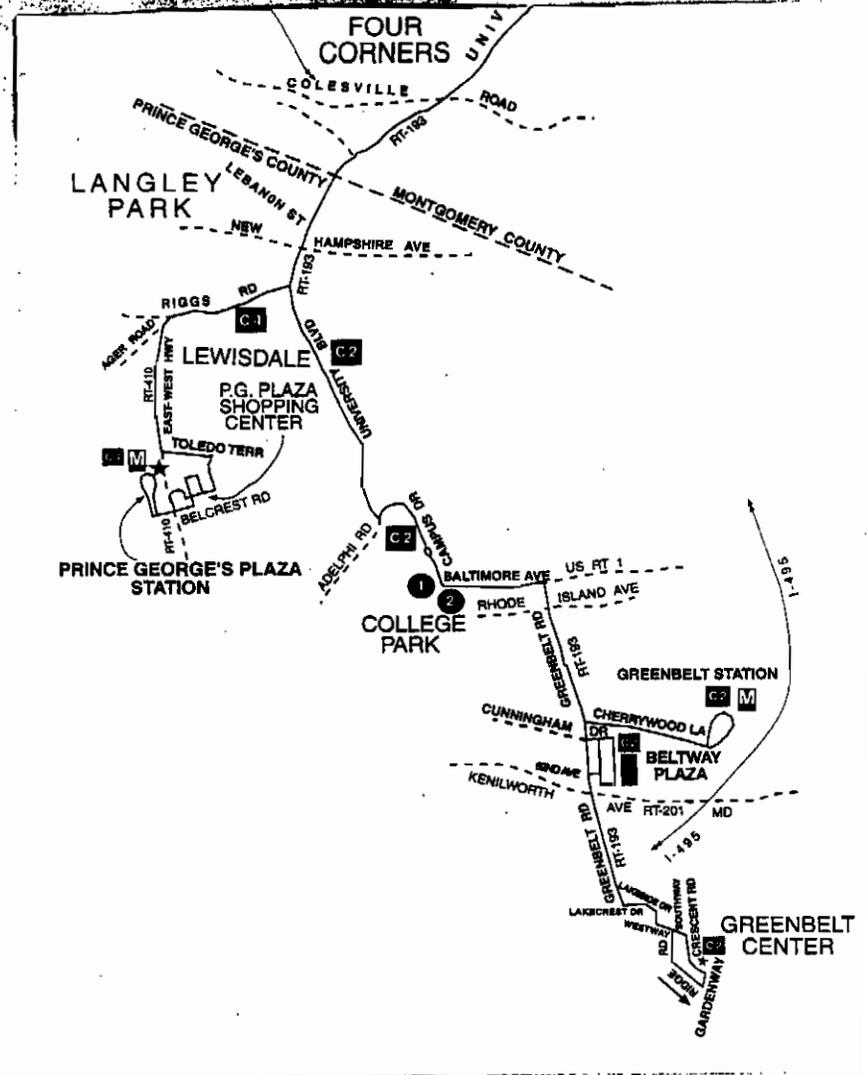


North Corridor, from Route 193 to I-95, 100' right-of-way



South Corridor, from Lakeand Road to Route 193, 100' right-of-way

Source: "Baltimore Avenue Improvement Study" by Chester Environmental, 1995



MD 18198 and 1057 OFI



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
Oxford, Maryland 21654

May 13, 1998

Louis H. Ege, Jr.
Deputy Director, Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Attn: Robert Ritter, Project Planning

Dear Mr. Ege:

We have reviewed the preliminary Purpose and Need Statement (PNS), dated April 9, 1998, for U.S. Route 1 (Baltimore Avenue) from Paint Branch Parkway to Sunnyside Avenue, in College Park, Prince Georges County, Maryland.

While we have no objections to information pertaining to project purpose and need, the PNS did not contain an environmental overview section. The final PNS should indicate that Paint Branch, which crosses U.S. 1 near Lakeland Road, and parallels the west side of the U.S. 1 corridor over most of the study area, will be affected by this project.

Modifications to an in stream fish passage barrier (i.e., a metal drop structure) in Paint Branch near the College Park Airport recently restored anadromous fish passage to more than 4.5 miles of the Paint Branch system upstream of this barrier, including the project study area. Portions of Paint Branch lying within the study area are now accessible to alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*) for spawning activities. While the Paint Branch drainage basin is heavily urbanized, significant modifications to U.S. 1 in the study area will further stress water quality conditions in this watershed, especially if roadway modifications encroach into the stream and/or the remaining wooded riparian buffer associated with the stream system. The latter type of impacts could adversely affect the success of alosid spawning activities both with the study area, and in downstream areas. Therefore, protection of in stream fish habitat should be thoroughly addressed during the NEPA/404 review process for this proposal.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5771.

Sincerely,

Timothy E. Goodger
Officer in Charge
Oxford Habitat Office



November 24, 1998

Maryland
Department of
Housing and
Community
Development

Division of Historical and
Cultural Programs

100 Community Place
Crownsville, Maryland 21032

410-514-7600
1-800-736-0119
Fax: 410-987-4071

Maryland Relay for the Deaf:
1-800-735-2258

<http://www.dhcd.state.md.us>

Parris N. Glendening
Governor

Patricia J. Payne
Secretary

Raymond A. Skinner
Deputy Secretary

Ms. Cynthia D. Simpson
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. SP503B48 – Project Planning Study
US 1: South Gate of University of Maryland—College Park to Sunnyside Avenue
Prince George's County, Maryland

Dear Ms. Simpson:

Thank you for your letter of October 16, 1998, which we received on October 19, 1998 transmitting new Determination of Eligibility (DOE) Forms for twenty-one properties, and a copy of an earlier DOE form for the Beltsville Agricultural Research Center's North Farm, as well as mapping and photographs. We have reviewed the package carefully, and while we are able to concur with most of the determinations of eligibility, we have comments to make regarding some of the properties.

DETERMINATION OF ELIGIBILITY

ARCHITECTURE: As we noted above, SHA provided to the Trust twenty-one new DOE forms with photographs and tax maps in its October 16, 1998 letter. SHA had earlier provided forms for Brown's Tavern, Hillcrest and the North Farm in its March 18, 1998 letter. With both letters, we received a map which shows the National Register of Historic Places boundary for the University of Maryland -- College Park campus.

A) *University of Maryland – College Park:* SHA did not provide a DOE form for the University of Maryland because its staff was informed that a National Register nomination was pending and likely to be submitted to the Trust in May, 1998. This has not been the case. However, the Trust does have a map which shows the boundary which the University proposes to use when such a nomination does go forward. Trust staff from both the Compliance and Registration Offices have concurred with this boundary. Therefore, SHA should use that boundary rather than the boundary it proposed in either of its letters. We have enclosed a copy of this map for your future project planning purposes.

B) *Eligibility:* Based on the information SHA provided to the Trust, we are able to concur with your eligibility determinations for all the properties except



Ms. Cynthia D. Simpson
November 24, 1998
Page 2

Brown's Tavern. SHA's DOE form for this property notes that it is not National Register-eligible under Criterion C, as an architectural example of a tavern, but is eligible under Criterion A for its association with the development of nineteenth century highways and turnpikes. Because this property is not eligible under Criterion C, we do not feel that it can adequately demonstrate its National Register eligibility solely under Criterion A. Therefore, Brown's Tavern is not eligible. Please see Attachment 2 for the complete Determination of Eligibility Table for the historic properties in the project area.

- C) *Determination of Eligibility Forms:* SHA and the Trust met in May to discuss the use of an abbreviated form for properties not likely to be eligible for the National Register. We agreed on the use of a Determination of Eligibility form and its appearance. SHA provided its eligibility determinations on an earlier form. However, through discussions between Ms. Anne Bruder and Ms. Jill Dowling, SHA now has agreed to resubmit the DOEs on the most current form. We have made some corrections on one example form, and would request that SHA revise all of its forms in a similar manner. We have also provided SHA with a copy of the new form. SHA staff should delete the older form from its files and not use it for any Trust-related project.

ARCHEOLOGY: We concur with SHA's assessment that the project area has a low potential for containing significant archeological resources. Archeological field investigations are not warranted for this project.

Thank you for providing us this opportunity to comment. We look forward to working with SHA as the project plans develop to provide you with our determinations of effect. Should you have any questions, please contact Ms. Anne Bruder (for structures) at 410-514-7636, or Ms. Beth Cole (for archeology) at 410-514-7631.

Sincerely,



J. Rodney Little
Director/State Historic Preservation Officer

JRL:EJC:AEB
9803126

Enclosures (4)

cc: Mr. Bruce Grey (SHA)
Dr. Charles Hall (SHA)
Ms. Jill Dowling
Ms. Pam Stephenson (FHWA)
Mr. W. Dickerson Charlton
Ms. Pat Williams
Ms. Gail Rothrock
Mr. Don Creveling



Maryland Department of Transportation
State Highway Administration
199802806

F
SHA
AEB

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 1, 1999



Project No. SP503B48
US 1: South Gate of University of Maryland-
College Park to Sunnyside Avenue
Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

The Project Planning Division of the State Highway Administration (SHA) proposes a project planning study to consider safety and operational improvements in the College Park area. This project analyzes existing and projected vehicular and pedestrian circulation, evaluates safety concerns, and examines issues concerning access to and from US 1. This project also serves to identify US 1 as College Park's "Main Street" and to address the overall appearance of US 1. The goal of the proposed project is to enhance pedestrian circulation and safety, manage congestion and traffic operations, provide efficient access to and from adjacent local roads, and create a more pedestrian-friendly environment.

In March 1998, SHA first transmitted to the Maryland Historical Trust (MHT) the results of identification efforts for historical resources located within the planning study area. That letter presented three Determination of Eligibility forms (DOE) and discussed why SHA did not include a DOE form for the University of Maryland-College Park. Subsequent to MHT's receipt of the March letter, SHA engineers re-evaluated the project limits and slightly expanded the scope of the project. In response to those changes, SHA submitted a second transmission in October 1998. The second letter contained nineteen additional DOE forms and a copy of an earlier DOE form for the Beltsville Agricultural Research Center's North Farm.

SHA requested concurrence on eligibility determinations for the properties included in the March and October transmissions. MHT responded to this request in a letter dated November 24, 1998. MHT concurred with all but one of SHA's eligibility determinations. In addition to that determination difference, MHT requested that SHA resubmit the DOE forms on the most current form (Attachment I: Previous Correspondence).

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. J. Rodney Little
US 1: South Gate of University of
Maryland-College Park to Sunnyside Avenue
Page Two

SHA has addressed the comments made in the November letter from MHT, and this letter serves to transmit the revised DOE forms.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects (APE)

Given the lack of a detailed project scope, the APE for this project planning study must address the areas with safety and operational issues. In addition, the APE should take into account properties which may not be physically impacted, but which could experience visual impacts as a result of improvements. Considering these presumptions, the APE definition forms a corridor extending north on US 1 from the South Gate of the University of Maryland-College Park to Sunnyside Avenue, north of I-495. Attachment II offers USGS and metro mapping to graphically define this area.

Revision of Determination of Eligibility (DOE) Forms

As noted in the November 1998 letter from MHT, SHA and the Trust agreed on the use of a DOE form and its appearance during a May 1998 meeting. Based on the comments and sample form provided by MHT, SHA has revised the format on all twenty-two DOE forms from the March and October transmissions (Attachment III: DOE Forms).

In addition to the format issues, MHT disagreed with SHA's eligibility determination for Brown's Tavern. SHA's DOE form for this property indicated that it was not National Register-eligible under Criterion C, as an architectural example of a tavern, but was eligible under Criterion A for its association with the development of nineteenth century highways and turnpikes. MHT declared that since the property was not considered eligible under Criterion C, that it could not adequately demonstrate its National Register eligibility solely under Criterion A. Therefore, Brown's Tavern is not eligible. SHA has reflected this position in the current DOE form for Brown's Tavern (Attachment III: DOE Forms).

Review Request

Please review the attachments provided. By November 5, we seek your signature on the line below, documenting your concurrence with SHA's determinations of eligibility for resources identified on US 1 between the South Gate of the University of Maryland and Sunnyside

Mr. J. Rodney Little
US 1: South Gate of University of
Maryland-College Park to Sunnyside Avenue
Page Three

Avenue. We anticipate coordinating project effects with you as soon as plans become available. By cc, we invite the Prince George's County Historic Preservation Commission to provide comments and consult in the Section 106 process for this project. If no response is received by November 5th we will assume that this office declines to participate. Please call Ms. Kelly Steele at 410-545-8559 with any questions regarding this submission.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by:

B. M. Grey
Bruce M. Grey
Assistant Division Chief
Project Planning Division

ALL FORMS SIGNED. JRL PREVIOUSLY DET'D ELIG.

Concurrence:

[Signature]
State Historic Preservation Office

10/27/99
Date

Attachments

- I: Previous Correspondence
- II: Project Maps
- III: DOE Forms

- cc: Ms. Patricia Greene (w/Attachments, except III)
Mr. Bruce M. Grey
Dr. Charles Hall (w/Attachments, except III)
Mr. Joseph Kresslein
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments)
Ms. Kelly Steele (w/Attachments, except III)
Ms. Pam Stephenson (w/Attachments)



**Maryland Department of Transportation
State Highway Administration**

February 16, 2001

Re: Project No. PG253A11
US 1: College Avenue to Sunnyside Avenue
Prince George's County, MD
USGS Beltsville, Md. 7.5" Quadrangle

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

The State Highway Administration (SHA) has developed detailed alternatives for US 1 (Baltimore Avenue) in College Park, Maryland. The proposed improvements along US 1 will enhance pedestrian and bicycle circulation and safety, manage congestion and traffic operations, provide efficient access to and from adjacent local roads and provide a more pedestrian-friendly environment. The improvements also serve to create a "main street" for College Park and to provide for an enhanced appearance of US 1. This letter serves to seek concurrence on the effect determination for the alternatives under consideration.

The US 1 project extends for a distance of 3.3 miles, from College Avenue, in College Park, to Sunnyside Avenue, in Beltsville (Attachment I). Several alternatives have been evaluated to determine how well each addresses the goals as outlined above. In addition to the No-Build and a traffic systems and demand management (low cost) option, the build alternatives include the reconstruction of the existing infrastructure of US 1. Every precaution has been taken to minimize impacts to resources and property in the study area. In fact, due to the minimal impacts to the natural environment, the agencies have agreed to remove the project from the streamlined environmental and regulatory process. The following is a description of the two build alternatives that remain in the study. Each includes reconstruction of US 1 between College Avenue and the Capital Beltway. Although the study limits extend north to Sunnyside Avenue, no physical improvements are included as part of this study.

Mr. Rodney J. Little
US 1: College Avenue to Sunnyside Avenue
Page 2 of 4

Major features of the 4-lane divided alternative include:

- Reconstructing US 1 as a new 4-lane divided roadway, with 2-11 foot inside travel lanes and 2-16 foot outside travel lanes (to accommodate on-road bicyclists and to enhance the intersection turning radii) separated by a 16-foot raised grass median with street trees.
- Consolidating access points along US 1, by combining some entrances and reorienting others to side streets.
- Six-foot lawn panel throughout the majority of the corridor to accommodate street trees outside of the curbed roadway; however, in several areas only a 2-foot brick paver section is included to minimize property impacts.
- Constructing a five-foot sidewalk on both sides of US 1 that will border the lawn panel.
- Intersection improvements at Cherry Hill Road and MD 430.

The 5-lane alternative shares most of the features with the 4-lane divided alternative including intersection improvements, sidewalks, streetscape and access point consolidation. However, the 5-lane undivided roadway section consists of 2-11 foot inside travel lanes, 2-16 foot outside travel lanes and a 13- foot center turn lane.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

The area of potential effects (APE) for this project is defined separately for architectural and archeological resources. For architectural resources, the APE is restricted to the properties that abut US 1 in the project location. It is limited in this way because these are the properties most likely to experience direct and visual impacts. The project is not expected to create auditory or secondary/cumulative impacts, so the APE does not consider these types of impacts. For archaeological resources, the APE is limited to the area of direct construction impacts.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation for this proposed project.

Architecture: SHA Consultants URS Corp. reviewed prior SHA consultation and records. Two historic architectural resources have been identified in the project's APE that are National Register-eligible. These historic properties are the University of Maryland-College Park Historic District (UMD-CP Historic District) and the Beltsville Agricultural Research Center (locations illustrated on Attachment I, MHT eligibility letter is Attachment IV).

Because there are no physical improvements within the project area north of the Beltway (I-495/I-95), impacts to the Beltsville Agricultural Research Center are not expected.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Rodney J. Little
US 1: College Avenue to Sunnyside Avenue
Page 3 of 4

Within the UMD-CP Historic District there are no differences in impacts between the 4-lane and 5-lane alternatives. For the two alternatives, there will be eight individual right-of-way impacts totaling 0.95 acres within the UMD-CP Historic District, with no single area of impact greater than 0.24 acres of historic property. Several physical features will be affected within the UMD-CP Historic District, including an existing decorative wall extending 100 linear feet and several existing trees (Attachment II). The decorative wall will be reconstructed several feet back from its original location, and many more trees associated with the roadway typical section will dot the landscape throughout the UMD-CP Historic District. Neither the decorative wall nor the trees are considered components contributing to the UMD-CP Historic District. Because the project will not impact any components contributing to the Historic District, no historic properties will be adversely affected by the project (Attachment III).

Archeology: In prior coordination, the Maryland Historical Trust (MHT) (November 1998) concurred that the project area has a low potential for containing significant archeological resources (Attachment IV). Therefore, it is unlikely that archeological sites will be affected by the project.

Review Request

Please examine the attached maps and plans. We request your concurrence by March 19 that there should be no historic properties affected by the proposed project. By carbon copy, we invite the Prince George's County Historic Preservation Commission and Prince George's Heritage, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirement of 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project. (See 36 CFR 800.2 (c) (4) and (6), 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4 and 800.5 regarding the historic properties identification and effects assessment process. For additional information regarding Section 106 regulations see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by March 19, we will assume that these offices decline to participate. Please call Katry Harris at (410) 545-8698 or (757) 463-8770 with questions regarding architectural resources. Mary Barse may be reached at (410) 545-2883 with concerns regarding archeology.

Mr. Rodney J. Little
US 1: College Avenue to Sunnyside Avenue
Page 4 of 4

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

Project will have
NO ADVERSE EFFECT
ON HISTORIC PROPERTIES.
CONCURRENCE:
Bruce M. Grey
State Historic Preservation Office
by: Bruce M. Grey
Deputy Division Chief
Project Planning Division
3/22/2001
Date:

BMG:KH:lc

Attachments: I) Location of Project and Historic Areas
II) Impacts to University of Maryland Historic Property
III) MHT Coordination Letter of November 1998
IV) Effect Table

cc: Ms. Mary Barse, SHA-PPD
Ms. Patricia Greene, SHA-PPD (w/Attachments)
Mr. Bruce Grey, SHA-PPD
Dr. Charles Hall, SHA-PPD (w/Attachments)
Ms. Katry Harris, SHA-PPD
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments)
Ms. Cynthia D. Simpson, Deputy Director, State Highway Administration
Ms. Patricia Williams, Prince George's Heritage, Inc. (w/ Attachments)



Walter K. Curry
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



MEMORANDUM

July 2, 2001

RECEIVED

JUL 12 2001

To: Beverly G. Warfield, Section Head
Planning Section
Programs and Planning Division
Department of Environmental Resources

From: Betty Hager Francis, Director
Department of Public Works and Transportation

Re: Baltimore Avenue (US Route 1)

In response to your June 19, 2001, memorandum concerning the above referenced Application for Federal Assistance, State Application Identifier Number MD 20010605-0600, the Department of Public Works and Transportation (DPWT) offers the following:

The subject study portion of the project is located along Baltimore Avenue (US Route 1), a State-maintained highway, from College Avenue in College Park to Sunnyside Avenue, in Beltsville. This project will affect Paint Branch Parkway, Cherry Hill Road and Sunnyside Avenue all County-maintained roadways. Although, DPWT has no comment on the Environmental Assessment Report, we will need to review and approve the final design of the project.

If you have any questions or require additional information, please contact Mr. Ehsan Motazedi, the District Engineer for this area, at (301) 883-5710.

BGF:EM:rbw

cc: Haitham Hijazi, P.E., Associate Director, OE

Inglewood Centre 3 9400 Peppercorn Place, Suite 300 Largo, Maryland 20774
(301) 883-5600 FAX (301) 883-5709 TDD (301) 925-5167

09/18/2001 02:38PM

URN COMPLETED FORM TO: Linda C. Janey, J.D., Director, Clearinghouse & Plan Review Unit, Maryland Department of Planning, 301 West Preston Street, Room 1104, Baltimore, Maryland 21201-2365

Application Identifier:	MD20010605-0800	Clearinghouse Contact:	Aziz Mammad
Address:	PGEO - College Park	Clearinghouse Phone:	410-767-4490
Agency:	Maryland Department of Transportation		
Description:	Environmental Assessment - Improvements to US 1 College Park From Sunnyside Avenue To College Avenue		

Based on a Review of the Information Provided, We Have (✓) Checked the Appropriate Determination Below

CONSISTENT RESPONSES - STATE AGENCIES ONLY	
C1	It is consistent with our plans, programs, and objectives.
C2	It is consistent with the policies contained in Executive Order 01.01.1992.27 (Maryland Economic Growth, Resource Protection, and Planning Act of 1992), Executive Order 01.01.1992.04 (Smart Growth and Neighborhood Conservation Policy), and our plans, programs, and objectives.
C3	(MHT ONLY) It has been determined that the project will have "no effect" on historic properties and that the federal and/or state historic preservation requirements have been met.
C4	(DNR ONLY) It has been determined that this project is in the Coastal Zone and is not inconsistent with the Maryland Coastal Zone Management Program.
C7	(MDP ONLY) It is consistent with the requirements of State Finance and Procurement Article 5-7B-02; 03;04 and 05 Smart Growth and Neighborhood Conservation (Priority Funding Areas).
CONSISTENT RESPONSES - COUNTY & LOCAL AGENCIES ONLY	
C5	It is consistent with our plans, programs, and objectives.
C6	It is consistent with the Economic Growth, Resource Protection, and Planning Vision (Planning Act of 1992), State Finance and Procurement Article 5-7B- Smart Growth and Neighborhood Conservation (Priority Funding Areas), and our plans, programs, and objectives.
OTHER RESPONSES - ALL AGENCIES	
R1	GENERALLY CONSISTENT WITH QUALIFYING COMMENTS: It is generally consistent with our plans, programs and objectives, but the attached qualifying comment is submitted for consideration.
R2	CONTINGENT UPON CERTAIN ACTIONS: It is generally consistent with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment.
R3	NOT CONSISTENT: It raises problems concerning compatibility with our plans, programs, objectives, or Planning Act visions/policies; or it may duplicate existing program activities, as indicated in the attached comment. If a meeting with the applicant is requested, please check here. <input type="checkbox"/>
R4	ADDITIONAL INFORMATION REQUESTED: Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here. <input type="checkbox"/>
R5	FURTHER INTEREST: Due to further interest/questions concerning this project, we request that the Clearinghouse set up a conference with the applicant.
R6	SUPPORTS "Smart Growth" and Federal Executive Order 12072 (Federal Space Management), which directs federal agencies to locate facilities in urban areas.

Each additional comment if necessary OR use the spaces below for brief comments.

me: Joane D. Mueller
organization: TARSA/MD
address: 2500 Broening Highway
Baltimore MD 21224
(410) 631-4120

Signature: Joane D. Mueller
Phone: ()
Date Completed: 08/17/01
 Check here if additional comments attached.

8-1A

09/18/2001 02:38PM

State Application Identifier: MD2000605-0600

Comments from the Maryland Department of the Environment's Water Management Administration:

This project is consistent with our plans, programs, and objectives.

Comments from the Maryland Department of the Environment's Air and Radiation Management Administration:

1. It looks like the four-lane alternative with median "refuge" would be the safest for pedestrians crossing US 1. Maybe SHA should mention in the document reasons why a pedestrian tunnel or overpass at US 1 near University of Maryland was not part of the proposed roadway design. It would be helpful to show the proposed bike lanes on the alternative maps.

Comments from the Maryland Department of the Environment's Waste Management Administration:

2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 631-3318 for additional information.
3. MDE requests that efforts be made to prevent contamination of the surface and ground water of the State of Maryland during the construction and renovation activities. In the event that spills or other releases of petroleum or hazardous materials occurs from the proposed operations which may potentially impact State waters, MDE requests prompt notification at (410) 974-3551.

Comments from the Maryland Department of the Environment's Technical and Regulatory Services Administration:

This project is consistent with our plans, programs, and objectives.

ARMA comments to US1 College Park EA (0600)

It looks like the four-lane alternative with median "refuge" would be the safest for pedestrians crossing US 1. Maybe SHA should mention in the document reasons why a pedestrian tunnel or overpass at US 1 near University of Maryland was not part of the proposed roadway design. It would be helpful to show the proposed bike lanes on the alternatives maps.



Maryland Department of Planning

Parris N. Chaudhry
Governor

Kathleen Kennedy Townsend
Lt. Governor

Ray W. Kasanic
Secretary

Ronald N. Young
Deputy Secretary

Please complete this form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the approving authority.

TO: Maryland State Clearinghouse
Maryland Department of Planning
301 West Preston Street
Room 1104
Baltimore, MD 21201-2365
DATE: _____
(Please fill in this date form completed)

FROM: _____
(Name of person completing this form.)
PHONE: _____
(Area Code & Phone number)

RE: State Application Identifier: MD20010605-0600
Project Description: Environmental Assessment - Improvements to US 1 College Park From Sunnyside Avenue To College Avenue

PROJECT APPROVAL			
This project/plan was:			
<input type="checkbox"/> Approved <input type="checkbox"/> Approved with Modification <input type="checkbox"/> Disapproved			
Name of Approving Authority:			Date Approved:
FUNDING APPROVAL			
The funding (if applicable) has been approved for the period of _____, 200 to _____, 200 as follows:			
Federal: \$	Local: \$	State: \$	Other: \$
OTHER			
<input type="checkbox"/> Further comment or explanation is attached			

301 West Preston Street - Suite 1101 - Baltimore, Maryland 21201-2305
Tel: 410.767.4500 - Fax: 410.767.4480 - Toll Free: 1.800.767.6272 - TTY Users: Maryland Relay
Internet: www.mdfp.state.md.us

SRCH-14

09/18/2001 02:38PM



Wayne K. Curry
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director

July 26, 2001

To Pat Green
Cynthia S.
9/20
FAC
no position
on all 300's

Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: US 1 College Park Environmental Assessment
Project No. PG253A11

Dear Ms. Simpson:

This is in response to your letter requesting Prince George's County's comments of the Environmental Assessment for improvements to US 1 - College Park from Sunnyside Avenue to College Avenue.

As discussed in the document, the intersection of Cherry Hill Road and US 1 is currently operating at level-of-service "F" during the morning and evening peak periods. In addition, this location is considered a high accident intersection that experienced accident rates of 1.53 and 1.20 accidents per million vehicles entering the intersection in 1994 and 1996 respectively. In order to address these concerns, the report proposes a Cherry Hill Road Interchange option.

Due to the existing safety and operational concerns at the intersection of Cherry Hill Road and US 1, the Prince George's County Department of Public Works and Transportation believes the interchange option would have independent utility. Therefore, we request that the proposed interchange be separated from the US 1 - College Park project. This would allow the detailed design, right-of-way acquisition and construction of the project to proceed faster, thereby increasing safety and capacity at that location in the shortest possible time.

Inglewood Centre 3
(301) 883-5600

9400 Peppercorn Place, Suite 300
FAX (301) 883-5709

Largo, Maryland 20774
TDD (301) 925-5167

Ms. Cynthia Simpson
July 23, 2001
Page Two

Alternatives 3 and 4 would provide six-foot lawn panels to accommodate street trees, and would include many TSM/TDM components (intersection improvements, bus pull-off lanes and access consolidation). Alternative 4 would include a 16-foot median that would provide a safe refuge for pedestrians, protected left turn lanes, virtually eliminate head-on collisions and create additional area for streetscaping. Alternative 3 would provide a 13-foot center left turn lane in lieu of a median, providing better direct access to local businesses. The Department will further analyze both alternatives and will therefore take no position at this time.

If you have any further questions concerning this matter, please contact me or J. Rick Gordon, Associate Director of our Office of Transportation, at (301) 883-5700.

Sincerely,

Dale Coppage for

Betty Hager Francis
Director

BHF/CS/db

cc: Parker E. Williams, Administrator, Maryland State Highway Administration
Nicole Washington, Project Manager, Maryland State Highway Administration
J. Rick Gordon, Associate Director, Office of Transportation
Andre' Issayans, Chief, Division of Traffic



*Stack
Pace
Washington*

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Maryland Department of Natural Resources

ENVIRONMENTAL REVIEW

Tawes State Office Building
Annapolis, Maryland 21401

Sarah J. Taylor-Rogers, Ph.D.
Secretary

Stanley K. Arthur
Deputy Secretary

July 27, 2001

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

The Maryland Department of Natural Resources (DNR) has conducted a review of the Environmental Assessment document for improvements to US 1 - College Park from Sunnyside Avenue to College Avenue (Project No. PG253A11, Prince George's County). We have the following comments on the document:

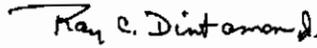
1. The stream classification information for Paint Branch as presented in the document on page III-27 (second paragraph) and page III-29 (last paragraph) is correct for the stream reaches in your project study area. However, since Paint Branch also has reaches designated as Use III (natural trout stream) at the Capital Beltway and above, which is just a short distance upstream from your project, you may wish to consider using a statement such as "Paint Branch, a Use I stream in the vicinity of this project" to describe the stream rather than simply stating that Paint Branch is a Use I stream. This will avoid the implication that the entire stream is designated as Use I.
2. The Department strongly supports and encourages improvements aimed at enhancing pedestrian and bicycle circulation as well as transit opportunities such as those proposed for this project. Improvements such as these have a number of direct and indirect benefits to the natural resources in the region as well as the efforts to protect these resources.
3. Careful consideration should be given to the potential opportunities to conduct stormwater management retrofits or to add stormwater treatment components along US 1, within the framework of the proposed project. If these opportunities exist, they could lead to significant improvements to water quality in Paint Branch or other nearby waterways, where restoration efforts are underway to improve the anadromous fish migrations that historically have run through this area.

Cynthia D. Simpson
July 27, 2001
Page 2

4. Due to the sensitivity of the aquatic resources found in Paint Branch, we request that we be promptly informed if impacts to this waterway or its vegetated buffer become likely upon further study of the project.

We appreciate the attention that has been given in the Environmental Assessment document to natural resources in the area. We advocate and support your continued efforts to optimize protection of natural resources during future planning phases for this project. If you have any questions concerning these comments, you may contact Greg Golden of my staff at 410-260-8334.

Sincerely,


Ray C. Dintaman, Jr., Director
Environmental Review Unit



MT

Federal Emergency Management Agency

Region III
One Independence Mall, Sixth Floor
615 Chestnut Street
Philadelphia, PA 19106-4404

July 30, 2001

Ms. Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: U.S. Route 1, College Park, and MD 210 Multi-Modal Study

Dear Ms. Simpson:

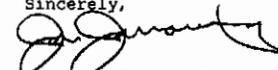
The Federal Emergency Management Agency (FEMA) received your Environmental Assessment for U.S. Route 1 in College Park, and your Draft Environmental Impact Statement for the MD 210 Multi-Modal Study. These reports described proposed projects in areas that have been mapped by FEMA as Zone AE, areas subject to flooding during the 1% annual chance (100-year) event with base flood elevations determined.

The National Flood Insurance Program (NFIP) is administered by FEMA and is designed to reduce flood losses through local floodplain management and provide flood insurance to property owners. The NFIP requires participating communities to adopt and enforce floodplain management ordinances with stipulations about modifications of the 100-year floodplain. As such, each floodprone community has an ordinance requiring permits for all proposed construction within Zone AE areas and also requiring that the flood carrying capacity of a relocated stream be maintained.

To prove that the flood carrying capacity of impacted watercourses will be maintained may require an engineering study and completion of the enclosed Conditional Letter of Map Revision Application. Please coordinate with the Floodplain Management Officers of the appropriate communities to assure that the project meets the requirements of their floodplain management ordinance.

If you have any questions or problems, please call me at 215-931-5524.

Sincerely,


Jon Janowicz, P.E.
Civil Engineer
Mitigation Division

Enclosure

cc: State Coordinator
FEMA Region 3 Community File
Chron File

8/27/01 Tsi
D
S
R



**Maryland Department of Transportation
State Highway Administration**

September 27, 2001

Parris N. Glenn
Governor
John D. Porcar
Secretary
Parker F. Willie
Administrator

Mr. Jon Janowicz
Mitigation Division
Federal Emergency Management Agency
Region III
One Independence Mall, Sixth Floor
615 Chestnut Street
Philadelphia, PA 19106-4404

Dear Mr. Janowicz:

Thank you for your comments on the Environmental Assessment (EA) for US 1 in College Park and the Draft Environmental Impact Statement (DEIS) for the MD 210 Multi-Modal Study. We would like to respond to the concerns outlined in your letter.

You requested that the Maryland State Highway Administration (SHA) coordinate with the Floodplain Management Officer of the appropriate community to assure that the projects meet the requirement of their floodplain management ordinance. The US 1 College Park project and the MD 210 Multi-Modal Study are both in the Project Planning phase, and a Selected Alternative has not yet been identified for either project. Once an alternative is selected and the projects move into the final design phase, SHA will complete detailed hydrology and hydraulics studies to determine if the water surface elevation would be changed by the proposed projects. If required, SHA will complete the Conditional Letter of Map Revision Application and coordinate with the affected communities.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

SEP-18-2001(TUE) 14:27 SHA PPD

410 208 5004

P 002
Original PD received
Copy to Chris Weber

MDP
Maryland Department of Planning

12/0001018.01
 Admin. OAC OER
 Corresp. Tech. Data

Farris N. Chending
Governor
Kathleen Kennedy Townsend
Lt. Governor

Ray W. Kimitz
Secretary
Renald N. Young
Deputy Secretary

September 07, 2001

Ms. Cynthia Simpson, Deputy Director
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
Baltimore, MD 21203-0717

REVIEW AND RECOMMENDATION

State Application Identifier: MD20010605-0600
Description: Environmental Assessment - Improvements to US 1 College Park From Sunnyside Avenue To College Avenue
Applicant: Maryland Department of Transportation
Location: Prince George's County - College Park
Approving Authority: US Department of Transportation
Recommendation: Endorsement with Qualifying Comments

Dear Ms. Simpson:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Housing and Community Development, including the Maryland Historical Trust, Environment, Natural Resources, Transportation, Prince George's County, and the Maryland Department of Planning.

We reviewed the Environmental Assessment and found that it is very thorough in scope and addresses most of the identified challenges for the US 1 Corridor.

We support the Four-Lane Divided Alternative as it identifies Smart Growth-oriented solutions to a corridor that is not only congested for motor vehicle use, but fails in system adequacy for pedestrians and bicyclists. There is a need to reduce pedestrian fatalities along this corridor and promote the use of other mobility options. This is particularly important due to the relationship of this corridor with the University of Maryland System's flagship campus at College Park and because of the need for travel demand management at the University. Local residents use US1 to access the University of Maryland and the adjacent commercial establishments. Increasing walkability, bicycle access, and transit use along US1 will promote mobility options and reduce SOV use. The use of transit pull-off areas on the Four-Lane Alternative is an improvement over existing conditions and should increase the use of bus transit along US1.

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2303
Tel: 410.767.4300 • Fax: 410.767.4480 • Toll Free: 1.800.767.6272 • TTY Users: Maryland Relay
Internet: www.mdp.state.md.us

09/18/2001 02:38PM

Ms. Cynthia Simpson
September 07, 2001
Page 2

The recommendation to reconstruct Baltimore Avenue (US 1) with a four lane median divided alternative will address many of the pedestrian and bicycle mobility issues in this corridor and will create a "gateway" character for this segment of US1. Safe and effective pedestrian crosswalks are a priority in this area. These crosswalks will greatly improve pedestrian movements along US1. There is a need for both on-street and off-street bicycle facilities along this corridor. While trails are effective at addressing some recreational needs, on-street bicycle lanes usually are the preferred choice for bicycle commuters. Many of these commuters are seeking direct access to the University. The recommended 16 foot outside travel lane on the Four-Lane Divided Reconstruction alternative should sufficiently serve most bicycle commuters along US 1, provided that vehicular design speeds are maintained below the existing design speeds both north and south of Greenbelt Road.

The Five-Lane Undivided Alternative is not recommended since it lacks a median and does not effectively calm traffic movements or significantly increase pedestrian safety at crossings along the corridor.

The Maryland Departments of Housing and Community Development, including the Maryland Historical Trust, Natural Resources, and Transportation, found this project to be consistent with their plans, programs, and objectives.

The Maryland Department of the Environment and Prince George's County, and the Maryland Department of Planning found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below and discussed in the attached comments.

Summary of Comments:

The Maryland Historical Trust has determined that the project will have "no adverse effect" on historic properties and that the federal and/or State historic preservation requirements have been met.

Prince George's County stated that although they have no comment on the environmental Assessment report, they would need to review and approve the final design of the project.

The Department of the Environment, in their attached letter, addressed issues relating to solid waste and waterways, in addition to the following comments:

- It seems that the four-lane alternative with median "refuge" would be the fastest for pedestrians crossing US 1
- The report should include the reasons why a pedestrian tunnel or overpass at US 1 near University of Maryland was not considered on the proposed roadway design.
- It would be helpful to show the proposed bike lanes in the alternative maps.

Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse. Additionally, the State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the recommendation cannot be accommodated by the approving authority.

Please remember, you must comply with all applicable state and local laws and regulations. If you have any questions about the comments contained in this letter or how to proceed, please contact the State Clearinghouse at (410) 767-4490. Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.

09/18/2001 02:38PM

Ms. Cynthia Simpson
September 07, 2001
Page 3

We appreciate your attention to the intergovernmental review process and look forward to your continued cooperation. If you need to contact a staff person, please call 410-767-4490.

Sincerely,



Linda C. Janoy, J.D.
Director, Clearinghouse & Plan Review Unit

LCJ:AM:da
Enclosures

(* indicates with attachments)

cc: Orosz - DHCD
Warfield - PGEO

Mueller - MDE
Tassone - MDPC

Dintaman - DNR
Rosenbush - MDPM

Spalding - MDOT

09/18/2001 02:38PM

PLEASE COMPLETE YOUR REVIEW & RECOMMENDATION BEFORE July 05, 2001

RETURN COMPLETED FORM TO: Linda C. Janey, J.D., Director, Clearinghouse & Plan Review Unit, Maryland Department of Planning, 301 West Preston Street, Room 1104, Baltimore, Maryland 21201-2369

State Application Identifier	MD20010606-0800	Clearinghouse Contact:	Aziz Mammad
Applicant:	PGEO - Collage Park	Clearinghouse Phone:	410-767-4490
Applicant:	Maryland Department of Transportation		
Topic/Action:	Environmental Assessment - Improvements to US 1 College Park From Sunnyside Avenue To Collage Avenue		

Based on a Review of the Information Provided, We Have (✓) Checked the Appropriate Determination Below

CONSISTENT RESPONSES - STATE AGENCIES ONLY

- C1 It is consistent with our plans, programs, and objectives.
- C2 It is consistent with the policies contained in Executive Order 01.01.1992.27 (Maryland Economic Growth, Resource Protection, and Planning Act of 1992), Executive Order 01.01.1998.04 (Smart Growth and Neighborhood Conservation Policy), and our plans, programs, and objectives.
- C3 (FEDT ONLY) It has been determined that the project will have "no effect" on historic properties and that the federal and/or state historic preservation requirements have been met.
- C4 (DNR ONLY) It has been determined that this project is in the Coastal Zone and is not inconsistent with the Maryland Coastal Zone Management Program.
- C5 (MDP ONLY) It is consistent with the requirements of State Finance and Procurement Article 5-7B-02, 03;04 and 05 Smart Growth and Neighborhood Conservation (Priority Funding Areas).

CONSISTENT RESPONSES - COUNTY & LOCAL AGENCIES ONLY

- C6 It is consistent with our plans, programs, and objectives.
- C7 It is consistent with the Economic Growth, Resource Protection, and Planning Visions (Planning Act of 1992), State Finance and Procurement Article 5-7B- Smart Growth and Neighborhood Conservation (Priority Funding Areas), and our plans, programs, and objectives.

OTHER RESPONSES - ALL AGENCIES

- R1 **GENERALLY CONSISTENT WITH QUALIFYING COMMENTS:** It is generally consistent with our plans, programs and objectives, but the attached qualifying comment is submitted for consideration.
- R2 **CONTINGENT UPON CERTAIN ACTIONS:** It is generally consistent with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment.
- R3 **NOT CONSISTENT:** It raises problems concerning compatibility with our plans, programs, objectives, or Planning Act policies/policies; or it may duplicate existing program activities, as indicated in the attached comment. If a meeting with the applicant is indicated, please check here
- R4 **ADDITIONAL INFORMATION REQUESTED:** Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here.
- R5 **FURTHER INTEREST:** Due to further interest/questions concerning this project, we request that the Clearinghouse set up a conference with the applicant.
- R6 **SUPPORTS "Smart Growth" and Federal Executive Order 12072 (Federal Space Management),** which directs federal agencies to locate facilities in urban areas.

Use additional comments if necessary OR use the spaces below for brief comments.

Name: Peter G. Warfield	Signature: <i>Peter G. Warfield</i>
Organization: RPO Department of Environmental Resources	Phone: (301) 883-4588
Address: 9822 Peppercom Place, Suite 610	Date Completed: July 17, 2001
City, MD 20774	<input checked="" type="checkbox"/> Check here if additional comments attached.

09/18/2001 02:38PM



Wayne K. Curry
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



April 11, 2002

Mr. Parker F. Williams
Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: US 1 - College Park Corridor Study

Dear Mr. Williams *Parker*

Thank you for your letter dated March 29, 2002 regarding the US 1 College Park Corridor Study.

Prince George's County appreciates the time and effort expended by the State Highway Administration's staff to resolve the operational issues at the intersections of US 1 with Cherry Hill and Edgewood Roads. Working together we will find a comprehensive solution that will improve existing and future traffic operations along the US 1 corridor and provide much needed relief for our residents and commuters.

Again, thank you and the study team for all the efforts associated with this project. If you have any questions, please feel free to contact me at (301) 883-5600.

Sincerely,

Betty Hager Francis
Director

cc: Neil Pedersen, Deputy Administrator, State Highway Administration
Dale G. Coppage, P.E., Deputy Director
Cicero Salles, Special Assistant to the Director



DEPARTMENT OF THE ARMY
 BALTIMORE DISTRICT, CORPS OF ENGINEERS
 10 SOUTH HOWARD STREET
 BALTIMORE, MARYLAND 21201

REPLY TO
 ATTENTION OF:

Operations Division

NOV 22 2004

Maryland State Highway Administration
 Environmental Programs Division
 Attn: Ms. Veronica Piskor
 707 North Calvert Street
 Baltimore, Maryland 21202

Dear Ms. Piskor:

This is in response to your request for a jurisdictional determination (JD) and verification of the delineation of Waters of the United States, including jurisdictional wetlands, to be conducted on CENAB-OP-RMN(MD SHA/US1 at Baltimore Avenue)04-62185-12, located in Prince George's County, Maryland.

Field inspections were conducted on April 16 and August 6, 2004. The inspections indicated that the delineation of Waters of the United States, including jurisdictional wetlands within the "Area of Review" as depicted on the enclosed mapping dated February 2004, is accurate. Those areas indicated as Waters of the United States, including non-tidal wetlands are regulated by this office pursuant to Section 404 of the Clean Water Act. Enclosed is a document that outlines the basis of our determination of jurisdiction over these areas.

Please note that on March 28, 2000, an administrative appeals process was established for JDs. Enclosed is a JD appeals form that can be used if you believe the JD you received warrants further review. You may accept this JD, submit new information seeking reconsideration of the JD or appeal the JD. If you accept the JD, you do not need to notify the Corps. A JD will be reconsidered if you submit new information or data to the Baltimore District Engineer (DE) within 60 days from the date of this letter. If you decide to appeal the approved JD, please submit the attached form within 60 days from the date of this letter to our Regulatory Appeals Review Officer at the following address:

James W. Haggerty
 Regulatory Appeals Review Officer
 North Atlantic Division, US Army Corps of Engineers
 Fort Hamilton Military Community
 General Lee Avenue, Bldg 301
 Brooklyn, NY 11252-6700

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If we do not hear from you within 60 days, we will consider this JD accepted by you. This approved JD is valid for five years from the date of issuance unless new information warrants a revision before the expiration date.

You are reminded that any grading or filling of Waters of the United States, including jurisdictional wetlands, is subject to Department of the Army authorization. State and local authorizations may also be required to conduct activities in the locations. In addition, the Interstate Land Sales Full Disclosure Act may require that prospective buyers be made aware, by the seller, of the Federal authority over any waters of the United States, including jurisdictional wetlands, being purchased.

This delineation/determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA (United States Department of Agriculture) program participants, or anticipate participation in USDA programs, you should request a certified wetland delineation from the local office of the Natural Resources Conservation Service prior to starting work.

If you have any questions concerning this matter, please call Mr. Steve Elinsky of this office at 410.962.4503.

Sincerely,

Steven S. Halman
 Acting Chief, Maryland Section Northern

Enclosure

DISTRICT OFFICE: Baltimore
 FILE NUMBER: 200462185/MD SHA-US1 at Baltimore Avenue/11.22.2004

PROJECT LOCATION INFORMATION:

State: Maryland
 County: Prince George's
 Center coordinates of site (latitude/longitude): 38°56'13"/76°56'30"
 Approximate size of area (parcel) reviewed, including uplands: 50 acres.
 Name of nearest waterway: Paint Branch
 Name of watershed: Anacostia River

JURISDICTIONAL DETERMINATION

Completed: Desktop determination Date: 4/15/04
 Site visit(s) Date(s): 4/16/04 & 8/6/04

Jurisdictional Determination (JD):

- Preliminary JD - Based on available information, there appear to be (or) there appear to be no "waters of the United States" and/or "navigable waters of the United States" on the project site. A preliminary JD is not appealable (Reference 33 CFR part 331).
- Approved JD - An approved JD is an appealable action (Reference 33 CFR part 331).
 Check all that apply: --
- There are "navigable waters of the United States" (as defined by 33 CFR part 329 and associated guidance) within the reviewed area. Approximate size of jurisdictional area: _____
- There are "waters of the United States" (as defined by 33 CFR part 328 and associated guidance) within the reviewed area. Approximate size of jurisdictional area: Approximately 5 acres.
- There are "isolated, non-navigable, intra-state waters or wetlands" within the reviewed area.
 Decision supported by SWANCC/Migratory Bird Rule Information Sheet for Determination of No Jurisdiction.

BASIS OF JURISDICTIONAL DETERMINATION:

- A. Waters defined under 33 CFR part 329 as "navigable waters of the United States":
 The presence of waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.
- B. Waters defined under 33 CFR part 328.3(a) as "waters of the United States":
 (1) The presence of waters, which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide.
 (2) The presence of interstate waters including interstate wetlands.
 (3) The presence of other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate commerce including any such waters (check all that apply):
 (i) which are or could be used by interstate or foreign travelers for recreational or other purposes.
 (ii) from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
 (iii) which are or could be used for industrial purposes by industries in interstate commerce.
 (4) Impoundments of waters otherwise defined as waters of the US.
 (5) The presence of a tributary to a water identified in (1) - (4) above.
 (6) The presence of territorial seas.
 (7) The presence of wetlands adjacent² to other waters of the US, except for those wetlands adjacent to other wetlands.

Rationale for the Basis of Jurisdictional Determination (applies to any boxes checked above). If the jurisdictional water or wetland is not itself a navigable water of the United States, describe connection(s) to the downstream navigable waters. If B(1) or B(3) is used as the Basis of Jurisdiction, document navigability and/or interstate commerce connection (i.e., discuss site conditions, including why the waterbody is navigable and/or how the destruction of the waterbody could affect interstate or foreign commerce). If B(2, 4, 5 or 6) is used as the Basis of Jurisdiction, document the rationale used to make the determination. If B(7) is used as the Basis of Jurisdiction, document the rationale used to make adjacency determination: The project area contains unnamed tributaries to Paint Branch, and the Paint Branch which convey flow to Anacostia River. Jurisdictional wetlands were determined to be directly connected or adjacent to the aforementioned waterways.

Lateral Extent of Jurisdiction: (Reference: 33 CFR parts 328 and 329)

- Ordinary High Water Mark indicated by:
 clear, natural line impressed on the bank
 the presence of litter and debris
 changes in the character of soil
 destruction of terrestrial vegetation
 shelving
 other: _____
- High Tide Line indicated by:
 oil or scum line along shore objects
 fine shell or debris deposits (foreshore)
 physical markings/characteristics
 tidal gages
 other: _____

Mean High Water Mark indicated by:

- survey to available datum; physical markings; vegetation lines/changes in vegetation types.

Wetland boundaries, as shown on the attached wetland delineation map and/or in a delineation report prepared by: MD SHA

Basis For Not Asserting Jurisdiction:

- The reviewed area consists entirely of uplands.
 Unable to confirm the presence of waters in 33 CFR part 328(a)(1, 2, or 4-7).
 Headquarters declined to approve jurisdiction on the basis of 33 CFR part 328.3(a)(3).
 The Corps has made a case-specific determination that the following waters present on the site are not Waters of the United States:
 Waste treatment systems, including treatment ponds or lagoons, pursuant to 33 CFR part 328.3.
 Artificially irrigated areas, which would revert to upland if the irrigation ceased.
 Artificial lakes and ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing.
 Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons.
 Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States found at 33 CFR 328.3(a).
 Isolated, intrastate wetland with no nexus to interstate commerce.
 Prior converted cropland, as determined by the Natural Resources Conservation Service. Explain rationale:
 Non-tidal drainage or irrigation ditches excavated on dry land. Explain rationale:
 Other (explain): _____

DATA REVIEWED FOR JURISDICTIONAL DETERMINATION (mark all that apply):

- Maps, plans, plots or plat submitted by or on behalf of the applicant.
 Data sheets prepared/submitted by or on behalf of the applicant.
 This office concurs with the delineation report, dated February 2004, prepared by MD SHA.
 This office does not concur with the delineation report, dated _____, prepared by (company): _____
- Data sheets prepared by the Corps:
 Corps' navigable waters' studies:
 U.S. Geological Survey Hydrologic Atlas:
 U.S. Geological Survey 7.5 Minute Topographic maps: Washington East, MD.
 U.S. Geological Survey 7.5 Minute Historic quadrangles:
 U.S. Geological Survey 15 Minute Historic quadrangles:
 USDA Natural Resources Conservation Service Soil Survey: Prince George's County.
 National wetlands inventory maps: Washington East
 State/Local wetland inventory maps:
 FEMA/FIRM maps (Map Name & Date):
 100-year Floodplain Elevation is: (NGVD)
 Aerial Photographs (Name & Date):
 Other photographs (Date): February 2004
 Advanced Identification Wetland maps:
 Site visit/determination conducted on: 4/16/04 & 8/6/04.
 Applicable/supporting case law:
 Other information (please specify): _____

¹Wetlands are identified and delineated using the methods and criteria established in the Corps Wetland Delineation Manual (87 Manual) (i.e., occurrence of hydrophytic vegetation, hydric soils and wetland hydrology).

²The term "adjacent" means bordering, contiguous, or neighboring. Wetlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like are also adjacent.

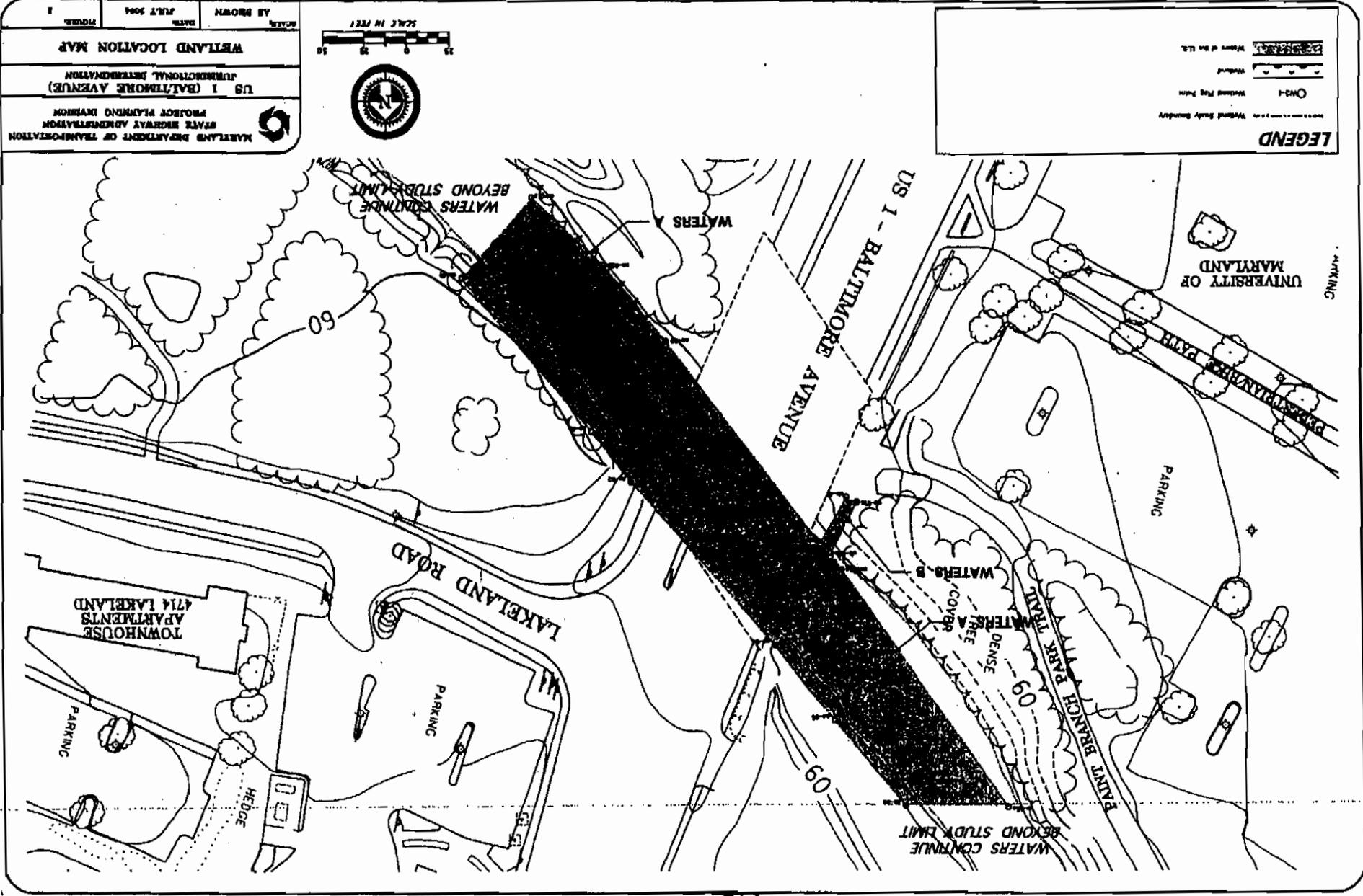
DATE: 11-22-04
PROJECT: WETLAND STUDY
DRAWN BY: [Signature]

**JURISDICTIONAL DETERMINATION
VERIFICATION MAP**

FOR: MD SHA/US 10 BALT. AVE.

CENAB-OP-R/W (2004/02/85)

FOR SIGNATURE: [Signature]
DATE: 11-22-04
U.S. ARMY ENGINEER DISTRICT BALTIMORE



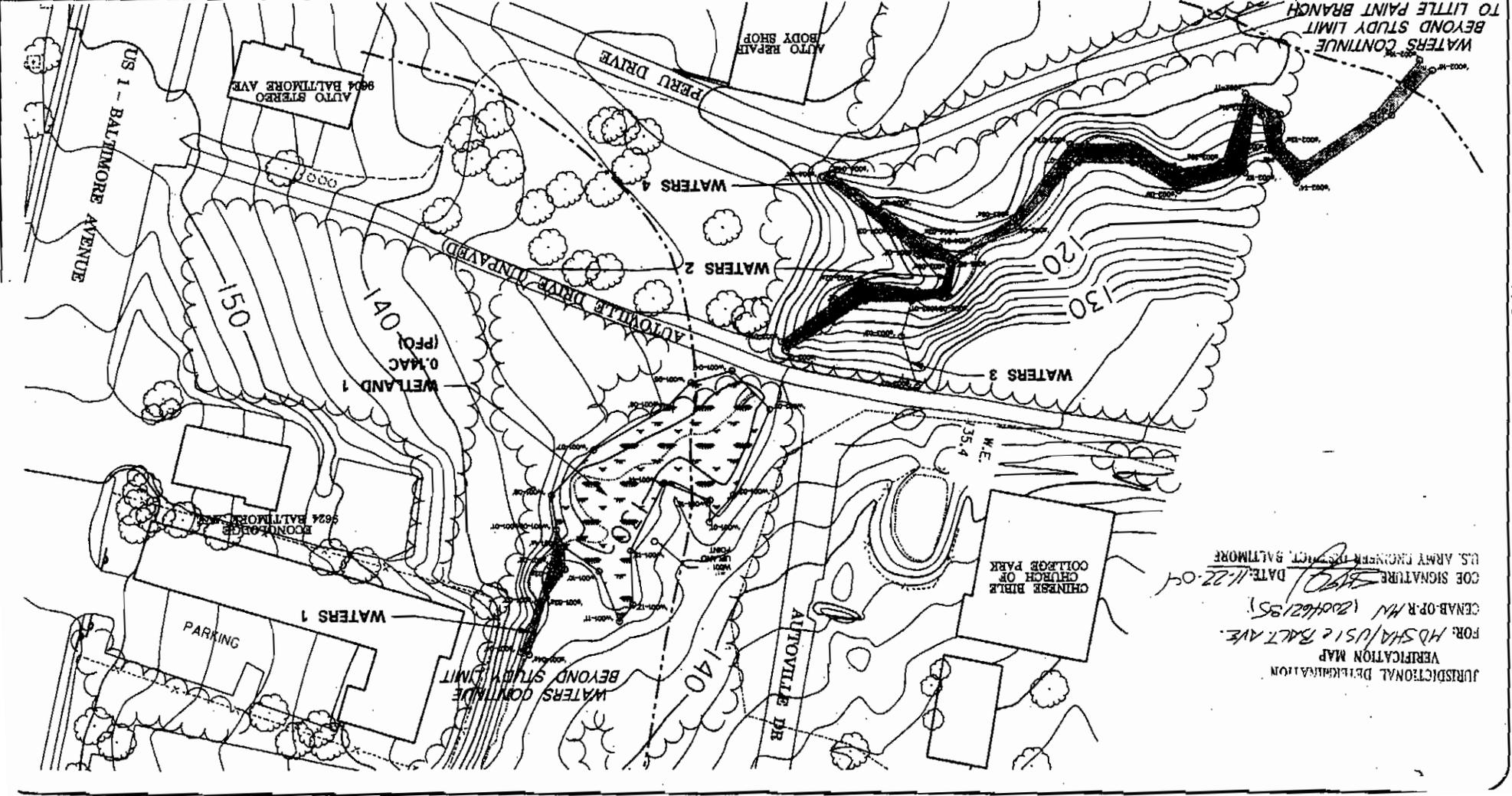
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MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT PLANNING DIVISION
 US 1 (BALTIMORE AVENUE)
 JURISDICTIONAL DETERMINATION
 WETLAND LOCATION MAP
 SCALE AS SHOWN
 DATE: FEBRUARY 2004
 SHEETS: 3



LEGEND

- Wetland Study Boundary
- Wetland Flag Point
- Wetland
- Waters of the U.S.



JURISDICTIONAL DETERMINATION
 VERIFICATION MAP
 FOR: MD SHA/US 1 BALT AVE.
 GENAB-OP-R/H/1200402/185/
 COE SIGNATURE: [Signature]
 DATE: 11.22.04
 U.S. ARMY ENGINEER DISTRICT, BALTIMORE