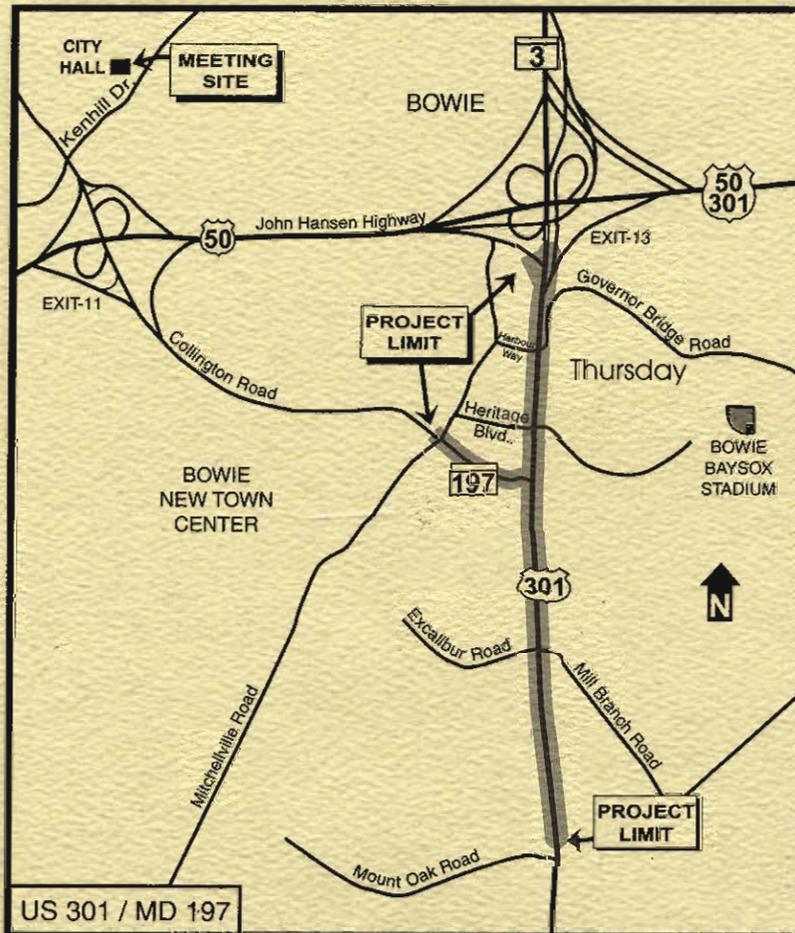


# U.S. 301 / MD 197

## North of Mount Oak Road to U.S. 50

# LOCATION / DESIGN

## PUBLIC HEARING



Project No. PG288A11

Wednesday, November 20, 2002

Bowie City Hall  
2614 Kenhill Drive  
Bowie, MD 20715

**Displays Available**  
**5:30 p.m.**  
**Presentation / Testimony**  
**7:00 p.m.**



Maryland Department of Transportation  
STATE HIGHWAY ADMINISTRATION



US DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

## **PROJECT PLANNING TEAM CONTACTS**

If you have any questions about this study, please feel free to contact one of the persons listed on page 11 of this brochure. You can find out about this and other projects at:

- [www.marylandroads.com](http://www.marylandroads.com).

## **INTRODUCTION**

The U.S. 301/MD 197 Transportation Study is the first "breakout" project planning study within the U.S. 301 Northern Corridor, which extends from U.S. 50 to the MD 5/U.S. 301 split just north of Waldorf. This project is sponsored by the State Highway Administration. The Project Team includes Federal, State and local governmental agencies. This team has carefully reviewed the transportation and related environmental issues within the project area and defined the need for an improvement project. Multiple transportation strategies and alternates have been evaluated to address current and projected congestion and improve safety in this area.

## **PURPOSE OF THE STUDY**

As documented in the 1996 U.S. 301 Task Force Final Report, the existing conditions and expected growth within this corridor will significantly increase traffic congestion and accidents. The purpose of this study is to develop solutions that will address this congestion, increase mobility and improve safety conditions along this stretch of roadway. If nothing is done, congestion, traffic operations and safety conditions will worsen, with many local roadways and intersections being forced to handle greater traffic volumes than the current capacity allows, thus substantially increasing travel times.

## **PURPOSE OF THE HEARING**

The purpose of the Location/Design Public Hearing is to formally present the results of the

engineering and environmental studies that have been completed for the U.S. 301/MD 197 Study and to provide an opportunity for interested persons to offer verbal or written comments for consideration as part of the project record. Maps and other exhibits depicting the study alternates will be on display beginning at 5:30 PM. A formal presentation will begin at 7:00 PM and will be followed by public testimony. Testimony may also be given privately to a court reporter. The entire proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review by February 15, 2003 at the locations listed in the back of the brochure.

## **PUBLIC COMMENTS**

The public is encouraged to participate in the Public Hearing to ensure input in the decision making process. Your written comments may be submitted using the postage paid return mailer included in this brochure. Additional copies of these mailers will also be available during the Public Hearing at the receptionist's desk. Written comments for inclusion in the Public Hearing transcript may be submitted until January 15, 2003.

## **PROGRAM STATUS**

The project is included in the Primary Development and Evaluation Program portion of MDOT's FY 2002-2007 Consolidated Transportation Program (CTP) and is currently funded only for the planning phase. Following approval of the project's location and design, if a "build" alternate is selected, the project will become eligible for inclusion in future programs for final design, right-of-way acquisition and construction.

## **PUBLIC INVOLVEMENT**

A key component throughout the development of this project has been the public involvement. This involvement has included Public Workshops and Hearings for the entire U.S. 301 corridor and the

most recent Public Workshop held November 29, 2000. In addition to the Workshops and Hearings, SHA has prepared newsletters, and attended briefings, presentations and discussions with community and business organizations.

## FOCUS GROUP

A very active Focus Group comprised of local residents, community leaders, and business owners have met periodically with the Project Team to provide input during the development of the proposed alternates as well as to note the local traffic circulation, access and aesthetic concerns. Comments and suggestions received from the Focus Group have been incorporated into the alternates where possible.

## PROJECT NEED

Over the recent decade, there has been a substantial increase in the amount of development adjacent to U.S. 301 and in the surrounding area. Extensive growth in the next 10 to 15 years will dramatically increase the traffic on this section of U.S. 301. Traffic increases will be comprised of local and commercial related trips and through trips from region to region. The substantial amount of development along this segment of U.S. 301 clearly indicates the need for access controls.

The 1997 and 2000 Average Daily Traffic (ADT) volumes indicate a 23 percent increase to 64,600 vehicles per day (VPD) at MD 197 and U.S. 301; a 17% increase to 54,975 VPD at the Heritage Boulevard intersection; and a 6% increase to 18,775 VPD on MD 197. Daily traffic volumes are expected to grow to 96,100 VPD by 2020 on U.S. 301.

The accident rate on U.S. 301 between MD 197 and U.S. 50 is almost triple that of the statewide average for similar roadways. Rear end, angle, sideswipe, opposite direction, partial vehicle and truck related accidents are all occurring at a rate significantly higher than the statewide rate. This

is an indication of rapidly increasing congestion and reduced levels of service.

## ALTERNATES RETAINED FOR DETAILED STUDY

Coordination will continue with Prince George's County Department of Public Works and Maryland-National Capital Park and Planning Commission (M-NCPPC), the City of Bowie, and the Focus Group. This helps to ensure that "Thinking Beyond the Pavement" or Context Sensitive Design concepts that preserve and enhance the community's character while improving transportation in the project area are incorporated wherever possible.

"Thinking Beyond the Pavement" addresses such issues as:

- Pedestrian Circulation
- Local traffic circulation to and from neighborhoods and businesses
- Control of vehicular speed
- Maintenance of traffic during construction
- Right-of-way impacts
- Problems of traffic diversions through residential neighborhoods
- Effects on police, fire, and emergency rescue response time
- Aesthetics/Landscape/Streetscape Opportunities
- Other specific community issues

Your comments will help assure that the alternates are developed to improve access in relation to the local character and the aesthetic desires of the community. We encourage you to comment on "Thinking Beyond the Pavement"

issues using the comment card at the back of this brochure.

With the aid of input from the November 2000 Public Workshop, the Focus Group and from the design team, four build alternates and the no-build alternate were retained for detailed study.

These proposed alternates were approved by the federal and state resource and regulatory agencies for further, more detailed consideration and are described in more detail below. Please refer to Figures 1-4 which depict the existing and proposed alternates. Typical sections have also been provided.

### **ALTERNATE 1: NO-BUILD ALTERNATE**

The no-build alternate essentially keeps the at-grade intersections and lane configurations the same as they exist today. There would be minor modifications such as signal timing changes and possible additional turn lanes at intersections in order to address short term operational issues.

### **ALTERNATE 2 MODIFIED (FIGURE 1)**

U.S. 301 would be expanded to 3 lanes in each direction along the existing alignment. A new urban diamond interchange is proposed with a structure carrying MD 197 over U.S. 301 to eliminate the existing at-grade intersection. A two-way service road would be provided on the east side of U.S. 301. A one way (southbound) service road would be constructed adjacent to U.S. 301 on the west side of the roadway for local access to businesses from U.S. 301. This service road would also service traffic exiting U.S. 301 southbound (south of U.S. 50) intending to use MD 197 at the urban diamond.

Underneath the urban diamond structure, a second ramp would provide access to businesses south of the MD 197 interchange. This ramp is also one-way southbound and is intended to provide a more convenient movement for traffic accessing the Collington Plaza, particularly traffic from eastbound U.S. 50 that otherwise would be

required to use Mitchellville Road and Heritage Boulevard, or MD 197 to reach the west-side service road. Access to U.S. 301 southbound from the urban diamond would be provided indirectly via the west-side service road because of the limited space available, with all traffic entering southbound U.S. 301 at a merge point south of Excalibur Road.

### **REVISED ALTERNATE 2 MODIFIED (FIGURE 2)**

This alternate is identical to Alternate 2 Modified, with two exceptions. First, southbound U.S. 301 traffic would not need to exit at the westside service road to gain access to the MD 197 interchange. The through and local traffic would be separated just south of the U.S. 50/U.S. 301 interchange. This would result in separating turning and slower-moving traffic on the service road from the higher-speed traffic accessing MD 197. Separating traffic in this way is generally regarded as a deterrent to rear-end collisions. However since the service road, which passes beneath the urban diamond overpass structure, must be aligned west of the MD 197 interchange ramp, the urban diamond overpass is longer than that proposed for Alternate 2 Modified. Also, this arrangement prevents the inclusion of a slip lane from southbound U.S. 301 to the westside service road in the vicinity of the MD 197 interchange.

The second change is that direct access to the southbound service road would be from one slip ramp just south of the U.S. 50/U.S. 301 interchange. Traffic moving from MD 197 to Collington Plaza will be required to either use the eastside service road and Excalibur Road or utilize the westside service road using Mitchellville Road and Heritage Boulevard.

### **ALTERNATE 5A (FIGURE 3)**

Alternate 5A shifts proposed U.S. 301 to the east by approximately 100 feet. This would allow room for a two-way service road on the west side of U.S. 301 and move away from the businesses to the west of U.S. 301. The realignment would result in the filling of wetlands and displacement

of several businesses on the east side of U.S. 301. Access from northbound U.S. 301 to Excalibur Road and the eastside service road would be provided from a left exit ramp. This ramp would span southbound U.S. 301 and end at an at-grade intersection with Excalibur Road. From this intersection, traffic could proceed straight on the 2-way westside service road, make a left onto Excalibur Road or make a right to access Mill Branch Road or the eastside service road. As a consequence of these impacts, this alternate is more expensive than both Alternate 2's.

The westside service road and the southbound approach to the urban diamond at MD 197 would receive traffic from separate ramps from southbound U.S. 301, similar to Alternate Revised 2 Modified. Also, an additional ramp from southbound U.S. 301 to the westside service road would provide enhanced access to Collington Plaza, with the intersection between this ramp and the service road located just south of the urban diamond overpass. Southbound MD 197 traffic would be able to directly access both of the service roads and the ramps to U.S. 301. U.S. 301 would also be designed to be built at-grade with the MD 197 interchange and ramps going over U.S. 301.

This alternate was previously referred to as Alternate 5, but has been renamed for clarity.

#### **ALTERNATE 5B (FIGURE 4)**

This alternate is identical to Alternate 5A, except that the urban diamond interchange includes structures carrying U.S. 301 over MD 197 instead of a structure carrying MD 197 over U.S. 301. The west-side service road would also need to be elevated because of its proximity to U.S. 301.

This alternate was previously referred to as Alternate 5 (Option A) or Alternate 5 (301 over 197), but has been renamed for clarity.

#### **ISSUES COMMON TO ALL OF THE PREVIOUSLY DESCRIBED ALTERNATES**

##### **Improved Operations on Mainline U.S. 301:**

Each alternate involves removing four traffic signals (Harbour Road, Heritage Boulevard, MD 197, and Excalibur Road) on U.S. 301. U.S. 301 would be converted to a full-access controlled roadway between Mount Oak Road and U.S. 50 with 3 through lanes in each direction.

**Separation of Local and Through Trips:** To maintain access to and from adjacent commercial and residential properties, parallel service roads are proposed, and would connect to U.S. 301. Safety is enhanced by separating lower-speed local trips (often executing turns) from higher speed through trips on U.S. 301. Additionally, each alternate features rerouted access from eastbound U.S. 50 to the Bowie Gateway Center and Collington Plaza. The rerouted access is provided via a new ramp from eastbound U.S. 50 to Mitchellville Road. This new ramp is necessary because traffic would enter U.S. 301 from the eastbound U.S. 50 ramp after the exit to the service road that connects to the Bowie Gateway Center and Collington Plaza. The relative orientation of these two ramps is necessary to avoid a weaving traffic pattern that usually introduces a significant accident risk.

**U.S. 301/MD 197 Interchange:** Direct movement of traffic between U.S. 301 and MD 197 would be maintained by a new urban diamond interchange. This interchange would feature a signalized intersection located either directly above or beneath a new overpass structure, and this intersection would service traffic both from MD 197 and from ramps exiting from U.S. 301. MD 197 would be extended east of U.S. 301 to connect to a realigned Stadium Drive. All ramps to and from U.S. 301 would meet at one signalized intersection on MD 197 instead of two (as in traditional diamond interchanges).

**MD 197 Widening:** MD 197 would be widened from west of Mitchellville Road to the new east-

side service road. Additional lanes would also be added at the intersection of MD 197 with Mitchellville Road.

**Elimination of Existing Intersections:** At the other three currently signalized intersections, direct access to and from U.S. 301 would be eliminated. At the north end of the project, an overpass will connect Harbour Way on the west side of U.S. 301 to Governor Bridge Road, which would be extended southward to function as an east-side service road. Likewise at the south end of the project, an overpass would connect Excalibur Road and a new west-side service road to the Governor Bridge Road extension on the east of U.S. 301. Mill Branch Road would be realigned to intersect with the new extension of Governor Bridge Road, and a traffic signal would be installed at this intersection. Heritage Boulevard would end at a T-intersection with the new west-side service road.

## TRAVEL DEMAND

Alternate 2 Modified, Alternate 5A (MD 197 over U.S. 301), and Alternate 5B (U.S. 301 over MD 197) build alternates. Methodology included the 2000 Highway Capacity Manual (HCM) for freeway locations and Critical Lane Analysis on intersections to determine levels of service (LOS) and volume-to-capacity (v/c) ratios.

Level of Service, which ranges from LOS A to LOS F, is a measure of the quality of traffic flow during peak hours of a typical day. Ideal conditions of little to no congestion are measured as LOS A. LOS B through LOS D indicate that operations are acceptable but with increasing amounts of delay and congestion. LOS E indicates that the facility is approaching capacity and has a decline of traffic maneuverability, comfort and convenience. LOS F represents facility breakdown, including lengthy queuing or stop and go conditions. Volume-to-capacity (v/c) ratios indicate the rate of traffic flow based on the facility's capacity to handle the existing or projected traffic. In general, v/c ratios below 1.0 indicate the facility will have sufficient capacity to meet the traffic demand. V/c ratios above 1.0 indicates facility breakdown due to long queues and delays.

A summary of the major intersections based on the year 2000 existing roadway conditions and the projected year 2020 no-build conditions are shown in Table 2. Table 3 illustrates the results of the year 2020 build scenarios for the proposed alternates. In addition, traffic characteristics of each alternate are discussed below.

**Table 1. Average Daily Traffic Volumes**

Location	Existing 2000	No-Build 2020
U.S. 301: U.S. 50 to Harbour Way	61,000	97,600
U.S. 301: Harbour Way to Heritage Blvd	54,975	88,400
U.S. 301: Heritage Blvd to MD 197	53,825	84,150
U.S. 301: MD 197 to Excalibur Road	64,600	98,650
U.S. 301: South of Excalibur Road	61,525	92,175
MD 197: U.S. 301 to Mitchellville Road	18,775	35,500
MD 197: West of Mitchellville Road	29,450	42,000

Average Daily Traffic volumes in the Study Area were determined for the existing (year 2000) and No-Build (year 2020) conditions (see Table 1). The heaviest traveled segment, U.S. 301 from MD 197 to Excalibur Road, would experience a 53% increase in ADT by year 2020. MD 197 between U.S. 301 and Mitchellville Road would increase in volume by approximately 89% by year 2020.

Peak hour capacity analyses were performed for the proposed Alternate 2 Modified, Revised

Location/Intersection		LOS		v/c Ratio	
		AM	PM	AM	PM
2000 Existing	U.S. 301 at Harbour Way	C	E	0.79	0.97
	U.S. 301 at Heritage Blvd	B	E	0.67	0.93
	U.S. 301 at MD 197	C	D	0.73	0.84
	U.S. 301 at Excalibur Rd	C	D	0.78	0.83
	MD 197 at Mitchellville Rd	A	A	0.43	0.60
2020 No-Build	U.S. 301 at Harbour Way	F	F	1.50	1.60
	U.S. 301 at Heritage Blvd	F	E	1.40	0.98
	U.S. 301 at MD 197	F	F	1.50	1.40
	U.S. 301 at Excalibur Rd	F	F	1.60	1.90
	MD 197 at Mitchellville Rd	D	F	0.86	1.00

**YEAR 2000 EXISTING CONDITIONS**

Capacity analyses for the existing year 2000 traffic conditions were developed for the five (5) major intersections along U.S. 301 and MD 197 as indicated in Table 2. The results indicate that three (3) intersections - U.S. 301/MD 197, U.S. 301/Excalibur Road, and MD 197/Mitchellville Road - have acceptable levels of service (LOS D or better, v/c ratio of 0.84 or below) during both

the AM and PM peak hours. However, the intersections located at U.S. 301/Harbour Way and U.S. 301 Heritage Blvd operate at LOS E during the PM peak hour, with v/c ratios of 0.97 and 0.93, respectively.

**YEAR 2020 NO-BUILD ALTERNATE**

Under the year 2020 no-build alternate, existing roadway conditions would produce failing traffic operations throughout the corridor. All five (5) existing intersections listed in Table 2 are projected to operate with LOS F (v/c ratio = 1.4 or above) during the AM peak period, with the only exception at MD 197/Mitchellville Road which has a LOS D, v/c ratio = 0.86. In the PM peak, four (4) intersections operate at LOS F while one (1), U.S. 301/Heritage Blvd intersection, borders failure with LOS E at a v/c ratio of 0.98.

Location/Intersection		Alternate 2 Modified		Revised Alternate 2 Modified		Alternate 5 (MD 197 over U.S. 301 & U.S. 301 over MD 197)	
		LOS (v/c Ratio)		LOS (v/c Ratio)		LOS (v/c Ratio)	
		AM	PM	AM	PM	AM	PM
2020 Build	MD 197 at Mitchellville Rd	A (0.50)	C (0.80)	A (0.50)	C (0.80)	A (0.52)	C (0.80)
	MD 197/U.S. 301 Ramp Intersection	A (0.45)	D (0.84)	A (0.45)	D (0.84)	A (0.44)	C (0.80)
	MD 197 at Governor Bridge Rd	A (0.39)	A (0.62)	A (0.39)	A (0.62)	A (0.38)	A (0.62)
	Governor Bridge Rd at Harbour Way	A (0.33)	A (0.48)	A (0.33)	A (0.48)	A (0.33)	A (0.48)
	Governor Bridge Rd at Mill Branch Rd	A (0.26)	A (0.36)	A (0.26)	A (0.36)	A (0.25)	A (0.35)
	Governor Bridge Rd at U.S. 301 NB Off-ramp	A (0.22)	A (0.45)	A (0.22)	A (0.45)	---	---
	W. Service Rd at Excalibur Rd	A (0.45)	D (0.90)	A (0.27)	A (0.52)	A (0.35)	C (0.79)
	W. Service Rd at Collington Plaza (North)	A (0.35)	B (0.70)	A (0.21)	A (0.43)	A (0.28)	B (0.64)
	W. Service Rd at Collington Plaza (South)	A (0.31)	C (0.75)	A (0.17)	A (0.46)	A (0.28)	B (0.67)
	W. Service Rd at Driveway north of Harbour Way (near McDonald's/Bob Evans)	A (0.28)	A (0.56)	A (0.29)	A (0.56)	A (0.22)	A (0.40)
	W. Service Rd at Heritage Blvd	A (0.42)	C (0.75)	A (0.22)	A (0.43)	A (0.27)	A (0.47)
W. Service Road at MD 197 Ramp/U.S. 301 Slip Ramp	---	---	---	---	A (0.31)	C (0.74)	

## **YEAR 2020 BUILD ALTERNATES**

The four build alternates, Alternate 2 Modified, Revised Alternate 2 Modified, Alternate 5A (MD 197 over U.S. 301) and Alternate 5B (U.S. 301 over MD 197) have many similarities to improve traffic capacity. These similarities include improving traffic operation on the mainline; separation of local and through trips with the use of service roads; providing a grade separated interchange at U.S. 301/MD 197 and widening MD 197.

Traffic levels of service for intersections under each build alternate are presented in Table 3.

Critical lane analyses of Alternate 2 Modified indicates only two (2) locations: MD 197/U.S. 301 ramp intersection and West Service Road/Excalibur Road, that will reach or approach LOS D with v/c ratios of 0.84 or higher during the PM peak period. Only one (1) location will reach or approach LOS D: MD 197/U.S. 301 ramp intersection during the PM peak period for Alternate Revised 2 Modified. Lastly, the critical lane analysis for Alternates 5A and 5B indicate acceptable levels of service (LOS C or better, v/c ratio = 0.80 or below) during both AM and PM peak periods for all the intersections under these build scenarios.

## **ENVIRONMENTAL SUMMARY**

A detailed analysis of the build alternates was conducted to determine the potential for impacts to socio-economic and natural environmental resources. A comparison and summary of these impacts is provided in Table 4.

### **SOCIO-ECONOMIC IMPACTS**

Development in the study area is guided by the proposed Bowie-Collington-Mitchellville and Vicinity Master Plan (MNCPPC 1991). The roadway improvements are consistent with the Master Plan.

It is the intent of the Smart Growth Areas Act [1997] to limit sprawl and direct state funding for growth-related projects toward County-designated Priority Funding Areas [PFAs]. Most of the study area is included within the certified Prince Georges County PFA. Each build alternate is located primarily [95 %] within the PFA designated by Prince George's County. No new access will be provided to areas outside the PFA boundary.

Existing land use within the study area is a mix of medium to high density residential and local and regional commercial uses. A major recreation facility (PG Stadium) is also located in the study area. The future land use in the study area is planned to provide for a mix of service and commercial uses and high density urban and suburban residential uses. Since the 1970s, development within the study area has supported substantial increases in population, outpacing growth at both the county and state level. The study area also includes approximately 88 individual businesses, most classified as retail establishments (42% of study area businesses) and service enterprises (34% of study area businesses). Up to 4 business displacements would be required with the build alternates.

Emergency response time in the study area is expected to improve as a result of the implementation of any of the build alternates.

Each of the build alternates would provide reasonable access to commercial and employment properties along U.S. 301 through the inclusion of parallel service roads. The build alternates would generally reduce current congestion levels and provide for reduced customer travel time to study area businesses. Based on an intensive study of potential business impacts of the proposed project, it is estimated that the reduced congestion levels and travel times associated with the build alternates would provide benefits to existing and future customers

while encouraging additional future business investment in the study area.

The proposed improvements would not impact any community facilities (schools, libraries, publicly owned public parks, religious facilities) or residential properties. The minority population of the study area is approximately 38% which mirrors the racial diversity of Prince Georges County and is dispersed throughout the study area. No low-income populations have been identified through data analysis and coordination with local and regional civic, governmental and neighborhood organizations. No disproportionate impacts to minority or low-income populations are anticipated with the proposed build alternates.

The State Highway Administration, in consultation with the Maryland Historical Trust and other consulting parties has determined that there are no historic standing structures or archeological sites affected by the proposed alternates.

### **NATURAL ENVIRONMENTAL IMPACTS**

Alternates 2 Modified and Revised 2 Modified would affect 35 acres of designated Soils of Statewide Importance and 29 acres of designated Prime Farmland soils. However, all but 10 acres of the Statewide Important soils and 4 acres of the Prime Farmland soils are already committed to urban development. Alternates 5A and 5B would affect 49 acres of Soils of Statewide Importance and 33 acres of Prime Farmland soils. Of these areas, 13 acres of Statewide Important soils and 8 acres of the Prime Farmland soils are not currently developed.

The land in and around the project limits lies entirely within the Patuxent River watershed which drains into the Chesapeake Bay. Streams in the project area are the main stem and associated tributaries of Mill Branch and Green Branch. Runoff from the project study area flows into Mill Branch and Green Branch and ultimately into the Patuxent River. All streams are designated Use 1 by the Department of Environment and may

require a restriction on in-stream construction from March 1 to June 15 inclusive. Based on detailed field investigations, the water quality for Green and Mill Branches is considered poor. Both streams are unstable and eroding. Alternates 2 Modified and Revised 2 Modified would require the addition of three culvert extensions, two new culverts and one span structure/culvert. The construction of either of these alternates could potentially impact a total of approximately 900 linear feet of perennial stream within the project study area, mostly along an unnamed tributary of Green Branch. Construction of Alternates 5A or 5B will require the addition of 5 new culverts and one new span structure/culvert to accommodate the new alignment of U.S. 301 and the accompanying service road. These culverts will potentially impact 1,550 linear feet of perennial stream within the project study area, also mostly along an unnamed tributary of Green Branch.

It is anticipated that two existing storm water management (SWM) facilities will be replaced by larger basins. In addition, there may be several new SWM basins constructed with each alternate. Strict enforcement of the State Highway Administration's sediment and erosion control procedures and the Maryland Department of the Environment's storm water management regulations will minimize water quality effect during and after construction.

According to the United States Fish and Wildlife Service (USFWS) and Maryland Department of Natural Resources (DNR), there are no records of any Federal or State Endangered or Threatened Species or State rare species in the project area. All of the streams in the project area are degraded and provide little habitat for fish populations. There are also several fish blockages, natural and man-made, identified within the study limits that would impede fish migration.

Based on conditions observed in the field, five palustrine forested wetlands, one palustrine emergent wetland, two ephemeral channels, and several lower perennial riverine systems exist within the project limits. Alternates 2 Modified and Revised 2 Modified will impact 0.80 acre (34,838 sq. ft.) of wetlands. Construction of either of these alternates would result in filling of one wetland and the potential permanent impact to another. Alternates 5A and 5B may impact 1.14 acre (49,658 sq. ft.), covering three wetlands that would be filled. There are no 100-year floodplains within the study area.

Cultivated fields exist in the southeastern portions of the project corridor adjacent to Mill Branch Road. The majority of forested land exists east of U.S. 301 along Green Branch and Mill Branch and their associated tributaries. The dominant forest type is deciduous, with a few scattered evergreens. Efforts will be made to avoid removing these trees. Alternates 2 Modified and Revised 2 Modified would affect 9.22 acres of forest/brush habitat and approximately 625 linear feet of riparian corridor along the two unnamed tributaries east of Rip's Restaurant. Alternates 5A and 5B would have a slightly larger impact on vegetation than Alternates 2 Modified and Revised 2 Modified because the alignment shifts U.S. 301 100 feet east. Approximately 17.10 acres of forest/brushland would be cleared. Approximately 1,400 linear feet of riparian buffer will be impacted along the two unnamed tributaries east of Rip's Restaurant and Motel.

A database search and field investigation uncovered seven sites that are either known to contain or are suspected of containing waste materials within or adjacent to the proposed alternates and could influence construction activities. Of these seven sites, four were determined to have a low impact potential or low probability of contamination. The three sites of medium to high impact potential and moderate probability of contamination included a leaking underground storage tank at the Xtra Mart service

station and two unregulated surface debris dumps near Rip's Motel. Debris will be removed from the surface before construction, soil sampling will occur where empty metal drums are found, and an extensive file review of MDE records will occur to monitor remediation efforts currently underway at the service station site.

The air quality analysis indicates that the project would not result in any violations of the State/National ambient quality standards for Carbon Monoxide with any of the proposed alternates.

A noise analysis was conducted for the project. Results indicated that three [3] of the four [4] identified noise sensitive areas (NSA) will experience no-build design year noise levels equal to or exceeding the Federal Highway Administration (FHWA)/State Highway Administration impact criteria. Three [3] of the four [4] identified noise sensitive areas will also experience build design year noise levels that equal or exceed the FHWA/SHA impact criteria for each of the alternates under both build and no-build conditions. Feasibility and reasonableness of noise abatement was investigated for the build alternates at NSAs 2, 3, and 4. A final determination on the feasibility and reasonableness of noise barriers for these NSAs will be made after SHA has identified the selected alternate. No final decisions regarding noise barriers have been made.

## **PROJECT PLANNING PROCESS**

Several steps remain in this project planning study, including evaluating and addressing public and agency comments received at the Public Hearing. Once these tasks are completed, the State Highway Administration (SHA) will recommend and select a preferred alternate. Location Approval will then be obtained from the Federal Highway Administration, and Design Approval will be obtained from the SHA Administrator for the selected alternate. Once

Location and Design Approvals are obtained, this project will become a candidate for future funding phases, including final design, right-of-way a acquisition, and construction

## **NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROJECTS**

Should you have any questions concerning non-discrimination in federally assisted and State-Aid programs, please contact:

Mr. Walter Owens, Jr., Director  
Office of Equal Opportunity  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202  
Phone: 410-545-0315  
Email: wowens@sha.state.md.us

## **RIGHT-OF-WAY AND RELOCATION ASSISTANCE**

The proposed project may require additional right-of-way. For information regarding right-of-way and relocation assistance, please contact:

Mr. Richard Ravenscroft  
District #3 Office of Real Estate  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770  
Phone: 301-513-7455  
Toll Free: 800-749-0737  
Email: dravenscroft@sha.state.md.us

## **MEDIA USED FOR NEWSPAPER NOTIFICATION**

Advertisements for this meeting appeared in the following:

*Prince George's Journal*

*Washington Post*

*Washington Times*

*Afro-American (D.C.)*

*Bowie Blade News*

*Enquirer Gazette*

*Greenbelt News Review*

*Laurel Leader*

*Prince George's Post*

*Prince George's Sentinel*

*Maryland Register*

A news release was distributed to local newspapers, and public service announcements of this Public Hearing were furnished to radio stations serving the project area. In addition, those persons who are currently on the project mailing list received direct notice of this meeting.

## **PROJECT PLANNING TEAM**

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District Engineer – District #3  
State Highway Administration  
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Greenbelt, Maryland 20770

## **THANK YOU**

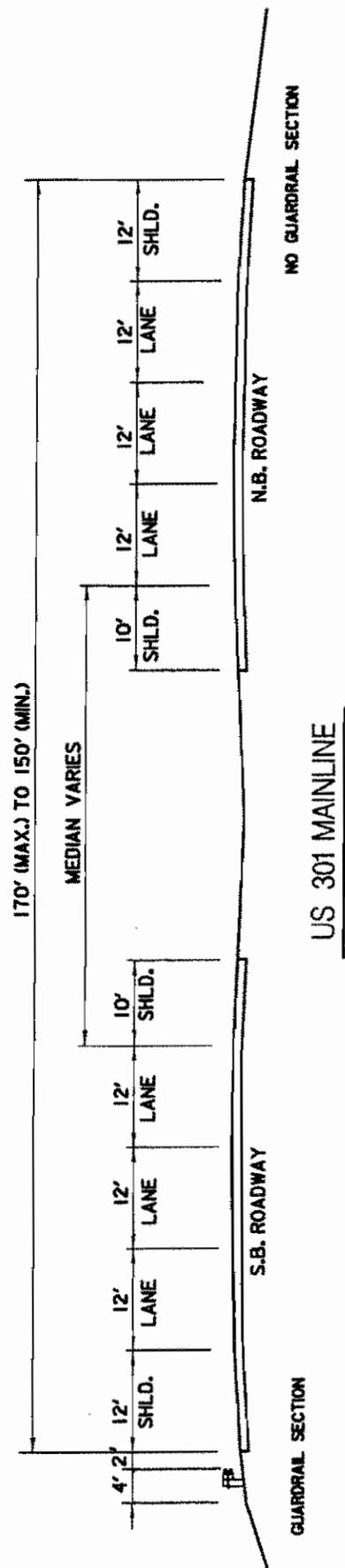
Thank you for your participation in the U.S. 301 / MD 197 project planning study. Your feedback is important to us, so please do not hesitate to send us your comments. In addition, please feel free to call one of the project team members should you have any questions or concerns.

For more information about this project and others, please visit our internet site at:

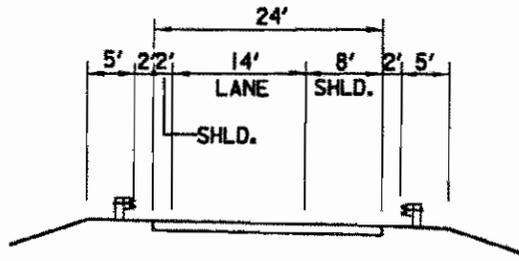
- [www.marylandroads.com](http://www.marylandroads.com).

**Table 4. SUMMARY OF IMPACTS FOR BUILD ALTERNATES BEING CONSIDERED  
US 301 FROM NORTH OF MT. OAK RD. TO US 50**

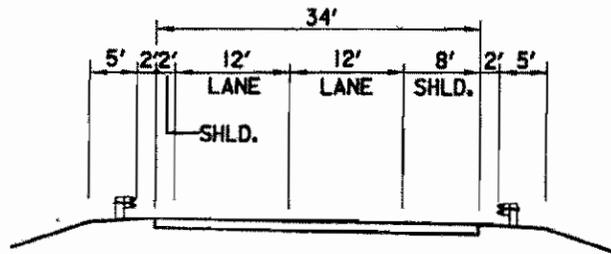
Feature	Unit	ALTERNATE			5B
		2 Modified	Revised 2 Modified	5A	
<b>Socio-Economic</b>					
Right-of-Way Required	Acres	47	49	64	65
Parklands	No.	0	0	0	0
No. Properties Affected	No.	40	40	38	39
Residential Displacements	No.	0	0	0	0
Business Displacements	No.	2	2	4	4
<b>Cultural Resources</b>					
NRE Historic Sites	No.	0	0	0	0
<b>Natural Environment</b>					
Wetlands	Acres	0.80	0.80	1.14	1.14
Stream Crossings	No.	3	3	3	3
Stream Impacts	L.F.	900	900	1550	1550
Floodplain Encroachment	Acres	0	0	0	0
Forest Impacts	Acres	9.2	9.2	17.1	17.1
Rare/Threatened/Endangered	No. of Species	0	0	0	0
<b>Cost</b>					
Length	Miles	1.9	1.9	1.9	1.9
Construction Cost	Million \$	141 - 146	145 - 150	186 - 191	180 - 185
Right-of-Way Cost	Million \$	42 - 43	42 - 43	52 - 53	52 - 53
<b>Total Cost</b> (includes Design, Construction, and Right-of-Way costs)	<b>Million \$</b>	<b>204 - 210</b>	<b>208 - 214</b>	<b>265 - 271</b>	<b>259 - 265</b>



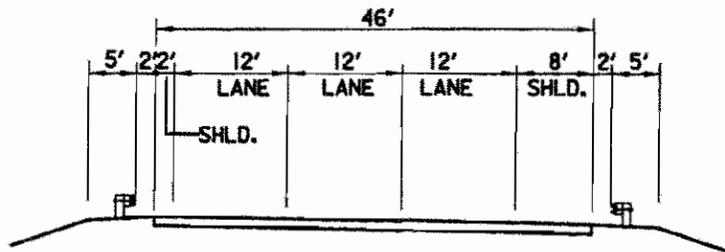
	US 301 from North of Mount Oak Road to US 50
	TYPICAL SECTION
NOT TO SCALE	October 2002



1 LANE RAMP



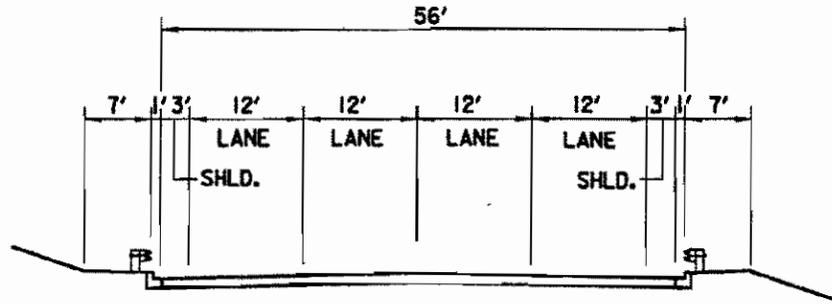
2 LANE RAMP



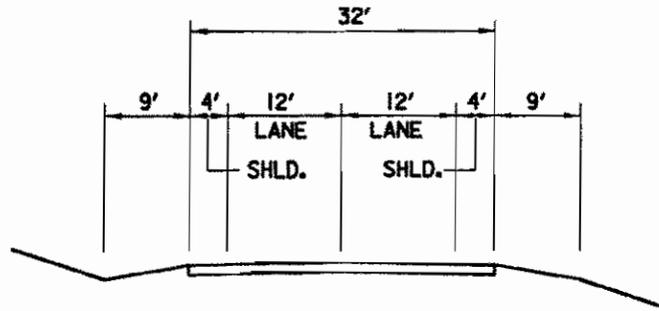
3 LANE RAMP

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	US 301 from North of Mount Oak Road to US 50
	<h2>TYPICAL SECTIONS</h2>
NOT TO SCALE	October 2002



EXCALIBUR ROAD



MILL BRANCH ROAD AND HARBOUR WAY

10/11/02  
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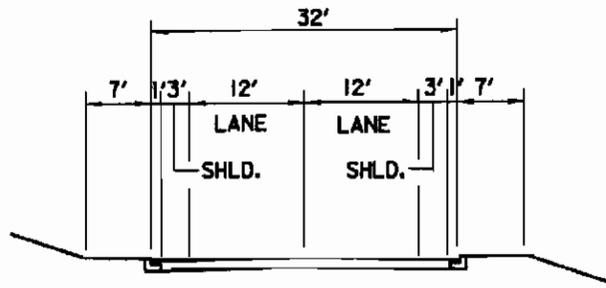


US 301 from North of  
 Mount Oak Road to US 50

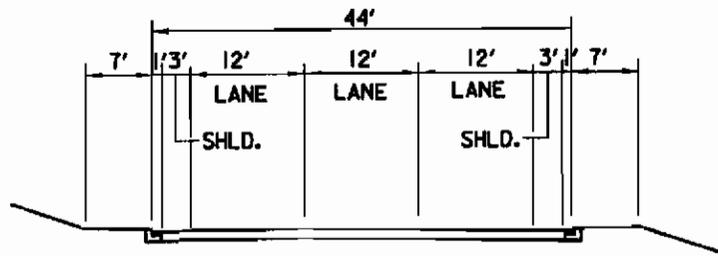
TYPICAL SECTIONS

NOT TO SCALE

October 2002



2-LANE SERVICE ROAD



3-LANE SERVICE ROAD

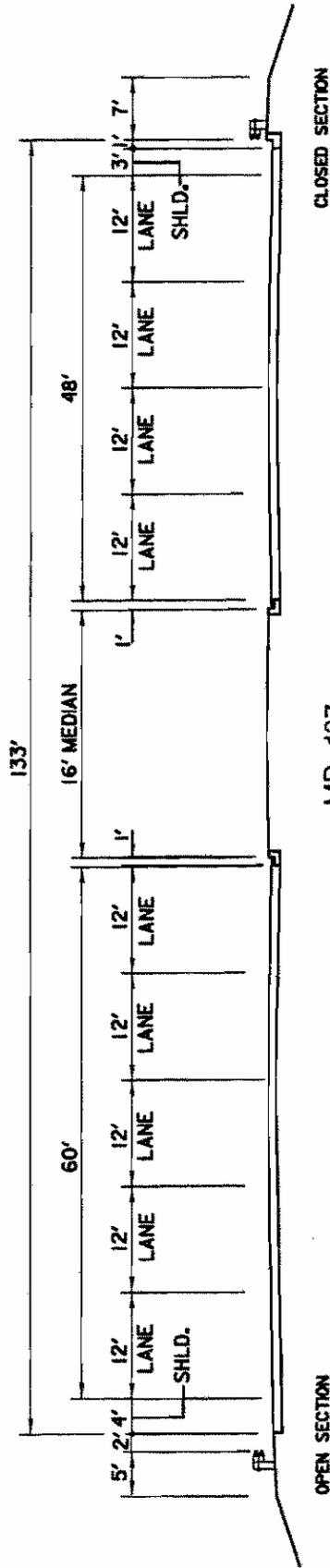


US 301 from North of  
Mount Oak Road to US 50

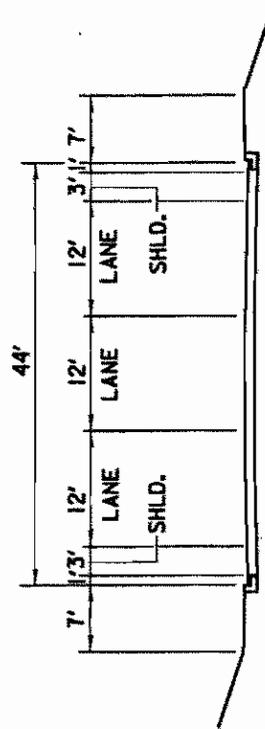
TYPICAL SECTIONS

NOT TO SCALE

October 2002



MD 197



MD 197 NEAR STADIUM DRIVE

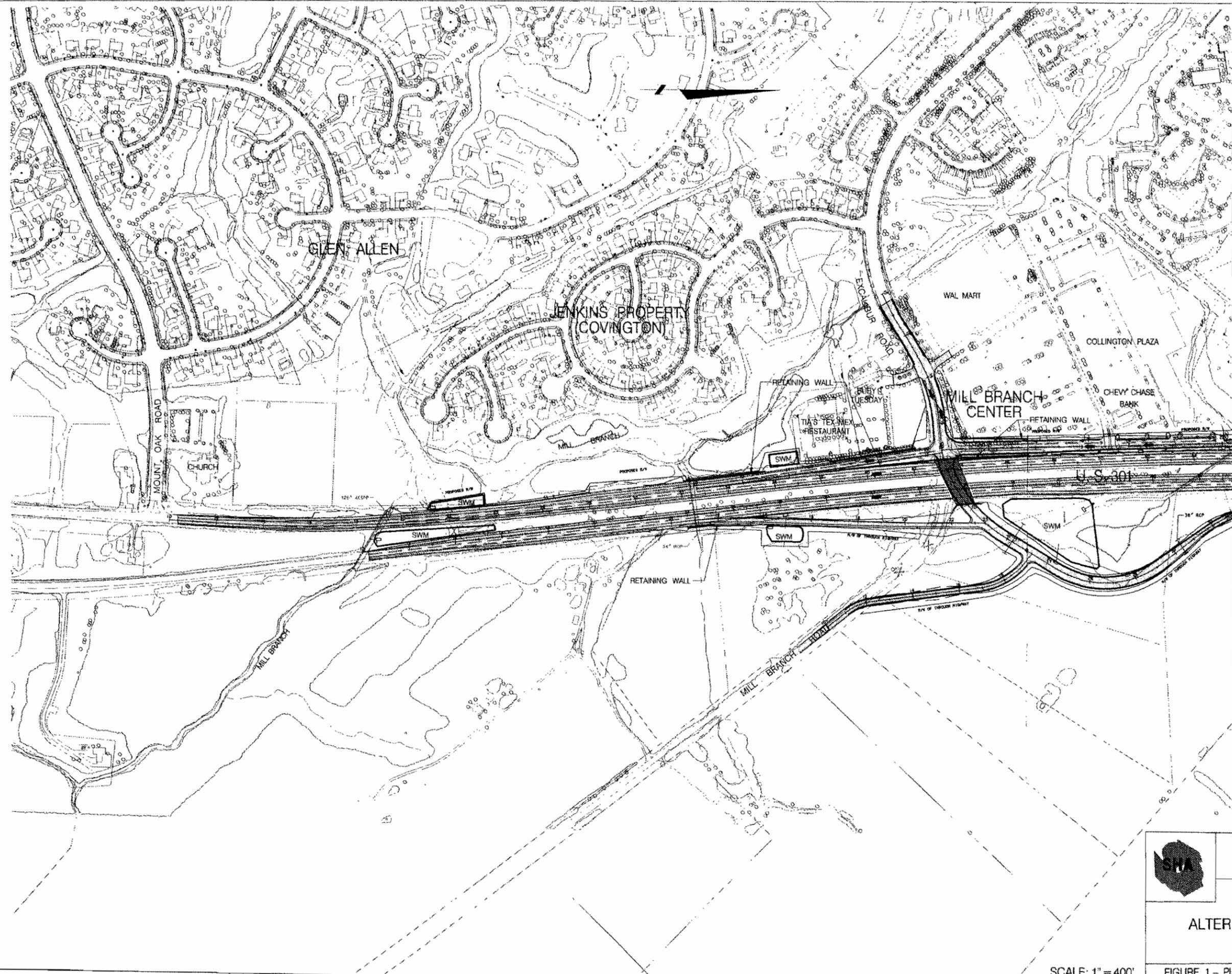


US 301 from North of  
Mount Oak Road to US 50

TYPICAL SECTIONS

NOT TO SCALE

October 2002



MATCH LINE - SEE FIGURE 1 PLATE 2 OF 2

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US 301 from North of  
 Mount Oak Road to US 50

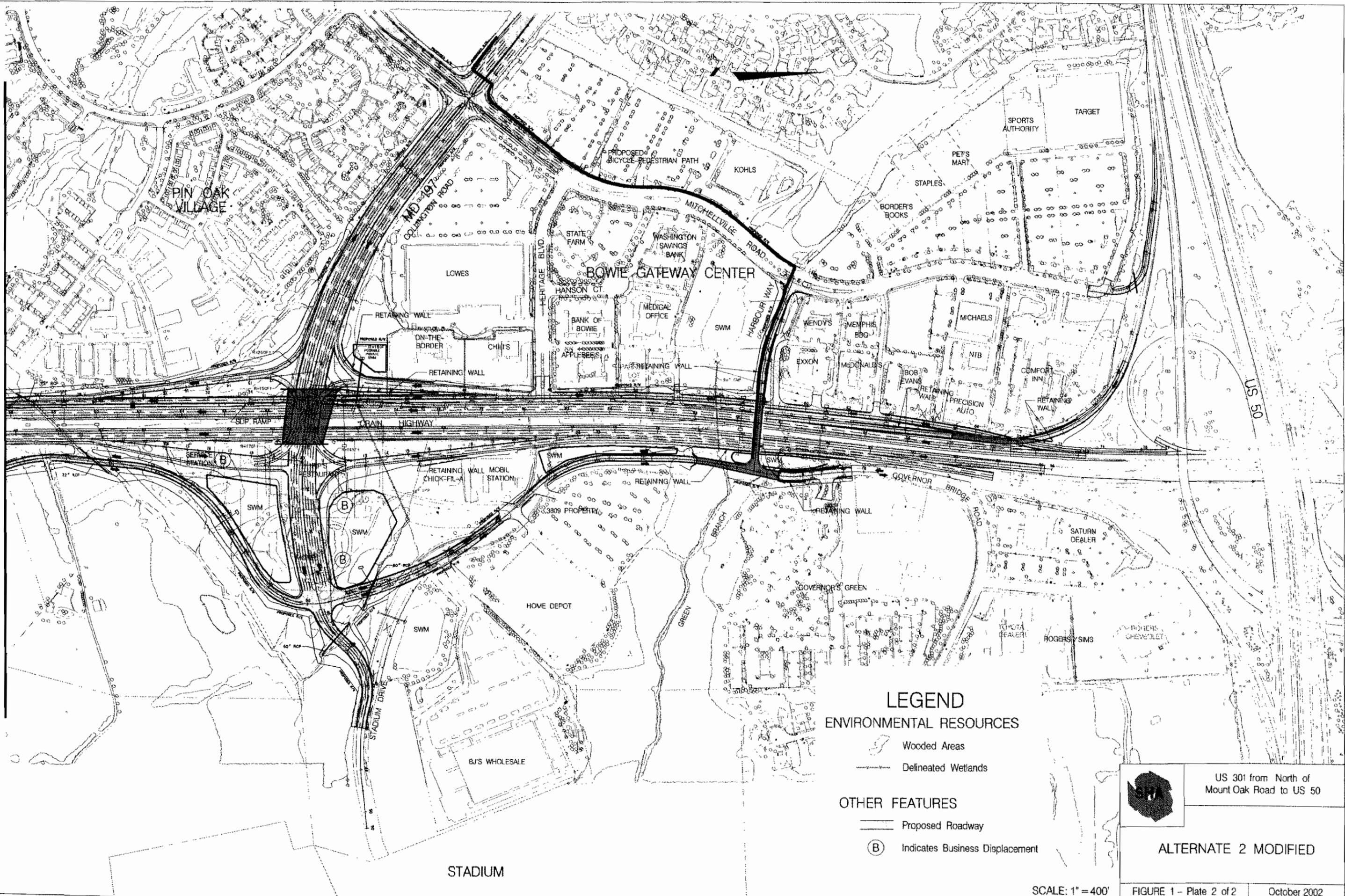
ALTERNATE 2 MODIFIED

SCALE: 1" = 400'

FIGURE 1 - Plate 1 of 2

October 2002

MATCH LINE - SEE FIGURE 1 PLATE 1 OF 2



**LEGEND**  
**ENVIRONMENTAL RESOURCES**

- Wooded Areas
- Delineated Wetlands

**OTHER FEATURES**

- Proposed Roadway
- Indicates Business Displacement



US 301 from North of Mount Oak Road to US 50

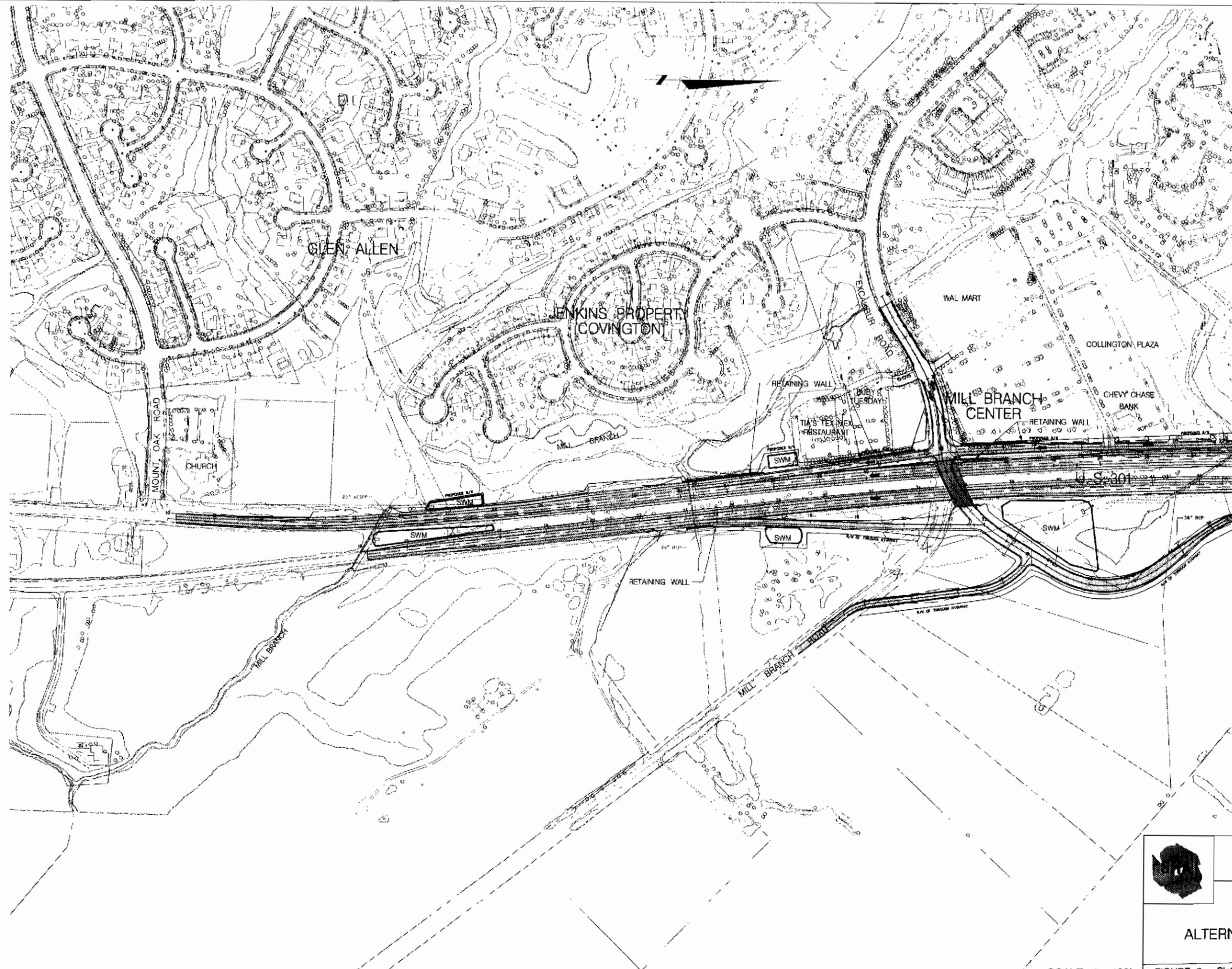
**ALTERNATE 2 MODIFIED**

SCALE: 1" = 400'

FIGURE 1 - Plate 2 of 2

October 2002

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MATCH LINE - SEE FIGURE 2 PLATE 2 OF 2

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US 301 from North of  
Mount Oak Road to US 50

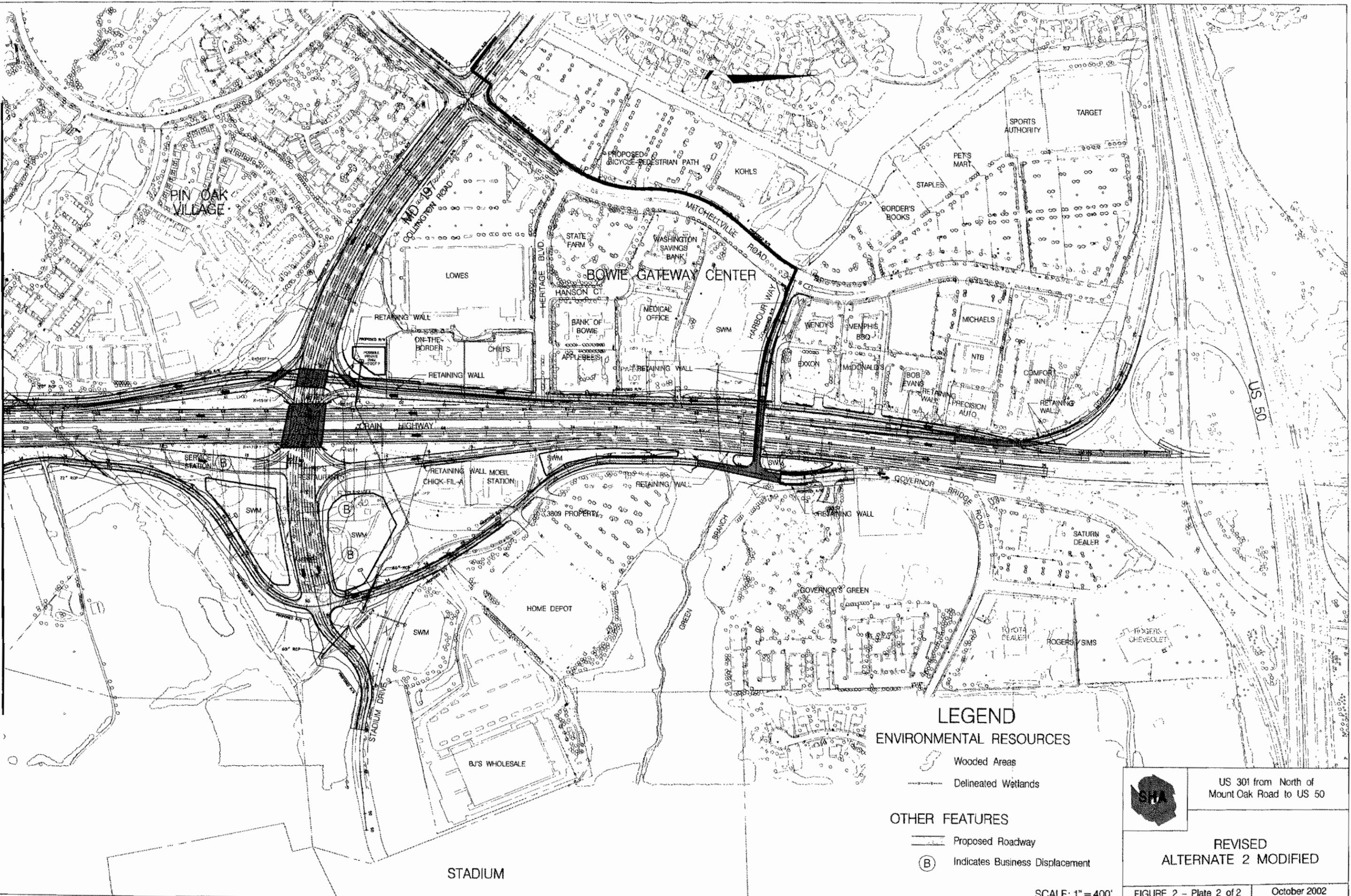
**REVISED  
ALTERNATE 2 MODIFIED**

SCALE: 1" = 400'

FIGURE 2 - Plate 1 of 2

October 2002

MATCH LINE - SEE FIGURE 2 PLATE 1 OF 2



**LEGEND**

**ENVIRONMENTAL RESOURCES**

-  Wooded Areas
-  Delineated Wetlands

**OTHER FEATURES**

-  Proposed Roadway
-  Indicates Business Displacement



US 301 from North of Mount Oak Road to US 50

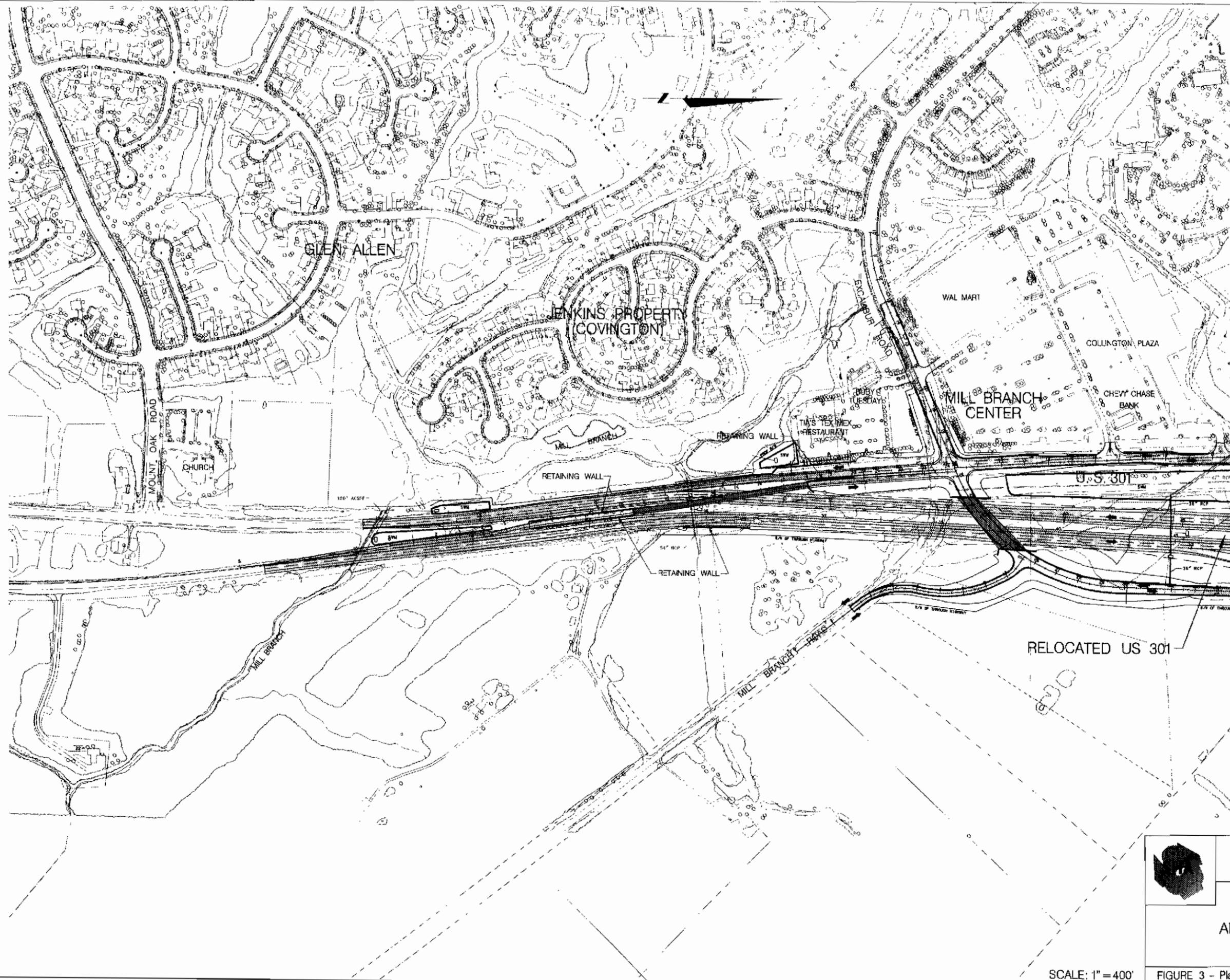
**REVISED ALTERNATE 2 MODIFIED**

SCALE: 1" = 400'

FIGURE 2 - Plate 2 of 2

October 2002

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MATCH LINE - FIGURE 3 PLATE 2 OF 2



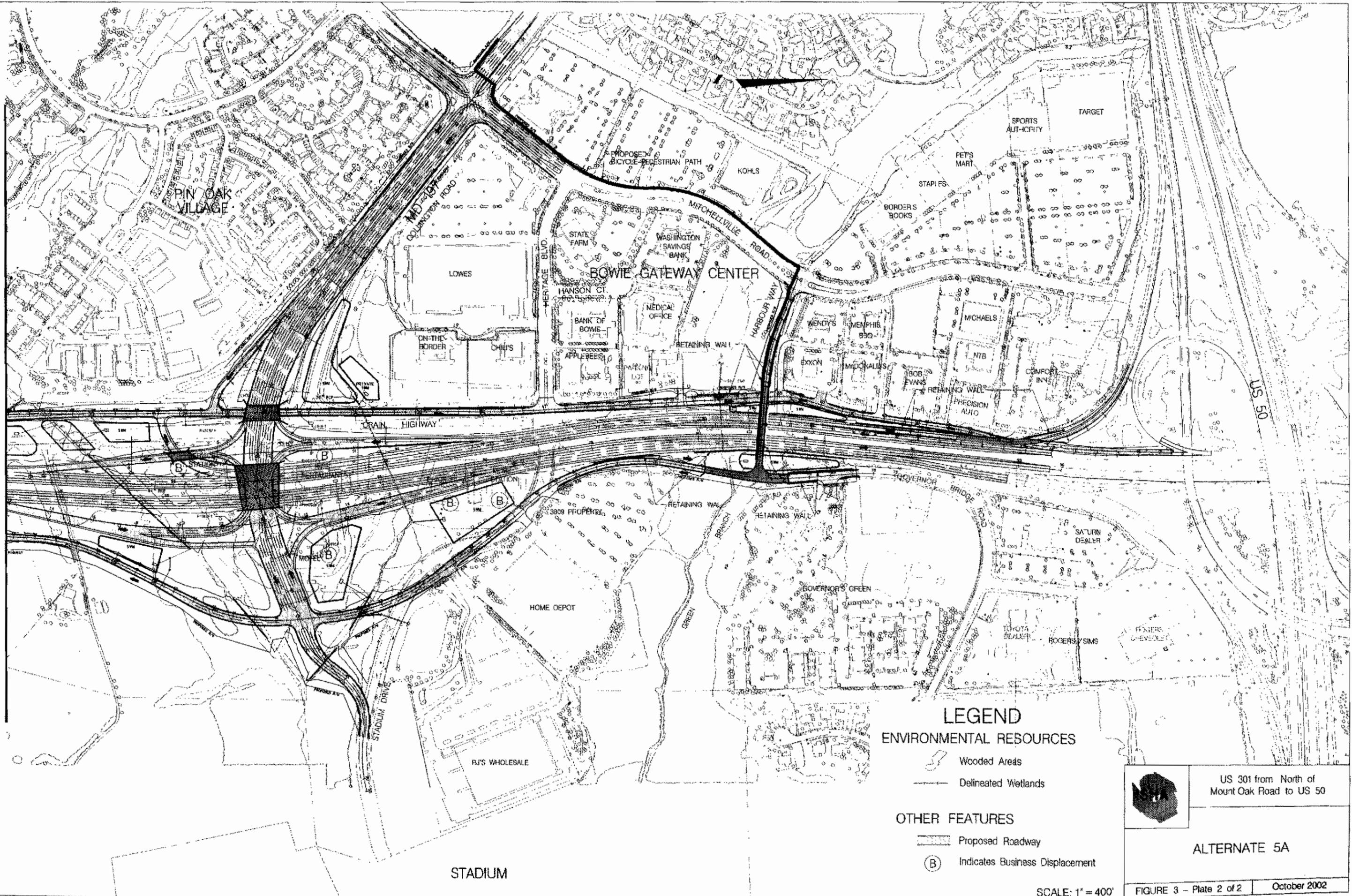
US 301 from North of  
Mount Oak Road to US 50

ALTERNATE 5A

SCALE: 1" = 400'

FIGURE 3 - Plate 1 of 2

October 2002



US 301 from North of Mount Oak Road to US 50

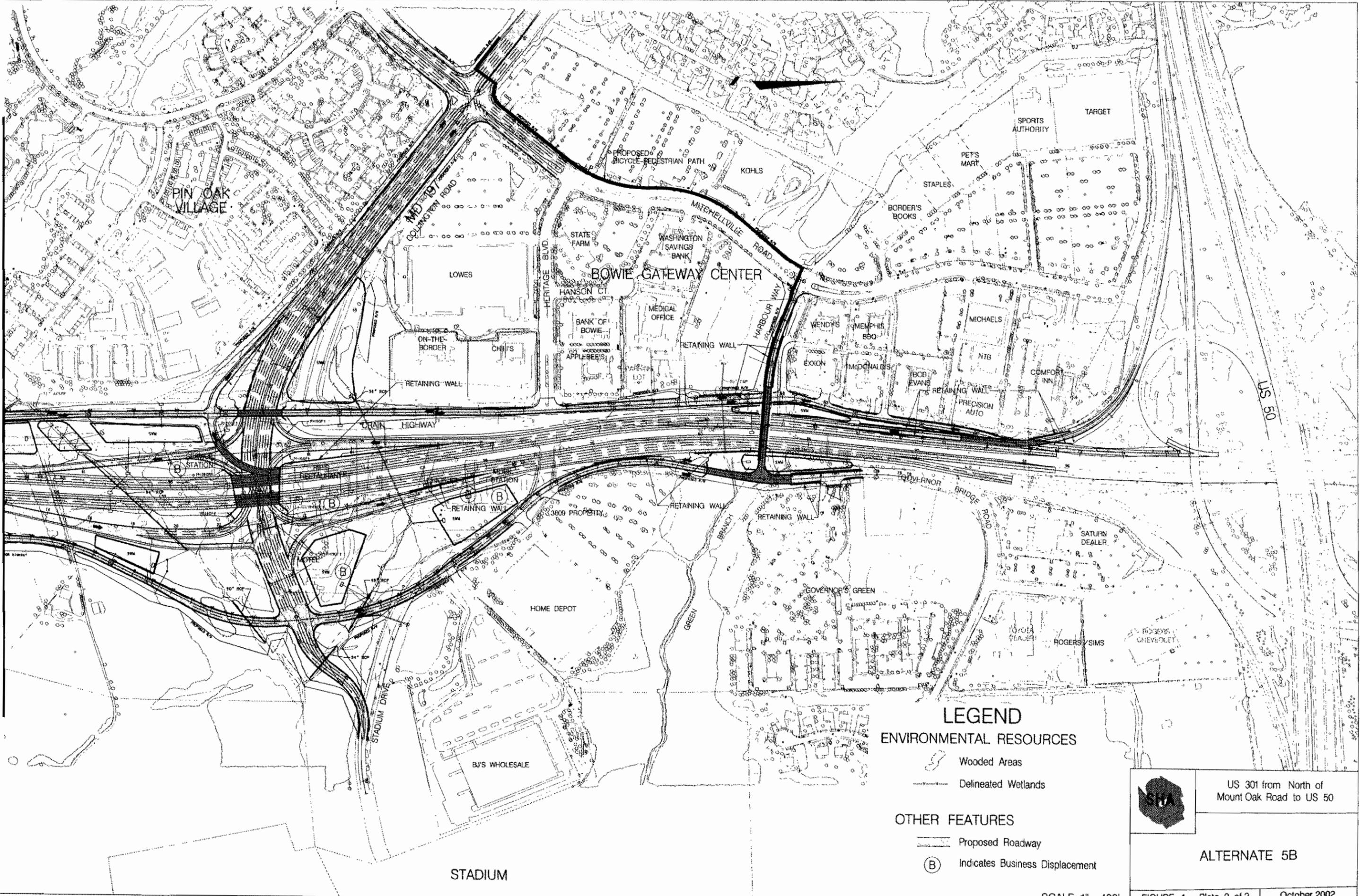
ALTERNATE 5A

SCALE: 1" = 400'

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MATCH LINE - SEE FIGURE 4 PLATE 1 OF 2

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**LEGEND**

**ENVIRONMENTAL RESOURCES**

- Wooded Areas
- Delineated Wetlands

**OTHER FEATURES**

- Proposed Roadway
- Indicates Business Displacement

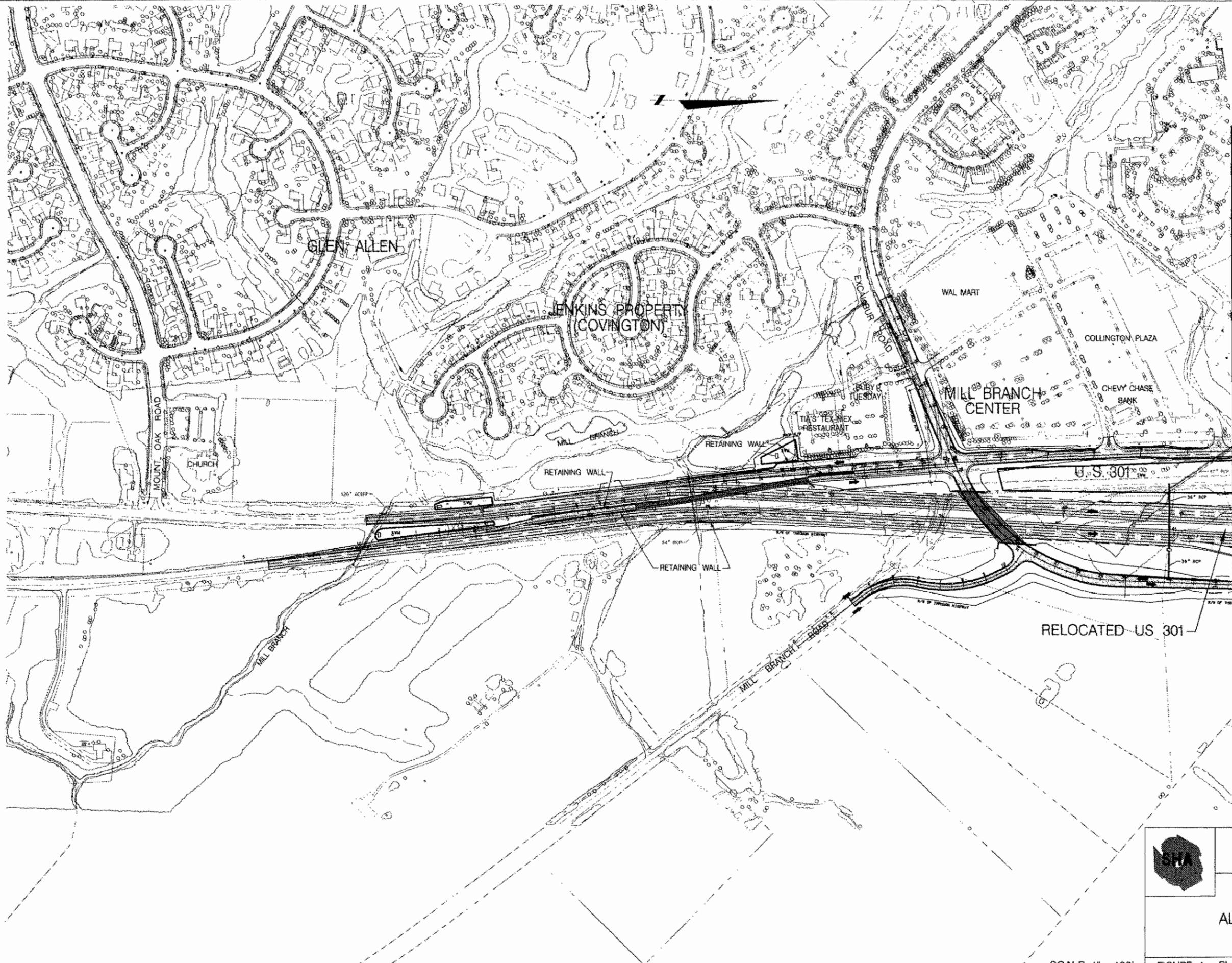


US 301 from North of  
Mount Oak Road to US 50

**ALTERNATE 5B**

SCALE: 1" = 400'

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MATCH LINE - SEE FIGURE 4 PLATE 2 OF 2



US 301 from North of  
Mount Oak Road to US 50

ALTERNATE 5B

SCALE: 1" = 400'

FIGURE 4 - Plate 1 of 2

October 2002