MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN PUBLIC HEARING

MD 197 PROJECT PLANNING STUDY

FEBRUARY 13, 2008

7:00 p.m.

Benjamin Tasker Middle School

4901 Collington Road

Bowie, Maryland, 20715

Gm

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MR. DARRELL MOBLEY:

Good evening everyone. Good evening, ladies and gentlemen.

I'm Darrell Mobley, the District Engineer for the Maryland State Highway Administration for District 3 which includes Montgomery and Prince George's Counties. I will be your hearing officer this evening.

Tonight's hearing is being held jointly by the State Highway Administration and the Federal Highway Administration. On behalf of both of these agencies, I would like to welcome you to this Location and Design Public Hearing for the Maryland 197 Project Planning Study from Kenhill Drive to Maryland 450 Relocated.

The purpose of this hearing is to acquaint you with the project and provide an opportunity for all interested persons to present their views regarding the proposed location and design of the alternatives under consideration.

Please direct your attention to the project brochure that has been prepared for your

Council Member, Dr. Isaac Trouth, City Council Member Dennis Brady, and City Council Member Geraldine Valentino-Smith. Thank you.

To notify individuals of tonight's hearing and encourage their participation, SHA published a formal notice in the newspapers listed in the brochure, distributed brochures to persons on the project mailing list, and provided public service announcements to radio stations serving this area.

Interested groups and individuals who are not already on the mailing list are encouraged to submit their names to our receptionist. This list will be used to notify you of any subsequent public involvement and for the distribution of project information.

This evening's proceedings are being recorded. The official transcript of the public hearing will become part of the project record. Written comments and materials for inclusion in the transcript will be accepted until March 26, 2008.

information. If you have not yet received it, copies are available from the receptionist. The brochure summarizes information related to this project and includes descriptions of the proposed improvements and an environmental summary.

Please review the brochure to aid your understanding of tonight's presentation.

I will now introduce representatives of SHA who will participate in this evening's hearing. Felicia Alexander, the Project Manager. Karen Arnold, the Environmental Manager, Paul Lednak, District 3 Real Estate Specialist, and Troy Parham, the Equal Opportunity Officer.

To contact members of the Project Team, please refer to the front inside cover of the brochure. The Project Team is available tonight as well to answer questions or provide information to individuals or groups.

At this time I would like to invite any elected officials to stand for recognition.

I'd like to acknowledge Mayor Fred Robinson in the back of the room, Bowie City

coordination with other state and federal agencies and public involvement.

The results of our studies will be summarized for you this evening. Following project planning is engineering or final design, during which construction drawings are prepared and final right-of-way and requirements are determined.

Right-of-way acquisition usually begins about halfway through the design phase. Right-of-way impacts for this project are limited to properties adjacent to the corridor. SHA Office of Real Estate representatives are available tonight to answer questions.

Construction can only begin after the final design phase is completed and right-of-way has been acquired.

However, this project is currently funded for project planning only. This project is included in a 2006 Bowie and vicinity Master Plan as sectional map amendment.

Felicia Alexander will describe the MD

However, comments may still be submitted after this date for consideration, in the decision-making process for this project.

Within approximately 8 weeks of the hearing, the transcript will be available for review and copying at the SHA District 3 office in Greenbelt, SHA Headquarters in Baltimore, and the Bowie City Hall on Kenhill Drive.

Please confirm the availability of the transcript by contacting Ms. Alexander at the contact information listed in the project brochure.

SHA's project development process consists of four distinct phases. Project planning, engineering or final design, right-of-way acquisition, and construction. This project is current in the detailed study stage for project planning.

During project planning, a location of general design features and the environmental impacts are identified. Current activities include engineering and environmental studies,

197 Project Planning Study and the alternatives that are being considered. Felicia?

MS. FELICIA ALEXANDER:

Thank you, Darrell. The primary purpose of the project is to address the need for additional capacity to accommodate existing and future traffic volumes. This study will also address safety issues and provide an enhanced transportation network between Kenhill Drive and MD 450 Relocated.

Other study issues include the following: Pedestrian and bicycle safety, access to residential communities, access to Foxhill Park and Benjamin Tasker Middle School, improved access to the businesses and communities in the City of Bowie, and improved north-south transportation network connectivity.

This segment of MD 197 is a two-lane undivided roadway with shoulders. The rural appearance of the roadway has resulted from the growth of vegetation during the 30-year period since MD 197 was reconstructed.

MD 197 is one of two primary north-south roads serving the Bowie area which extends from US 301 south of the US 50 interchange, to MD 197 near Laurel.

Seven intersections are located along the 1.4 mile segment within the project area: Kenhill Drive and London Lane, Lerner Place, Lyle Lane and Faith Lane, Long Ridge Lane and Tulip Grove Road, Old MD 450, Gallant Fox Lane and MD 450 Relocated.

Five of these seven intersections are signalized. Kenhill Drive and London Lane, Long Ridge Lane and Tulip Grove Road, Old Annapolis Road, Gallant Fox Lane, and MD 450 Relocated.

The Project Team has identified transportation alternatives that address the project need while minimizing impacts to the social, cultural and natural environment.

Based on input from project stakeholders, three alternatives including the No-Build Alternative, have been retained for detailed study. After considering the project impacts and

lanes would be added to the east side of the road. On the northbound side of the roadway, a minimum distance of four feet would separate the roadway from the existing or reconstructed 10-foot wide hiker/biker trail.

General intersection improvements will be made throughout the corridor.

Alternative 4 is a four-lane curbed section with a 20-foot wide raised median. This alternative includes an 11-foot-wide inside travel lane and a 16-foot-wide bicycle compatible outside travel lane in each direction. Left turn lanes will be provided at the intersections.

As with Alternative 3, on the northbound side of the roadway a minimum distance of four feet would separate the roadway from the existing or reconstructed 10-foot-wide hiker/biker trail.

General intersection improvements will be made throughout the corridor. Following the public hearing, the Project Team will perform further analysis on these alternatives to address comments received from the agencies, local

officials and the public.

Karen Arnold will now provide an environmental overview. Karen?

MS. KAREN ARNOLD:

Thank you, Felicia. Good evening, ladies and gentlemen. A detailed analysis of the alternatives retained for detailed study was performed to identify potential impacts to natural, cultural and social economic resources within the study area.

The potential impacts of each alternative are discussed in more detail in the project brochure. SHA owns a 150-foot-wide right-of-way corridor in the project area.

Although approximately two to three acres of right-of-way may need to be acquired, no businesses or residential displacements are anticipated.

The Maryland Historic Trust has agreed that there are no significant historic buildings or archaeological sites within the project area, in accordance with Section 106 procedures of the

National Historic Preservation Act. This meeting provides the opportunity for public input regarding impacts to historic properties.

Up to 0.13 acres of impacts to the 100-year floodplain associated with Collington Branch located on the west side of MD 197 is expected. Nontidal wetlands were found at Foxhill Lake in Foxhill Park and up to 0.6 acres could be affected depending on the alternative selected.

Plans for stormwater management and sediment and erosion control will be developed in accordance with the Maryland Department of Environment Criteria to minimize adverse effects to water resources.

Depending on the Build Alternative, 8 to 10 acres of forest would be impacted. Most of the forest impacts occur on SHA-owned land.

The Project Team has minimized impacts to this tree buffer to the greatest extent possible. The Maryland Reforestation Law requires a one-to-one replacement ratio for forest impacts.

Seven noise-sensitive areas were

identified in the project area. Six noise-sensitive areas are predicted to experience build-year noise levels that approach or exceed the Federal Highway Noise Abatement Criteria.

Maintaining multiple driveway access to homes near Tongue Avenue and London Lane prevents the construction of an effective barrier in that area. All other communities did meet the SHA barrier criteria.

A final determination on noise abatement will be made after SHA has identified its preferred alternative and additional design information becomes available.

Paul Lednak, the District 3 Real Estate Specialist, will now describe the procedures by which right-of-way is acquired. Paul?

MR. PAUL LEDNAK:

Thank you, Karen. Good evening, ladies and gentlemen. The acquisition of right-of-way and relocation assistance for this project cannot be undertaken until funds are programmed and included in the consolidated transportation

program.

The procedures for acquiring properties by the State Highway Administration differ somewhat from the normal real estate transaction between individuals.

State Highway Administration is required to secure at least one appraisal on each affected property and to offer the owners the amount determined by the appraisal to be just compensation for the property rights to be acquired.

Each property owner will be provided an opportunity to accompany the appraiser during the inspection of the property. After just compensation is established, a real estate officer will meet with the affected owners or contact them by letter to discuss the acquisition and explain how the construction will affect their property.

At that time our representative will also answer questions and explain the offer. If the state and the property owner cannot reach an

agreement through negotiations, the rights of the property owner will be protected by acquiring the property rights through the eminent domain process.

This process provides a means for the property owner's point of view to be heard and permits the amount of just compensation to be established by either a Board of Property Review, a judge or a jury.

Based on the testimony given on behalf of both the owner and the state, I assure you that we will make every effort to keep our negotiation on friendly terms.

Brochures entitled "Your Land and Your Highways" and "Relocation: Your Rights and Benefits" are available from the receptionist. These brochures address the procedures used by the State Highway Administration to acquire rights of way and explain the rights and benefits provided through the Relocation Assistance Program.

The brochure should answer many of your

questions regarding the acquisition process and the Relocation Assistance Program.

Right-of-way requirements for each alternative are shown in the summary of alternatives in the project brochure. Representatives of the State Highway Administration are available at the mapping wall display to answer any project-related questions. I will be available after the meeting to answer questions about the Right-of-Way Acquisition Program.

If at a later date questions arise, please contact me at the District 3 Right-of-Way Office in Greenbelt at the contact information listed in the project brochure.

Troy Parham from the State Highway Administration Office of Equal Opportunity, will now explain the State Highway Administration's Title VI Program as it relates to this project. Troy?

MR. TROY PARHAM:

Thank you, Paul. Good evening. I am the

Title VI Officer for tonight's public hearing.

I will explain the significance of Title VI and Executive Order 12-898 on Environmental Justice. Title VI is an amendment to the Civil Rights Act of 1964 which prohibits discrimination on the grounds of race, color or national origin in any program receiving federal and financial assistance.

Supplemental legislation also prohibits discrimination on the basis of sex, age, physical or mental disability.

To assure compliance with this important mandate, SHA has established a Title VI unit. To date, each of the SHA offices involved in this project, has complied with that mandate.

It is the Title VI's responsibility to make sure that all phases of the MD 197 Project Planning Study are completed in a non-discriminatory manner, from the initial planning stages through the actual construction of the project.

The purpose of Environmental Justice

Executive Order 12-898 is to identify and address disproportionately high or adverse human health or environmental effects on minority or low-income populations. An important objective of this order is to encourage these groups to participate in the planning process.

I'm requesting your assistance with our compliance efforts to ensure that all phases of the transportation process are carried out successfully.

For more specific information concerning your civil rights, Title VI legislation and environmental justice, I refer you to the information on your civil rights pamphlet on the receptionist's table.

However, if you believe that you have been the recipient of any type of discriminatory treatment, you may address your concerns in writing to Mrs. Jennifer Jenkins, Director of the State SHA Office of Equal Opportunity, using the contact information in the brochure.

I will now turn the hearing back to

Darrell Mobley. Darrell?

MR. DARRELL MOBLEY:

Thank you, Troy. The purpose of the Environmental Justice Executive Order 12-898 is to identify and address disproportionately high or adverse human health or environmental effects on minority or low-income populations.

An important objective of this order is to encourage these groups to participate in the planning process. This concludes our formal presentation. We will now accept public testimony.

Our purpose tonight is to listen to your views. At this time we will not address questions from the floor. However, staff members are available at the displays to address questions individually.

Given the turnout, each person will be given three minutes to testify. If you have not already notified us that you wish to speak this evening, please register your name with the receptionist. We will call people to testify in

the order in which they have signed up. Please come to the microphone when your name is called.

For those who would rather not speak publicly, a court reporter can record your comments privately. In addition, for those of you who prefer to submit written comments, forms for this purpose are available in the back of the brochure.

We are sincerely interested in hearing your views regarding the project, either as an individual or as a representative of an organization or community association.

Please remember that we are recording this hearing, so when making comments please speak directly into the microphone giving your full name, address and any organization you may represent.

At this time we welcome elected officials who wish to speak. Are there any elected officials who would like to speak?

(No response.)

We will now begin with those who have

registered to speak.

Ms. Kathryn Boileau.

MS. KATHRYN BOILEAU:

I'm just glad to be here and say I'm glad to get up out of that chair. It made my butt sore. But I just want to say I'm glad all of the elected officials are here because I think they probably have some of the same problems I do. The problem is this.

I live in the Kenilworth section of Bowie on the first street off of 197, on Kemerton. For years now we have not been able to turn out of our street. So years ago we started going up to Kimbridge. That worked for a while. Then we couldn't get out there either.

So now what we do is we make a right and I hate to say it, we go up two streets into the F section and we all cut through and wind up there and it's the same way that we have been impacted by all the people coming off of the south end of 197. I come out at Tulip Grove. And I think I've done a wonderful thing there. But that

doesn't solve the F section's problem.

Now I'm here to say if you're going to spend all of this money, this time let's try to get it right. If I get to make a left, I'm saying really get lucky, and I get up at the light on Kenhill at 197, there are three lanes. Every dang one of them are making lefts. You can't make a right. I can't go down 197. That's why I'm in the F section impacting them.

I called City Hall because I thought they owned the property because they keep that corner so nice with new flowers every few weeks. They said no, we don't own that.

The State Highway Commission owns that and they're in, it's what I'm asking for, we must have a right-hand-turn lane off of Kenhill onto 197. So I don't really care which plan you all pick.

We must, and the people back there sitting up in City Hall, they know it's true. They sit there too, I'm sure. But you must include some kind of right-hand-turn lane.

I mean it's just not fair to have impacted our section so bad, and then do nothing to help us get out of it. And that's all I have to say and I thank you all for listening.

MR. DARRELL MOBLEY:

Thank you. That was exactly three minutes and two seconds. Thank you.

(Applause)

MS. KATHRYN BOILEAU:

I'm sorry.

MR. DARRELL MOBLEY:

No, that's perfect. Thank you. Ms. Patricia Reimer.

MS. PATRICIA REIMER:

Elected officials, City Council, Manager and staff, State Highway Administration staff, press and fellow residents.

My name is Patricia Reimer and I live at 12150 Long Ridge Lane in Bowie. Although my property does not back up directly to Route 197 I am approximately four houses in from the main road.

I am in favor of Alternative No. 4, four lanes with a grassy median, with suggested modifications for safety and aesthetic reasons. First, safety. I believe a grassy median is a safer alternative over a paved median. I frequently visit family that live directly next to Route 197 north of the study area near Rockledge Elementary.

I have witnessed speeding cars passing other vehicle using the extra fifth lane in the middle of the road as a passing lane. I've also witnessed near head-on collisions, confused drivers who simply think that the middle lane is an additional lane of the road to be used for regular driving and flagrantly speeding vehicles.

Please design whatever speed controls that may exist into the road design where possible. Second, the widened road needs to have the narrowest footprint possible.

The State Highway is surrounded on both sides by densely populated residential areas. I suggest that the 20-foot grassy median be

narrowed where possible to reduce the impact of the road and save trees. Perhaps the 16-foot outside travel lanes can be narrowed since there will be a bike path to the side. A grassy median is visually pleasing over yet another paved lane of asphalt. The grassy median allows space for potential landscaping to reduce the impact of the road to the environment. We will have to live with this road for a very long time and if a grassy median is not built now it may never be built.

Attractive sound walls need to be built along the length of the road where needed, to reduce the noise. A beautiful playground was rebuilt at Foxhill Park about a year ago.

Please consider placing a fence around the playground or near the road in this area if there will be no sound walls. This project will bring the lanes of traffic closer to the playground and eliminate some of the current wooded buffer.

Thank you for considering my comments.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Richard Padgett.

MR. RICHARD PADGETT:

Richard Padgett, 2910 Tallow Lane. In pages four and five of your brochure you show bicycle traffic in the lanes with vehicles. This is not correct because when the new 450 was built the City of Bowie specifically worked with SHA to have the existing old 450 become an extension of the existing bike trail up to St. Pius.

Also Senator Green arranged some years ago to have the existing bike trail cross US 50. There is really no reason for a bicycle compatible lanes in either of these alternatives.

If this is required by state law, then you're really saying that state law is being misinterpreted or we need to have legislation introduced because this is a significant waste of taxpayer money putting paved bikeways in the lanes with vehicles where they are not needed because an existing bike trail does exist and has

been funded by the State of Maryland at some expense, and you're basically thumbing your nose at that.

So what I'm saying to you is that the so-called bicycle compatible lane is not required and if you feel that you're being forced by state law to do it, legislation must be introduced because you are wasting taxpayer money doing it. Because we already have a bike trail.

The State Highway has spent a fortune extending that bike trail along the new 450 and having it cross Route 50.

Alternative 3. Previous Governor Glendenning told the current Secretary of Transportation that the State of Maryland would never again build a road like 197 north of 450 with a suicide lane.

Looking at your pages 11, 12 and 13, especially 12 in your brochure, why, is the middle lane for intoxicated drivers or people who are lost or super aggressive drivers? There's no turn required. Why do we have a paved middle

lane rightly called a suicide lane. Because anyone who travels in that lane prior to needing a turn is one of the three people I addressed, they're lost, they're drunk or they're as aggressive as hell or all of the above.

Alternative 4 should look like recently built 450 with a boulevard effect with a median strip. This is really good because the road says to the driver this is a boulevard and driving it 70, 80, 90 miles an hour, we don't want it. And the road 197 north of 450, looks like an aircraft runway. It invites drivers to speed. Why are we doing it again?

This is why Governor Glendenning told the current Secretary of Transportation we would never again do it. Because it's unsafe by definition.

(Applause)

MR. DARRELL MOBLEY:

Excuse me, Mr. Padgett.

MR. PADGETT:

Yes. Yes, sir.

MR. DARRELL MOBLEY:

You're a little over your time.

MR. RICHARD PADGETT:

Okay. I'm going to stop. Foxhill Lake is historic. It is the revolution. You must be very, very careful about redoing 197 and disturbing the historic vista of Foxhill Lake. We do have a very valuable historic property which cannot be ignored in the redo of 197. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you, Mr. Padgett.

I just want to remind everyone, in the interest of making sure that everyone is allowed time to speak, we do need to try and limit it, because I have two pages of individuals signed up that would like to speak tonight, and we do have to be out I think it is by 10 - 10:30. The next person is Paola Johnston.

MS. PAOLA JOHNSTON:

Good evening. My name is Paola Johnston.

I reside at 2708 Federal Lane. I really would just like to basically wholeheartedly agree with my neighbor.

I find Alternative 3 and 4 utterly and completely unacceptable as they are. I understand they were designed in a good faith effort and we appreciate that, but they are completely unacceptable.

I mean my neighbor is absolutely correct. The bike path would be utterly destroyed and ruined. It would be rendered unsafe for our children.

I don't think any child has been hit by a car on that bike path yet. I'm not sure but I don't remember. I've lived here for about 30 years. So I really just basically ask for No-Build. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Mitch Betts?

MR. MITCH BETTS:

Good evening. I'm Mitch Betts. I live

at 2704 Federal Lane. That's near Faith Lane and backs up to 197. And as you might guess, yes, I'm one of the homeowner's that would lose a chunk of my back yard under the Build option. But actually that's not my main concern. That's not my main reason for speaking tonight.

I acknowledge very reluctantly that the road needs to be widened. It's pretty clear that drivers on this stretch of Route 197 do not want to slow down for a single lane. And that's why we're here tonight.

But you can definitely put me in the camp that favors a much skinnier median strip and removing those bike lanes that Mr. Padgett talked about. We need a much smaller footprint here. We need to try and preserve as many of those big beautiful trees as possible.

Now I'm not here to demonize the State Highway Administration. I know it's only trying to do what it thinks is best. And what it thinks is best is to build the widest possible super highway through Bowie so no one has to slow down.

And that's what traffic engineers do. And I understand that and they're very good at that and I respect that.

For them, the wider the better. But fortunately, the City isn't governed solely by traffic engineers. There are other interests at stake too.

The finding of balance among a variety of community interests. The ultimate goal is to achieve the kind of community that we all want to live in.

The problem is that the plans you see will bulldoze all of the trees along this corridor. This will be a huge swamp of asphalt and concrete and scrawny plantings. And we all know those scrawny trees are going to wither and die with our first August drought. It happens everywhere in Bowie. So they're going to die.

In fact, this super highway is even wider than the one the state planned a few years ago when this came up.

What we need to see is a plan that

retains as many mature trees as possible. Those trees are part of the character of the community. They provide a green gateway into the city and plus, we all know that those trees produce a healthier environment.

It's hard to be a green city if you always cut down the green parts. And I think this whole process would go a lot more smoothly if it didn't involve the costly and contentious process of taking private property.

So how do we achieve a balance among all these interests. Well the road should be widened but with a median that's as narrow as possible, much narrower than the options presented here.

A narrow median will still provide sufficient safety. It will keep the traffic separated, and hopefully spare some trees from the bulldozers. Now that's balance.

One last point. Since we're all interested in traffic safety, I suggest closing Faith Lane and Lyle Lane at MD 197. This will eliminate the very dangerous turns that occur at

the intersection as well as eliminate the need for constructing turn lanes there. Thank you very much.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Janet Betts?

MS. JANAN BETTS:

Good evening. I'm Janan Betts. I also live at 2704 Federal Lane. My husband just spoke. I have slightly different concerns from what he has and I'd like to express them differently. Some of my issues have already been covered tonight and I won't repeat those, the desire to keep the trees, et cetera.

However, I would like to say that I would like very much to be concerned with the process that we are using to design the road through Bowie. It's very concerning to me because it feels like the same thing that we did 27 years ago where we have been given two options: No-Build and huge. And that's not an acceptable option. That's asking us to choose between

driving a Ford Pinto and driving a Hummer.

Okay. And we need something in between. We need something that is not an extreme choice where it's pretty clear that we can no longer live with the road as it is, which means that the No-Build option is almost not an option, which means that it feels like to me that the State Highway Administration has us by the throat because we have no choice but to build something as wide as will land a Boeing 747 on the road.

So what I would like to see is a true spirit of compromise with the people of Bowie to come up with a third option. Let us have instead of a Pinto or a Hummer, give us a -

VOICE:

A Prius.

MS. JANAN BETTS:

Yes, give us a Prius, give us a Toyota Prius. It's environmentally friendly, it's family friendly, and it's affordable. It won't be as costly. And it will be so much better for the whole community, not just the people driving

through. Thank you very much.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Okay. At this time I'd like to recognize additional council members that have arrived. Council Member James Marcos and Council Member Todd Turner.

(Applause)

MR. DARRELL MOBLEY:

And also we were given a recommendation as the speaker comes up to speak. I'll call the person that's going to follow that person, so that they can prepare themselves to come up and speak.

So next up to speak will be Laurie Thompson, and following Laurie Thompson will be Frances Reed.

MS. LAURIE THOMPSON:

My name is Laurie Thompson, I live at 3006 Twisting Lane, an impacted property owner. I find both designs to be seriously flawed and in need of revision. Alternative 3 calls for a bi-

directional center turn lane that is such a notoriously dangerous design that the term "suicide lane" is commonly used to describe it.

This once common type of turning lane started being phased out in the 1960's. Communities across the nation and region like College Park last year, are actively working to replace such roads with safer alternatives.

That the SHA is providing such a completely unacceptable and national obsolete design as one of the two alternatives is in effect, providing no real choice to the City of Bowie.

The remaining Alternative 4 calls for a 20-foot wide median strip and two six-foot bicycle lanes in both the northbound and southbound lanes. To implement this unnecessarily huge footprint, the SHA will need to seize property from 50 homeowners and require the destruction of the wooded buffer along the roadway, including the removal of all 12 specimen trees, despite as the SHA noted on page 7 of its

brochure, preserving the tree buffer was identified as one of the key issues for the community.

The existing hiker/biker trail already provides pedestrian friendly access along the entirety of this roadway. The proposed bicycle lanes are redundant and that they wouldn't even connect to other access lanes is useless and a waste of taxpayer dollars.

The fact that SHA doesn't even plan to line these lanes contradicts the utility. If there is some legal requirement for these lanes, I would like to see the law and an answer as to why they haven't been required on other recent construction such as the re-routed 450.

The justification for the 20-foot median strip is to provide left-turn access for the un-signaled roadways of Faith Lane and Lerner Place. Current residents do not feel safe making left turns across the current traffic lanes and use the signaled interchanges instead.

They are certainly not going to feel any

safer crossing two traffic lanes, likely going much faster. These access lanes need to be made right-turn only as they, in effect, already are if not removed.

As the City of Bowie has been requesting since the project planning began in 1987, the size of the median strip needs to be substantially reduced to four to eight feet, if not removed altogether.

Reducing the size of the footprint in these areas will not negate the need for sound walls but will lessen the amount of property and forestation that will be disrupted and will reduce the property and acquisition costs.

Why the SHA wants to cut down the existing reforested buffer and put the trees instead in the middle of the roadway is beyond me. I also wonder why a second interchange at Route 50 has not been an equally pressing road requirement.

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Frances Reed. And if you could give us your address also.

MS. FRANCES REED:

I appreciate the opportunity to speak at the meeting tonight. I live at 12107 Long Ridge Lane. I realize some of the points may have already been made by other speakers, but I would like to repeat them for the record.

Alternative one, which is doing nothing, I believe does not address the future traffic concerns, and I believe is clearly out of the question. Alternative 3, a five-lane undivided highway with the middle lane being a left-turn lane, in my view is not as safe as a highway having a median and less attractive.

Alternative 4, the four-lane highway with the median, this is the one I support with five modifications which are as follows: One, regarding the median width.

I recommend reducing the 20-foot median to between three and six feet. Because the

proposed median is unnecessarily wide. A smaller median would reduce the overall footprint as well as the expense.

Two, regarding the 16-foot bicycle-compatible lanes, I understand that the law requires new construction to have these 16-foot wide compatible lanes in each direction.

However, in view of the fact that the east side of 197 already has a 10-foot high hiker/biker trail, I would recommend we seek a waiver from this law.

I can think of no reason a cyclist would want to travel right next to the traffic if he or she could use the biker trail more safely.

I also would like to ask that the buffer between the highway in this hiker/biker trail be expanded. Four feet is not wide enough for safety.

Regarding Lyle and Faith Lanes and Lerner Place, I recommend all three be marked right turn only. If someone needs to go in the opposite direction, for safety reasons I would recommend

that according to the plan it would be safest and fastest thing to do.

Regarding Foxhill Park. I recommend the park entrance be provided with signal light that's traffic-activated to ensure safe entry and exit. Regarding the noise barriers, I strongly support that these noise barriers be put up in the noise-sensitive areas if they're voted on.

I presume that the noise barriers alone the hiker/biker path will be built eastest of the path. In other words, on the property-owner's mind for safety reasons.

The hiker/biker path should be left open to minimize possible crime and also give privacy to the property owner.

I have one additional comment as I'd like to make as I wish the diagrams on page 11 to 16 of the study could be enlarged, even if it requires additional pages, because I found them to be so small that I couldn't read them very well. Thank you for listening.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Next up will be Joe Lawrence and following Mr. Lawrence will be Linda Coffee Payne.

MR. JOE LAWRENCE:

Good evening. My name is Joe Lawrence. I live on Keel Turn in Bowie. And I looked at this proposal that's here and I've gone over it quite extensively.

As a matter of fact I addressed one of the issues with Ms. Alexander when we were at a previous meeting that was held up at City Hall.

And I'm looking at this and I'm saying to myself, this is a fantastic thing but it really doesn't need all of this. What I'm asking the State Highway Administration to address is why hasn't the study been done since this obviously is for traffic alleviation for traffic disbursal. Okay. Where has all development been in the last decade in this community? It's been in the northwest section of Bowie. That side towards 450.

All right. No study according to Ms. Alexander, has been made relative to putting in an exit to allow all of these people in that area to exit onto Route 50. How about Enterprise Road?

(Applause)

Thank you. This is great. But it's incomplete. And why I give you a grade of incomplete, look at your traffic study. Your traffic study shows 33,000 automobiles coming to Kenhill Drive.

Where do they all go? That's not addressed here. And I bet if you took a study on that and put one of those little rubber things that goes across the roads where you take the traffic count, all right, you'll find that 80 percent of that traffic, I bet you, exits onto Route 50 south towards Washington.

Do us a favor. Do a study. Ask the people. We need the Enterprise Road exit to alleviate this traffic. That's what's going to alleviate the traffic. And I'm not against

building the road wider because I think it needs it.

But as someone earlier said and I agree with most of the people here, we don't need a Cadillac. Thank you so much.

(Applause).

MR. DARRELL MOBLEY:

Following Ms. Linda Coffee Payne will be Tony Young.

MS. LINDA COFFEE PAYNE:

Hi. My name is Linda Coffee Payne and I live at 2501 Liana Place. Where I live my house is on the corner of 197 and Lerner Place and it consists of two cul de sacs, so our only exit is out Lerner Place onto 197.

I support the No-Build option. I looked at the two alternatives that you provided and I don't agree with either one of them.

The impact to me and my family is that it's very difficult to get out of Lerner Place right now whether I'm making a right or left even when I'm on 197 going towards Kenhill. When I

want to make a right into Lerner to go home, the traffic is going so fast they don't pay attention to your turn signal. They don't slow down. Right now I already have to make a right turn to even just go across to the park. The one thing that saves me and my family in going across to the park is the median strip. Because we run to the concrete barrier and wait for the traffic and then run across.

If you increase the lanes and you don't have an area, it's going to make it more difficult for us.

I'm also concerned about the quality of our life. We moved there because of the trees, because of the park and stuff like that. And I feel like you're taking all that away.

What I would like to see is you to find an alternative way. A lot of the people that are coming up, they're speeding up 197 are from the new developments.

Since you already improved 450, why don't you continue to improve 450 up to 301 because you

have two major businesses there, two shopping centers. They would love the business. There would be minimum residents impacted by just carrying it up there, pulling it on 301 and over to 50.

And then I'm sure there's another problem with access to 50 on our end but you could look at an alternative. I don't think 197 is it. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Following Mr. Tony Young will be Chris, looks like Hedman, I believe. Okay.

MR. TONY YOUNG:

Thank you very much. I live on 12016 Long Ridge Lane backing up off Route 197. My wife said don't tell them we need a new exit, but I'm telling you we need a new exit.

From 193 onto Route 50 either in both directions or westbound only. There is only one exit for 7 miles outside the beltway and we need another. Before we do anything else we need that

exit.

I agree with Mr. Padgett, scrap the bike paths. And I also recommend that we allow no left turn onto Faith going southbound, and leave the median strip. And I agree with the median strip although it should be reduced probably to 8 or 10 feet to allow left turns into the Long Ridge section. And please don't close Lyle. Thank you.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

Following Ms. Chris Hedman will be Steve Williams.

MS. CHRIS HEDMAN:

Thank you, State Highway officials. And the audience. My name is Chris Hedman, I live at 13404 Overbrook Lane in Bowie which is up by the racetrack which obviously is quite far from Route 197.

But that fact, like half of Bowie's resident section population does not lessen my

dependence on heading out on a functioning Route MD 197 between 450 and 50. That improvement is long overdue. It was reduced or it was such an emotional hot subject and still is for a lot of folks with the tree loss and whatnot, that it's been something that some of these people haven't wanted to tackle for years.

But finally we got the traffic counts because of the New Towne Center. Anyway with the actual design of your improvement, I hope that you can maybe keep the median as consolidated as you can so that you may have room for both an upgraded bike trail on the southbound side and a brand new sidewalk on the westbound side along Long Ridge.

I had the privilege to serve on the Community Reinvestment Project a few years ago that worked out the improvements on 197 north of this area where you now have bike lanes and we do everything we could to improve the highway without actually tearing up the curbs. And all things considered, it's worked out rather well.

And now we have bus shelters and so forth.

But the preservation of the bike trail of this entire highway is quite essential because it ties together miles and miles of Bowie. It starts at the University, runs down through the R Sections and Foxhill and so forth past the park, ties together several public schools, lots of businesses, churches and whatnot, and finally bridges over Route 50, thanks to our beloved Senator Green who got the footbridge.

It also connects to the elementary school, that's in the H Section and then it branches and down to Bowie Towne Center and they're using that footbridge that is much maligned, but I see people using it when I'm driving to dinner.

So it's an extremely important link that ties Bowie from end to end and you should give it priority in your design. I think it would be worthwhile.

Of course we need an interchange at 50 and 193 and now there's actually people in the

turf farm instead of grass, maybe you'll eventually qualify, in fact, some traffic council will make that possible. Thank you all very much.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Following Mr. Steve Williams will be Carlotta Bradley.

MR. STEVE WILLIAMS:

Good evening. My name is Steve Williams. I live at 2803 Federal Lane and I would like to say I agree with most of the speakers I've heard tonight and would like to reiterate.

The gentleman that talked about - I believe the congestion on this road is mainly due to the traffic being re-routed through Bowie and there's a need for an exit off of 50 onto 193. That's approximately 1.2 miles to the intersection of 450 and 193. If you look at a map of the area it's like a no-brainer.

Why isn't there an exit at that road? There are two major highways in this county that cross and there's no exit there. It just seems like a no-brainer.

I would also like to mention that there are major power lines that run along 193 right in the middle of all the homes that abut on 97. And if this project goes forward I would like to see the possibility of those power lines to be removed or out of our yards and maybe closer to the road where they'd be more accessible to our company. Thank you.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Following Ms. Bradley will be Bruce McGinness.

MS. CARLOTTA BRADLEY:

Carlotta Bradley. I live in Tulip Grove. I would like to say that the No-Build is not really an option. I would support a median, but

much, much narrower.

Many people have spoken about the fact that there does not need to be an extra wide lane for bicycles. I don't live in Long Ridge but I have to say I would not be in favor of limiting left or right-hand turns as you come up or go down 197. And I would be in favor of and again as someone just said, it's a no-brainer. You need an exit at 50 and 193. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Following Mr. McGinness will be Mary Nelson.

MR. BRUCE McGINNESS:

I'm Bruce McGinness, I'm at 12110 Lerner Place and I've lived there for about 20 years and 35 years in Bowie all together. And for the past 20 years I've made left-hand turns and right-hand turns in Bowie, and I'd like to not see that go away.

I'm in favor of Option Number 3, but as a hybrid to Option Number 4. I think Option

Number 3 is safer, it's more efficient, and it also saves room which many of the people have talked about.

Number one, it gives the driver the ability to turn his car parallel to the traffic flow before entering to the actual lane of traffic, something that Option Number 4 does not allow.

Secondly, it provides the ability to accelerate before merging into the traffic lane. Having made that turn seven, eight hundred, nine hundred times a year I can tell you that having the ability to speed up when you're turning left is very, very important.

Option Number 3 provides that. Number 3 allows for more efficient traffic flow when two cars are turning left in opposite directions. When a car is turning left into 197 and another car is coming into Lerner Place or any one of the ones on the left, that person turning left cannot turn until the other person goes in because of that median strip.

In Option Number 3 the person would have the center, that fifth lane, to turn their car so that the person turning left off of 197 could still do that.

However, let me mention the hybrid at this point right here, the thing about the death lane and all. I've seen in many other areas where they've had the fifth lane for both the acceleration and also for turning instead of having the median strip there, and then as it got farther away from there, they've actually had a beautification and a center core area off of that. So it allows for everything that Option Number 3 does, but nobody can take and just speed right down the fifth lane as a speed lane.

Fourth, it takes 11 feet less than Option Number 4, so it saves some of those beautiful green trees. The thing that I think is on many minds of the people here is why the study does not address also adding the 193 access to Route 50 because over the past 10 years, five years ago

actually I was one of the ones that voted do nothing hoping that all these people coming from other sections would get tired of us standing still in traffic but it hasn't happened. It's just gotten worse.

So a lot of this traffic is coming from the Greenbelt area, from the new housing down towards the land side of Bowie and the 193 access would alleviate some of that additional traffic. Thank you very much.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Following Ms. Nelson will be Jim Loftis.

MS. MARY FAY NELSON:

My name is Mary Fay Nelson. I live at 12131 Long Ridge Lane which faces the Kenhill Run of the Collington Branch which is crossed by 197. I am also the village keeper of the road from 450 to Benjamin Tasker School -

(Applause)

- and I have been doing this as of May 11th I will be in my 11th year of cleaning that particular road.

I have lived here in Bowie since 1995 and my current house since 1998. I first of all would like to see preservation of the current bike path, not just because they're walkers and because they're bikers, but also because we have some people who are handicapped. They commute from the White Plaza up near the bank all the way down to the end of 197 using a variety of means.

I have seen one gentleman in his motorized wheelchair going counter-flow on the road, on the west side headed north. I don't know whether he even knows that we have a bike path. It may be too steep for him to use. I do not know.

But I do think that you need to take that into consideration in all your plans. There is that other group of people here. We have about 20 or 30 people in motorized wheelchairs in this community. They use buses and everything else.

The second thing that I'd like to bring up is that gasoline is now at $3 a gallon and this road will last us until gasoline is $8 or more a gallon. And I do not see much being proposed in the way of alternative transportation in terms of buses. I really don't want any increase in the width of the road but I do think that if we did a No-Build with some pull offs for the buses, it would greatly speed up some of the traffic along there.

The snail hour lasts exactly one and a half to two hours a day each way and is characterized by a speed that is one half the posted rate of speed.

The rest of the time, the rest of the 20 hours it flows unless there is an accident. And it flows quickly as much as 20 miles over the speed limit.

So I find it difficult to put in this much money for four hours a day of transportation problems that could be solved by ramps not only at 197 but also at Church Road. This exit at 50

and 197 is the only functional cross road from 301 all the way over to Laurel.

It also serves 1 and 95. It also serves Powdermill Road. This is the only one that goes across. We need some other ways for people to go and we need some other ways to cross 50, not just one little road.

We go from 11 lanes at North U to two lanes in my area. I do not want to see any cutback of my access to my house at Faith and Lyle. We already have rearranged our life style to turn right at Lyle and left at the light at Long Ridge and Tulip Grove.

We have all adapted to this except for some of the teenagers. I do not want a two-lane road through there because I have seen people go 70 miles an hour when school lets out.

And this is not gonna stop people from having accidents. The most spectacular accidents, the three of them were not during rush hour. They were when people were drunk and they hit guard rails chasing other people, as in the

Police Department some years back.

One of them sheared its car in two. It hit the middle median. That's not going to stop people from hitting the middle median and I really think that we have to look at the larger regional problem of this road, whether there's just this single project.

Unless you solve the regional project, the regional flow of traffic and take into some consideration some alternate like county bus system or metro bus system or MARC traffic or the Metro down at New Carrollton, it's not a good idea to just take a tiny piece of road and say this will solve everything. It won't.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Following Mr. Loftis will John Woodruff.

MR. TIM LOFTIS:

My name is Tim Loftis and I live at 2702 Federal Lane, Bowie. I'm here tonight to express my opinions to the State Highway Administration

in the City of Bowie about the planned road widening alternatives to 197.

First, there's no need to, in either alternative, to have 13 or 20-foot medians. 450 was expanded without medians of this size.

I really wonder if SHA has a hidden agenda for future road expansions that's not publicly known at the moment. The wider the medians the more impacts there will be to the people living along the roadway and the need for SHA to take property from the local homeowners who live along the roadway.

Second, if SHA is saying they need such widenings due to safety concerns, then run a set of Jersey barriers down the middle of the road. That will be a lot safer than any median which a fast-moving vehicle can jump over onto oncoming traffic.

Since the road is going to be widened, I request noise-barrier walls of at least 12 feet be put up on the east side of the roadway. 450 is for noise barriers now. Why can't 197 have

them?

Last summer SHA put up noise-barrier walls at 197 up at Laurel and Contee Road. If SHA is really concerned about safety, the new roadway should not allow left turns onto 197 or from 197. A car trying to jump over four lanes of 50-mile-an-hour plus traffic is asking for nothing but a death sentence.

SHA has lane widths of 11 to 16 feet for their alternatives. Presently the upgraded 450 has lane widths of 8 and a half feet. And I say that because I went out and measured them. Why can't SHA use the same lane widths on 197 as 450? Okay.

In summary the SHA alternatives directly affect the quality of my life and the life of many Bowie citizens because SHA is running so much traffic through Bowie versus around Bowie.

The citizens of Bowie are the largest contributors of tax dollars to the county and the state coffers and SHA must give us serious consideration to the quality of our environment

here in Bowie. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you.

MR. JOHN WOODRUFF:

Hi there.

MR. DARRELL MOBLEY:

Following Mr. Woodruff will be, looks like Laurie Thompson.

MR. JOHN WOODRUFF:

Hi there. I'm John Woodruff from 8115 Overfield Court up at the other end of this, not in this immediate area.

First thing, yes, I want to see this road built. It's been a traffic stop for too long. I'd like to see something done about this so I'm not in favor of any No-Build Alternatives.

For those who are not familiar with bicycling there, there's a big difference between going leisurely on the path and when I'm coming down the road in 12th gear, you don't want me coming down on you if you're on the path in 12th

gear.

So that's the reason for those lanes. On the other hand we need to narrow this. I'm willing to do without those lanes. I'll go ahead and take the bike path to cool off after coming at high speed down the other half of the road.

At the other end of this, if you don't need left-hand turn lanes, if people from this area don't want to make left turns, let's do without them and narrow the land that much further.

And the fourth point is, I realize this isn't part of your study project but yeah, we need some other intersections on 193. So that's about that. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Laurie Thompson.

VOICE:

She already spoke.

MR. DARRELL MOBLEY:

Okay. Bonnie Moore? Following Ms. Moore will be Mike Boardman.

MS. BONNIE MOORE:

My name is Bonnie Moore and my husband I live at 12130 Long Ridge Lane. The back of our house is actually up against 197. I would like to speak to two points. First of all, the need for a sound barrier and I'd like to suggest the need for a light at Lyle Lane.

Speaking first to the point of the sound barrier, one of the things that we notice is that everybody driving down 197 can see into our house all the time. We have to make sure the curtains are closed. We have to make sure that people can't see us. And this is an invasion of our privacy. We really need a sound barrier.

The other part of this is, all day long every day we hear the fire engines and the police cars and the ambulances and it just goes on and on and on. I don't think there's an issue about the sound wall. I simply want to reiterate how badly it's needed.

The second point that I would like to mention is Lyle Lane. We need that entrance/exit. But a point that has not been brought up is that we have bus stops there at Lyle Lane. People don't use them.

I wouldn't use them because I'm afraid to go out there in that intersection. I'm afraid to walk across that highway. I like to walk. I won't walk across that to the bike lane. It's scary.

If we have bus stops there and people are trying to run to catch a bus, can you imagine what it would be like without a light? Traffic coming fast all the time. No wonder people don't use the busses, especially that bus stop.

I don't think that's been considered in this design. And if you want us to use the buses and I'd like to take the bus down to New Carrollton, I've got to have a safe bus stop. So those are my two points. I just wanted to bring them up. Thank you very much.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Following Mr. Boardman will be - looks like Dufore Wolfly.

MR. MIKE BOARDMAN:

How you guys doing? My name is Mike Boardman at 3002 Twisting Lane and I just wanted to say that if you take out my back yard, I want to know how much money you're going to give me first of all. Isn't there like such authority or such a thing called eminent domain to where, first of all I don't want anything taken out of my back yard, any roads, because I live there with my mom and what's going on is I walk through that back yard to go cut through, to go out to the 24-hour gym and basically the whole point is, I need to get, don't we have some sort of like down home environment around here like can't Bowie be more like a down-home community where people like respect each other and not have to worry about driving all fast anyways?

I mean I'm from Frederick, Maryland. I've lived in Charleston, West Virginia for the past 10 years and basically it just doesn't make any sense and I don't want to agree to it but if you want to come out and try to take my back yard, you better come out and give me a real good price. That's all. (Applause)

MR. DARRELL MOBLEY:

Following Mr. Wolfly will be Jamie Crown.

MR. DUFORE WOLFLY:

Good evening. My name is Dufore Wolfly and you did a great job all things considering on getting the name right.

MR. DARRELL MOBLEY:

Thank you.

MR. DUFORE WOLFLY:

First I'd like to say that suicide is not an option. No-Build is not an option. And a 20-foot median is not an option. These are false choices presented to the community. We need a hybrid of what we've seen here.

It's quite clear that if a 13-foot median

is satisfactory for a completely unsafe alternative such as a suicide lane, then it must be at least minimally satisfactory for a proper median in the middle of the road.

And I would go a step further after having heard other peoples' comments that if we have significantly narrower medians on 450, obviously we can follow through with that model for 197 as well.

One thing I'd like to point out is speed. Obviously speed is a major issue. In many cases when roads are improved, speed limits actually go down. But in fact what we see is actual travel speed is exceeding the speed limit as soon as you make the improvements.

I know part of that is an enforcement issue but the reality of the matter is if you build a better road they will drive it a lot faster.

These plans, I see nothing to accommodate the need for slowing down traffic. We need calming devices.

We need traffic calming attention in this study area, specifically narrower lanes, at least narrower looking lanes. They don't necessarily have to be narrower, to have the effect of slowing down traffic. You can paint them narrower. That helps.

And I'd also like to suggest that people make a serious investigation of speed-activated traffic lights. We've seen these in the past in other communities in which I've grown up in where we find people who are speed down a road, tricks a sensor and it converts the green light down the road to a red light, thereby defeating the benefit of speeding.

So this is an effective way of mitigating the propensity for people to speed, and that's the sort of thing that needs to be addressed here. And it doesn't show up in any of the studies in the comments here. So I think that's a serious deficiency on the part of the State Highway Administration.

I would also like to speak to the issue

of pedestrian safety. We had an incident not all that long ago where we had a pedestrian that was killed, struck further southbound on 197. In the six lanes, good point.

And in that situation someone was making a crossing at an intersection where there's no signal and where there are no crosswalks. People are going to do this because they have a need to cross the road. Provisions must be made.

So this is also a serious deficiency in the plans that we've seen here, specifically at Lyle and Faith Lanes and perhaps even more importantly up at Foxhill and Lerner.

You have a park, for crying out loud. People are going up there. Kids are going to be around.

(Applause)

There needs to be attention. And I think clearly that there are options. There are options where you just have a traffic light that's activated by a pedestrian and that's the only time it's activated. Or you could have a

proper fully functioning signal for traffic as well as pedestrians. But something must be done.

I don't care what the warrants are and all these other things. The fact of the matter is when someone gets hit, they don't care whether or not there was a warrant that said that it was worth their while to put up a traffic light. So something needs to be done to address the pedestrian safety.

We've already seen the results of poor planning further down the road and we don't need another example of that right in our neighborhood.

Speaking of safety there's also traffic-turning safety. Making left turns onto 197 from Lyle or even Faith, Lerner, and even out of Foxhill. It's very dangerous to do that right now. Adding additional lanes is going to make it far more dangerous. And specifically with increase speed.

So something needs to be done, whether

it's right in, right out, or whether it's fully signalized intersections. But something must be done to address that issue.

The hiker/biker trail that we currently have is nicely removed from the roadbed. A number of the proposals here put this right next to the roadbed in a number of places. That's unacceptable.

I have children who are going to be riding a bike and I feel comfortable with them riding a bicycle on that path, so long as the path is not right next to the highway.

Something needs to be done. If there's an issue of saving trees or protecting or keeping away from some water areas, then a proper barrier needs to be built, a stone wall, something - not an ugly barricade Jersey wall or anything like that, but something that's aesthetically pleasing and yet functions as a safety device.

(Applause)

I'd like to add that there's been some concern raised by the people who live in Long

Ridge that during the construction period we may indeed face the issue of people using Long Ridge as a cut through, if things are indeed slowed by the construction. So I want to make sure everyone understands that that's a concern and that it needs to be addressed during the construction process.

Now I would suggest one more thing before I part and that is that the suicide lanes that we have currently that are northbound of the study area should be addressed. Those need to be removed and put a proper median in with some nice vegetation to improve the safety there as well.

(Applause)

The last thing we need is 197 looking like Route 1 coming through Bowie. Thank you for your time. I appreciate it and expect that you would be able to take some action on all of our comments. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you. Following Jamie Crown will be

Howard Richie.

MS. JAMIE CROWN:

My name is Jamie Crown. I live at 12102 Lerner Place. I agree with much of what's been said here tonight but my primary concern is safety.

For those of us who live on Lerner Place we have no other way to get out off of our street except to make a turn at that intersection. And as several other people have already pointed out, when one is headed from 450 toward Towne Center on 197, traffic is moving very fast and if you put your right-turn signal on to make a turn onto our street, you are constantly looking in your mirror hoping that someone is not going to crash into you.

So I agree with the previous speaker that, that traffic calming is something that needs to be taken into account.

As far as getting off of our street is concerned, it's also difficult but you know if you wait five or ten or seven minutes, you can

usually get off. It really slows down your life.

(Applause)

But it can be done. I would suggest that a light at that intersection would provide the kind of safety we're talking about for pedestrians going over to the park.

Right now when my family goes to the park it is very frightening and we've been fortunate that there have been cars that have just stopped when we've had four kids with us and they see us trying to cross the street, and they're stopped.

And then I worry about their safety, that somebody coming along behind them is going to ram into them and we're all going to get wiped out. It's very dangerous to have no light opposite the park.

So Bruce, one of my neighbors, suggested that it's difficult to make the right-turn lane because nobody can swing into the left turn lane to avoid us until it's really late in the process.

Perhaps it would be possible to lengthen

the left-turn lanes there on either side to make a little more room and also to provide light. I have an 86-year-old mother who's been living on that street since the early 70's and I worry about her every time she leaves the house. She's still capable, I don't if any of you know Rita Swain. She's a very capable person. She still drives without any problem. She hasn't had any accidents. I worry about somebody else crashing into her. Thank you very much.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. HOWARD RICHIE:

My name is Howard Richie and I'm at 12106 Long Ridge Lane, and I would like to thank you for the process and the opportunity for the people to speak.

I hope that you give these comments strong consideration. It seems like it's overwhelmingly popular that we're really not being given a safe option at all.

I think a lot of people agree this road needs to be widened, but the suicide lane in the middle of the third seems to be not in anybody's best interests and option number four seems to be unacceptable.

There's some great comments. Just to reiterate, the 193 exchange is strongly needed for Route 50 and the only reason I can see that the State Highway Administration today would want to put a 20-foot median in the middle of this road at this location would be so in the future they'd have enough land for a Jersey barrier and adding another lane north and southbound.

(Applause)

We don't need that. Right now I think a reduced median has been requested to less than 10 feet would be a much better thing and to ask for a waiver to the requirement to have bicycle compatible lanes there to reduce those 16-foot lanes north and southbound to the 11-foot lane. And that would save a lot of space and some of it could be added to the distance between the

northbound lane and the bike trail that's there. And to make that safer.

But I do appreciate your time to come out here in the evening and listen to this and I know it's part of the process and I just hope the process works. Because if it does, I can't see this going forward with the way those two options exist out there. Thank you.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Does anyone else wish to comment? Please state your name and give your address.

MS. CECELIA RICHIE:

Hi. My name is Cecelia Richie and I'm at 12106 Long Ridge Lane and I live with Howard. The more I've listened to people tonight the more I am in favor of No-Build. It seems that you need to go back to the drawing board. A lot of good things have been brought up tonight.

(Applause)

I do want to say though that I started to become distrustful of the process intuitively to me a five-lane road would be wider than a four-lane road, and it is not. And if people during the previous meetings that we've had didn't look really closely at the drawings, the four-lane road is wider than the five-lane road, and that bothered me.

At one of the previous meetings we had at City Hall I was told that the first option No-Build really was not an option.

So tonight when we came in my husband asked the question about the No-Build and I said that's not really an option. That's just a baseline. That's what I was told. And two people said that's not true. That's absolutely an option.

So I'm disappointed that there's no public forum for questions and answers because I would like someone to step up and answer some of the questions in a public forum in a reported public forum.

(Applause)

To make sure that we all have the same answers to the same questions and that we get rid of a lot of that distrust that I've developed. Thanks.

MR. DARRELL MOBLEY:

Thank you.

I do want to make one comment. A lot of folks are starting to leave out. I want to make one announcement. The Bowie City Council will have their public hearing on this project on Monday, March 3rd at 8:00 p.m.

So I just wanted to make that announcement before everyone left. State your name and address, please.

MR. GENE TOWNEND:

Good evening. My name is Gene Townend. I live at 12311 Stafford Lane, that's here in Bowie. There's a couple of things that haven't been mentioned here tonight, at least not directly.

One is that the current improvements that

have been made to our road system aren't working very well. If you drive on those roads out there the posted 40's are getting driven at 60, and people totally ignore the rules of the road.

And please don't talk to me about enforcement because the people I see doing that are county police officers and other folks who are not running their sirens, they're not running their lights. And they're doing it in front of the Bowie Senior High School at dismissal time.

We need traffic calming. We need to figure out how to solve this problem when the commuters come into the City of Bowie. They need to be impressed by the fact that they're no longer on an interstate. These are our city service streets.

(Applause)

Eighty percent of the services we get, our schools, our libraries, our churches, our stores, our gas stations, take them on. They're on those two roads. They're on 450 or they're off 197. Until we can figure out how to solve

that we should not widen 197 out here or 450.

(Applause)

All we're doing is building interstates. There is no functional difference between a four-lane 197 and a four-lane Route 50. People want to drive it at 70 miles an hour. They look at the road, it looks safe. They don't see the kids coming across from the school. Okay.

The second point is yes, this is one little section of the road but that section and the section over at Hilltop are that's stopping these from being interstates. This whole area needed to have its traffic flow problems addressed.

They built Piney Orchard, they built the Mews at Crofton, they've built a whole bunch of homes around here and people are using Bowie as the means to get to work and to get home. We need bypasses.

There are roads that could be built from Bowie State to Crofton. There are intersections that could be into 193. Please address the whole

problem and not just part of it.

Until then, put this on hold. Study it. Look at it. But please don't build it. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Thank you.

MR. MATT RIDER:

Good evening. My name is Matt Rider and I live at 12109 Lerner Place.

I'd like to echo a couple of the comments that were put forth by Bruce McGinness and Jamie here in regards to the intersection at Lerner and 197.

I want to say that although Jamie's comments about turning left from 197 onto Lerner during rush-hour traffic seemed to be taken in jest. It is quite honestly the case. You can sit there for up to 6 minutes waiting for an opportunity to be able to turn left, and even then that opportunity is wrought with danger as you try to quickly make your way through in the

break of traffic.

So making a no-turn option for 197 to turn left off of Lerner Place is not a really good option.

I'd also like to echo the concerns about pedestrians. While there is a wonderful bike lane and hiker trail on the east side of 197 there is nothing for pedestrians on the west side. And without a traffic light at Lyle and Faith and at Lerner and Kenhill, pedestrians cannot cross that street safely.

It would be fine if we had sidewalks on the west side of the street where they can go down to a traffic light. But they're literally taking their life into their own hands.

As well, we have many children in our neighborhood who use that park regularly and that wonderful beautification project, we have to drive them across the street in order for them to be able to access the park.

Now our teenage kids and our adolescents in the neighborhood need a better solution. So

with technology today, it is quite possible to be able to put a traffic light either at Lyle and/or at Lerner Place that are traffic sensitive. They could be timed.

They don't have to be the moment you pull up to the intersection that they turn green immediately for you. You can wait. You can give traffic an opportunity to slow down. Nothing slows down traffic better than a traffic light.

And if we're talking about a long section here from Kenhill all the way up to Tulip, that's a very long stretch of road. No wonder why people speed up on it because it's unimpeded. If you put a traffic light there it will slow traffic down. Thank you.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. MICHAEL MARKUSKI:

Good evening. I was actually on the original list. I don't know what happened.

MR. DARRELL MOBLEY:

I'm sorry.

MR. MICHAEL MARKUSKI:

My name is Michael Markuski, even though if you call me Michael, it means I'm in trouble. Hey Mr. Padgett, how you doing?

MR. RICHARD PADGETT:

Mr. Markuski, I apologize. You were on the first page of the list. I apologize. An oversight on my part.

MR. MICHAEL MARKUSKI:

Well I would have had to follow you probably and that would not have been easy. Anyway I live at 2508 Liana Place. My family purchased that house in 1965 so we're still the original owners. Bought it back in '95. I want to say the same thing that was just spoken about concerning Lerner because Liana Place is off of Lerner so I have the same situation trying to get out of that street leaves me with the No-Build option not being an option for me because as you say, it can take five, six, seven minutes to get out of there at times.

I believe that of the choices that Choice 4 is the best choice. I agree totally with the biker trails being reduced or eliminated with the existing hiker/biker trail being kept and enhanced.

I agree the median is too big. I agree that the 193 interchange with 50 is something that definitely needs to be looked at. I want to make sure too that the traffic lights if there is something put in at Lerner Place and/or Lyle/Faith Lane, that there's communication between all these lights.

I understand that it either was never put in, never connected or what have you, but today it does not exist, and to me I work in the computer industry and I'll take the bid if you want to bid that out, so.

(Applause)

Bowie is a great town. I was the first class to go to 7th, 8th and 9th grade in this building, so it means a lot to me to keep this the way that I always remembered.

And I want to thank everybody here and make one last request. The next time you have a meeting like this, do not do it during a Duke-Maryland basketball game or any similar event.

(Laughter)

So thank you all very much.

(Applause)

MR. DARRELL MOBLEY:

Thank you.

MR. STEVEN MIDDLETON:

Good evening. I'm Steven Middleton. My family and I live at 2816 Folsom Lane. The rear of my house is on the east side of the northbound lane of 197. The No-Build is not an option. I've noticed since the construction of Bowie Towne Center and the movie theater and all the new homes, the increasing number of vehicular accidents on 197. I'm sure at some point our car or vehicle is going to wind up in someone's back yard. It could be mine.

There needs to be a protective barrier, soundproof barrier to lessen the noise since my

wife is always complaining. She keeps telling me I told you we should have moved further east but we love Bowie.

And although we aren't overly happy with all of the expansion and construction because that wasn't the reason why we moved out, but we understand that progress sometimes is progress.

Sound barriers, the No-Build option to us is not an option. There has to be some sort of compromise between your plans. I believe that the existing bike path is more than enough. It needs to be improved and widened.

I'm concerned about once the construction starts, listening to some of the other news articles that I read, what level of rodent control would the State Highway Administration conduct to keep field mice from running all over the place.

I have seen the natural wildlife in Bowie be confused about where they're going to go and I know that that's going to continue to happen and I just want to make sure that the appropriate

flood control is done so as you expand the road that the immediate properties will not be inundated during a 100-year or 500-year flood.

Something has to be done sooner than later and we appreciate the time that we have been given to hear your presentations and hear us. Thank you.

(Applause)

MR. DARRELL MOBLEY:

Does anyone else wish to comment?

MS. ELAINE YOUNG:

Elaine Young, 12016 Long Ridge Lane. We are living in this nightmare. Please listen to us. You've heard our concerns and they need to be addressed.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MS. MARION ELLISON:

12131 Long Ridge Lane. I'd like to address something that hasn't really come up and that is the sound barriers along the road.

First of all we have a wild area that runs across the road at Foxhill Lane and the Kensington Run area and wild life does cross that regularly. Some of them get hit. That's how we know. It's got fox, beaver, woodchuck, rabbits, deer. But they do cross that area into the park and down into the dedicated drainages.

The second thing is, if you're going to put in sound barriers, we don't need walls as high as the palace at Ivenue. We really don't need super big walls the whole way down. This is their center street of our town. So we need some real dedication to design and attractiveness and not overly large, because many of our houses are up on hills and on bluffs, some of them are down in valleys, and they are the ones that get more vision into their houses.

But we really need, if we're going to have sound walls or barriers of some kind we need to have the kind that were put up in Laurel that are very attractive with those nice barrier reef things.

This is our town. This is not the middle of the countryside. This is not Hope, Virginia that has to have 16 or 18 or a 30-foot sound barrier. We need you to take into consideration if you were living on the other side of that road, you had to go by that road every day, what would you want it to look like. Thank you.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

MR. DARRELL MOBLEY:

Anyone else wish to comment?

MR. VAUGHN HOLSONDAKE:

Hi. Vaughn Holsondake. I live at 4905 Rocky Spring Lane near Rockledge Elementary School. We're about two and a half blocks off of 197.

And I can tell you from living in that area since 1987, that that roadway section as it's improved till now, is not a safe road nor is it a quiet road. And the sidewalks that exist out there now are dangerous for anybody to

attempt to use. So we do not use them.

We go through the neighborhoods with walking and biking and taking our kids out for walks and things like that. So trust me. Do not repeat that section on this end of town. Do not put that onto our people here.

Number two, you need to look at a bypass solution and pick up 197 up about Powdermill Road some place. Do a bypass and take it back down and pick it up down about 301 and do an interchange down there by where the river is at. And you need to divert traffic around town and not go through town.

I vote that this section of roadway we have here is a two-laned road. It is as little disturbed as possible. If you want to put a Jersey barrier in the center, great.

Don't curb the gutters. Let's just let it drain into the natural drainage, and we ought to go out there and take care of the animal crossings and things like that or they're not taken care of, and there's a number of other

small improvements you could make on that section.

One thing we need to do is some vertical alignment that needs to be done as you get down near 450 and some things of that nature so that if you have a level roadway it will be a quieter roadway. And I won't have to talk you into that folks, you know that already.

And there's a number of other improvements we can make on the roadway to do that. The crossing and ped path we have there for biking and for pedway is good. Having it yonder and away from the existing road section is a good solution. Leave it alone. Don't mess with it.

And as far as the sound barriers, the sound barriers don't work well. So you're better off if you can to design other solutions for sound rather than putting up a cantilever retaining wall.

The other thing we need to do is look at signals and turns and pedestrian safety. Speed

control, things of this nature. Because this highway 197 now has turned into a major freeway. It's not a local street anymore. It's now a major thoroughfare. And what we need to do is take back our city. We need to make a local street again, not a major four-lane freeway.

So the bypass idea I think has merit. So instead of running traffic through town we need to take it around town. Anybody else got any questions? Give me a call. I'll be glad to talk with you to length. Thank you very much.

MR. DARRELL MOBLEY:

Thank you.

(Applause)

Any additional comments?

Once again I just want to remind you that the Bowie City Council Public Hearing for this project is on Monday, March 3rd at 8:00 p.m.

If there are no additional comments, let the record show that no further comments were offered as mentioned earlier, and is stipulated in the public notice. We will hold the formal

record open until March 26, 2008 for your written comments. Thank you for attending tonight's public hearing. We appreciate the interest you have shown in this project. This hearing is adjourned. Good night.

(Applause)

PRIVATE TESTIMONY

MR. CARL WALCH:

My name is Carl L. Walch. I live at 12229 Foxhill Lane. Basically I like the Alternative 4 which has the wide median. I think they need that for the safety of the road. And I do feel that they need to build it sufficient for the future increases in traffic and there are always increases.

So that we don't have to tear this thing up again in 15 years and do it over again. Let's build it right and get it done and hopefully the design will suffice for many, many years without having to go through a construction cycle again which is always a problem. It takes a couple of years to build something like this. And it is inconvenient for the people.

At the time that you have to be ?? and what have you, basically I just want to see Alternative 4 or something similar to that. The widening, a good safe road, and a road that is sufficient for the future needs for the next 20

years at least. And that's basically my opinion.

MS. MAUREEN BARBER:

My name is Maureen Barber. I live at 12010 Long Ridge. Our property backs up to 197 on the southbound side of the road.

Our concern is about, well, actually we want to encourage the use of noise barriers, not solely for the purpose of noise but more for protection of people within our property. More of a safety issue.

We know that, of course there will be more traffic. Traffic will probably be going a little faster than it already is so it is a concern because our home sits below the 197 road surface, so it's always a concern that a car could come through the fence into our property.

So that's what we would like to establish for the record that we are definitely would like you to consider the noise barriers more for a safety reason rather than just the noise level.

(Private testimony concluded.)

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STATE OF MARYLAND

SS:

I, William A. Bodenstein, a Notary Public and qualified Court Reporter of the State of Maryland, do hereby certify that the aforegoing transcript was recorded electronically and transcribed under my supervision as herein appears and is an accurate transcript of the proceedings.

I further certify that I am not of counsel to any of the parties, nor an employee of counsel, nor in any way interested in the outcome of this action.

As witness, my hand and notarial seal this 20th day of March, 2008.

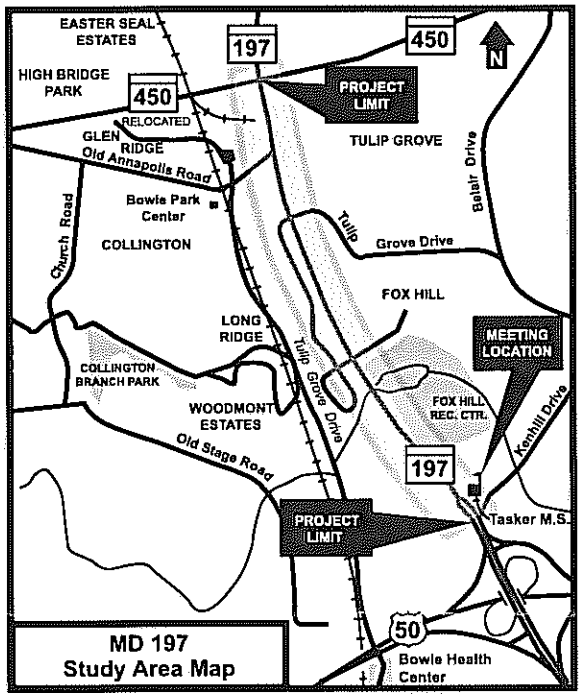
William A. Bodenstein
Notary Public

My commission expires: November 7, 2011

PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION
***STATE HIGHWAY ADMINISTRATION* WILL CONDUCT**
A LOCATION/DESIGN PUBLIC HEARING
R THE MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED IN PRINCE GEORGE'S COUNTY

WHEN	WHERE
Wednesday, February 13, 2008 **6:00 p.m. Maps/Displays Available** **7:00 p.m. Presentation/Testimony** *Snow Date:* *Thursday, February 21, 2008*	**Benjamin Tasker Middle School** **4901 Collington Road** **Bowie, Maryland 20715**



The Maryland Department of Transportation, State Highway Administration (SHA), in coordination with the Federal Highway Administration (FHWA), is conducting a Project Planning Study on MD 197 from Kenhill Drive to MD 450 Relocated in Prince George's County.

The purpose of this Location/Design Public Hearing is to afford all interested persons the opportunity to present their views regarding the proposed location and general design of the project alternatives, including the associated social, economic, cultural, and natural environmental effects.

Beginning at 6:00 p.m., mapping depicting the project alternatives will be available for public viewing. Representatives of SHA and FHWA will be available to record your comments and discuss points of interest with you.

A formal presentation beginning at 7:00 p.m. and lasting approximately 30 minutes will include a description of the project alternatives, an environmental impact summary, information on right-of-way acquisition and relocation assistance procedures, and information about Title VI of SHA's Equal Opportunity Program. This presentation will be followed by the receipt of public testimony.

SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has conducted a survey of the study area for cultural resources. MHT has concurred with SHA's determination that no historic standing structures located within the project area are on or eligible for the National Register of Historic Places (NRHP). Detailed archeological studies have been completed and SHA has determined that, due to previous disturbance within the project area, no significant archeological sites exist. Coordination with MHT is ongoing to confirm this determination. In accordance with the Section 106 procedures of the National Historic Preservation Act, this public hearing provides the opportunity for public input regarding cultural resources.

Individuals and representatives of organizations who wish to testify at the public hearing and/or add their contact information to the project planning mailing list may submit written requests to Ms. Felicia Alexander, Project Manager, Project Management Division, State Highway Administration, Mail Stop C-301, P.O. Box 717, Baltimore, Maryland 21203-0717. They may also make these requests by calling 410-545-8511 or 1-800-548-5026 (toll-free), or by sending an email to falexander@sha.state.md.us.

Persons who receive a copy of this notice in the mail are already on the project mailing list. They will be kept informed of project developments and opportunities for public involvement as the study progresses.

In order to be included in the Public Hearing Transcript, written statements and other exhibits in lieu of or in addition to an oral presentation at the public hearing must be submitted to Ms. Alexander no later than March 26, 2008.

Requests to be placed on the speakers' list for this public hearing must be received no later than February 6, 2008. Elected officials will be given the opportunity to speak first. Other speakers will be called in the order in which their requests are received. Attendees not on the speakers' list may provide testimony after those on the list have been heard. Should a large number of speakers wish to be heard, time allotted to each speaker may be limited. A court reporter will be present to record comments of persons who prefer to provide private testimony. Brochures and forms for written comments will be available at the public hearing.

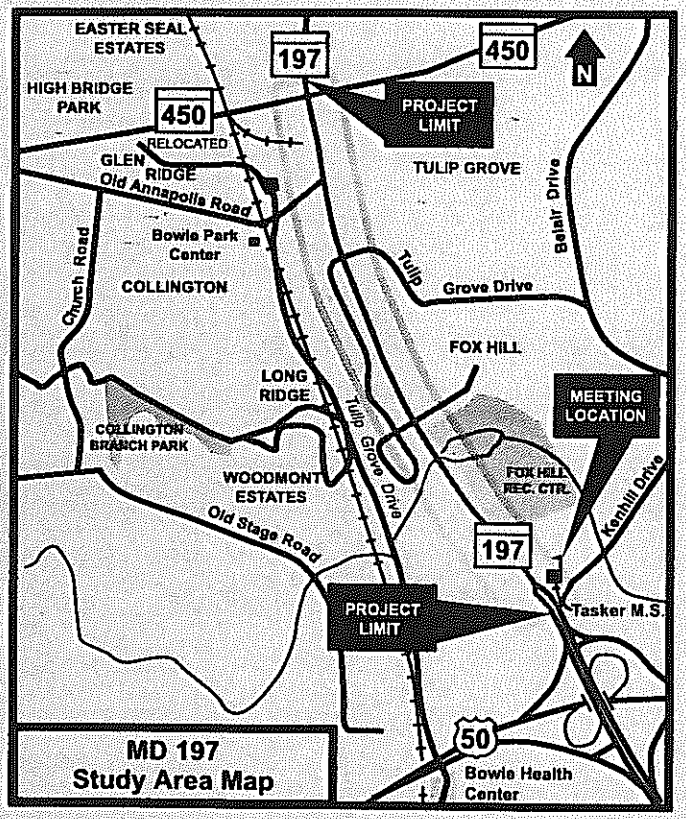
HEARING-IMPAIRED/NON-ENGLISH-SPEAKING PERSONS:
Persons with a hearing impairment who plan to attend the public hearing should notify Ms. Alexander in writing at the address above or by teletype at 1-800-735-2258 (Statewide toll-free). Non-English-speaking persons who plan to attend should notify Ms. Alexander in writing at the same address or by telephone at 410-545-8553 or toll-free at 1-800-548-5026. All requests for oral, sign-language, or non-English-language interpreters must be received by February 6, 2008. To the extent feasible and possible, interpreters will be provided.

A-0505
January 10, 2008

Neil J. Pedersen
State Highway Administrator

MD 197
Project Planning Study

LOCATION/DESIGN
Public Hearing



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Middle School
4901 Collington Road
Bowie, MD 20715

Project No. PG691A11

SHA State Highway Administration

Maryland Department of Transportation
State Highway Administration

SHA A Century of Progress 1908 - 2008

US Department of Transportation
Federal Highway Administration

PROJECT TEAM

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Federal Highway Administration - Delmar Division
City Crescent Building
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INTRODUCTION

The Maryland State Highway Administration IA) is conducting a Project Planning Study for MD 197 from Kenhill Drive to MD 450 Relocated (approximately 2.0 miles). The study area is located in the City of Bowie in Prince George's County, Maryland.

PURPOSE OF THE PROJECT

The primary purpose of this project is to address the need for additional capacity to accommodate existing and future traffic volumes on MD 197. This project will also address safety issues and provide an enhanced transportation network between Kenhill Drive and MD 450 Relocated. In addition, this project will address the pedestrian and bicycle safety and access issues for the residences, school, and the community park within this section of MD 197. It will also provide improved access to the business and residential communities in the City of Bowie as well as improve the north-south regional transportation network connectivity.

PROJECT BACKGROUND

The MD 197 Project Planning Study is currently listed in the Maryland Department of Transportation Consolidated Transportation Program (CTP) for 2007-2012. MD 197 was constructed in 1966 as a two-lane, undivided roadway from Kenhill Drive to MD 450. The existing lanes of MD 197 were originally intended to become the southbound roadway of a planned future undivided highway where the northbound lanes would be constructed to the east of the existing roadway. The project was included in previous versions of the CTP during the 1980s.

In 1986, general obligation bonds provided the funding for Prince George's County's design and construction of a four-lane divided highway on MD 197 between Kenhill Drive and MD 450. However, the project was put on hold at the request of area elected officials. In the mid-1990s, concrete medians were added to address safety concerns at several locations. The project is now a top priority for both Prince George's County and the City of Bowie. The project is consistent with the approved 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment, which states that improvements to MD 197 between US 50 and MD 450 should be limited to four lanes within the existing 150-foot right-of-way until forecasted travel demand warrants further expansion.

The MD 197 Project Planning Study is funded for project planning only and will be a candidate for the design, right-of-way acquisition, and construction phases when funding is available.

PURPOSE OF THE HEARING

The purpose of the Location/Design Public Hearing, which will be held on Wednesday, February 13, 2008 at the Benjamin Tasker Middle School, is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The Hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer verbal or written comments for the project record before an alternative is selected. In the event of inclement weather on February 13, the Hearing will be held on Thursday, February 21, 2008.

HEARING FORMAT

Maps and other exhibits depicting the studied alternatives and other information will be on display for public viewing beginning at 6:00 pm. Representatives from SHA and the Federal Highway Administration (FHWA) will be available to answer questions related to this project. A formal presentation lasting approximately 30 minutes will begin at 7:00 pm and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review within approximately eight weeks after the Hearing, at the locations indicated in this brochure.

HOW TO COMMENT ON THE PROJECT

The public is encouraged to participate in the Hearing to ensure citizen input during the project planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments. Additional copies of these mailers will be available at the receptionist's desk during the Hearing. Written comments for inclusion in the project record and the Hearing transcript may be submitted until Wednesday, March 26, 2008.

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the Hearing. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already included on the project mailing list and do not need to resubmit.

PROJECT NEED

During the 20-year gap between the project's inclusion in the State's CTP in the 1980s and its current inclusion in the 2007-2012 CTP, tremendous growth has occurred within the project area. The development of Bowie Crossing, Bowie New Town Center, Bowie Gateway Center, and other commercial properties has resulted in increased regional traffic on MD 197 south of the project limits. Increased traffic volumes have also been impacted by residential development north of the project limits and by the following related projects:

- US 50 expansion from four lanes to eight (including the HOV lanes)
- Park-and-ride facility construction on Northview Drive approximately 1/4 mile south of the project corridor
- MD 450 relocation and upgrade at the northern end of the study corridor

Existing Conditions

The project area primarily consists of residential and commercial uses. There are seven intersections, three of which are signalized (Kenhil' Drive/London Lane, Long Ridge Lane/Tulip Grove Road and Old MD 450). There are also seven commercial, public, and private driveways that have access to the road, including the entrances to Benjamin Tasker Middle School and Foxhill Park, and a hiker/biker trail located on the east side of the roadway. The majority of the access points are located between Kenhill Drive and Lerner Place.

For most of the section under study, MD 197 is a two-lane roadway with 12-foot-wide travel lanes, 10-foot-wide shoulders, and channelized left-turn bays at the Tulip Grove Drive/Long Ridge Lane and Lyle Lane/Faith Lane intersections. The posted speed limit on MD 197 is 40 miles per hour. This segment of MD 197 ties into a five-lane section to the north at MD 450 Relocated and a six-lane section to the south at US 50. The transition to a two-lane section from the north and south constricts traffic flow.

Traffic Operations

A Level of Service (LOS) analysis was conducted for existing (2007) and forecasted (2030) No-Build conditions for seven intersections from Kenhill Drive/London Lane to MD 450 Relocated. The LOS is a measure of the congestion experienced by drivers, and ranges from "A" (free flow with little or no congestion) to "F" (failure with stop-and-go conditions). The LOS is normally computed for the peak periods of a typical weekday, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at capacity. Once an intersection passes over its theoretical capacity (i.e., a volume to capacity ratio (V/C) of 1.0), extensive delay begins. LOS F represents conditions where demand exceeds capacity and where there are operational breakdowns with stop-and-go traffic and long delays at signalized intersections.

The 2007 LOS analysis shows that 29 percent (two out of seven) of the intersections have a failing LOS during the PM peak hours. In the 2030

2007 (Existing) and 2030 (No-Build) Intersection LOS Analysis Results

Intersection	2007 (Existing)		2030 (No-Build)	
	AM Peak LOS (V/C)	PM Peak LOS (V/C)	AM Peak LOS (V/C)	PM Peak LOS (V/C)
MD 197 at MD 450 Relocated	B (0.64)	B (0.72)	E (0.99)	F (1.12)
MD 197 at Gallant Fox Lane	A (0.44)	A (0.61)	A (0.59)	C (0.80)
MD 197 at Old MD 450	A (0.51)	B (0.71)	D (0.84)	F (1.01)
MD 197 at Long Ridge Lane	C (0.74)	D (0.82)	E (0.98)	F (1.09)
MD 197 at Lyle Lane	C (0.78)	F (1.03)	F (1.03)	F (1.38)
MD 197 at Lerner Place	C (0.76)	F (1.01)	F (1.01)	F (1.35)
MD 197 at Kenhill Drive	B (0.64)	C (0.75)	D (0.85)	E (0.98)

Table 1

MD 197 Existing and Forecasted ADT Data

MD 197 Segment	2007 ADT	2030 No-Build ADT	Percent Increase
MD 450 Relocated to Gallant Fox Lane	32,375	43,075	33%
Gallant Fox Lane to Old MD 450	33,225	42,225	27%
Old MD 450 to Long Ridge Lane	33,650	44,775	33%
Long Ridge Lane to Lyle Lane	32,900	43,800	33%
Lyle Lane to Lerner Place	33,500	44,575	33%
Lerner Place to Kenhill Drive	33,625	44,750	33%

Table 2

design year, four of the seven intersections are projected to be at or beyond capacity in the AM peak hours, and six of the seven intersections are projected to be at or beyond capacity during the PM peak hours. A summary of the existing and future traffic conditions is shown in **Table 1**. Traffic operations within the project area are expected to worsen without significant improvements to roadway operations and capacity.

In 2007, Average Daily Traffic (ADT) volumes between Kenhill Drive and MD 450 Relocated ranged between 32,375 and 33,650 vehicles per day, including truck volumes. Based on approved future land uses, traffic volumes are forecasted to increase by the year 2030 to between 43,075 and 44,775 vehicles per day, an increase of approximately 33 percent. The existing and forecasted ADT ranges for roadway segments along MD 197 are shown in **Table 2**.

Further complicating the traffic operations in this corridor, the ADTs along some intersecting roadways are forecasted to increase significantly as well. The ADT volumes at specific intersections illustrate the need for additional capacity and intersection improvements within the project area. The intersecting roads with the greatest 2007 ADT were MD 450 Relocated (25,225) and Kenhill Drive (12,675). By 2030, these volumes are projected to be 43,125 at MD 450 Relocated and 16,325 at Kenhill Drive, an increase of 71 percent and 29 percent respectively.

Safety

An analysis of crashes along MD 197 within the project limits was conducted for a three-year period from 2001-2004. During this time, there were a total of 148 police-reported crashes at locations from Kenhill Drive to Gallant Fox Lane. Within the segment between Kenhill Drive/London Lane to Faith Lane/Lyle Lane, there were a total of 50 police-reported crashes, of which rear-end collisions (54 percent) were the most frequent type. For the segment between Faith Lane/Lyle Lane and Gallant Fox Lane, there were a total of 98 police-reported crashes, with rear-end

(34 percent) and left-turn (24 percent) collisions being the most prevalent types. Over half of the left-turn crashes for the project area occurred at Gallant Fox Lane which is an unsignalized intersection approximately 650 feet north of Old MD 450. Left-turn collision rates at Gallant Fox Lane were greater than the statewide average for similar type roadways.

ALTERNATIVES RETAINED FOR DETAILED STUDY

Two build alternatives and the No-Build Alternative were retained for further detailed study. Both build alternatives include the widening of MD 197 and improving the intersections at MD 450 Relocated and Kenhill Drive. Alternatives 3 and 4 would also include Transportation System Management (TSM) components such as improved traffic signal synchronization and enhanced bus stop shelters and pedestrian safety. Transportation Demand Management (TDM) strategies such as telecommuting, staggered work hours, and carpooling are ongoing efforts that will be considered for the project area. In addition to the on-road improvements, both build alternatives include the reconstruction of the existing 10-foot-wide hiker/biker trail along the eastern side of MD 197.

Alternative 1: No-Build

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. Although this alternative has been retained, it does not address future traffic concerns or substantively meet the project purpose and need. It serves as a baseline for comparing the impacts and benefits associated with the build alternatives that have been retained for detailed study.

Alternative 3 – Five-Lane Typical Section

Alternative 3 is a five-lane undivided closed section that would closely match the section of MD 197 north of the project limits. This alternative includes a 13-foot-wide left-turn lane, 11-foot-wide inside travel lanes, and 16-foot-wide bicycle-compatible outside travel lanes (**see Figure 1**). An additional (third) southbound through-travel lane would be constructed at MD 450 Relocated and one additional lane would be constructed at Kenhill Drive to improve operations and safety. Westbound Kenhill Drive would also be widened to provide a triple left turn southbound onto MD 197. **Table 3** (page 5) summarizes the LOS adjustments associated with the Alternative 3 improvements.

Alternative 4 – Four-Lane Typical Section with Median

Alternative 4 is a four-lane divided closed section with a 20-foot-wide raised grass median, 11-foot-wide inside travel lanes, and a 16-foot-wide bicycle-compatible outside travel lane in each direction (**see Figure 2**). Left-turn lanes would be provided within the median at all intersections along MD 197.

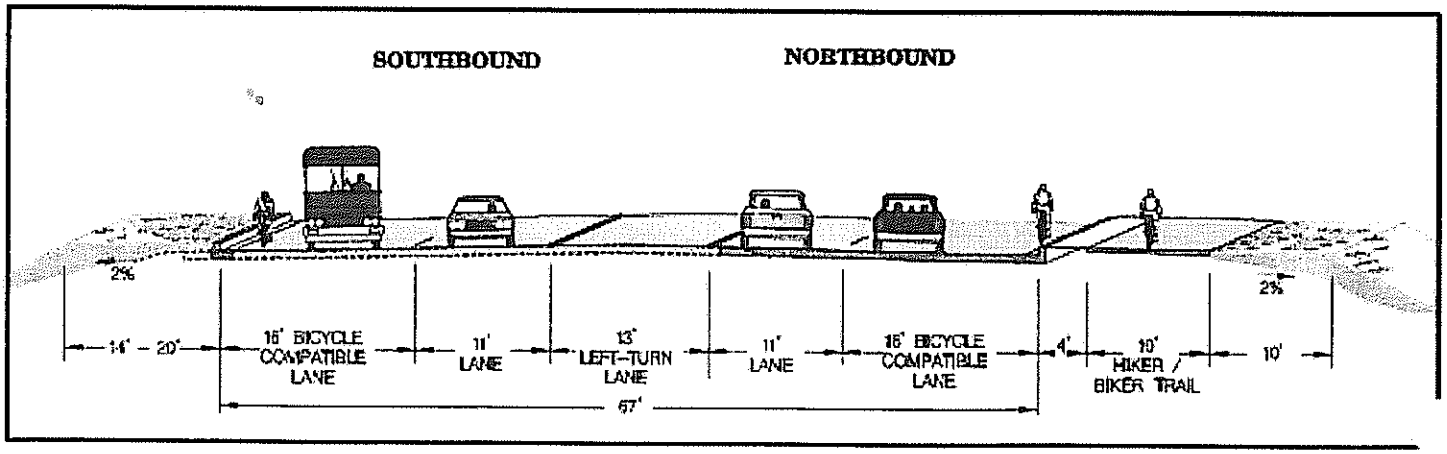


Figure 1: Alternative 3
Five-Lane Typical Section

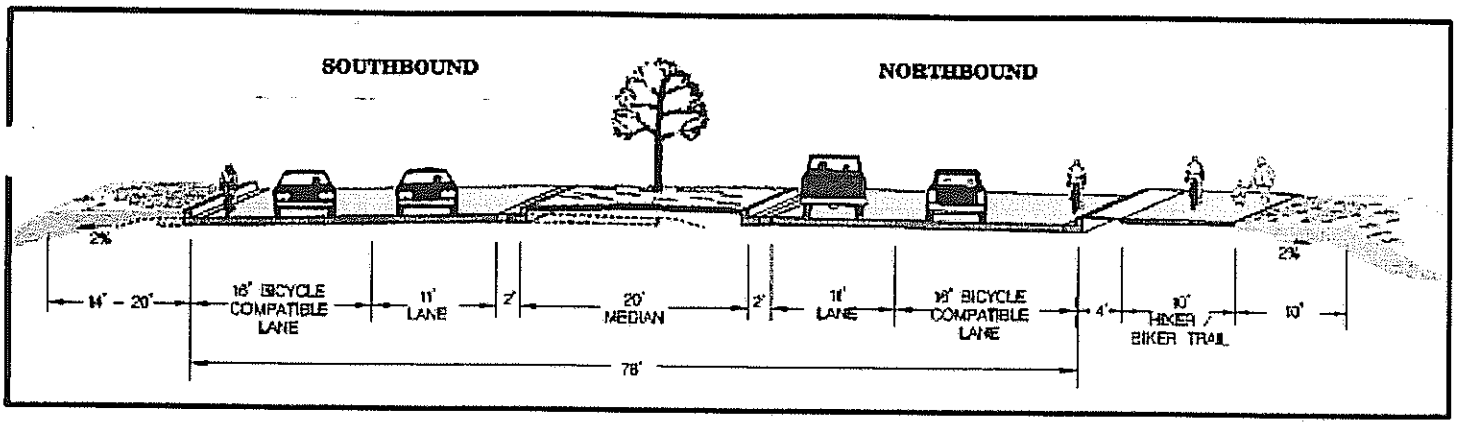


Figure 2: Alternative 4
Four-Lane Typical Section

2030 (Build) Intersection LOS Analysis Results

Intersection	Alternative 3		Alternative 4	
	AM Peak LOS (V/C)	PM Peak LOS (V/C)	AM Peak LOS (V/C)	PM Peak LOS (V/C)
MD 197 at MD 450 Relocated	E (0.92)	E (0.99)	E (0.92)	E (0.99)
MD 197 at Gallant Fox Lane	A (0.59)	A (0.60)	A (0.59)	A (0.60)
MD 197 at Old MD 450	B (0.63)	D (0.88)	B (0.63)	D (0.88)
MD 197 at Long Ridge Lane	B (0.64)	C (0.79)	B (0.64)	C (0.79)
MD 197 at Lyle Lane	A (0.59)	C (0.77)	A (0.59)	C (0.77)
MD 197 at Lerner Place	A (0.56)	C (0.75)	A (0.56)	C (0.75)
MD 197 at Kenhill Drive	C (0.75)	C (0.76)	C (0.75)	C (0.76)

Table 3

Alternative 4 also incorporates an additional southbound through lane at MD 450 Relocated and includes the improvements at Kenhill Drive listed under Alternative 3. **Table 3** (above) summarizes the LOS adjustments associated with the Alternative 4 improvements.

ENVIRONMENTAL SUMMARY

Detailed analyses were performed on the alternatives retained for detailed study to identify the potential for impacts to natural, cultural, and socioeconomic resources within the project area. A comparison and summary of potential impacts and costs for each alternative is included in **Table 4** (page 6).

Land Use

The proposed improvements to MD 197 are consistent with the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment. This plan includes expanding MD 197 to four lanes within the existing 150-foot right-of-way consistent with forecasted travel demands and reflects county land use and development pattern priorities established in the 2002 Prince George's County General Plan.

Existing land use within the study area is predominantly residential, with commercial and institutional uses. Residential land is located throughout the project limits, with commercial land use at the northern end and the institutional land use – Benjamin Tasker Middle School and Foxhill Park – at the southern end. A hiker/biker trail is located along the northbound side of MD 197. Future land use is not expected to change existing land-use patterns.

The Smart Growth Priority Funding Areas Act of 1997 was enacted to limit sprawl and direct state

Summary of Environmental Impacts and Costs

Features	Alternative 1: No-Build	Alternative 3: Five-Lane Section	Alternative 4: Four-Lane Section
Right-of-Way			
Number of Residential Properties Affected	0	49	58
Number of Commercial Properties Affected	0	1	1
Number of Residential / Commercial Displacements	0	0	0
Total Right-of-Way (acres)	0	2.3	3.2
Natural Environment			
Wetlands (acres)	0	0.6	.06
Streams (linear feet)	0	267	313
Floodplains (acres)	0	0.13	0.13
Parks (acres)	0	0	0
Forest (acres)	0	8.5	10.1
Specimen Trees (number)	0	12	12
Cost			
Right-of-Way Cost (millions)	$0	$8 - $12	$11 - $15
Construction Cost * (millions)	$0	$80 - $88	$85 - $93

**Cost estimates adjusted for inflation to 2020*

Table 4

funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). The MD 197 project is entirely contained within a PFA and is consistent with Smart Growth legislation.

Socio-Economic Resources

SHA owns a 150-foot-wide right-of-way corridor in the project area. A 25-foot-wide landscaping easement, part of the original residential housing development plan, is located adjacent to this right-of-way on the northbound side of the existing roadway and provides a wooded buffer to the back yards along this section of roadway. SHA may need to purchase additional minor strip right-of-way from 49-58 properties along both sides of MD 197 for slope adjustments and potential noise walls if a build alternative is selected. Although right-of-way acquisitions from property owners in Tulip Grove, Fox Hill, and Long Ridge total 2.3 - 3.2 acres, no business displacements or residential displacements are expected.

Foxhill Park is located within the study area. Approximately 2.3 acres of temporary construction easement are needed to increase the capacity of Foxhill Lake to handle the stormwater generated by the proposed build alternatives. No right-of-way is needed from Foxhill Park, and the pedestrian bridge over Foxhill Lake will not be affected. Portions of the hiker/biker trail located along northbound MD 197 will be reconstructed in conjunction with the proposed roadway improvements.

As a result of the greater accessibility provided by the build alternatives, emergency response time is expected to improve within the study area. SHA has initiated coordination with emergency service providers to identify potential traffic delays during construction and detour routes that may affect response times.

In compliance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," SHA will avoid disproportionately high and/or adverse effects to minority and low-income populations throughout the project area.

Identification of low-income and minority populations within the project area was achieved through the review of 2000 census data and coordination with local area organizations. Minority populations are located within the study area; however, no specific populations will be disproportionately or adversely affected. SHA will continue to address Environmental Justice requirements through mailing list notifications, public meetings, and presentations to interested groups or individuals.

Cultural Resources

In consultation with the Maryland Historical Trust (MHT) and other consulting parties, SHA has conducted a cultural resources survey of the study area. MHT has concurred with SHA's determination that there are no significant historic standing structures within the project area that are on or eligible for the National Register of Historic Places (NRHP). Detailed archeological studies have been completed and SHA has determined that, due to previous disturbance within the project area, no significant archeological sites exist. SHA has requested that the MHT concur with SHA's determination that no historic properties would be affected by this project and this information will be available at the Hearing. In accordance with the Section 106 procedures of the National Historic Preservation Act, this Hearing provides the opportunity for public input regarding impacts to cultural resources.

Natural Environmental Resources

The project area is located within the Patuxent River watershed. One stream crossing, a tributary to Collington Branch, crosses under MD 197 approximately one-half mile north of the US 50/MD 197 interchange. Coordination with the Maryland Department of Natural Resources (DNR) indicates that Collington Branch is used as a spawning ground for anadromous fish and that there is the potential for the presence of glassy and stripeback darters at this location. These fishery resources would be protected by the in-stream work prohibition from March 1 through June 15, and through typically used sediment and erosion control methods approved by the Maryland Department of the Environment (MDE).

The 100-year floodplain associated with Collington Branch is located on the west side of MD 197, where a culvert will be replaced. Approximately 0.13 acre of the floodplain could be impacted. Potential impacts to waterways could range from 267-313 linear feet depending on the build alternative. Potential impacts to wetlands at Foxhill Lake could amount to 0.6 acre. Adverse impacts to water quality during construction would be minimized through strict adherence to SHA's sediment and erosion control procedures. To minimize adverse impacts to the quality of water resources, plans for stormwater management and sediment and erosion control would be developed in accordance with MDE criteria. Those plans would include measures to implement quality and quantity controls to capture and treat runoff from storms.

Coordination with the DNR, Wildlife and Heritage Service and US Fish and Wildlife Service indicates that no federal- or state-listed rare, threatened or endangered plant or animal species are known to exist within the study area.

There are forested areas scattered throughout the project area, including forest buffers located on the northbound and southbound sides of MD 197 that would be impacted by the build alternatives. The forest buffers along MD 197 contribute to the aesthetic quality of the corridor. Preserving the tree buffer was identified as one of the key issues for the community. Alternative 3 would have 8.5 acres of forest impacts. Alternative 4 would have 10.1 acres of forest impacts. Both of these alternatives would remove 12 specimen trees. Forest mitigation will occur as required by the MD Forest Conservation Act.

Air and Noise Impacts

Detailed air quality and noise analyses have been conducted for this project. The air quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards (S/NAAQS) are expected, and that the project meets the transportation conformity requirements of the federal Clean Air Act.

Prince George's County is listed as being in "non-attainment" of the NAAQS for carbon monoxide,

nitrogen dioxide, sulfur dioxide, and lead. The county is listed as "moderate non-attainment" relative to the NAAQS for eight-hour ozone, and as "non-attainment" relative to PM2.5 (particulate matter 2.5 microns or smaller in size), and is therefore subject to conformity with the Maryland State Implementation Plan (SIP). Conformity with the SIP is determined through regional air quality analyses of the Transportation Improvement Plan (TIP), typically performed through the local Metropolitan Planning Organization. This project demonstrates conformity with the SIP as it was included as part of Maryland's approved 2007-2011 TIP.

An air quality model analysis has estimated the potential for localized carbon monoxide and particulate matter emissions from incomplete vehicle combustion associated with this project. The carbon monoxide emissions in the peak one-hour and the maximum eight-hour concentration levels did not exceed the NAAQS. Particulate matter is associated with heavy-duty diesel engines, and since the project will not increase heavy-duty truck traffic, a project-level hot spot analysis was not required. Because it will decrease congestion, this project has been determined to have low potential for Mobile Source Air Toxics (MSAT) effects. Localized increases in MSATs, from locations where traffic is moving closer to homes and businesses, will be offset in other locations where traffic is shifted away from residential and commercial properties.

Seven Noise-Sensitive Areas (NSA) were identified in the project area. Six NSAs are predicted to experience build year noise levels that approach or exceed the FHWA noise impact criteria (67 decibels) and are being considered for noise abatement. Due to the multiple existing driveways, a noise barrier would not be effective, and does not appear to meet feasibility criteria at one NSA. A final determination of the feasibility and reasonableness of abatement measures will be made after SHA identifies a preferred alternative and additional final design information becomes available.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Evaluate and address public and agency input received at the Location/Design Public Hearing *(Winter/Spring 2008)*
- Receive the State Highway Administrator's concurrence on a Preferred Alternative *(Spring 2008)*
- Receive FHWA approval of the project's environmental documentation (*Fall 2008*)
- Receive Location Approval from the FHWA and Design Approval from the State Highway Administrator for the Selected Alternative *(Fall 2008)*

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

For information concerning non-discrimination in federally assisted and State-aid programs, please contact:

Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-406
Baltimore, MD 21202
Phone: (410) 545-0315
Toll-free within Maryland: (888) 545-0098
Email: jjenkins@sha.state.md.us

RIGHT-OF-WAY AND RELOCATION

For information regarding right-of-way and relocation assistance, please contact:

Ms. Tess Fountain, Right-of-way Agent
Office of Real Estate, District 3
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7476
Toll-free within Maryland: (800) 749-0737
Email: tfountain1@sha.state.md.us

DOCUMENTS AVAILABLE FOR REVIEW

The Location/Design Public Hearing Transcript will be available for review by mid-April 2008, within approximately eight weeks of the Hearing. To confirm availability, please call ahead Monday through Friday at:

Maryland State Highway Administration
District 3 Office
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7476
Toll-free within Maryland: (800) 749-0737

Maryland State Highway Administration
Public Involvement Section
Project Planning Division
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-8522
Toll-free within Maryland: (800) 548-5026

Bowie City Hall
Department of Planning
and Economic Development
2614 Kenhill Drive
Bowie, MD 20715
Telephone: (301) 809-3047

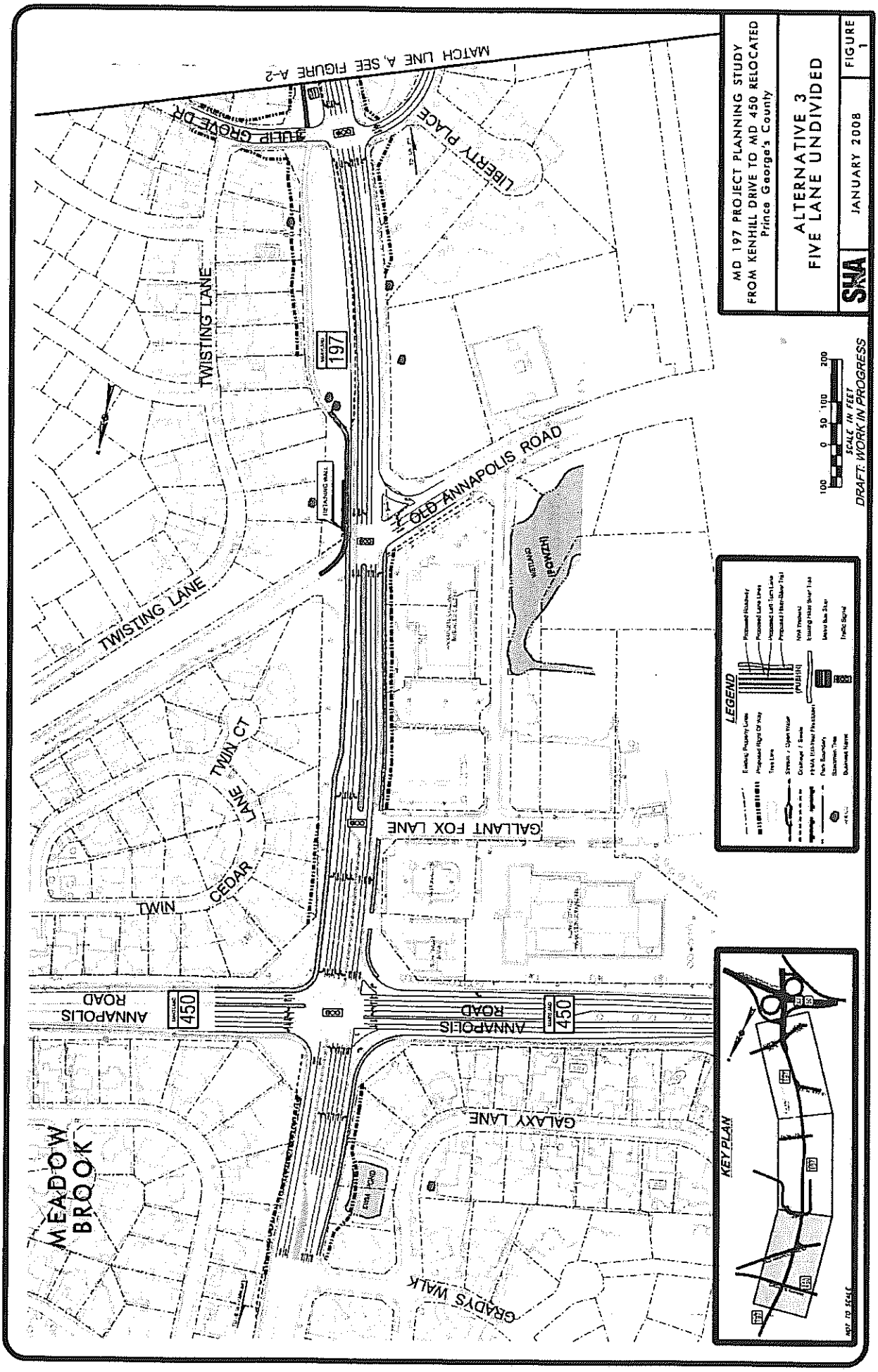
MEDIA USED FOR MEETING NOTIFICATION

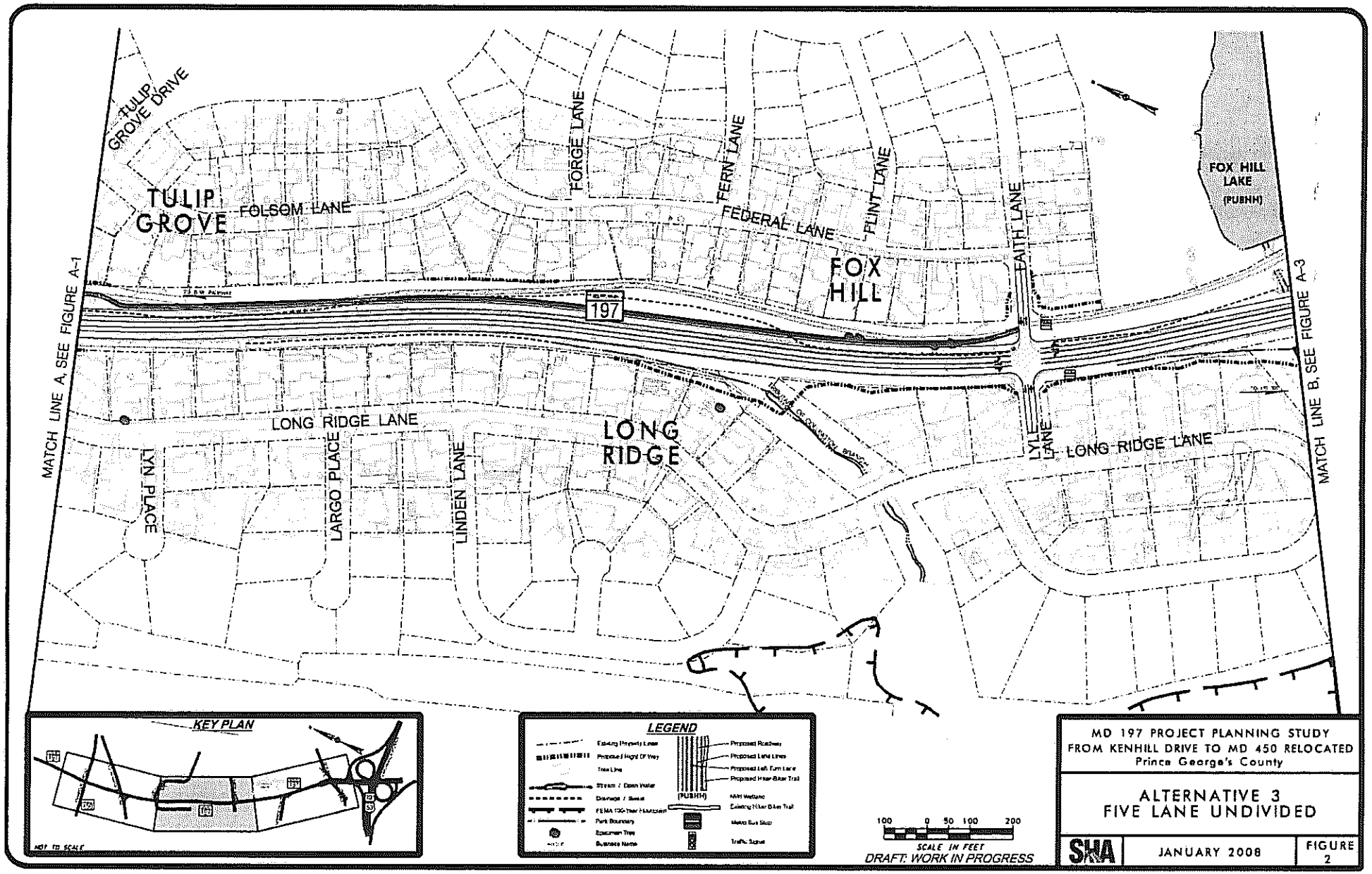
An advertisement appeared in the following newspapers to announce this Location/Design Public Hearing:

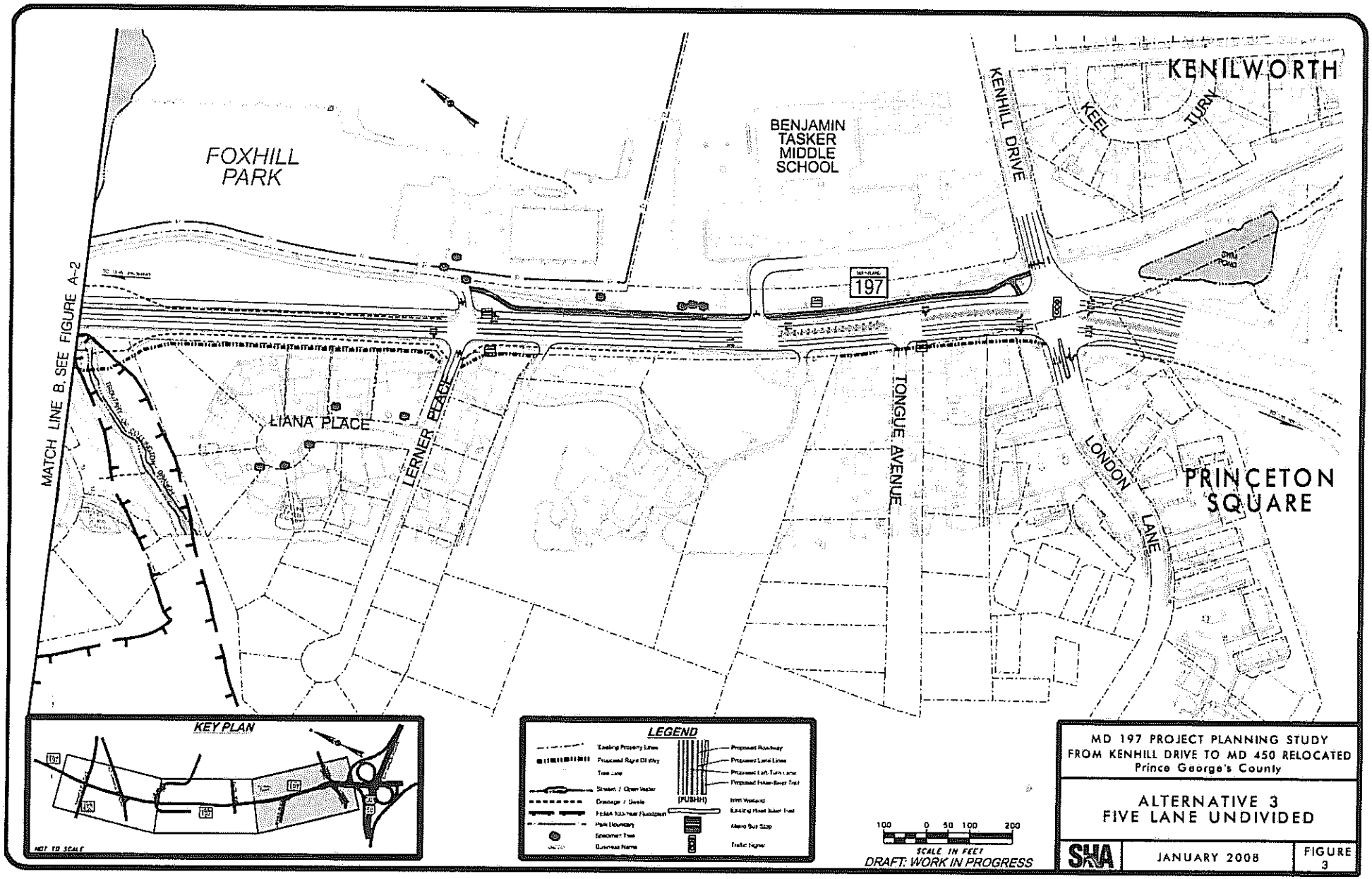
Bowie Blade News
The Gazette (A-Zone)
Prince George's Post
Washington Post

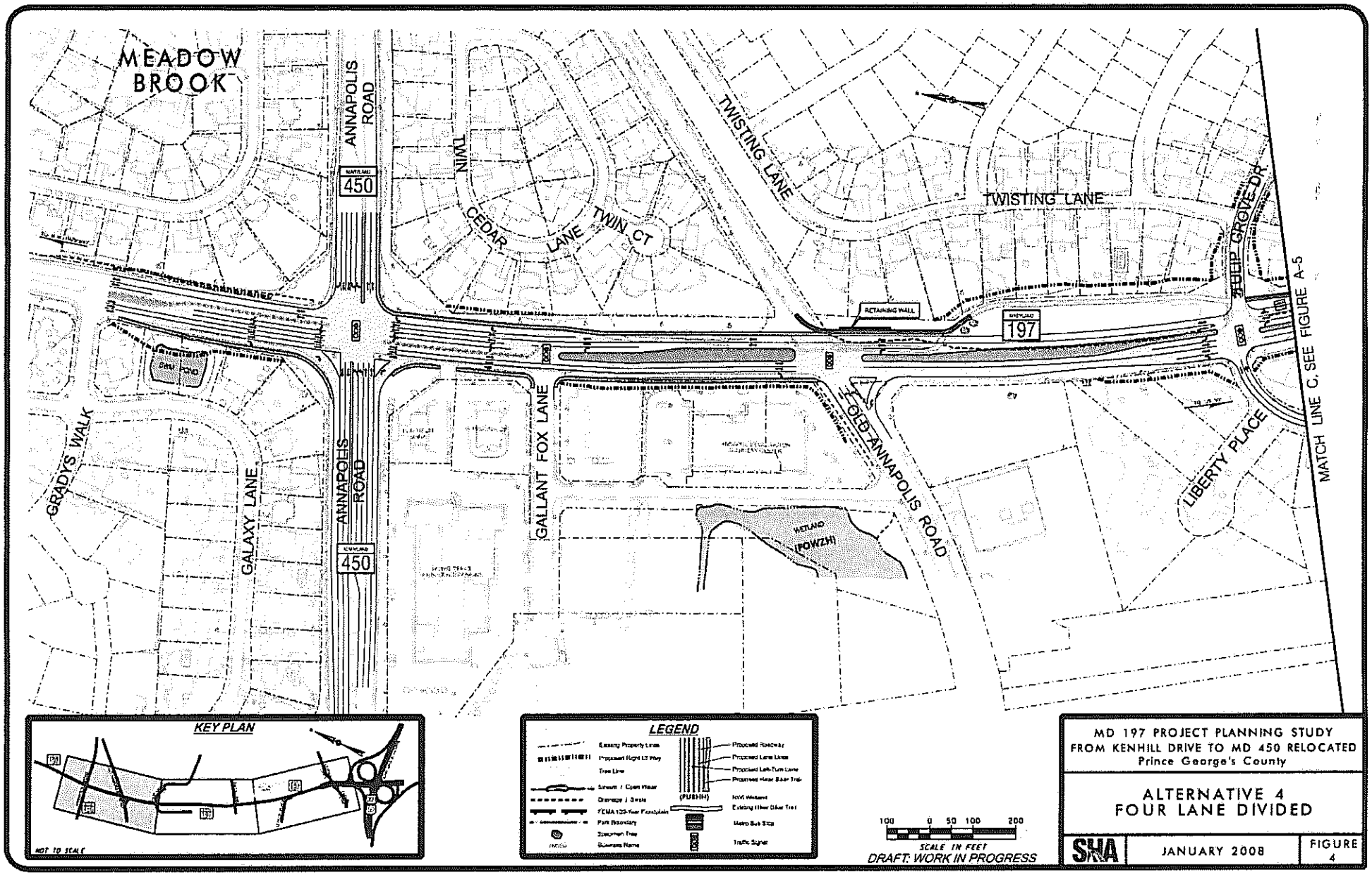
THANK YOU

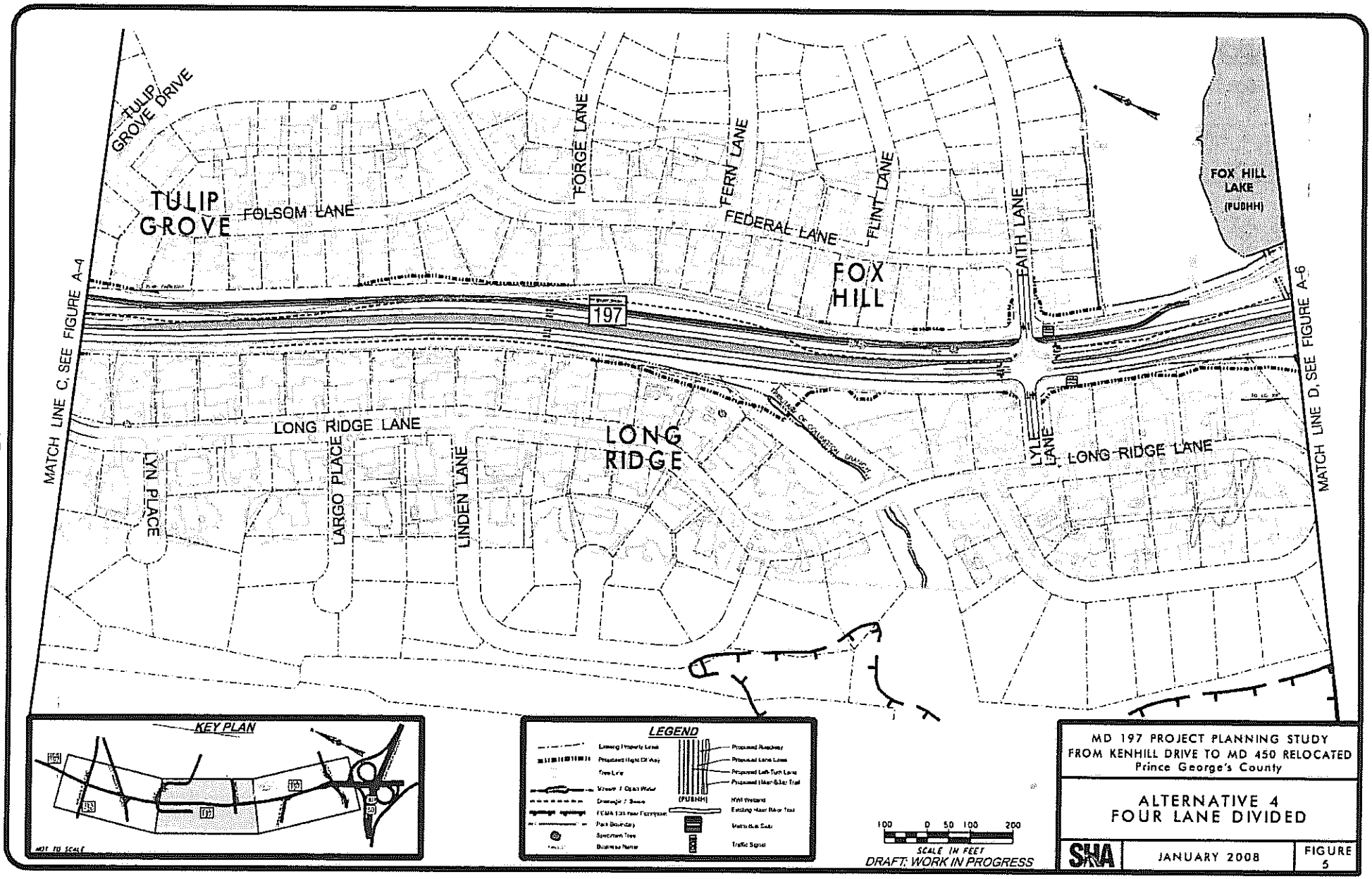
Thank you for taking the time to review these project materials and participate in the MD 197 Location/Design Public Hearing. Your comments are greatly appreciated! Should you have questions, please contact any of the project team members listed on the inside front cover of this brochure. Information about other SHA projects and services can be accessed at: www.marylandroads.com

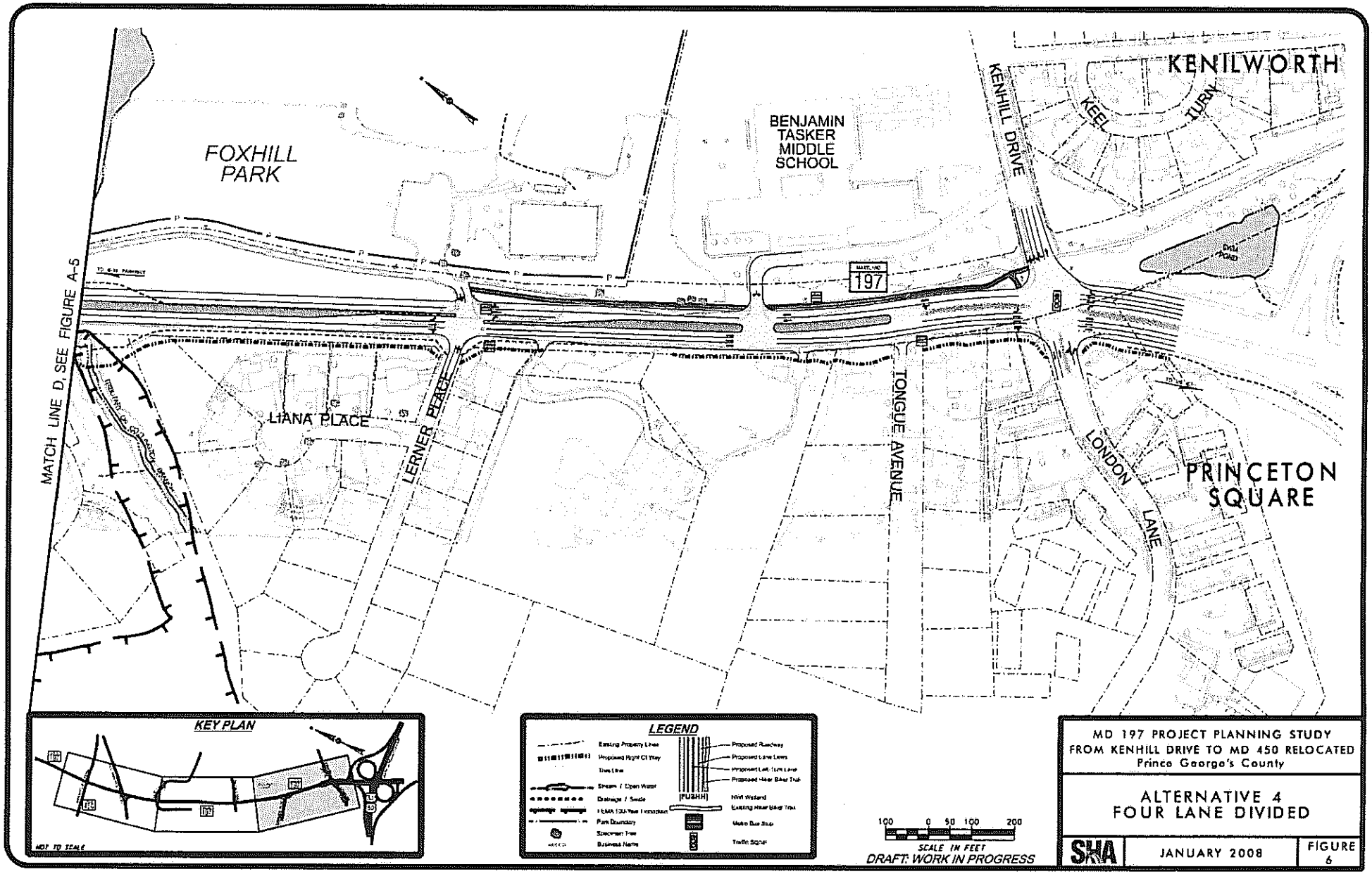

MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 3
FIVE LANE UNDIVIDED
JANUARY 2008
FIGURE 1
SHA
MATCH LINE A, SEE FIGURE A-2
ULIP GROVE DR
LIBERTY PLACE
TWISTING LANE
197
OLD ANNAPOLIS ROAD
TWISTING LANE
TWIN CT
LANE
GALLANT FOX LANE
TWIN
CEDAR
ANNAPOLIS ROAD
450
ANNAPOLIS ROAD
450
GALAXY LANE
MEADOW BROOK
GRADYS WALK
LEGEND
KEY PLAN
SCALE IN FEET
DRAFT: WORK IN PROGRESS


TULIP GROVE DRIVE
TULIP GROVE
FOLSOM LANE
FORGE LANE
FERN LANE
FEDERAL LANE
FLINT LANE
FAITH LANE
FOX HILL
FOX HILL LAKE (PUBNH)
197
MATCH LINE A, SEE FIGURE A-1
MATCH LINE B, SEE FIGURE A-3
LONG RIDGE LANE
LONG RIDGE
LYN PLACE
LARGO PLACE
LINDEN LANE
LYLE LANE
KEY PLAN
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Sewer
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left Turn Lane
Proposed Inter-State Trail
(PUBNH)
MARC Welcome
Existing Inter-State Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 3
FIVE LANE UNDIVIDED
SHA
JANUARY 2008
FIGURE 2


FOXHILL PARK
BENJAMIN TASKER MIDDLE SCHOOL
KENILWORTH
KENHILL DRIVE
KEEL
TURN
197
MATCH LINE B, SEE FIGURE A-2
LIANA PLACE
LERNER PLACE
TONGUE AVENUE
LONDON LANE
PRINCETON SQUARE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left Turn Lane
Proposed Inter-River Trail
(PUBHH)
Inter Wetland
Existing Inter River Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 3
FIVE LANE UNDIVIDED
SHA
JANUARY 2008
FIGURE 3


MEADOW BROOK
ANNAPOLIS ROAD
MARYLAND 450
NIWL
CEDAR LANE
TWIN CT
TWISTING LANE
TWISTING LANE
RETAINING WALL
MARYLAND 197
RIDGE GROVE DR
MATCH LINE C, SEE FIGURE A-5
GRADYS WALK
GALAXY LANE
ANNAPOLIS ROAD
MARYLAND 450
GALLANT FOX LANE
OLD ANNAPOLIS ROAD
WETLAND (POWZH)
LIBERTY PLACE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Streetlight Pole
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Water Base Trail
(PUBHH)
NWI Wetland
Existing Water Base Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 4
FOUR LANE DIVIDED
SHA
JANUARY 2008
FIGURE 4


TULIP GROVE DRIVE
TULIP GROVE
FOLSOM LANE
FORGE LANE
FERN LANE
FEDERAL LANE
FLINT LANE
FAITH LANE
FOX HILL
FOX HILL LAKE (PUBHH)
197
MATCH LINE C, SEE FIGURE A-4
MATCH LINE D, SEE FIGURE A-6
LONG RIDGE LANE
LONG RIDGE
LYN PLACE
LARGO PLACE
LINDEN LANE
LYLE LANE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Sewer
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Hard-Surface Trail
(PUBHH)
NWI Wetland
Existing Hard-Surface Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 4
FOUR LANE DIVIDED
SHA
JANUARY 2008
FIGURE 5



MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County

ALTERNATIVE 4
FOUR LANE DIVIDED

SHA | JANUARY 2008 | FIGURE 6

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME _____ **DATE** _____

PLEASE

ADDRESS _____

PRINT

CITY _____ **STATE** _____ **ZIP** _____

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

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

From: _____

_____

_____

FIRST CLASS

Permit No. 17715
Baltimore, MD

BUSINESS REPLY MAIL

No Postage Necessary if Mailed in the United States. Postage will be paid by:

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
ATTN: Felicia Alexander
Project Manager
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

SHA State Highway Administration
Maryland Department of Transportation

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this *project brochure.*

Please circle the most appropriate number.

	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

_____

_____

_____

_____

Which part of the brochure was least valuable?

_____

_____

_____

_____

How can we improve the brochure?

_____

_____

_____

_____

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

MD 197

From: _____

_____

_____

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PRELIMINARY ENGINEERING
ATTN: Public Involvement Section
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

Welcome

MARYLAND 197

Project Planning Study

Location/Design Public Hearing

Maryland Department of Transportation
State Highway Administration

Federal Highway Administration

SHA State Highway Administration

SHA A Century of Progress 1908 2008

U.S. Department of Transportation Federal Highway Administration

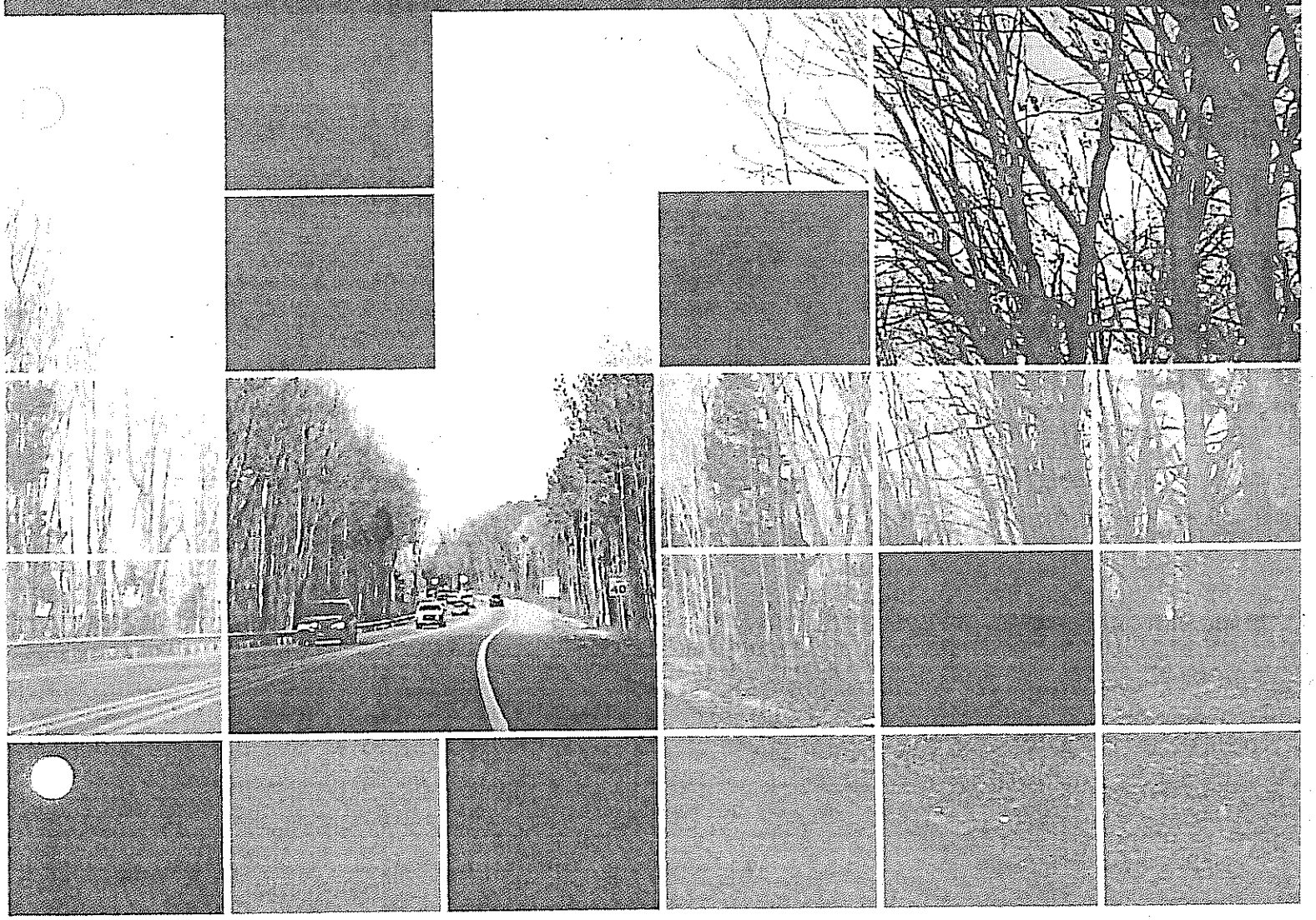
MARYLAND

197

Project Planning Study

Purpose of the Public Hearing

- Present the results of the detailed engineering and environmental studies
- Provide an opportunity for interested parties to offer verbal or written comments for the project record before an alternative is selected



SHA

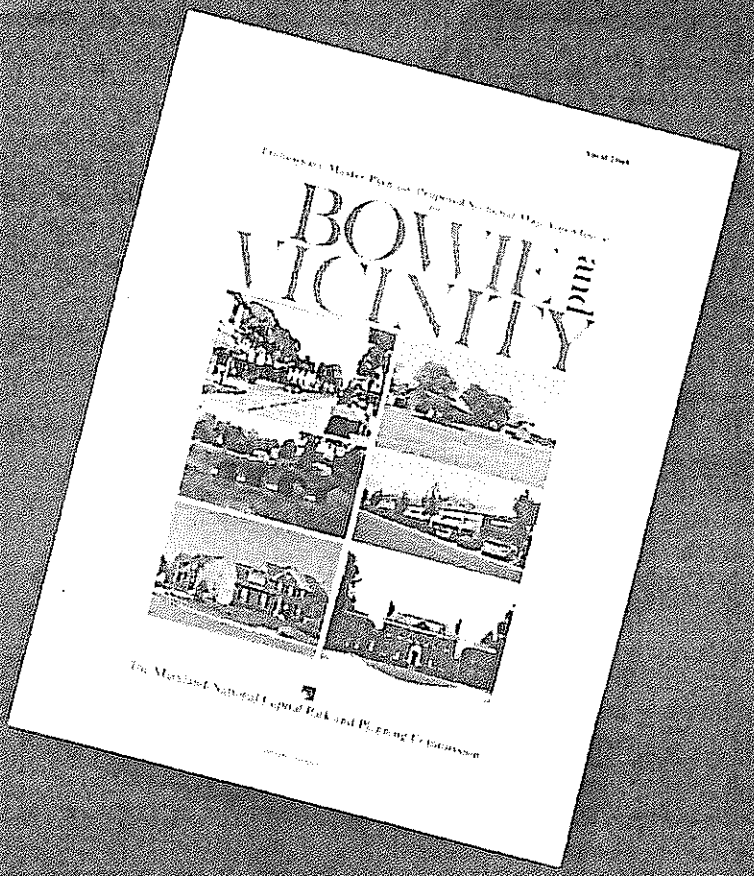
MARYLAND
197

Project Planning Study

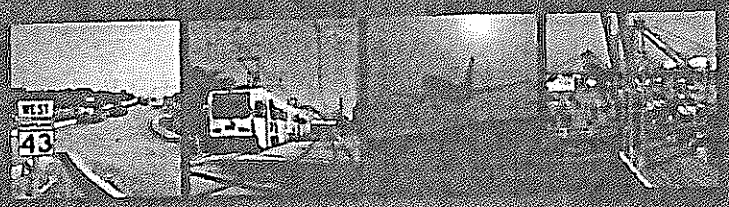
Project History

MD 197 History

- MD 197 was reconstructed in 1966
- Existing roadway is a two-lane facility with 10-foot shoulders
- When MD 197 was originally designed the existing lanes were intended to become the southbound roadway of a future undivided highway
- Future northbound lanes would be constructed east of the existing roadway



FY 2007-2012 MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



Maryland Department of Transportation

www.marylandtransportation.com

TODAY

- Local master plan (2006) recommends improvements to a multi-lane roadway within the existing 150-foot-wide right-of-way until forecasted travel demands warrant further expansion
- MD 197 is a priority for the County and the City of Bowie
- Project is included in the State's 2007-2012 Consolidated Transportation Program for planning only

SHA State Highway Administration

MARYLAND 197

Project Planning Study

Purpose and Need

Project Purpose

- Address the need for additional capacity to accommodate existing and future traffic volumes
- Address safety issues and improve local transportation network connectivity
- Address pedestrian and bicycle safety and improve access to residences, schools, businesses and the community park
- Improve north-south regional transportation network connectivity

Project Need

MD 197 serves dual functions:

- Main route for the region
- connector for local traffic

As planned growth continues in areas surrounding the project corridor traffic volumes will increase.

PROJECT DEVELOPMENT PROCESS

Planning*

Design*

Right-of-Way Acquisition*

Construction*

*Each phase is funded separately in the Consolidated Transportation Program

SHA State Highway Administration
Maryland Department of Transportation

SHA • A Century of Progress 1908 • 2008

Initiation & Scoping Process

- Develop Purpose and Need Statement
- Conduct preliminary environmental inventory
- Develop Preliminary Alternatives
- Conduct travel demand analysis

Alternatives Public Workshop

- Evaluate comments from public and regulatory agencies
- Select alternatives for detailed study
- Develop Detailed Alternatives
- Perform detailed environmental analysis
- Prepare draft environmental document

Location/Design Public Hearing

- Evaluate comments from public and regulatory agencies
- Perform additional studies, if necessary
- Prepare final environmental document
- Select Preferred Alternative

Obtain Location & Design Approvals

- Public Involvement
- Agency Coordination

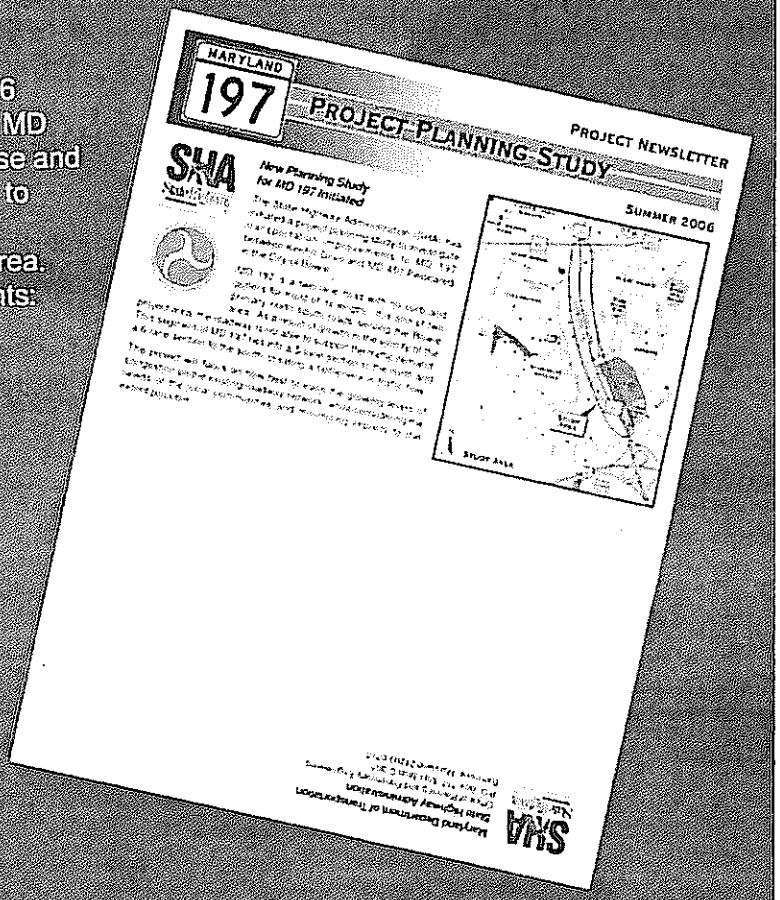
MARYLAND 197

Project Planning Study

Project Newsletter – Summer 2006

SHA mailed a Project Newsletter in Summer 2006 to 10,866 study area residents and business owners to introduce the MD 197 Project Planning Study and describe the project purpose and need. The project team included a survey in the newsletter to obtain public feedback on the purpose and need and gain information about transportation issues within the project area. The 1,000 surveys returned included the following comments:

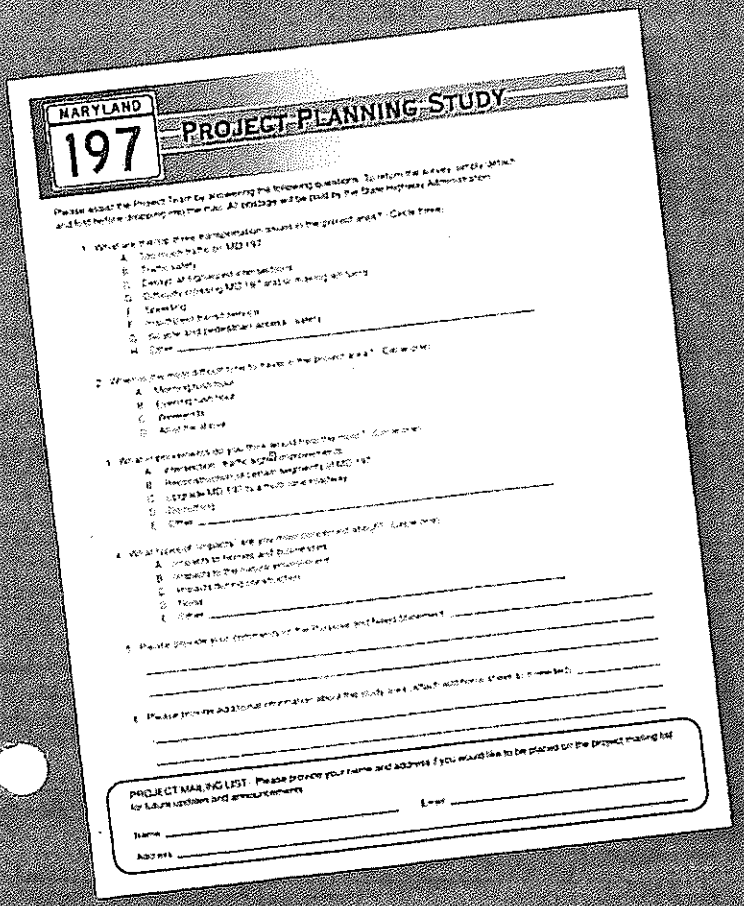
- Project is long overdue
- Support for roadway widening
- Suggested alternatives or noted problem areas
- Support of Purpose and Need Statement
- Desire to improve signal timing or add/remove signals


MARYLAND 197 PROJECT PLANNING STUDY

PROJECT NEWSLETTER

SUMMER 2006

New Planning Study for MD 197 Initiated


MARYLAND 197 PROJECT PLANNING STUDY

Some survey responses SHA received reflected the concerns of some citizens, which included the following:

- Traffic volumes on MD 197
- Delays at signalized intersections
- Traffic safety
- Difficulty crossing MD 197 and/or making left turns
- Speeding
- Traveling on MD 197 during rush hours and weekends
- Possible impacts to homes, businesses and the natural environment

MARYLAND 197

Project Planning Study

Alternates Public Workshop – Winter 2006

SHA held an Alternates Public Workshop on December 12, 2006 to familiarize citizens with the project planning process, explain the project's Purpose and Need Statement, present findings of environmental studies, and display preliminary alternatives. During the workshop, the public offered comments and suggestions about the proposed alternatives and spoke with members of the project team. The comment card included in the Alternates Public Workshop brochure mailed to study area property owners was also provided at the workshop. Comment card responses indicated the following alternative preferences:

- Alternative 3 – Five-Lane Undivided: 51%
- Alternative 4 – Four-Lane Divided: 38%
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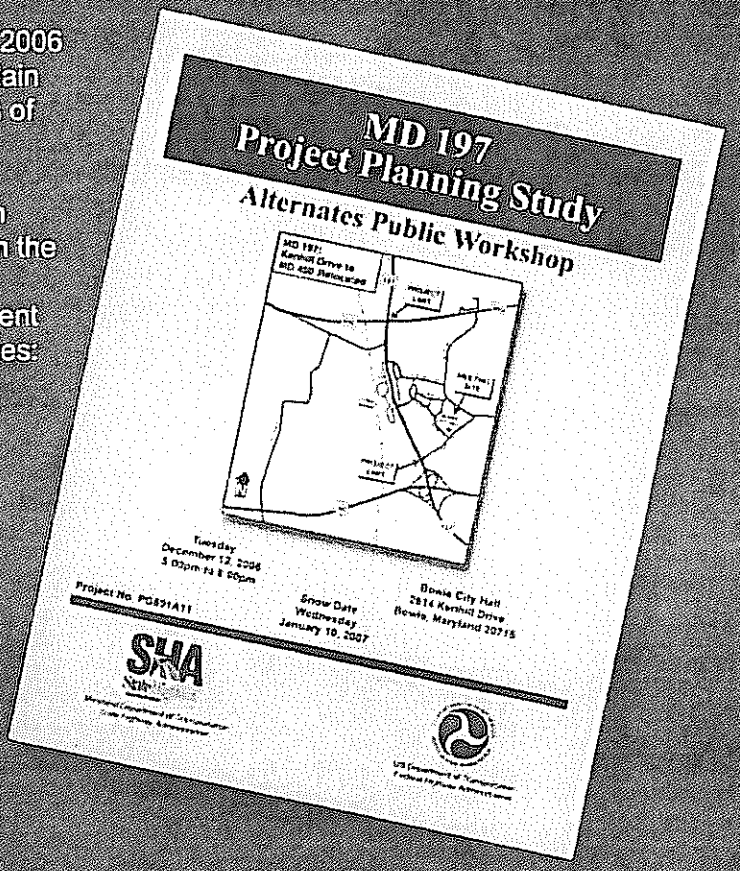
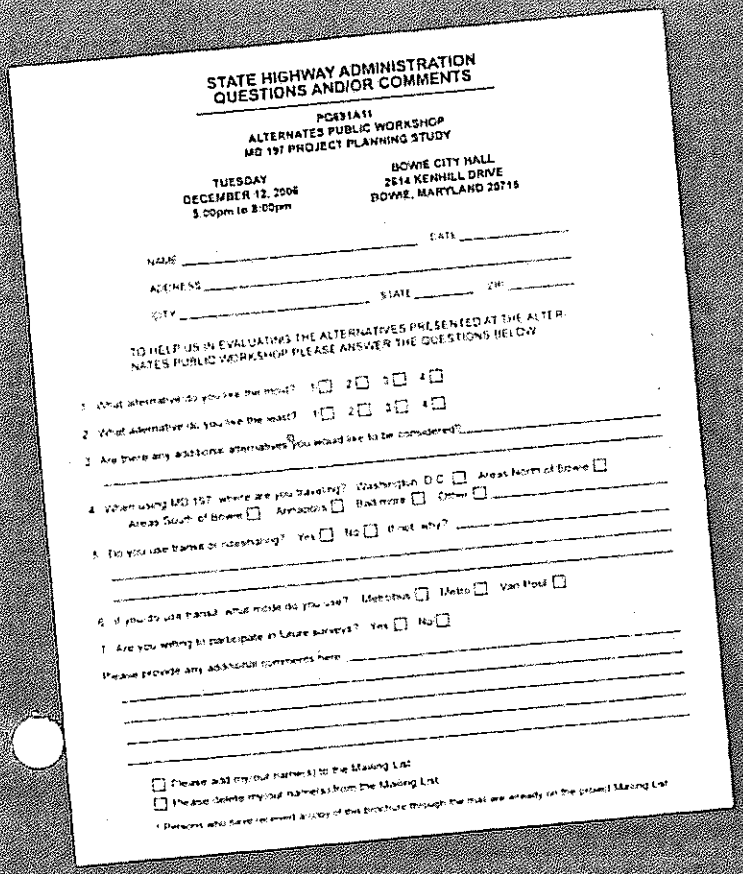

MD 197
Project Planning Study
Alternates Public Workshop

Tuesday
December 12, 2006
5:00pm to 8:00pm

Project No. PG591A11

Snow Date
Wednesday
January 10, 2007

Bowie City Hall
2614 Kenhill Drive
Bowie, Maryland 20715


STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG591A11
ALTERNATES PUBLIC WORKSHOP
MD 197 PROJECT PLANNING STUDY

TUESDAY
DECEMBER 12, 2006
5:00pm to 8:00pm

BOWIE CITY HALL
2614 KENHILL DRIVE
BOWIE, MARYLAND 20715

NAME _____ DATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TO HELP US IN EVALUATING THE ALTERNATIVES PRESENTED AT THE ALTERNATES PUBLIC WORKSHOP PLEASE ANSWER THE QUESTIONS BELOW

1. What alternative do you like the most? 1☐ 2☐ 3☐ 4☐
2. What alternative do you like the least? 1☐ 2☐ 3☐ 4☐
3. Are there any additional alternatives you would like to be considered? _____
4. When using MD 197, where are you traveling? Washington D.C. ☐ Areas North of Bowie ☐ Areas South of Bowie ☐ Annapolis ☐ Baltimore ☐ Other ☐ _____
5. Do you use transit or ridesharing? Yes ☐ No ☐ If not, why? _____
6. If you do use transit, what mode do you use? Metrobus ☐ Metro ☐ Van Pool ☐
7. Are you willing to participate in future surveys? Yes ☐ No ☐

Please provide any additional comments here: _____

☐ Please add my/our name(s) to the Mailing List
☐ Please delete my/our name(s) from the Mailing List

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

During the meeting, and through the comment card responses, citizens expressed concerns about several topics, including:

- Median width (Alternative 4)
- Need for 16-foot outside bicycle-compatible lanes
- Traffic operations and safety of study area intersections
- Roadway noise
- Impacts to residential properties, mature trees and the rural feel of the roadway corridor
- Drainage and stormwater management issues

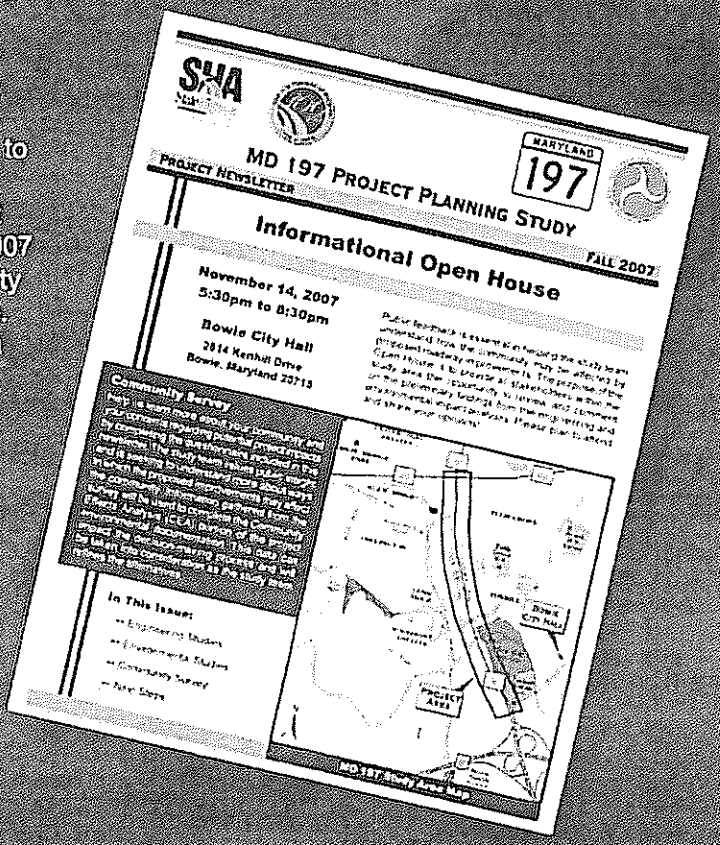
MARYLAND 197

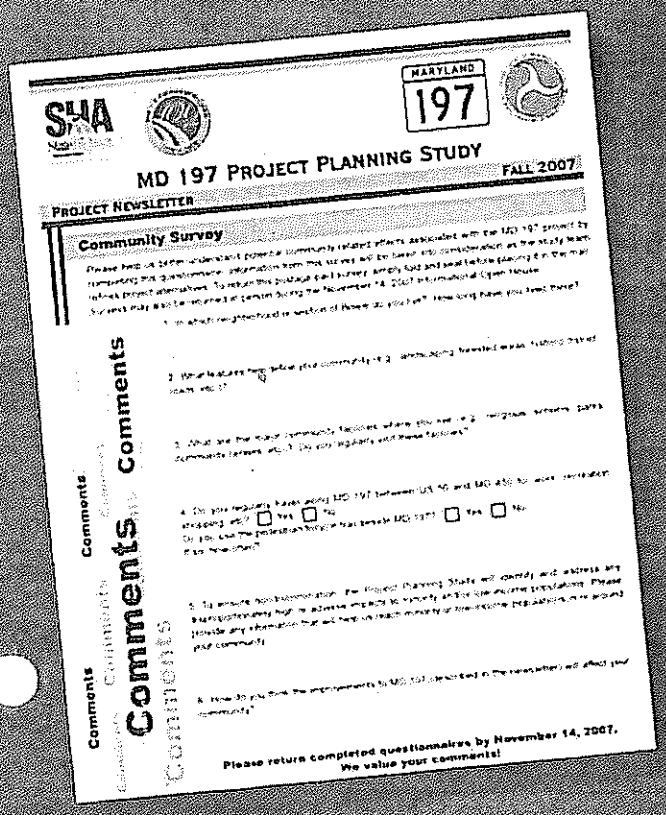
Project Planning Study

Open House – Fall 2007

On November 14, 2007, SHA held an Informational Open House to provide stakeholders an opportunity to review and comment on preliminary findings of the engineering and environmental impact analyses. In preparation for that meeting, SHA mailed the Fall 2007 Project Newsletter with a community survey to study area property owners and made additional copies available at the Open House. Through the survey, from which the project team hoped to gain a better understanding of potential community-related effects associated with the MD 197 project, community members expressed the following concerns:

- Traffic signals
- Stormwater management
- Right-of-way
- Noise
- Pedestrian safety
- Turning left onto MD 197 from side streets
- Safety concerns over speeding, existing medians, and too few signals





The study team responded to community concerns by taking the following actions:

- Working with SHA District 3 engineers to coordinate traffic signals and perform signal warrant studies
- Developing more detailed stormwater management plans
- Minimizing the amount of right-of-way required from property owners, especially on the west side of MD 197
- Speaking with community members individually at the Fall 2007 Open House to address concerns about potential noise impacts
- Including in both build alternatives a way to bypass or accommodate vehicles turning on to and off of MD 197
- Developing one alternative with a median, and one without
- Proposing:
  - Enhancement and reconstruction of the existing bike/pedestrian trail along MD 197
  - Construction of crosswalks at all signalized intersections along the trail
  - Inclusion of bicycle-compatible lanes in both Build alternatives

SHA State Highway Administration

MARYLAND 197

Project Planning Study

Alternatives Under Consideration

Technical Studies

- Engineering alignment and typical section refinements to avoid or minimize impacts
- Preliminary stormwater management studies to improve drainage and water quality
- Traffic studies to assess the operational improvements at key intersections
- Evaluation of potential impacts to natural features such as forests, wildlife, and wetlands
- Analysis of community features such as neighborhoods, schools, parks, places of worship, and community centers
- Air quality and noise studies to assess the effects of the project

Benefits of the Project

- Improved traffic operations and safety at key signalized intersections
- Pedestrian and bicycle access along full length of project
- Improved stormwater management and drainage

MARYLAND
197

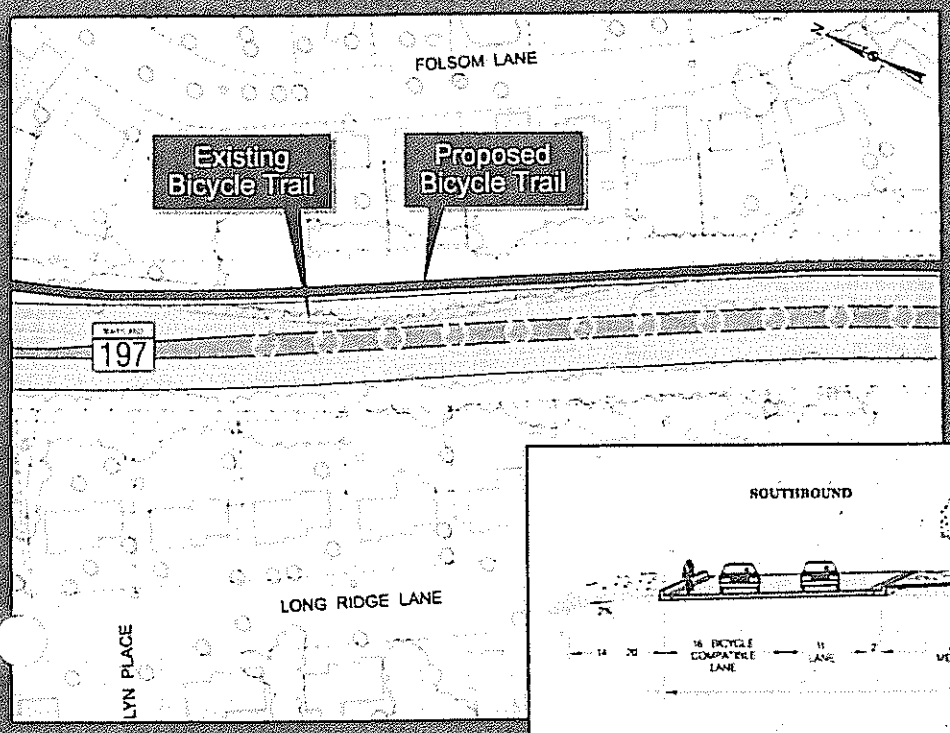
Project Planning Study

Pedestrian/Bicycle Trail

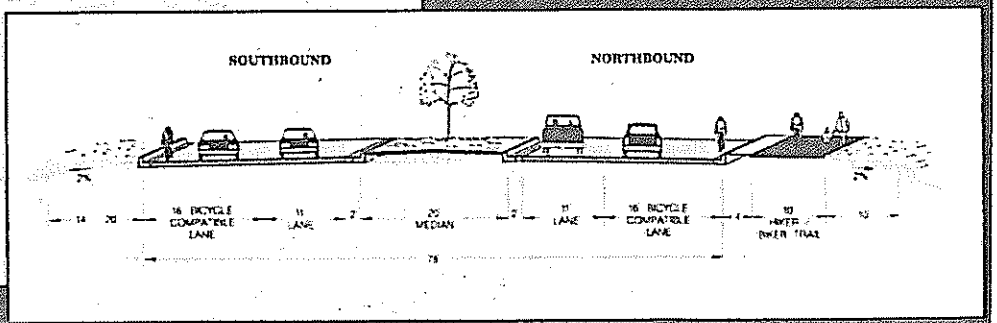
The existing pedestrian/bicycle trail along the eastern edge of MD 197, between Kenhill Drive and MD 450, is an important community feature used to connect other study area features such as Foxhill Park and Benjamin Tasker Middle School.

In order to maintain the connectivity and improve the safety and usage of the existing trail, both Alternatives 3 and 4 include the following enhancements:

- The existing trail will be reconstructed and improved
- A new or reconstructed 10-foot-wide trail will be provided along the eastern edge of the reconstructed MD 197 roadway. In some locations the trail will be farther from the roadway, similar to the existing trail



Proposed 4-Lane Divided Typical Section (with closed median)



ENVIRONMENTAL CONSIDERATIONS

National Environmental Policy Act (NEPA)

Requires that we do everything possible to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

Natural Environment

• Geology/Groundwater Resources • Soils • Surface Water
• Floodplains • Wetlands • Aquatic Life • Wildlife

Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act

Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging, practicable alternative.

Endangered Species Act

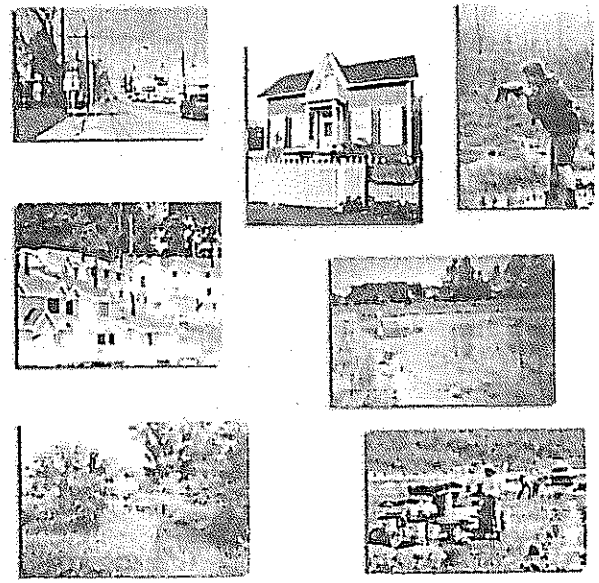
Ensures that actions are not taken to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

Cultural Environment

• Historic Structures • Archaeological Sites

Section 106 of the National Historic Preservation Act

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.



Socio-Economic Environment

• Demographics • Community Facilities
• Economic Setting and Land Use • Noise • Air

Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

A microscale air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also, a conformity analysis must be completed by the Metropolitan Planning Organization to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

Farmland Protection Policy Act

Requires that federal programs minimize conversion of farmland to non-agricultural uses (does not apply to farmland that is zoned or committed (planned) for urban development).

Executive Order 12898 (Environmental Justice)

Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.

SHA State Highway Administration

MARYLAND 197

Project Planning Study

Summary of Environmental Impacts and Costs

Features	Alt. 1: No-Build	Alt 3: Five-Lane Section	Alt 4: Four-Lane Section
Right-of-Way			
Number of Residential Properties Affected	0	49	58
Number of Commercial Properties Affected	0	1	1
Number of Residential / Commercial Displacements	0	0	0
Total Right-of-Way (acres)	0	2.3	3.2
Natural Environment			
Wetlands (acres)	0	0.6	0.6
Streams (linear feet)	0	267	313
Floodplains (acres)	0	0.13	0.13
Parks (acres)	0	0	0
Forest (acres)	0	8.5	10.1
Specimen Trees	0	12	12
Cost			
Right-of-Way Cost (millions)	$0	$8 - $12	$11 - $15
Construction Cost * (millions)	$0	$80 - $88	$85 - $93

*Costs estimates adjusted for inflation to 2020

MARYLAND
197

Project Planning Study

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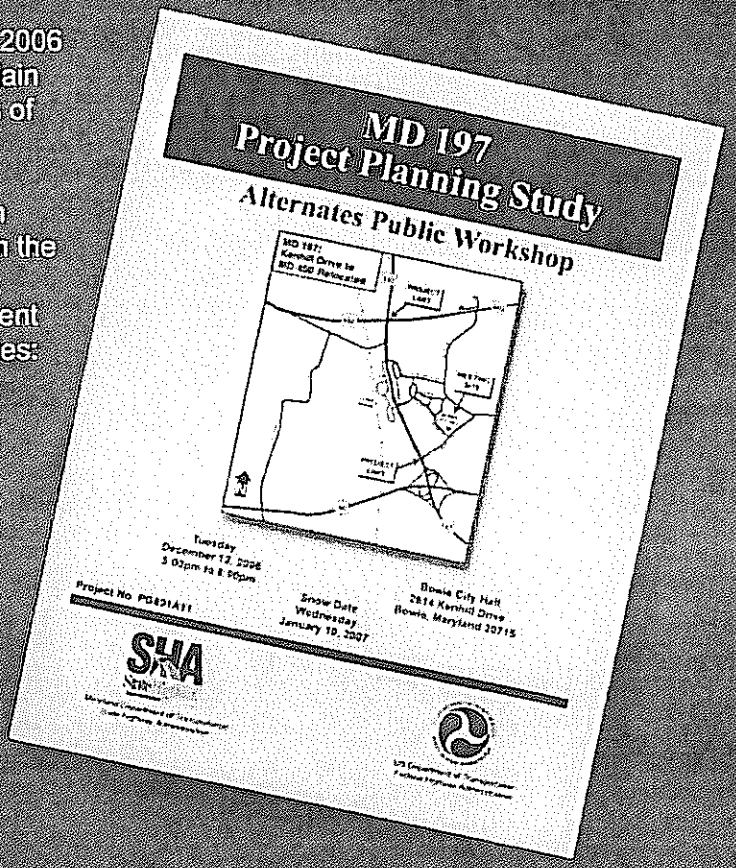
MD 197
Project Planning Study
Alternates Public Workshop

Tuesday
December 12, 2006
5:00pm to 8:00pm

Project No. PG631A11

Snow Date
Wednesday
January 10, 2007

Bowie City Hall
2614 Kenhill Drive
Bowie, Maryland 20715

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG631A11
ALTERNATES PUBLIC WORKSHOP
MD 197 PROJECT PLANNING STUDY

TUESDAY
DECEMBER 12, 2006
5:00pm to 8:00pm

BOWIE CITY HALL
2614 KENHILL DRIVE
BOWIE, MARYLAND 20715

NAME _____ DATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TO HELP US IN EVALUATING THE ALTERNATIVES PRESENTED AT THE ALTERNATES PUBLIC WORKSHOP PLEASE ANSWER THE QUESTIONS BELOW

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5. Do you use transit or ridesharing? Yes ☐ No ☐ If not, why? _____
6. If you do use transit, what mode do you use? Metrobus ☐ Metro ☐ Van Pool ☐
7. Are you willing to participate in future surveys? Yes ☐ No ☐

Please provide any additional comments here _____

☐ Please add my (our name(s)) to the Mailing List
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SHA State Highway Administration

MARYLAND 197

Project Planning Study

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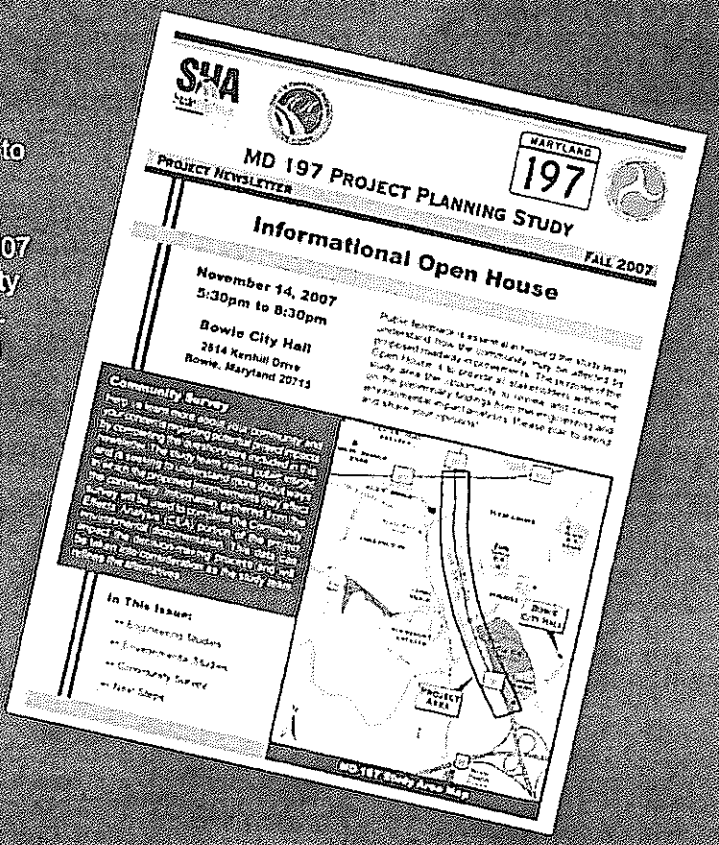
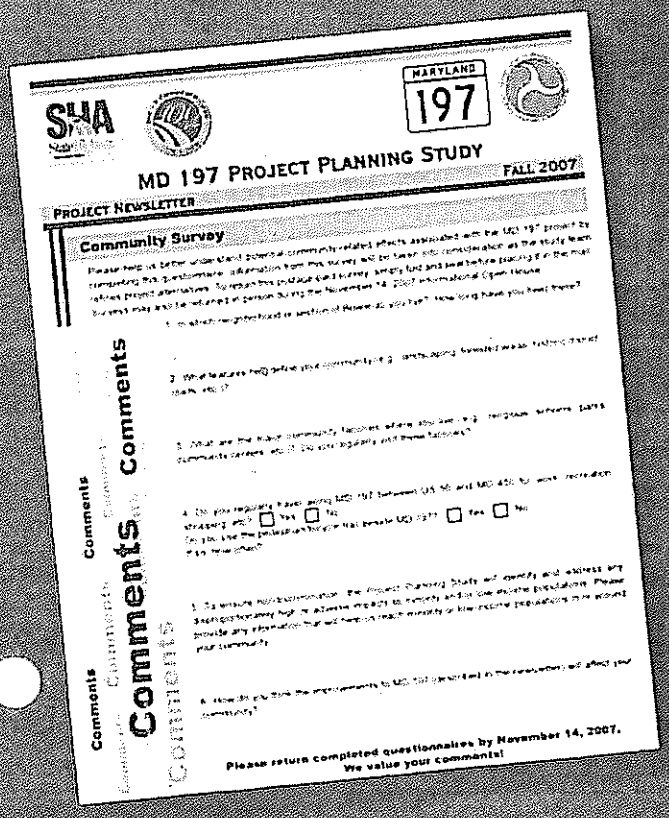
- Turning left onto MD 197 from side streets
- Safety concerns over speeding, existing medians, and too few signals





The study team responded to community concerns by taking the following actions:

- Working with SHA District 3 engineers to coordinate traffic signals and perform signal warrant studies
- Developing more detailed stormwater management plans
- Minimizing the amount of right-of-way required from property owners, especially on the west side of MD 197
- Speaking with community members individually at the Fall 2007 Open House to address concerns about potential noise impacts
- Including in both build alternatives a way to bypass or accommodate vehicles turning on to and off of MD 197
- Developing one alternative with a median, and one without
- Proposing:
  - Enhancement and reconstruction of the existing bike/pedestrian trail along MD 197
  - Construction of crosswalks at all signalized intersections along the trail
  - Inclusion of bicycle-compatible lanes in both Build alternatives

MARYLAND
197

Project Planning Study

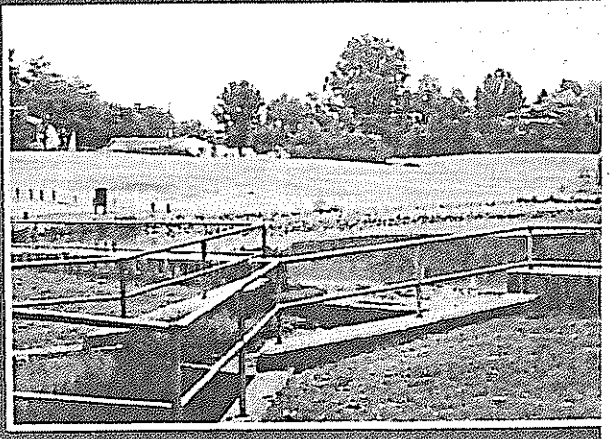
Alternatives Under Consideration

Technical Studies

- Engineering alignment and typical section refinements to avoid or minimize impacts
- Preliminary stormwater management studies to improve drainage and water quality
- Traffic studies to assess the operational improvements at key intersections
- Evaluation of potential impacts to natural features such as forests, wildlife, and wetlands
- Analysis of community features such as neighborhoods, schools, parks, places of worship, and community centers
- Air quality and noise studies to assess the effects of the project

Benefits of the Project

- Improved traffic operations and safety at key signalized intersections
- Pedestrian and bicycle access along full length of project
- Improved stormwater management and drainage



MARYLAND
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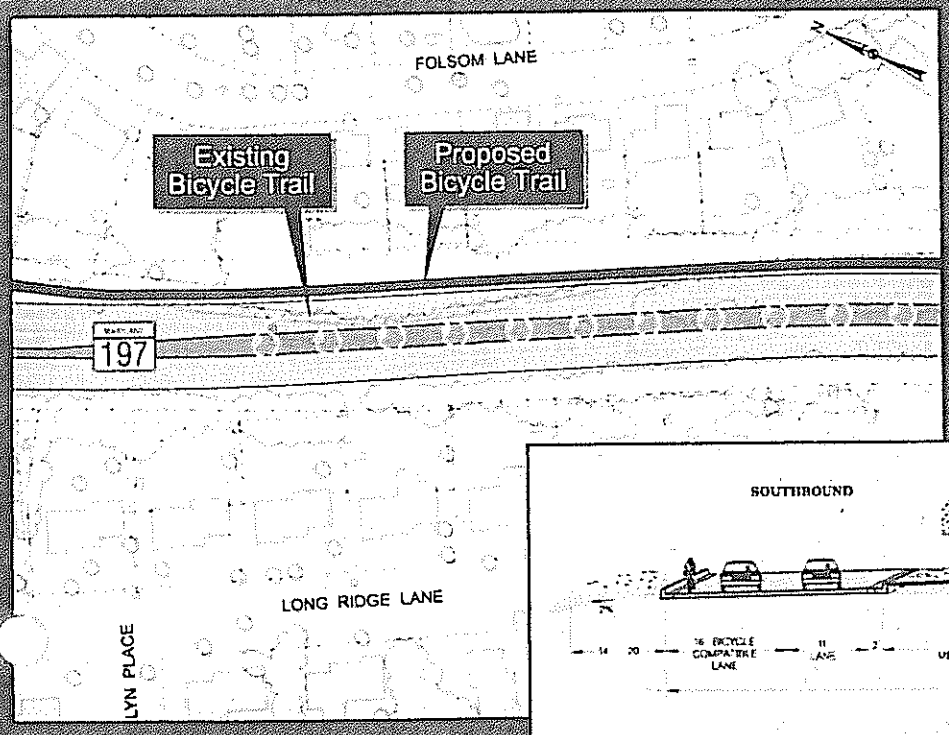
Project Planning Study

Pedestrian/Bicycle Trail

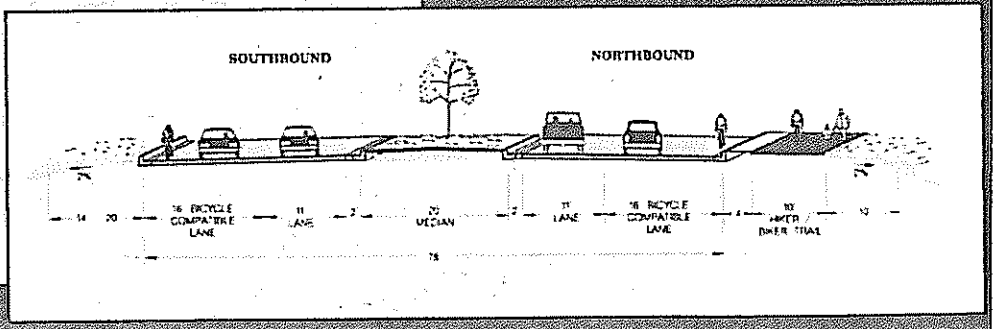
The existing pedestrian/bicycle trail along the eastern edge of MD 197, between Kenhill Drive and MD 450, is an important community feature used to connect other study area features such as Foxhill Park and Benjamin Tasker Middle School.

In order to maintain the connectivity and improve the safety and usage of the existing trail, both Alternatives 3 and 4 include the following enhancements:

- The existing trail will be reconstructed and improved
- A new or reconstructed 10-foot-wide trail will be provided along the eastern edge of the reconstructed MD 197 roadway. In some locations the trail will be farther from the roadway, similar to the existing trail



Proposed 4-Lane Divided Typical Section
(with closed median)



ENVIRONMENTAL CONSIDERATIONS

National Environmental Policy Act (NEPA)

Requires that we do everything possible to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

Natural Environment

• Geology/Groundwater Resources • Soils • Surface Water
• Floodplains • Wetlands • Aquatic Life • Wildlife

Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act

Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging, practicable alternative.

Endangered Species Act

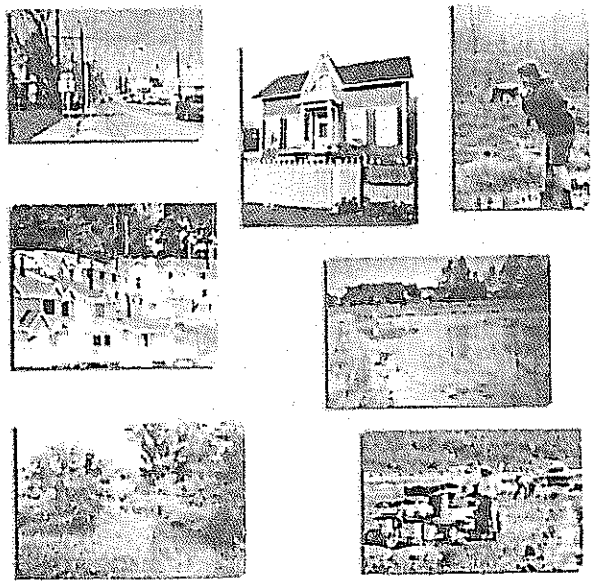
Ensures that actions are not taken to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

Cultural Environment

• Historic Structures • Archaeological Sites

Section 106 of the National Historic Preservation Act

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.



Socio-Economic Environment

• Demographics • Community Facilities
• Economic Setting and Land Use • Noise • Air

Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

A microscale air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also, a conformity analysis must be completed by the Metropolitan Planning Organization to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

Farmland Protection Policy Act

Requires that federal programs minimize conversion of farmland to non-agricultural uses (does not apply to farmland that is zoned or committed (planned) for urban development).

Executive Order 12898 (Environmental Justice)

Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.

Summary of Environmental Impacts and Costs

Features	Alt. 1: No-Build	Alt 3: Five-Lane Section	Alt 4: Four-Lane Section
Right-of-Way			
Number of Residential Properties Affected	0	49	58
Number of Commercial Properties Affected	0	1	1
Number of Residential / Commercial Displacements	0	0	0
Total Right-of-Way (acres)	0	2.3	3.2
Natural Environment			
Wetlands (acres)	0	0.6	0.6
Streams (linear feet)	0	267	313
Floodplains (acres)	0	0.13	0.13
Parks (acres)	0	0	0
Forest (acres)	0	8.5	10.1
Specimen Trees	0	12	12
Cost			
Right-of-Way Cost (millions)	$0	$8 - $12	$11 - $15
Construction Cost * (millions)	$0	$80 - $88	$85 - $93

*Costs estimates adjusted for inflation to 2020

MARYLAND

197

Project Planning Study

Air Quality Analysis

Technical Studies

- An air quality analysis evaluated potential changes likely to result from the proposed MD 197 project
- The analysis looked for the presence of carbon monoxide (CO) and examined the potential for localized particulate matter ($PM_{2.5}$) found primarily in exhaust from diesel-powered vehicles
- The qualitative Mobile Source Air Toxics (MSAT) analysis predicted the relative levels of benzene, acrolein, formaldehyde, 1,3-butadiene, acetaldehyde and diesel exhaust
- Testing was conducted at the intersections of MD 197/MD 450 and MD 197/Kenhill Drive due to the heavier traffic volumes and levels of congestion

Fine Particulate Matter ($PM_{2.5}$)

- The MD 197 project meets the requirements of the Clean Air Act and 40 CFR 93.109 of the Code of Federal Regulations for $PM_{2.5}$. The project is therefore considered not of air quality concern.
- Neither of the Alternatives Retained for Detailed Study will result in a significant increase in the number of diesel-powered vehicles on MD 197
  - The MD 197 project is an expansion of an existing highway used primarily by gasoline-powered vehicles to relieve congestion

Carbon Monoxide (CO)

- Existing levels of CO were measured using air quality receptors in close proximity to the project area. A mathematical model developed by the Environmental Protection Agency (EPA) used projected traffic volumes and roadway configuration to predict air quality conditions for the year 2030.
- Future CO levels resulting from this project would not exceed the National Ambient Air Quality Standards (NAAQS)
  - None of the peak hour CO concentrations would exceed the NAAQS threshold of 35 ppm
  - The maximum eight-hour average concentration of CO would not exceed the NAAQS threshold of 9 ppm

Mobile Source Air Toxics (MSAT)

- The MD 197 project is considered a Project with Low Potential MSAT Effects for the following reasons:
  - As a minor widening project it would not add substantial new capacity or meaningfully increase emissions
  - MSAT levels could be offset by increased speed and reduced congestion resulting from project improvements
- Future MSAT concentrations at the project location and throughout the region will decrease under EPA vehicle emission and fuel regulations.

SHA State Highway Administration

MARYLAND 197

Project Planning Study

Safety

The study team has analyzed the safety characteristics and crash data within the project limits and found:

- 148 police-reported crashes within the study area between 2001-2004
- Rear-end collisions (60 occurrences) most frequently reported crash type
- 23 left-turn crashes at Gallant Fox Lane (2001-2004) equate to average rate of 62.6 crashes per 100 million vehicle miles (mvm). Average rate for left-turn crashes on similar highways is 20.3 mvm.
- One fatality in 2003 between Kenhill Drive and Lyle Lane

Crashes on MD 197 from Kenhill Drive/ London Lane to Gallant Fox Lane

Severity	2001	2002	2003	2004 Thru June	Total	Rate/100 mvm*	Statewide Avg. Rate
MD 197 from Northview Drive to Kenhill Drive/London Lane							
Fatal	0	0	0	0	0	0	1.7
Injury	9	8	21	1	39	84.9	123.4
Prop. Damage	6	9	20	5	40	87.1	151.7
Total	15	17	41	6	79	172	276.7
MD 197 from Kenhill Drive/London Lane to Faith Lane/Lyle Lane							
Fatal	0	0	1	0	1	2.8	1
Injury	8	7	6	1	22	60.7	121.4
Prop. Damage	3	4	15	5	27	74.5	147.8
Total	11	11	22	6	50	138	270.2
MD 197 from Faith Lane/Lyle Lane to Gallant Fox Lane							
Fatal	0	0	0	0	0	0	1.3
Injury	25	16	11	4	56	152.4**	99
Prop. Damage	16	14	10	2	42	114.3	117.7
Total	41	30	21	6	98	266.8**	218.1

* The rate is crash per one hundred million miles of travel.

** Significantly higher than the statewide rate.

Comparison of Collision Types

Collision Type	Number of Crashes 2001-2004	Crash Rate per 100 mvm*	Statewide Average Rate
MD 197 from Northview Drive to Kenhill Drive/London Lane			
Rear End	39	84.9	98.8
Sideswipe	3	6.5	18.9
Left Turn	2	4.4	31.3
Angle	14	30.5	45.7
Fixed Object	3	6.5	24.0
MD 197 from Kenhill Drive/London Lane to Faith Lane/Lyle Lane			
Rear End	27	74.5	83.3
Sideswipe	3	8.3	18.8
Left Turn	1	2.8	47.4
Angle	2	5.5	7.9
Fixed Object	3	8.3	32.1
MD 197 from Faith Lane/Lyle Lane to Gallant Fox Lane			
Rear End	33	89.8	71.2
Sideswipe	5	13.6	10.0
Left Turn	23	62.6**	20.3
Angle	9	24.5	37.9
Fixed Object	7	19.1	28.2

* The rate is crash per one hundred million miles of travel.

** Significantly higher than the statewide rate

MARYLAND 197

Project Planning Study

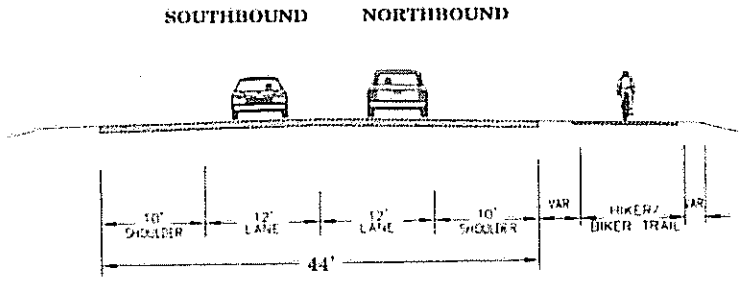
Alternatives Retained for Detailed Study

Three Alternatives Retained for Detailed Study (ARDS) were identified based on:

- The ability to meet the project's Purpose and Need
- Feedback from citizen and agency stakeholders

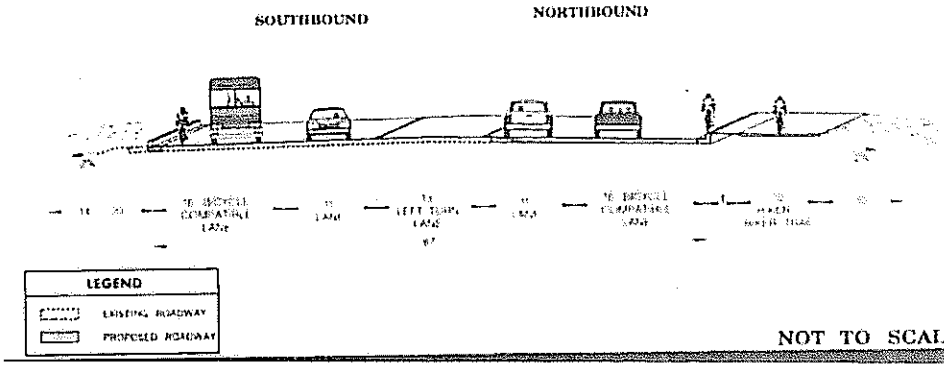
ALTERNATIVE 1
No-Build

- Minor Short-term Improvements
- Normal Maintenance and Safety Improvements
- Serves as Baseline for Comparison



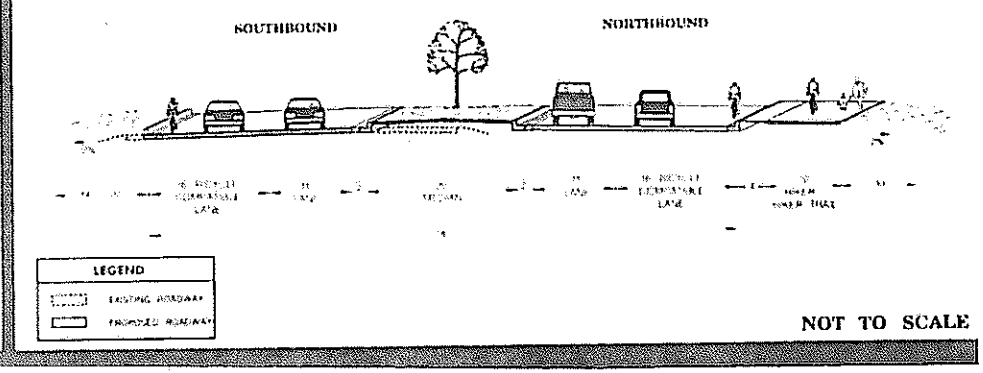
Existing Typical Section

ALTERNATIVE 3
5-Lane Undivided Typical Section



NOT TO SCALE

ALTERNATIVE 4
4-Lane Divided Typical Section



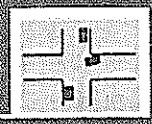
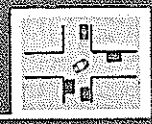
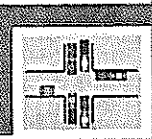
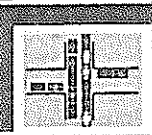
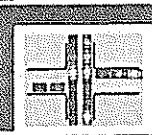
NOT TO SCALE

SHA State Highway Administration

What is Level of Service (LOS)?

Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.

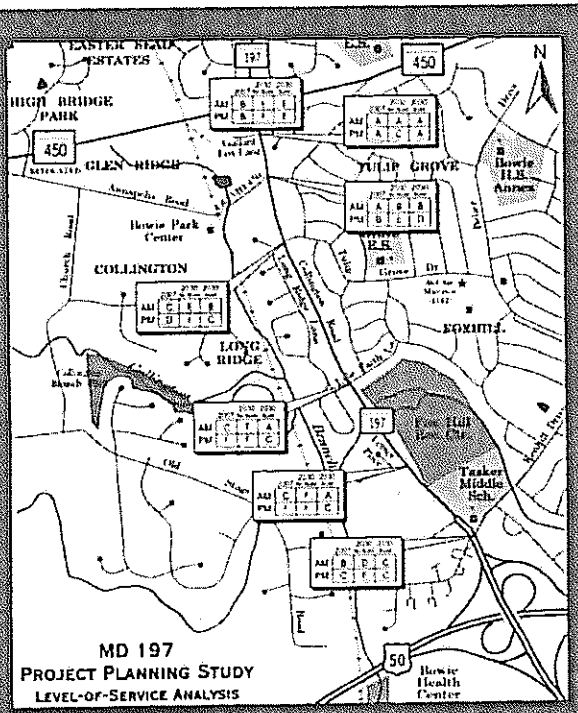
	Intersection		Roadway
LOS A	• Highly stable, free-flow condition with little or no congestion • Delay: <10 seconds/vehicle		• Free flowing • Uninterrupted vehicle
LOS B	• Stable, free-flow condition with little congestion • Delay: 10 to 20 seconds/vehicle		• Stable flow • Other vehicles are more noticeable
LOS C	• Free-flow condition with moderate congestion • Delay: 20 to 35 seconds/vehicle		• Stable flow • Vehicle operations affected by other vehicles
LOS D	• Approaching unstable condition with increasing congestion • Delay: 35 to 55 seconds/vehicle		• High density free flow • Operation of vehicle is affected by other vehicles
LOS E	• Unstable, congested condition • Delay: 55 to 80 seconds/vehicle		• High density traffic flow, nearing capacity • Operating conditions are extremely poor
LOS F	• Stop and go • Delay: >80 seconds/vehicle		• Forced or breakdown flow • Amount of traffic exceeds capacity

SHA State Highway Administration

MARYLAND 197

Project Planning Study

Traffic Analysis



2007 Existing

- Two failing intersections (Lyle Lane and Lerner Place) during the PM peak hours

2030 No-Build

- Four of seven intersections are projected to have a failing level-of-service during the AM peak
- Six of seven intersections are projected to have a failing level-of-service during the PM peak

2030 Build

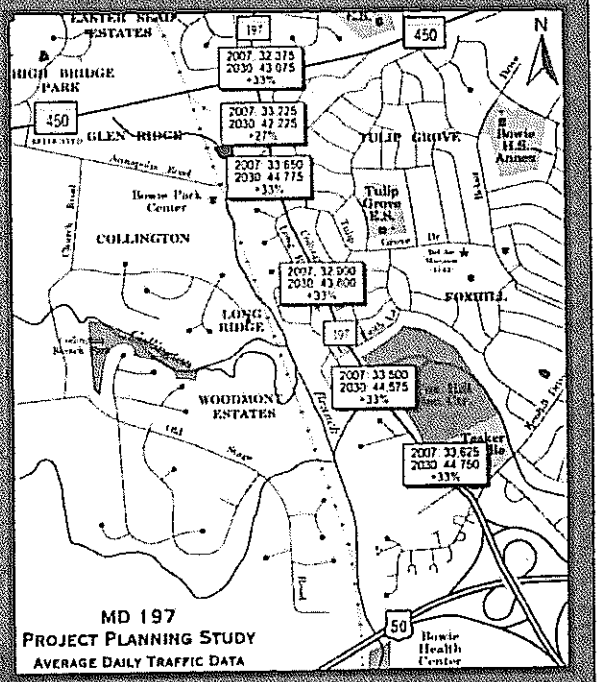
- Intersection with MD 450 Relocated experiences level-of-service of E during AM and PM peak

Roads intersecting MD 197 with the greatest 2007 traffic volume

- MD 450 Relocated (25,225)
- Tulip Grove Drive (3,075)
- Kenhill Drive (12,675)

Roads intersecting MD 197 with the greatest projected 2030 traffic volume

- MD 450 Relocated (43,125)
- Tulip Grove Drive (3,700)
- Kenhill Drive (16,325)



MD 197 Level-of-Service Analysis

Intersection of:	2007 Existing (AM/PM Peak)	2030 No-Build (AM/PM Peak)	2030 Build (AM/PM Peak)
MD 197 at MD 450 Relocated	B/B	E/F	E/E
MD 197 at Gallant Fox Lane	A/A	A/C	A/A
MD 197 at Old MD 450	A/B	B/E	B/D
MD 197 at Long Ridge Lane	C/D	E/F	B/C
MD 197 at Lyle Lane	C/F	F/F	A/C
MD 197 at Lerner Place	C/F	F/F	A/C
MD 197 at Kenhill Drive	B/C	D/E	C/C

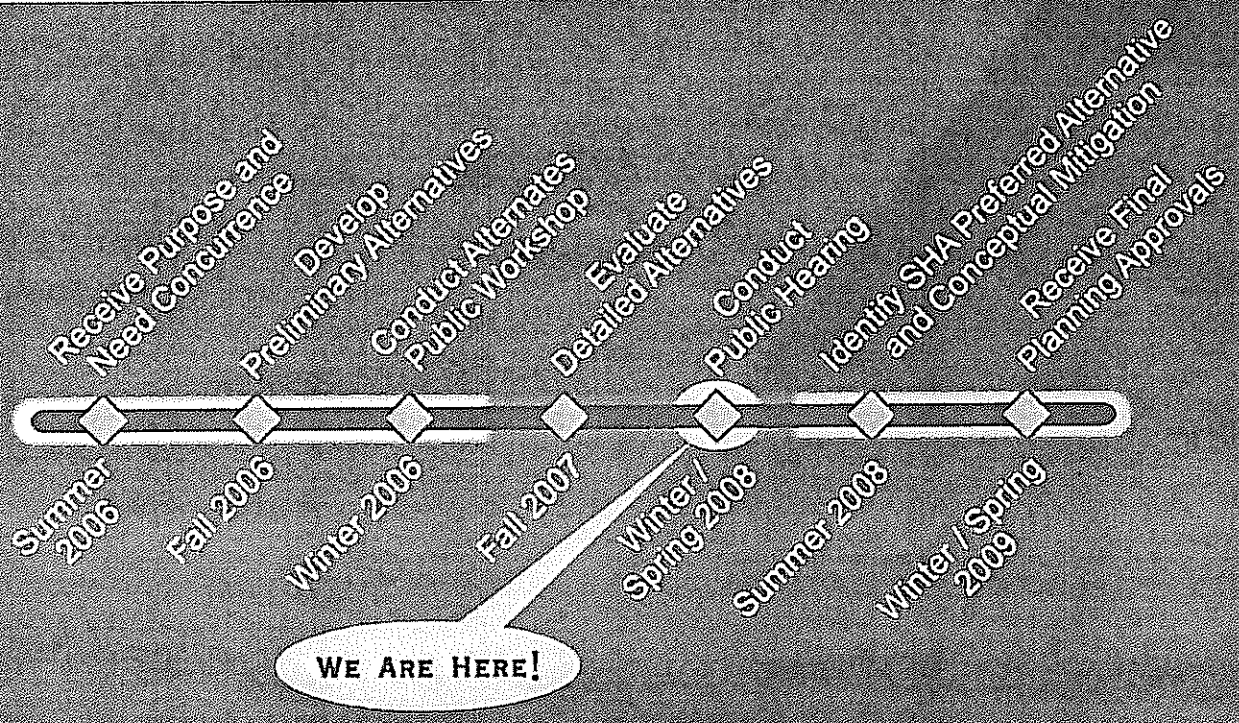
Existing and Forecasted Average Daily Traffic (ADT) Data Along MD 197

MD 197 Segment	2007 ADT	2030 No-Build ADT	Percent Increase
MD 450 Relocated to Gallant Fox Lane	32,375	43,075	33%
Gallant Fox Lane to Old MD 450	33,225	42,225	27%
Old MD 450 to Long Ridge Lane	33,650	44,775	33%
Long Ridge Lane to Lyle Lane	32,900	43,800	33%
Lyle Lane to Lerner Place	33,500	44,575	33%
Lerner Place to Kenhill Drive	33,625	44,750	33%

MARYLAND 197

Project Planning Study

Next Steps



Scoping Stage

- Evaluate and address public and agency comments
- Coordinate with federal and state environmental resource agencies
- Identify Alternatives Retained for Detailed Study (ARDS)

Detailed Study Stage

- Complete detailed engineering and environmental studies (Fall 2007)
- Hold Location/Design Public Hearing (Winter/Spring 2008)
- Address Public Hearing comments
- Coordinate with federal and state environmental resource agencies

Decision-Making Stage

- Identify SHA Preferred Alternative and Conceptual Mitigation (Summer 2008)
- Coordinate with federal and state environmental resource agencies
- Prepare environmental documentation
- Receive Location/Design Approval (Winter/Spring 2009)

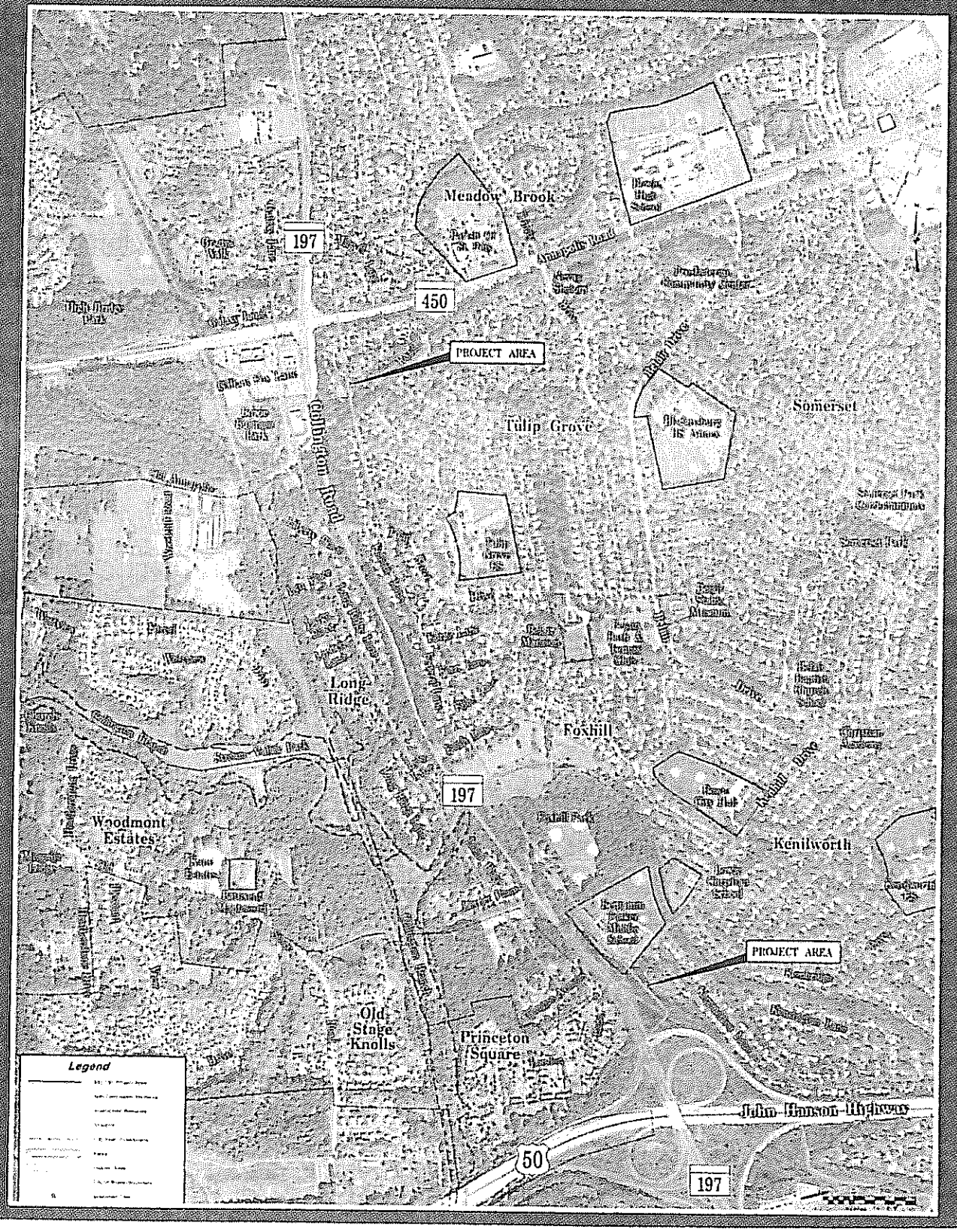
SHA State Highway Administration

U.S. Department of Transportation Federal Highway Administration

MARYLAND 197

Project Planning Study

Community Map



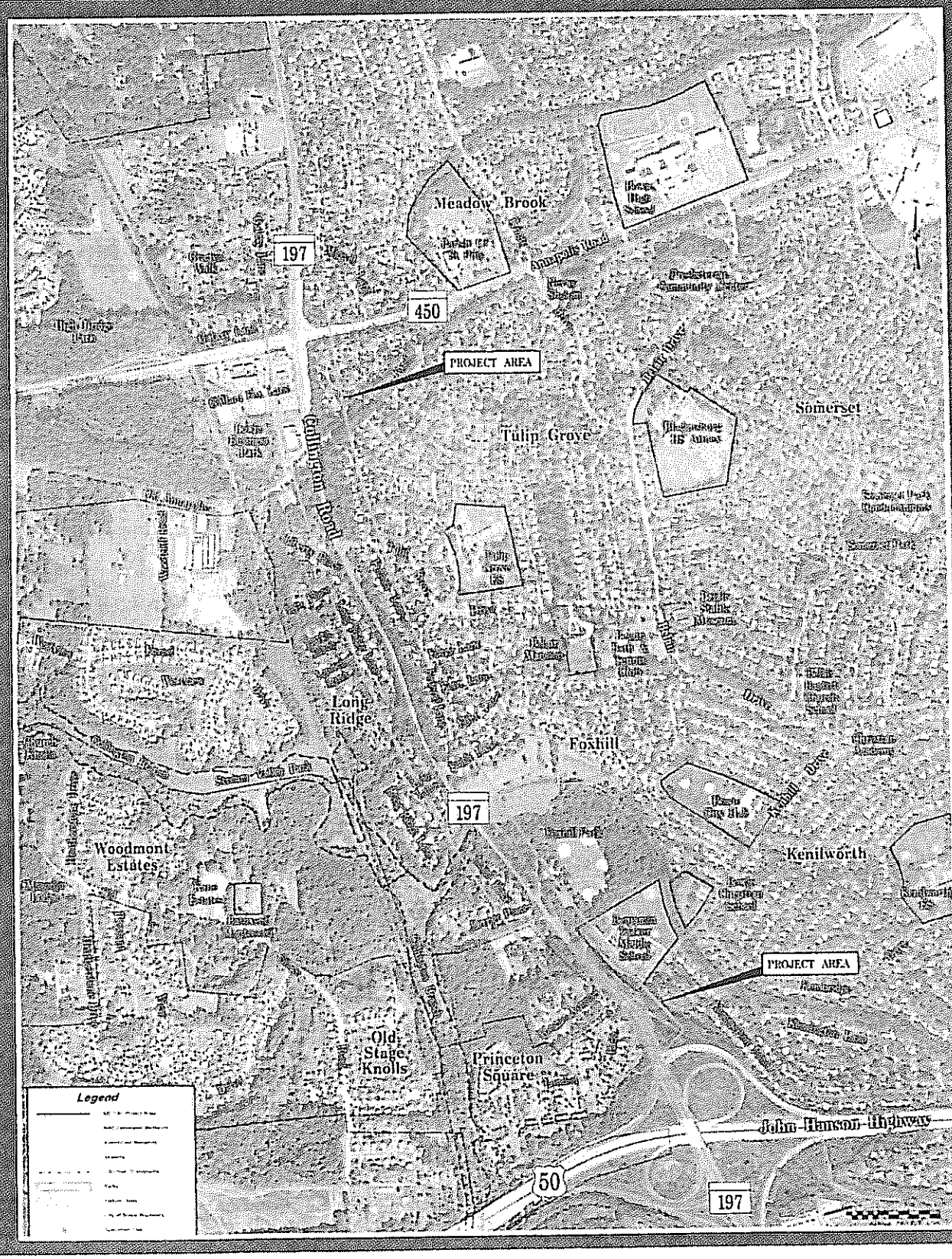
SHA State Highway Administration

U.S. Department of Transportation Federal Highway Administration

MARYLAND 197

Project Planning Study

Environmental Resource Map



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 10, 2008

Mr. Kenneth J. McCaughey
12324 Chalford Lane
Bowie MD 20715

Dear Mr. McCaughey:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support of the Alternative 1, the No-Build Alternative and your opposition to Alternative 3 and Alternative 4 have been noted.

You expressed concern about the safety of the center turn lane proposed as part of Alternative 3. While we appreciate your observation that some drivers use the center turn lane on other similarly designed roadway as a way to pass other vehicles, the SHA maintains many miles of these types of roadways. A center turn lane is often used when there are numerous opportunities to turn on and off of a roadway. The study team has long recognized that other options to this center lane concept needed to be included in the study and that is why both the No-Build and Alternative 4, with a raised grassed median were also included for detailed study. Speeding on Maryland's highways continues to be an issue for state and local law enforcement agencies.

Your comments about the pedestrian and bicycle trail being separated from the roadway have been noted. Pedestrian and bicyclist safety is paramount for a planning study such as this. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. As you know, the study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are often used by cyclists that are more comfortable or prefer to ride on the road surface. For those cyclists that prefer to be removed from the roadway, both build alternatives include a reconstructed bicycle and pedestrian path adjacent, yet separated from the roadway. The study team does not feel that the reconstructed path will diminish the character or integrity of the existing trail.

You also commented on the width of the median proposed as part of Alternative 4. The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side.

With respect to the tree buffer you mentioned, SHA expects eight to ten acres of forest to be impacted with either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts.

Your comments about additional traffic using MD 197 if it is widened have been noted. Your concerns that an increase in traffic could result from the expansion of MD 197 is a common misunderstanding. Our forecasts of traffic volumes are similar whether the roadway is widened or not. You also mentioned the need for a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation priorities list identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans.

Finally, you raised questions about maintaining traffic flow and traffic calming. The study team has and will continue to investigate various signal systems and further refinements to the design, should a build alternative be selected.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Sue Rajan, the Project Manager at 410-545-8500 or srajan@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

R. Suseela Rajan
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

12121 Long Ridge Lane
Bowie, Maryland 20715
(301) 262-0815

March 18, 2008

Maryland State Highway
Office of Planning
P.O. Box 717
Baltimore, Maryland 21203

Dear Ms. Alexander:

In the movie, Field of Dreams, a voice calls out "build and they will come." SHA is planning to build a road (197) and they will COME and COME and COME!!!

In my opinion, we should do nothing as we will in reality gain nothing. We will spend millions to create the same thing we have now except it will be four lanes of congestion and gridlock that during the day will be the Bowie thruway and at night a raceway.

But, the roadway will be modified and changed so it should be developed with insight and creativity to lessen the impact on the community and the environment.

My Wish List:

- Alternative 4 with
  1. Four lanes with landscaped median no wider than 7'. *See attached photos Ammendale Road, newly expanded.
  2. Bike lane 5' signed and posted as in *photos.
  3. Flashing light at Lyle and Faith Lanes (after "4" traffic signals from 450 to Tulip Grove) cars tend to speed up/race on this roadway area – "Accidents frequent." A flashing light might slow drivers down.
  4. Sound barriers such as recently installed at intersection of Rt. 212 and Powder Mill Road (Chesapeake Scenes). What a nice change from the usual.
  5. Replace trees removed due to construction.

Sincerely yours,

Barbara Ann Murphy

Barbara A. Murphy

12324 Chalford Lane
Bowie, MD 20715
March 21, 2008

Maryland Department of Transportation
State Highway Administration
Office of planning and Preliminary Engineering
Attn: Felicia Alexander
Project Manager
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Dear Ms. Alexander,

I am a resident of Bowie near the MD 197 study area. I have been a resident for thirteen years. The following are my comments for the record on the MD 197 Project Planning Study.

I have reviewed the documents supplied by SHA and have attended the meetings and hearing in Bowie. Based on my review and given the choices presented I feel the **no build** option 1 is the best choice at this time. While I recognize the traffic situation needs to be addressed, I feel what was presented does not offer what the city of Bowie needs or wants. Therefore I feel strongly that is is better to wait for a better plan to be formulated rather than proceed with a bad plan that will most likely never be able to be fixed. In other words no plan is better than a bad plan. Below I will detail what I see are the deficiencies of the presented plans and offer suggestions of compromise.

Plan 3 is a complete non-starter. That fact that this plan includes suicide lanes (paved center median/turn lane) disqualifies it without question! I have personally witnessed many near accidents or the remains of accidents on MD 197 North of MD 450. People use these lanes to pass traffic, even though traffic is already moving significantly above the posted speed limit. One the major problems we are afflicted with here in Prince Georges County is a total and complete lack of traffic enforcement by the police. A road design that facilitates illegal and bad driving behaviors is not acceptable. It needs to be designed out, period. I know many residents and the city of Bowie would like to see the suicide lanes on MD 197 that exist removed.

Plan 4 offers better promise than plan 3, yet is fails too. Specifically, it is far wider than it needs to be. I have grave concern that this leaves the ability for unacceptable future expansion beyond the pavement planned in this option. If the road were to be made as wide as called for, it would certainly destroy the "forested boulevard" character that it currently has. New trees in a new median, if they survive (most are dead on MD 450) have no hope of recreating what will be removed.

Plan 4 will also destroy the character the the biker/hiker trial. I am an avid bicyclist. The use my bicycle for both local transportation and recreation. The MD 197 biker/hike trail is a major corridor for me to efficiently get to Bowie Gateway Center, Bowie Town Center, and Allan Pond Park. This trail is a gem in the community. Unfortunately I see in both plan 3 and 4 a biker/ hiker trail that will end up looking like the one on MD 450 just North of the MD 197 study area. I use these trials for biking too. This implementation has many deficiencies. Perhaps you need to be bicyclist to recognize them. The MD 450 biker/hiker path is littered with road debris and broken glass. This is because the path is too close to the road. There is no buffer. It certainly is very uncomfortable being sandwiched between a sound wall and speeding traffic. It seems all the sound gets focused on the path user. Don't do this on MD 197. I very strongly believe that better management of lane and median widths can result in preserving the tree lined buffer the existing biker/hiker trail currently has. Being able to preserve the tree lined buffer benefits more than just the trail users. It helps preserve the "forested boulevard" appearance, saves mature trees, and saves on the cost of the project . If it is sufficiently preserved a sound wall on the East side of the study area may not be needed, save more money for the MD 193/Rt. 50 interchange. Less construction also means the project can be completed faster with less disruption.

I have concerns about the resulting traffic increase that will result from any expansion of MD 197. Often projects of this nature, when completed, expose unanticipated latent demand. In other words, you build it and they will more than come. I would not be surprised if traffic level of service returns to the level is it now within a year of completion. Some alternatives would involve a more comprehensive traffic study for the region. If this exists, SHA certainly is not promoting it in the context of the MD 197 study. A clear understanding of where people are going, and need to go, needs to be understood. Perhaps less expensive changes in certain locations would get more results. Options such as better support for alternative transportation should be considered. I don't see how the plans help support public transportation. Will these plans make it safe for bus stops?

I am also very concerned abut speeding on MD 197 in the study area. Unless the traffic is backed up, people drive more than 10 miles per hour over the posted speed limit. I am sure you have heard and ear full from those who live directly adjacent to the study area. Traffic clamming needs to be an integral component of any new design. Ever since MD 450 has been upgraded the traffic often moves at more than 15 miles per hour over the speed limit. All thanks to nice wide lanes. One result of this is that people are driving too fast to stop when traffic signals turn red. So what happens? They run the the red light. I see this ALL THE TIME. Many times my direction has the green signal and people are still flying through the intersection. Personally a now avoid driving near MD 450 if I can. I don't want to see this repeated on MD 197. As mentioned above, the police are not at all interested in traffic enforcement. So that is not an effective component of traffic calming. It has been shown that narrower lanes can help cause people to slow down. I am an avid bicyclist. Since there is a really nice biker/hiker trail, I would be willing to give up on the wider cycling accommodation lanes to improve safety.

Another traffic calming measure that should be considered is traffic signals that are timed such that you get all green lights if you do not exceed the posted speed limit. Add signs indicating that if you stay within the speed limit you will get the green. Most drivers are too stupid to figure this out on their own, so signs are needed. This kind of timing exists on MD 3 (but no signs) between Route 32 and MD 450. If I drive the speed limit I can get green lights the whole way. I do this all the time. The only problem is I have to slow down to wait for all the drivers that zoomed past me to race to the red light to finally accelerate. This kind of feature, with signs, has been used in California since the early 1980's. This is not new. The SHA representatives that I talked to at the Bowie information sessions and hearing had not heard of this, but found it to be an interesting approach. I suggest you consider it.

If a comprehensive traffic study were to be conducted I am sure it would be clear that most of the traffic in the MD 197 study area is cut through and not local. Why is that? First of all, there has been unrestricted development to the West of the study area. Unfortunately Prince Georges County land use policies do not seem to consider SHA as a stakeholder. That is not SHA's fault. But none the less, that has made MD 197 in the study area the primary access point to MD Route 50. Clearly an additional access point at MD 193 needs to be considered. Based on the level of service of the new MD 193 interchange at Route 50, a better scaling of the MD 197 upgrades can be made. I realize a new interchange at Route 50 and MD 193 would be costly. But as a result of having such an interchange could mean spending less on MD 197.

Below are the compromises I feel would make this plan better. Perhaps a new plan 5 should be formulated and presented to the community.

1. Perform a regional traffic study and present the results in the contact of the MD 197 upgrades. All the focus has been on just MD 197. In my opinion the study has been too myopic in nature.
2. Examine the need for an additional interchange at Route 50 and MD 193. This along with a regional traffic study should be the guide for upgrades in the region.
3. Keep the grass median, but reduce its width to no more than 10 feet.
4. Narrow the lanes as part of a traffic calming measure. Eliminate the on road bicycle accommodations to narrow the lanes in conjunction with preserving the tree lined buffer of the existing biker/hiker trail. The goal should be to manage the lane and median width such that the trees can be preserved, sound walls can be avoided, and property acquisition can be avoided. This saves money and reduced construction time.
5. Have traffic signals that are timed such that you get all green lights if you do not exceed the posted speed limit. Add signs indicating that if you stay within the speed limit you will get the green.
6. Just do grass or wild flowers on the medians. I see no point is spending money to grow trees where they are not likely to survive. Maybe some native drought resistant low maintenance plants.
7. Keep the biker/hiker trail separated from the new road by the tree lined buffer. Don't not create a biker/hiker trail that is sandwiched between a busy road and a sound wall.

Thank you for reading and considering these comments I hope they are helpful. I appreciate being able to participate in assisting you with coming up with a plan that meet the needs of the community.

Sincerely,

Kenneth J. McCaughey

Kenneth McCaughey

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

SHA
State Highway Administration

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

April 9, 2008

Mr. Dave Hester
Mrs. Sunny Hester
12503 Saber Lane
Bowie MD 20715

Dear Mr. & Mrs. Hester:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments regarding the project update and citizen input have been noted.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME MR & MRS HESTER **DATE** 2/3/08

ADDRESS 12503 SABER LANE

CITY BOWIE **STATE** MD **ZIP** 20715-2220

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

We are sure the upcoming hearing will provide passionate discussion on arguments on the best way to widen the road. We would first like to thank you for keeping us so well informed about the project, your intentions and most important the opportunity to comment.

When all is said and done and the dust settles, we wanted you to know how much we appreciate your efforts to provide consistent information on our options. No choice will make everyone happy; but, please know that you have done your part (in these citizens minds) to provide all the necessary information to make an informed decision.

Thank you!

Sunny & Dave Hester

Sunny and Dave Hester
12503 Saber Lane
Bowie, MD 20715-2220

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

DONE

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. David Barclay
12109 Lerner Place
Bowie, MD 20715

Dear Mr. Barclay:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your concern that none of the alternatives include a traffic signal at Foxhill Park/Lerner Place has been noted.

Currently, no signal installation is planned at the Foxhill Park/Lerner Place intersection with MD 197 as part of this study. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The existing and future traffic projections show that the vehicles exiting the cross street do not experience a significant amount of delay in completing the turning maneuvers. A signal installation at the subject location would increase the delay for vehicles on Foxhill Park/Lerner Place as well as cause unnecessary delay to the large volume of motorists along MD 197. Please note that the introduction of an unwarranted signal can increase the risk to drivers as signals inherently disrupt the natural flow of traffic.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Shaneka Owens, Traffic Engineer
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME David Barclay DATE 2/8/08

ADDRESS 12109 Lerner Pl.

CITY BOWIE STATE MD ZIP 20715

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

I am dismayed that none of the plans include a traffic signal at Foxhill Park/Lerner Place for the following reasons:

1) Sports games at Foxhill are full of traffic
2) Cannot make left from either Foxhill or Lerner
3) Cannot safely cross street (197) from Lerner & because there is no street access to other roads (like Longridge can wind down & cross at light and take bike path to Park)
4) Lerner Pl. / Lana Pl are isolated & need a light at the Park!!!

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

* **Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

SHA
State Highway Administration

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

April 9, 2008

Mr. Steven Middleton
2816 Folsom Lane
Bowie, MD 20715

Dear Mr. Middleton,

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments on the need for noise barriers, rodent control during construction, and flooding have been noted.

The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold, noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction, the additional abatement analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur.

There have been no other projects within the State of Maryland where pest and rodent population growth has been linked to highway projects. At this time, SHA does not have any plans or the ability to provide pest and rodent control.

Impacts to the 100-year floodplain associated with the build alternatives have been documented as part of the environmental impacts assessment. Upon the conclusion of this planning study, those impacted floodplain areas, streams, and bodies of water would be further analyzed during the design and construction phases of the study. Stream bank stabilization and erosion and sediment control would be implemented as required under the environmental permitting process.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-50

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691M11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME Steven Middleton **DATE** 2/13/08

PLEASE PRINT

ADDRESS 2816 Folsom Ave

CITY Bowie **STATE** MD **ZIP** 20715

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

My Two Issues are:
(1) The Need for Sound Barrier
(2) Project Field mice Control
(3) Floodings Potential with Expanded Highway

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 9, 2008

Ms. Barbara A. Murphy
12121 Long Ridge Lane
Bowie, MD 20715

Dear Ms. Murphy:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for the No-Build Option and your suggestions for modifications have been noted.

You suggested ways to reduce the width of the proposed alternatives. The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.

In regards to bicycle signing, your concern has been noted. At this stage, a detailed signing plan has not yet been developed. This project is currently funded for the Project Planning Phase in the 2007-2012 Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. After the planning phase, if funding is available, the project would move to final design, and then subsequently to right-of-way acquisition, and construction. Planning is scheduled to end in the Summer/Fall 2009 and if additional funding for future phases is available, final design could commence after that time. However, only the planning phase is currently funded. If the project moves to the design and construction phases, SHA will develop signing plans.

You also suggested adding a flashing light at Faith/Lyle Lanes. The intersection of Faith/Lyle Lane with MD 197 does not currently meet the warrants required to necessitate a traffic signal. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. With regards to this particular intersection, field observations during both the AM and PM peak periods found that the vehicles exiting the cross street do not experience a significant amount of delay in completing the turning maneuvers. A signal installation at the subject location would increase the delay for vehicles on Lyle Lane and Faith Lane as well as cause unnecessary delay to the large volume of motorists along MD 197. A review of police-reported crashes for the most recent four-year period did not indicate a pattern correctable by a traffic signal. Please note that the introduction of an unwarranted signal can increase the risk to drivers as signals inherently disrupt the natural flow of traffic. Based on the analyses performed, this intersection does not meet the criteria for the installation of a traffic signal at the intersection of MD 197 and Faith/Lyle Lane.

Regarding your suggestion of installing sound barriers, the noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur.

You expressed concern about replacing trees removed during construction. Depending on the build alternative chosen, either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median, SHA expects eight to ten acres of forest to be impacted. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

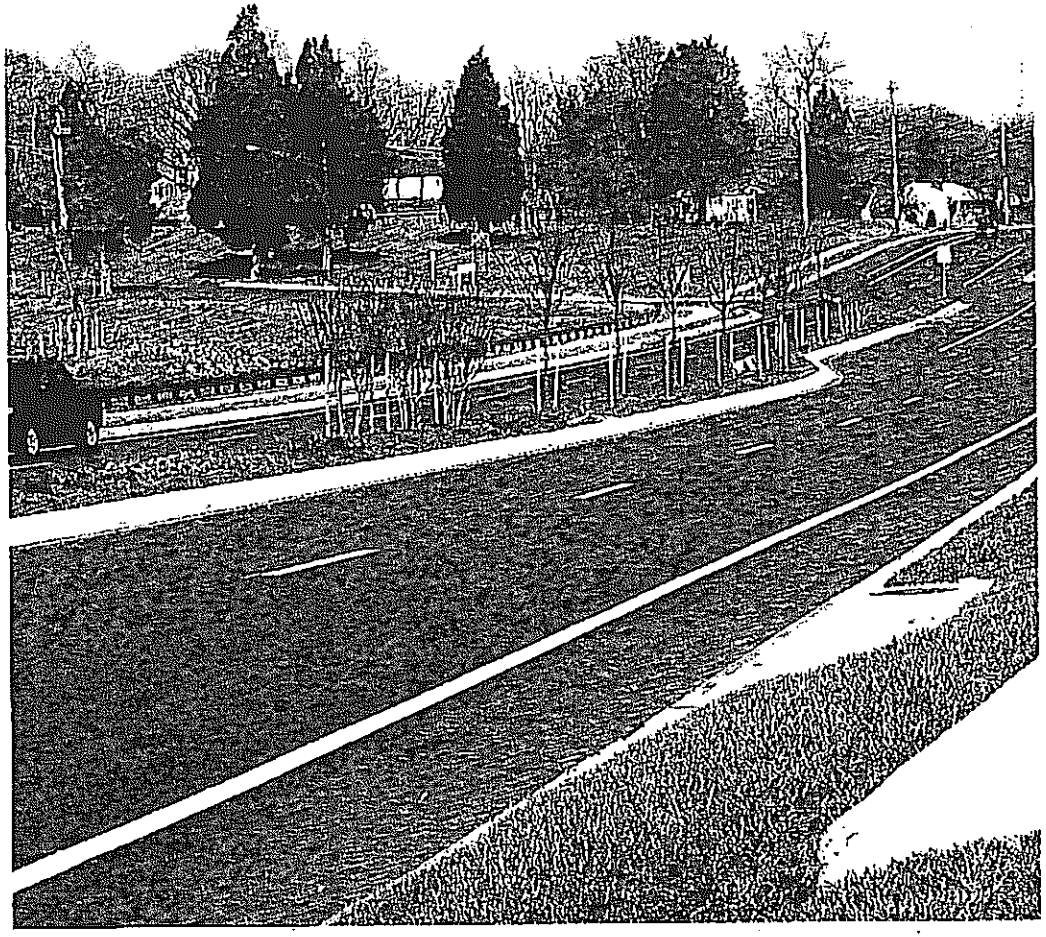
Felicia Alexander
Project Manager
Project Planning Division

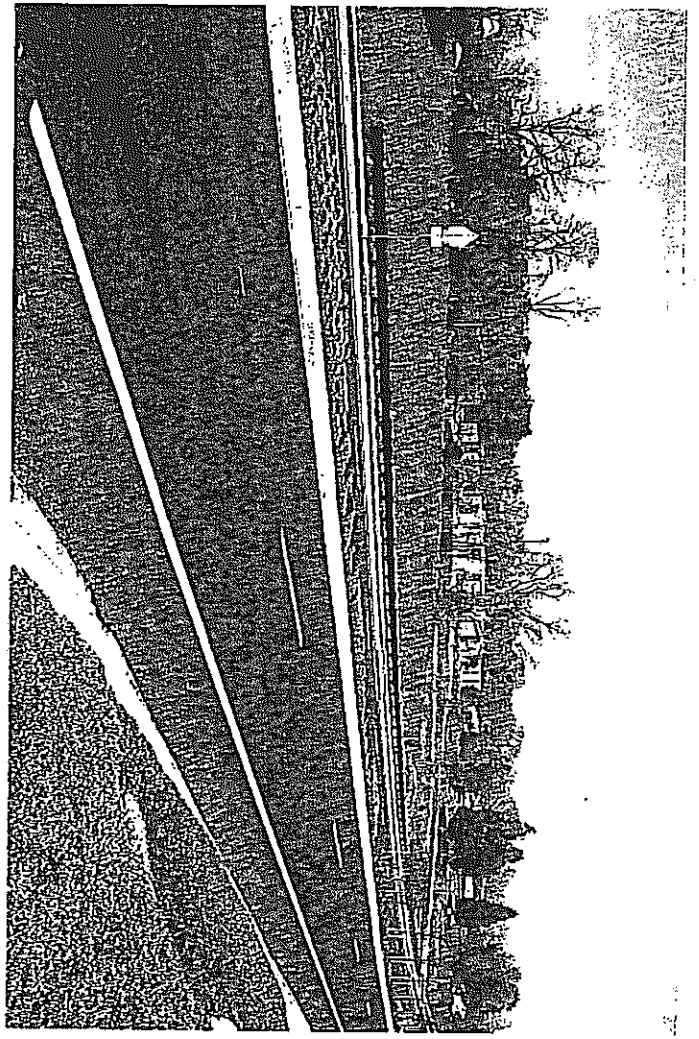
cc: Ms. Karen Arnold, Environmental Manager
Ms. Prabhati Bhattacharya, Highway Design Engineer
File

Ammendale Road

7' median (tree plantings)

5' median turn lane





posted bike Lane

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 9, 2008

Dr. Saundra Mayo-Carr
Tayac Academy
8600 Allentown road
Fort Washington, MD 20744

Dear Dr. Mayo-Carr:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

The SHA has and will continue to coordinate with environmental agencies in relation to this project. Coordination with the US Fish and Wildlife Service and the Maryland Department of Natural Resources (DNR) - Wildlife and Heritage Service indicates that there are no State or Federal listed rare, threatened, or endangered species within the project area. Further coordination determined that the drainage area of Collington Branch within the Patuxent River Drainage Area will require a Use 1 in-stream work restriction from March 1 through June 15 for the protection of aquatic life. A DNR Biological Stream Survey notes that while the water quality in the watershed is poor overall, within the predominately urbanized areas, small pockets of forested habitat remain and it is in these areas that water quality is better and supports more macroinvertibrates and fish species. These areas of better water quality are found downstream of the project. As SHA moves forward with this project, continued coordination will occur with all environmental agencies.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

We sent one response already. Please prepare second.

Felicia Alexander

From: Saundra Mayo-Carr - Tayac ES [Saundra.Carr@pgcps.org]
Sent: Monday, March 10, 2008 2:28 PM
To: Felicia Alexander; Geraldine Valentino-Smith
Cc: Karen Arnold; Shiva Shrestha
Subject: RE: Transcript Addition

Thank you for your response:
Address paragraph One: I am pleased to know that my comments will be included in the transcript as mentioned from the brochure provided. As mentioned from the brochure written comments would be included with the oral transcripts provided from the meeting. Thank you for holding to the prescribed information provided.

Addressing paragraph Two: The information provided only confirms that the surveys that were sent out originally were not anonymous. As stated to you and to the Council the research is inclusive. (There is not representation of residence living along 197 and the direct affects of the residence only). The data provided was only a representation of cars passing through 197, a brief summary of noise affects and 12 species of trees (no name) affected.

Again I am concern that the study has no representation of human life as it relates to persons truly affected on the 197 corridor.

The study has no representation of the animal life or food chain that is supplied by the pond area noted.

It is an insult to think that the residence are not able to think logically as to how they or I would be affected. I know that I view this process differently as a researcher. I also know that what I am requesting is not a normal request. But as a researcher I do know that several variables are not included in this project.

I again challenge the study and the validity based on elements that are missing.

As mentioned in the Council's meeting by your representative, that this information in not provided under the project study. (Note: As a project study the all variables affected are to be studied. Not some of the variables).

Addressing paragraph Three: Because you have mentioned working with US Fish and Wildlife Service, the data should be made available and opened for all to see. Yes, I am requesting to see the data. This agency would have provided to your agency the type of animal affected and the affects based on your project study. Showing data reveals your agency is working with the residence and there are (NO HIDDEN AGENDA). (please do not provide a summary, tables graphic would be more appropriate.

Addressing Paragraph Four: Based on the previous conversations you and I have had I am aware of the inhibitors of the US 50 corridor project. Also, this was mentioned again in the Council's meeting and I do understand that this project would need to be a consideration and effort all agencies and request from Bowie Council.

In closing, I look forward to being a part of this effort to ensure that the residence of Long Ridge are fully aware of the totality of the affects of each variable in this project.

As you are the representative of this project, I also look forward to you diligence in providing the requested information.

Thank you again and I look forward to reviewing the data and continuous opportunities to dialog with you during this process.

From: Felicia Alexander [mailto:FAlexander@sha.state.md.us]
Sent: Monday, March 10, 2008 11:43 AM
To: Saundra Mayo-Carr - Tayac ES
Cc: [illegible]en Arnold; Shiva Shrestha
Subject: Re: Transcript Addition

Dear Dr. Mayo-Carr,

Thank you for your comments regarding future improvements to MD 197 from Kenhill Drive to MD 450 Relocated in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments regarding anonymity of survey responses, quality of life impacts, wild life impacts, and the possibility of a future interchange at US 50 and MD 197 have been noted.

Project brochures and newsletters routinely are mailed to residents with an included survey to aid in our public outreach efforts. These surveys provide the public with an opportunity to share their input concerning traffic and safety conditions in the area as well as share their opinions on the proposed improvements. Additionally, the surveys mention that if individuals are interested they can join the project mailing list by including their name and address, or email address, on the survey. Via the project mailing list, citizens will receive project updates in the form of newsletters and announcements as the project progresses. The project team then incorporates the names of those participating persons into the project mailing list and also inputs all citizen responses, those with names and those without, into a database to quantify the responses. From this point forward any names and addresses received are no longer connected with the survey responses and any display or presentation of the survey results is anonymous.

SHA has and will continue to coordinate with the environmental review and regulatory agencies in relation to this project. Coordination with the US Fish and Wildlife Service, the Maryland Department of Natural Resources (DNR) Wildlife and Heritage Service indicates that there are no State or Federally listed rare, threatened, or endangered species within the project area. Further coordination determined that the drainage area of Collington Branch within the Patuxent River Drainage will require a "Use 1" in-stream work restriction from March 1 through June 15 for the protection of aquatic life. A DNR Maryland Biological Stream Survey notes that while the water quality in the watershed is poor overall, within the predominately urbanized areas, small pockets of forested habitat remain and it is in these areas that water quality is better and supports more macroinvertibrates and fish species. These areas of better water quality are found downstream of the project. As SHA moves forward, continued coordination will occur with all environmental agencies in relation to this project.

During the Public Hearing, held February 13, 2008, several citizens voiced their support for a future interchange at US 50 and MD 193. While the Prince George's County 2003 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in SHA's Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI.

The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Felicia Alexander
Project Manager
Maryland State Highway Administration
Project Planning Division
707 North Calvert Street, Mail Stop C-301
Baltimore, Maryland 21202
phone: 410-545-8511
fax: 410-209-5004
toll free: 1-800-548-5026
email: falexander@sha.state.md.us

From: Saundra Mayo-Carr - Tayac ES [mailto:Saundra.Carr@pgcps.org]

Sent: Tuesday, February 19, 2008 2:18 PM
To: Felicia Alexander
Cc raldine Valentino-Smith
Subject: Transcript Addition

I am submitting official comments for the February 13, 2008 meeting.
I am requesting that my comments be apart of the official transcript of this meeting.
As I understand this process can be do via by mail or email.
The document shows as 6 of 6 screen but if printed is one page.
Thank You

Dr. Saundra Mayo-Carr
Tayac Academy
8600 Allentown Road
Fort Washington, MD. 20744
301-449-4840 office
301-449-4785 fax

The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

SHA
State Highway Administration

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

April 9, 2008

The Mercanti Family
12221 Foxhill Lane
Bowie, MD 20715

Dear Mercanti Family:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments regarding the build alternatives and the No-Build have been noted.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME The Mercanti's **DATE** 1-3-08

ADDRESS 12221 Foxhill Lane

CITY Bowie **STATE** MD **ZIP** 20715

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

Alternative 4 is the better of the two options if an option must be selected. Adding the green space (safety buffer) is a good idea as the road will be heavily traveled; (and medians reduce accidents). Keep Bowie looking good! We like the no build option only because speeding and careless driving are the primary causes of the reported accidents. Road improvements (like MD 450) usually lead to increased speed, speeding and unsafe driving by people traveling through Bowie. Take a look at MD450.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

* **Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor* | SHA State Highway Administration | John D. Porcari, *Secretary*
Anthony G. Brown, *Lt. Governor* | Neil J. Pedersen, *Administrator*
Maryland Department of Transportation

April 9, 2008

Dr. John Deasy
Office of the Superintendent
Sasscer Administration Building
14201 School Lane
Upper Marlboro MD 20772

Dear Dr. Deasy:

Thank you for you letter regarding the MD 197 Project Planning Study. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments regarding the project have been noted. We have considered your comments and provide the following responses:

Will children be able to walk to Benjamin Tasker Middle School from London Lane, Langston Drive and Tongue Avenue during the construction period?

SHA will maintain existing pedestrian facilities. Temporary pavement will be used as needed to ensure no interruptions of the existing pedestrian access routes. More detailed plans will be developed if a build alternative is selected and this project proceeds into the Design Phase.

How do pedestrians move along the southbound section between Old Annapolis Road and London Lane?

Pedestrians should utilize the bicycle trail, just as they do under the existing conditions. SHA is not proposing sidewalks along the southbound travel lanes. For pedestrians to move from Old Annapolis Road to London Lane we recommend that pedestrians cross at the signalized intersection at Old Annapolis Road and travel along the bicycle trail south to London Lane, where they can safely cross at the signalized intersection.

Will crosswalks be designated at each of the 13 intersections on Route 197?

At this time, crosswalks are only planned where there are existing pedestrian facilities at signalized intersections. These intersections are at MD 450 Relocated, Old MD 450, and Kenhill Drive. Additional crossings may be considered during the Design Phase.

Will additional metro bus stops be established on the southbound section?

No additional metro bus stops are proposed at this time. The existing bus stop locations would be maintained.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Very truly yours,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager, Project Planning Division, SHA
Mr. Shiva Shrestha, Regional Planner, SHA
Mr. Brian Young, Assistant District Engineer, SHA
Ms. Stephanie Yanovitz, Bicycle and Pedestrian Program Coordinator, SHA

Prince George's County Public Schools
14201 School Lane • Upper Marlboro, Maryland 20772 • www.pgcps.org

John E. Deasy, Ph.D.
Superintendent of Schools

January 29, 2008

Mr. Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Re: Project No. PG691M11
MD 197: MD 450 Relocated to Kenhill Drive
Capacity Movement
Prince George's County, Maryland

Dear Mr. Kresslein:

We are in receipt of your letter dated January 8, 2008, regarding the above-mentioned project. Prince George's County Public Schools staff has reviewed the proposal and below you will find our comments and concerns.

Comments:

- Both alternatives presented to us are viable. However, "Alternative 4" depicting a grassy median between the northbound and southbound lanes is preferred.
- Pedestrian sidewalks were not shown. We are assuming that the hiker/biker trail will incorporate a sidewalk.
- Southbound improvements only show less than ¼ of the 1.4-mile stretch with a hiker/biker route.

Questions:

- Will children be able to walk to Benjamin Tasker Middle School from London Lane, Langston Drive and Tongue Avenue during the construction period?
- How do pedestrians move along the southbound section between Old Annapolis Road and London Lane?
- Will crosswalks be designated at each of the 13 intersections on Route 197?
- Will additional metro bus stops be established on the southbound section?

Please do not hesitate to call my office or Mr. Lawrence W. Fryer, Jr., Chief Operating Officer, at 301-952-6520 if you have any questions or need clarification for any of the above-mentioned items.

Sincerely,

John E. Deasy
Superintendent of Schools

JED:LWF:plp

cc: Mr. Lawrence W. Fryer, Jr.
Ms. Karen Arnold
Ms. Felicia Alexander
Mr. Alan Straus

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. Jerry Sutherland
14105 Wain Wright Court
Bowie MD 20715

Dear Mr. Sutherland

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 Relocated in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments regarding bicycle compatible lanes and hiker/biker trails have been noted.

It is SHA policy to make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate. In accordance with this policy, the project team has included bicycle compatible lanes into the build alternatives. The existing hiker/biker trail would also be addressed with the study by providing upgrades to the existing facility for improved accommodations for walking/bicycling. This facility is a part of the overall Preliminary Bowie and Vicinity Master Plan.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Stephanie Yanovitz, SHA Bicycle and
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME JERRY D. SUTHERLAND **DATE** 2-1-08

PLEASE

ADDRESS 14105 WAINWRIGHT COURT

PRINT

CITY BOWIE **STATE** MD **ZIP** 20715

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

WHY WHEN WE HAVE HIKER/BIKE TRAIL DO WE HAVE BICYCLES IN THE TRAVEL LANES? SOUNDS LIKE MORE GOVERNMENT WASTING MY TAX MONEY.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

M. Tibbs
13905 Westview Forest Drive
Bowie MD 20720

Dear M. Tibbs:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comment regarding the potential widening of Church Road has been noted and will be coordinated with Prince George's County.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely

Felicia Alexander
Project Manager
Project Planning Division

Attachments
cc: Ms. Karen Arnold, Environmental Manager
Mr. Victor Weissberg, Prince George's County DPW&T
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME M Tibbs **DATE** 2-11-08

ADDRESS 13905 Westview Forest Dr

CITY Bowie **STATE** MD **ZIP** 20720

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

MD Comment Other than Church Road Project. Would be wonderful to Widen the road due to the speed drivers take when using it can be very dangerous being that it is so narrow with drivers speeding around the steep curves in the road.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. Lawrence H. Sedgwick, Jr.
Fire Chief
The Prince George's County Government
Fire/EMS Department Headquarters
9201 Basil Court, Fourth Floor East
Largo MD 20774

Dear Mr. Sedgwick:

Thank you for reviewing the proposed plans to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 3 as it relates to the needs of emergency responders has been noted.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Chief

February 19, 2008

Bruce M. Grey, Deputy Director
Maryland State Highway Administration
Office of Planning and Preliminary Engineering
707 North Calvert Street
Baltimore, Maryland 21202

Dear Deputy Director Grey:

Thank you for your letter dated January 8, 2008, referencing Project No. PG691M11, Capacity Improvement, MD 197: MD 450 Relocated to Kenhill Drive in Bowie, Maryland. The Prince George's County Fire/Emergency Medical Services (EMS) Department is delighted about the proposed expansion for two additional lanes on MD 197 between MD 450 and Kenhill Drive. The additional lanes will greatly improve the traffic flow on MD 197.

The proposed Alternative 4 plan: 4-Lane Divided Typical Section is definitely landscape friendly and atheistically pleasing; however, for emergency responders the proposed Alternative 3 plan: 5-Lane Typical Section is the more favorable option. The Alternative 3 plan will permit emergency responders to maneuver through standstill traffic thus gaining quicker access to emergency incidents.

After reviewing the proposed plans, it has been determined that the roadway construction will minimally impact emergency units responding through the area. If the proposal receives approval, all emergency personnel will be alerted to the commencement and duration of the roadway construction in their areas and to utilize extreme caution when responding. Additionally, all necessary adjustments will be made to anticipate increased response times during the construction phase.

I would like to commend you and your efforts for improving Maryland's roadways. These improvements greatly assist our emergency responders in performing their duties protecting the residents and citizens of Prince George's County in an expedient manner.

9201 Basil Court, Fourth Floor East
Largo, Maryland 20774
VOICE-(301) 883-5200 FAX-(301) 883-5212 TDD-(301) 925-5167

Should you have any questions or wish to discuss this matter in detail, please do not hesitate to contact my office at 301-883-5200.

Sincerely,

Lawrence H. Sedgwick, Jr.
Fire Chief

LHS/tcf
Brucegrey.doc

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 8, 2008

Ms. Patricia G. Bailey
2716 Kavanaugh Lane
Bowie MD 20715

Dear Ms. Bailey:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 3 has been noted.

SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions in attempt to further decrease the footprint, thus reducing the residential properties affected. Currently, no displacements are anticipated with the improvements proposed contained in this study. Several properties are anticipated to be affected. SHA currently anticipates approximately 2-3 acres of right-of-way needed for both build alternatives.

Please note that right now this project is only funded for the Project Planning Phase. Future funding would need to be identified for Final Design, Right-of-Way Acquisition (ROW), and Construction for this project to move beyond Project Planning. Funding priorities are set by local and state elected officials for each of the counties in Maryland. If a build alternative is selected, and future funding is identified for Final Design and ROW, the actual acquisition process would not begin until towards the end of the Design Process. Most likely properties would not be acquired until Construction funding is identified.

The procedures for acquiring properties by SHA differ somewhat from the normal real estate transaction between individuals. SHA is required to secure at least one appraisal on each affected property and to offer the owners the amount determined by the appraisal to be just compensation for the property rights to be acquired. Each property owner will be provided an opportunity to accompany the appraiser during the inspection of the property. After just compensation is established, a real estate officer will meet with the affected owners or contact them by letter to discuss the acquisition and explain how the construction will affect their property.

At that time, our representatives will also answer questions and explain the offer. If the state and the property owner cannot reach an agreement through negotiations, the rights of the property owner will be protected by acquiring the property rights through the eminent domain process. This process provides a means for the property owner's point of view to be heard and permits the amount of just compensation to be established by a board of property review, a judge, or a jury, based on the testimony given on behalf of both the owner and the state.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Tess Fountain, District 3 Right-of-Way
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME PATRICIA G. BAILEY **DATE** _____

ADDRESS 12716 KAVANAUGH LANE

CITY BOWIE **STATE** MD **ZIP** 20715

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

① the 49 (5 lane plan) or 59 divided (97 plan/4 lane plan) people/families that will be displaced? Do they have any say so in these plans? Is it possible to shore up the 197 shoulders now existing to get 1 more lane? It also may be cheaper on tax money to build.

② Plan 3 seems less invasive of people's residential property + less expensive + possible less 'upkeep' later (no lawn to mow trees to trim etc.) maybe not as pretty but economic & better I think at times.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 9, 2008

Mr. & Mrs. Frank Clancy
12227 Foxhill Lane
Bowie MD 20715

Dear Mr. & Mrs. Clancy:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your question about the increase in Average Daily Traffic (ADT) volumes has been noted.

As part of SHA's Project Planning process the study team must document a project's Purpose and Need, that is, the team must establish what the issues are surrounding the transportation facility or regional area and how best to address them. In the case of MD 197, the team has established that traffic congestion between Kenhill Drive and MD 450 has surpassed current capacity and is creating problems for the transportation network.

As part of the documentation, the team has investigated both current and forecasted levels of traffic in and around the project study area. To determine current levels of traffic, SHA employs technicians who collect traffic data by counting the number of vehicles that pass through intersections within the study area. This data is then applied to a regional traffic growth model which is used to forecast what traffic volumes will be of a given design year (2030 for MD 197). The regional growth model applies existing local demographics, local and regional zoning, and approved site development data to determine the extent of possible future growth.

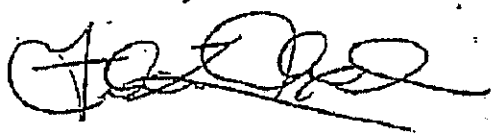
For MD 197, existing 2005 ADT volumes between Kenhill Drive and MD 450 Relocated ranged between 38,325 vehicles and 39,700 vehicles which also include truck volumes. Forecasted volumes for the year 2030 show that ADT will range between 56,025 vehicles and 58,150 vehicles. This represents an approximate increase in ADT of 46% within the next 25 years. Intersecting roads with the greatest 2005 ADT include MD 450 Relocated (31,175), Tulip Grove Drive (2,975) and Kenhill Drive (16,200). Projections for the greatest 2030 ADT are MD 450 Relocated (56,375), Tulip Grove (5,350) and Kenhill Drive (21,575). These volumes represent an increase of 81%, 80% and 33% respectively.

In response to your question regarding additional roadway improvements, the following projects are located within the regional transportation network and are in varying stages of the highway development process. For additional information regarding these projects and others, please contact Mr. Shiva Shrestha, the Prince George's County Regional Planner at 410-545-5667.

- **MD 450, Stonybrook Drive to West of MD 3** – This project is located along MD 450, east of the MD 197 project limits, but within the regional roadway network. This is the final phase of a larger project on MD 450 between Whitfield Chapel Road and MD 3. This last phase would widen the roadway to match with the previous sections and create a transition near MD 3 that can eventually tie in to the planned improvements at MD 450 and MD 3.
- **MD 450, Bridge Over CSX Railroad** – This project is located at Old MD 450 west of MD 197 and involved reconstruction of the existing bridge to provide a wider span that meets current engineering standards. Construction of the bridge has been completed and Old MD 450 has been reopened. Additional funding remains for inspection and standard post-construction procedures.
- **MD 3, Robert Crain Highway (MD 32 to US 50)** – This project is located in southwestern Anne Arundel County and northeastern Prince George's County. The project is currently in the SHA Project Planning process, and a Final Environmental Impact Statement is being prepared. The study was initiated to address safety and capacity issues along an 8.9 mile stretch of the MD 3 corridor between MD 32 and US 50.
- **US 301, Crain Highway (US 301/MD 197 from US 50 to Mount Oak Road)** – Located in the eastern and southeastern portions of the regional transportation network, this Project Planning Study included the evaluation of phased improvements to US 301 and portions of the Collector-Distributor roadway system between US 50 and Mount Oak Road.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely



Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Mr. Shiva Shrestha, Regional Planner
Ms. Chanel Torsell, Travel Forecaster
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME Mr+Mrs Frank Clancy **DATE** 2/2/08

PLEASE

ADDRESS 12227 Foxhill Lane

PRINT

CITY Bowie **STATE** MD **ZIP** 20715

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

ADT Volume increase -

Where is this increase projected from?

What additional roads will be needed to move this traffic?

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. Roger Groll
13314 Vanessa Avenue
Bowie MD 20720

Dear Mr. Groll:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your concern regarding the proposed width of the outside travel lanes have been noted. Likewise we have made a record of your request that the Foxhill Lake not be impacted by grading if MD 197 is widened or otherwise modified.

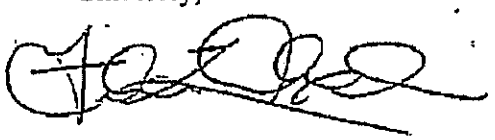
The mission of the SHA is to efficiently provide mobility for our customers through a safe, well-maintained, and attractive highway system that enhances Maryland's communities, economy, and environment. Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development, SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. As you know, the study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are comprised of an 11-foot vehicular travel lane and a 5-foot shoulder intended for bicycle access. Along with the shared roadway, the project will also enhance the existing ten-foot hiker/biker trail along the eastern edge of the highway. And, in response to comments received from the public, the study team is currently investigating the inclusion a continuous five-foot sidewalk along the western edge of the roadway.

Regarding concerns about Foxhill Lake, the team has been successful in developing a concept that would avoid grading impacts from the proposed widening of MD 197. However, a modification to increase the capacity of the lake to assist in the retention of stormwater generated by the proposed build alternatives has been proposed. A temporary construction easement would be required and some excavation and grading work would occur as part of the modification. As mitigation for the temporary impacts, SHA would providing needed maintenance and/or replacement of existing water weir and spillway structures as well as provide enhanced aesthetic landscaping around the lake. The current community use of the lake would not be permanently altered.

Portions of the Foxhill Park may be visible from the grounds of the Belair Mansion, but the park is not included within the National Register boundary for the mansion. Delineated in 1976, the National Register boundary encompasses the 5.5 acre tax parcel associated with the mansion. SHA does not believe that an expansion of the National Register boundary for the Belair Mansion is warranted. Areas within a view shed of a historic property are not considered part of the historic property unless they directly contribute to the significance of the historic property. Resources must directly contribute to a property's historical significance to be included within a National Register boundary. While the land the park occupies was historically associated with the colonial estate, the park does not directly contribute to the Belair Mansion property's significance. The existing boundary was appropriately delineated to exclude the twentieth-century development surrounding the mansion. For more information on National Register boundaries, please see the National Register Bulletin, "Defining Boundaries for National Register Properties." If you have any additional questions please feel free to contact Ms. Melissa Blair, SHA Historian at 410-545-8560.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,



Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Melissa Blair, SHA Historian
Ms. Stephanie Yanovitz, Acting Statewide Bicycle and Pedestrian Program Coordinator
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME Roger Goell **DATE** 2/28/08

PLEASE

ADDRESS 13314 Vanessa Ave

PRINT

CITY Bowie **STATE** MD **ZIP** 20720

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

Page 4 (Safety) There is a signal at Gallant Fox

Page 4 Alt 3 Text has outside lanes at 16' but figure one has northbound at 18'. Why?
Why even have a bike trail on the road when there is an existing hiked/biker trail!
Eliminate and narrow cross section!!

Foxhill Lake is really Woodward Pond, a historic pond from which ice was taken in the pre-Levitte days. Make sure there is no impact from grading, etc.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. Matthew R. Roder, P.E.
Senior Engineer
PBS&J
12101 Indian Creek Court
Beltsville MD 20705

Dear Mr. Roder:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your suggestion regarding a traffic circle has been noted.

SHA is currently investigating the feasibility of a roundabout at this location. As the study moves forward, the results of the analysis will be considered and SHA will update the alternatives accordingly. Please feel free to contact the project team for an update.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Chanel Torsell, Travel Forecaster
File

Felicia Alexander

From: Roder, Mathew R [MRRoder@pbsj.com]
Sent: Wednesday, March 05, 2008 10:22 AM
To: Felicia Alexander
Subject: Epxansion of MD-197/Traffic Circle at Tulip Grove Drive
Follow Up Flag: Follow up
Flag Status: Red

Ms. Alexander,

I would like to add my comments to the record of comments received at the recent City of Bowie hearing regarding the expansion of MD-197.

I believe that any study attempting to improve traffic flow on MD-197 should include the study of constructing a traffic circle at the intersection of Tulip Grove Drive and MD-197. Studies have shown that traffic circles are more efficient at moving traffic through intersections than traffic signals. I believe that a traffic circle at the intersection of MD-197 and Tulip Grove would alleviate traffic back-ups on MD-197 without widening MD-197.

Thank you for consideration.

Mathew Roder, P.E.
Senior Engineer
PBS&J
12101 Indian Creek Ct
B ville, MD 20705
m oder@pbsj.com
(301) 210-6800

/

2 - emails

Felicia Alexander

From: Roder, Mathew R [MRRoder@pbsj.com]
Sent: Wednesday, February 13, 2008 4:33 PM
To: Felicia Alexander
Subject: MD-197 Project Planning Study
Follow Up Flag: Follow up
Flag Status: Red

Ms. Alexander,

I have a question regarding the alternatives that will be included in the study for improvements to MD-197. I would like to know why a traffic circle is not being considered for the Tulip Grove/MD-197 intersection. All of the alternatives presented for the study include widening MD-197 between Kenhill Drive and old 450. I believe that a traffic circle would improve traffic flow along MD-197 with a much smaller impact on the surrounding area than a widening of MD-197.

I drive on MD-197 almost every work day. I live in the Princeton Square neighborhood at the intersection of Kenhill Drive and MD-197, I drive north on MD-197 in the mornings and south on MD-197 in the evenings. I have experienced significant slowdowns on MD-197 because of heavy traffic volume, and I fully understand the need to improve traffic flow.

My personal opinion is that the slowdowns on MD-197 are due in large part to the stoplight at the intersection of Tulip Grove Drive and MD-197. In my experience, back-ups on MD-197 are the result of cars coming up to traffic stopped at the Tulip Grove stoplight faster than traffic on MD-197 can drive through the intersection. Although traffic on MD-197 is not stopped for a long time for traffic on Tulip Grove Drive, the high number of cars on MD-197 causes back-ups at the intersection.

I b[illegible]ve that a traffic circle would allow drivers the same access to Tulip Grove drive, while improving traffic flow by keeping all cars mo[illegible]ng through the intersection. The primary reason for the stop light is to allow drivers on Tulip Grove to cross MD-197 and make left turns on to MD-197, and to allow drivers on MD-197 to make left turns on to Tulip Grove Drive. A traffic circle would allow drivers to make left turns between Tulip Grove and MD-197 or cross MD-197 on Tulip Grove without stopping. More importantly, drivers on MD-197 would be able to cross Tulip Grove without having to stop. I believe the ability to keep traffic moving on MD-197 would significantly improve traffic flow on MD-197 and reduce, or possibly eliminate, back-ups.

Finally, a traffic circle would require minimal construction and minimal acquisition of new right-of-way space. The improvements to MD-197 would leave the foot path along the east side of the road intact and would not require the acquisition of homeowner property on the west side of the road.

I would appreciate it greatly if the final study would include an alternative examining the use of a traffic circle at the Tulip Grove intersection.

Thank you for your consideration.

Mathew Roder, P.E.
Senior Engineer
PBS&J
12101 Indian Creek Ct
Beltsville, MD 20705
mrroder@pbsj.com
(301) 210-6800

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

M' J. Slotterback
2900 Belair Drive
Bowie MD 20715

Dear M' J. Slotterback:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your question regarding the re-routing of traffic during construction has been noted. At this stage, detailed maintenance of traffic plans have not yet been developed. This project is currently funded for the Project Planning Phase in the 2007-2012 Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. After the planning phase, if funding is available, the project would move to final design, and then subsequently to right-of-way acquisition, and construction. Planning is scheduled to end in the Summer/Fall 2009 and if additional funding for future phases is available, final design could commence after that time. However, only the planning phase is currently funded. If the project moves to the design and construction phases, SHA will develop maintenance of traffic plans.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Prabhati Bhattacharya
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME J. SLOTTERBACK **DATE** 2/20/08

ADDRESS 2900 BELAIR DR.

CITY Bowie **STATE** MD **ZIP** 20715

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

Are the plans for re-routing all the traffic, while Construction is being done, going to the Kenhill Dr. to Belair Dr? These residential streets have posted speed limits of 25mph and have many driveways that residents will find difficult if not dangerous to get in and out of. If this is a proposed route, please reconsider! Thank you.

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. Tony Mileo
12818 Cherrywood Lane
Bowie MD 20715

Dear Mr. Mileo

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your concern about the environmental area of Fox Hill Park has been noted.

Concurrent with the National Environmental Policy Act (NEPA) requirements, SHA has analyzed impacts to natural and socio-economic resources in the study area as part of the environmental analyses. The environmental features being impacted are wetlands and forests which are to be mitigated, and noise, where the existing noise level and the projected levels for each alternative will be compared to the Federal Highway Administration criteria and noise abatement measures will be evaluated consistent with SHA's Sound Barrier Policy. Foxhill Lake is located within the Foxhill Park and will being impacted in two ways. SHA will look to increase the size of the lake and the outflow weir. There are however no reported rare species in the park. SHA has been and will continue to coordinate with Maryland National Park and Planning Commission on the impacts associated to the park.

Again, thank you for your comments. Your name has been added to the mailing list as you requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely

Felicia Alexander
Project Manager
Project Planning Division

cc: Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
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WEDNESDAY, FEBRUARY 13, 2008
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7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME TONY MILEO **DATE** 2-1-08

PLEASE

ADDRESS 12818 CHERRYWOOD LN.

PRINT

CITY BOWIE **STATE** MD **ZIP** 20715

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

CONCERNED ABOUT THE ENVIROMENTAL AREA OF FOX HILL PARK. WHAT IS GOING TO BE DONE?

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Ms. Marlene Moll
Ms. Betsy Bareford
2605 Fair Lane
Bowie MD 20715

Dear Ms. Moll and Ms. Bareford:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments about the median width, tree buffer, and US 50 improvements have been noted.

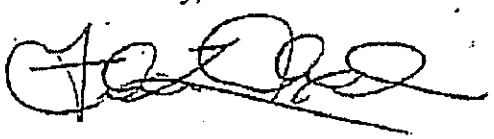
The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.

To the greatest extent possible, the Project Team has minimized impacts to the tree buffer, and will continue to identify possible minimization opportunities. Depending on the build alternative chosen, either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median, SHA expects eight to ten acres of forest to be impacted. Most of the forest impacts occur on SHA-owned land. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts.

You also mentioned the need for a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,



Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691M11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME MARLENE MOLL BETSY BAREFORD DATE 13 Feb 08

ADDRESS 2605 FAIR LN

CITY BOWIE STATE Md ZIP 20715

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

WE SUGGEST THE FOLLOWING:
1. MEDIAN SHOULD BE DECREASED TO PRESERVE AS MUCH LAND AS POSSIBLE. SIMILAR TO MITCHELVILLE RD.
2. TREES SHOULD BE USED AS BUFFER ZONE - RATHER THAN WALLS.
* 3. EXIT 6 MD ROUTE 50 SHOULD BE ACCOMPLISHED FIRST BEFORE TEARING UP 197. THIS WAS STATED YEARS AGO - STILL NOTHING HAS HAPPENED.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. Ken Baxter
2711 Felter Lane
Bowie MD 20715

Dear Mr. Baxter:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your suggestion to relocate the crosswalk at Kenhill Drive and install an overhead crosswalk has been noted. The project team will investigate this suggestion as the project moves forward.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Ken BAxter **DATE** 2-1-2008

ADDRESS 2711 FeCTer LAve

CITY Bowie **STATE** md. **ZIP** 20715

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

Please Relocate the crosswalk at Kenhill Drive Further up onto Kenhill Drive, Drivers making a right hand Turn From 197 onto Kenhill cannot stop in Time when PedeTrians cross at the current cross walk

Please put in Place an overhead cross walk so FolKs Living in the "L" section of Bowie can access the Public Parks and schools without having To walK across a busy STreet. They would be Typical to those overhead crosswalks Located on Kenilworth Ave in Washington D.C.

☐ **Please add my/our name(s) to the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

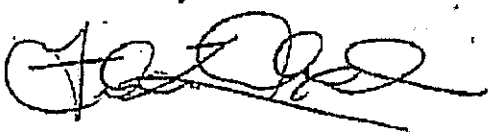
Ms. Yolanda Jones
14943 London Lane
Bowie MD 20715

Dear Ms. Jones:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your opposition to Alternative 3 and Alternative 4 has been noted.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely



Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME Yolanda L. Jones **DATE** 2-29-2008

PLEASE

ADDRESS 14943 London Lane

PRINT

CITY Bowie **STATE** MD **ZIP** 20715

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

Although I can understand the need for road improvement on Rt 197, I strongly oppose alternatives 3 and 4 of the proposed project. As a resident in Princeton Square, I do not want the road intervening into our neighborhood. I think it will be unsafe to bring such a busy street further into a residential area. I live in the first section of houses on London Lane and I will feel less safe having 197 so close to my home. There are numerous accidents at the intersection of Rt 197 and London lane and I would hate to have them closer to my front door. That would be putting me, my family and immediate neighbors in harms way.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 4, 2008

Mr. Timothy Toth
2700 Filbert Lane
Bowie MD 20715

Dear Mr. Toth

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 3 has been noted.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

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6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Timothy Todd **DATE** 2/5/08

ADDRESS 2700 FILBERT LN

CITY Bowie **STATE** MD **ZIP** 20715

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

I prefer Alternative #3 as drawn out in this current package.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 4, 2008

Mr. Ronald & Mrs. Audrey Pickup
37568 Janice Circle
Selbyville DE 19975

Dear Mr. & Mrs. Pickup

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your name has been removed from the mailing list as you requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc. Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PICKUP

NAME RONALD C. + AUDREY L. **DATE** 2-6-08

PLEASE

ADDRESS 37568 JANICE CIRC.

PRINT

CITY SELBYVILLE **STATE** DE **ZIP** 19975

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

☐ **Please add my/our name(s) to the mailing list.**

☒ **Please delete my/our name(s) from the mailing list.**

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Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 4, 2008

Ms. Marjorie A. Russell
11903 Galaxy Lane
Bowie MD 20715

Dear Ms. Russell

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your name has been removed from the mailing list as you requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

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7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Marjorie A Russell **DATE** 2-4-08

ADDRESS 11903 Galaxy Ln

CITY Bowie **STATE** Md **ZIP** 20715

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

☐ **Please add my/our name(s) to the mailing list.**

☒ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 8, 2008

Mr. Phil Gillard
4005 Chelmont Lane
Bowie MD 20715

Dear Mr. Gillard:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your opposition to the project has been noted.

This project is only funded for project planning in the 2007-2012 Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. After the planning phase, if funding is available, the project would move to final design, and then subsequently to right-of-way acquisition and construction. Planning is scheduled to end in the Summer/Fall 2009 and if additional funding for future phases is available, final design could commence after that time.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
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MD 197
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME PHIL GILLARD **DATE** 2-23-08

PLEASE

ADDRESS 4005 Belmont Ln

PRINT

CITY Bowie **STATE** MD **ZIP** 20715

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

this project has not been demonstrated to be worth the investment. It seems as if its implementation is a foregone conclusion — $80M to reduce somebody's commute by 5–10 minutes? Give me a break! It's a shame to turn Bowie into a high-speed way. It's a shame not to put Tax payer's money into projects that benefit the community's quality of life — the roads —

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 8, 2008

Dr. Kenneth Fox
Mrs. Christina D. Sabin-Fox
14102 Guardian Court
Bowie MD 20715

Dear Dr. Fox and Mrs. Sabin-Fox:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments have been noted.

The mission of the Maryland State Highway Administration is to efficiently provide mobility for our customers through a safe and well-maintained highway system. As part of our alternative development we will be evaluating ways to ease traffic congestion and to improve the mobility and safety of all roadway users, including pedestrian and bicycle traffic.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

Dr. Kenneth Fox & Mrs. Christina D. Sabin-Fox
14102 Guardian Court
Bowie, Maryland 20715

17 February 2008

We wish to comment as follows:

1. We frequently utilize Route 197 between Routes 450 and 50. We have done so during the 25 years that we have lived in Bowie. For example, we presently travel by car from our home to the Prince George's County Administration Building, the Prince George's County Board of Elections, the NASA Federal Credit Union, Temple Solel, the Bowie Ice Arena, the Bowie Senior Center, restaurants on Route 301, medical and veterinary facilities near Route 301, and shopping centers; not to mention homes of neighbors and friends.

2. Although the project at issue has become more and more congested with vehicular traffic over the years, even now it is not so congested as to be unacceptable; it is merely less convenient.

3. A widened road would carry about twice as much traffic at the same, arguably safe, speed, but it would probably not reduce congestion as travelers discovered its availability.

4. Increased traffic would result in more and faster, and therefore more dangerous, traffic at both ends of Route 197. At the "Whitehall" end of Route 197, beyond its intersection with Route 450, vehicular traffic is already extremely congested at each traffic light; so much so that it is virtually impossible to access Route 197 where there is no traffic light.

5. All things considered, we prefer to live with our somewhat dangerous and inconvenient situation, rather than risk having an impossibly dangerous, everyday commute that would be the likely result of the proposed highway project.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 8, 2008

Mr. Joe Driscoll
13209 Ithan Lane
Bowie MD 20715

Dear Mr. Driscoll:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 3 has been noted.

The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8514 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME JOE DRISCOLL **DATE** 02/05/08

ADDRESS 13209 ITHAN LN

CITY BOWIE **STATE** MD **ZIP** 20715

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

IN MY ESTIMATION, THE MOST EFFICIENT PLAN FOR THE NECESSARY WIDENING OF MD ROUTE 197 WOULD BE ALTERNATIVE #3. I WOULD HOWEVER MAKE A SMALL CHANGE. TO BE OF A LESSER IMPACT ON THE AREA I WOULD ELIMINATE THE HIKER/BIKER TRAIL AND THE ADDITIONAL 10' EASEMENT. WITH THE EASEMENT LAND ALREADY SET ASIDE, I DO NOT SEE THE REASON WHY THE MEDIAN NEEDS TO BE AS WIDE AS IS INDICATED IN THE #4 Alternative WASTED SPACE.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 8, 2008

Ms. Betsy Bareford
2605 Fair Lane
Bowie MD 20715

Dear Ms. Bareford:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your suggestion to re-route traffic through MD 450 to US 301 as an alternative to widening MD 197 has been noted.

You also mentioned the need for a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. The SHA works with each county to develop the project information for the HNI, and the SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI.

The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. It follows that an interchange on US 50 between MD 704 and MD 197 is not included in the FY 2007-2012 CTP. If you have any additional questions or concerns regarding a new interchange along US 50, please do not hesitate to contact Mr. Shiva Shrestha, Regional Planner, at 410-545-5667, toll-free 800-209-5014 or via email sshrestha@sha.state.md.us. He will be pleased to assist you.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Mr. Shiva Shrestha, Regional Planner
File

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this *project brochure.*

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	(2)	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	(2)	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	(1)	2	3	4
Project Status	1	(2)	3	4
Project Need	1	(2)	3	4
Project History	1	2	(3)	4
Description of Alternatives	(1)	2	3	4
Maps of Alternatives	(1)	2	3	4
Tables and Charts	(1)	2	3	4
Environmental Summary	1	(2)	3	4
Remaining Steps in Planning Process	1	(2)	3	4

Which part of the brochure was most valuable?

Which part of the brochure was least valuable?

How can we improve the brochure?

- MAPS, DIFFICULT TO READ
- NO DISCUSSION OF OPTIONS - A. TAKING TRAFFIC FROM 450 & 301 INSTEAD OF ALL TRAFFIC THROUGH 197
B. EXIT FROM 193 TO ROUTE 50.

nk you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

- APPEARS NOT MUCH THOUGHT HAS BEEN GIVEN TO OPTIONS.

MD 197

From: BETSY BAREFORD
2605 FAIR LN
BOWIE MD 20715

FIRST CLASS

Permit No. 17715
Baltimore, MD

BUSINESS REPLY MAIL

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STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
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ATTN: Public Involvement Section
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 2, 2008

Mr. William Booth
2500 Kegwood Lane
Bowie MD 20715

Dear Mr. Booth:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 4 has been noted.

Your name has been added to the mailing list as requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME William Booth DATE 2-21-08

ADDRESS 2500 Keywood Lane

CITY Bowie STATE MD ZIP 20715

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

I would like to see Alternative 4. 4 lane w/median

Let's get it done — you are about 15 years behind schedule.

B.B. 2/21/08

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Bowie

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 2, 2008

Ms. Teresa Hansen
12417 Sandal Lane
Bowie MD 20715

Dear Ms. Hansen:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your name has been removed from the mailing list as requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME TERESA HANSEN DATE 2/02/08

ADDRESS 12417 SANDAL LANE

CITY BOWIE STATE MD ZIP 20715

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

☐ Please add my/our name(s) to the mailing list.

☒ Please delete my/our name(s) from the mailing list.

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DONE

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Ms. Kathleen Patrick
2802 Folsom Lane
Bowie MD 20715

Dear Ms. Patrick:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 3 and comments regarding forest impacts, traffic, hiker/biker trail, and bike lanes have been noted.

Depending on the build alternative chosen, either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median, SHA expects eight to ten acres of forest to be impacted. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts.

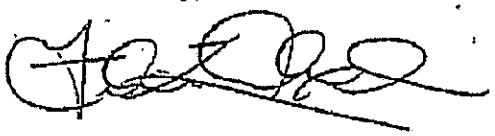
SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint.

The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.

It is SHA policy to make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate. In accordance with this policy, the project team has included bicycle compatible lanes into the build alternatives. The existing hiker/biker trail would also be addressed with the study by providing upgrades to the existing facility for improved accommodations for walking/bicycling. This facility is a part of the overall Preliminary Bowie and Vicinity Master Plan.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,



Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Stephanie Yanovitz, **Acting** Statewide Bicycle and Pedestrian Program Coordinator
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Kathleen Patrick **DATE** 2/13/2008

ADDRESS 2802 Folsom Ln

CITY Bowie **STATE** MD **ZIP** 20715

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

Support the idea road needs to be widened
Support Alternative 3 — Do Not Support Alternative 4

Alternative 4 has most impact on our property. 20 Foot median w/ trees makes no sense to us because we will lose trees as a barrier between our ~~pp~~ property & road. Any kind of median would require stopping traffic for any maintenance that would have to be done on median. 16' bicycle friendly lanes & 10' hiker biker trail seem to be an excessive amenity for the # or lack of users on this stretch of road.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 4, 2008

Ms. Melinda Page
12408 Winding Lane
Bowie MD 20715

Dear Ms. Page

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 4 has been noted.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
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7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Melinda Page **DATE** 2/13/08

ADDRESS 12408 Winding Ln

CITY Bowie **STATE** MD **ZIP** 20715

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

Figure 2 - Alternative 4 with a median seems to be the safest option.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 2, 2008

Mr. Matt Cullen
12709 Marquette Lane
Bowie MD 20715

Dear Mr. Cullen:

Thank you for attending the Location/Division Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments regarding the bicycle lanes, biker/hiker trail and Alternative 3 support have been noted.

The mission of the Maryland State Highway Administration is to efficiently provide mobility for our customers through a safe, well-maintained, and attractive highway system that enhances Maryland's communities, economy, and environment. Pedestrian and bicyclist safety is paramount for a study such as this. As part of our alternative development we will be evaluating ways to improve the mobility and safety of all roadway users, including pedestrian and bicycle traffic.

Thank you again for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Stephanie Yanovitz, Statewide Bicycle and Pedestrian Program Coordinator
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

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7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME MATT CULLEN **DATE** 2/2/08

ADDRESS 12709 MARQUETTE LN.

CITY BOWIE **STATE** MD. **ZIP** 20715

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

I favor the 5-lane design (Alternative 3).

I also favor making bicycle lanes and walking/biking paths/trails a high priority. Please make walking and/or biking a viable alternative.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

* **Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

DONE

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 2, 2008

M'. Kalinowski
3903 Yarmouth Lane
Bowie MD 20715

Dear M'. Kalinowski:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your name has been removed from the mailing list as requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
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6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME _____ **DATE** _____

PLEASE

ADDRESS _____

PRINT

CITY _____ **STATE** _____ **ZIP** _____

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

_____

_____

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☐ ~~Please add my/our name(s) to the mailing list.~~

☑ Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

From: Kalinowski
3903 Yarmouth Lane
Bowie Md 20715

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Baltimore, MD

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PRELIMINARY ENGINEERING
ATTN: Felicia Alexander
Project Manager
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 2, 2008

Mr. James Svoboda
13301 Overbrook Lane
Bowie MD 20715

Dear Mr. Svoboda:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your name has been removed from the mailing list as requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
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MD 197
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7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME James Svoboda DATE _____

ADDRESS 13307 Overbrook La

CITY Bowie STATE MD ZIP 20715

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

☐ Please add my/our name(s) to the mailing list.

☒ Please delete my/our name(s) from the mailing list.

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 2, 2008

Mr. Francis Pelkey
Mrs. Carolyn Pelkey
12321 Millstream Drive
Bowie MD 20715

Dear Mr. & Mrs. Pelkey:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your concerns regarding safety and traffic congestion has been noted.

Thank you again for your comments. Your name has been added to the mailing list as requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME FRANCIS & CAROLYN PELLEY **DATE** 1F0808

PLEASE

ADDRESS 1233 MILLSTREAM DR

PRINT

CITY BOWIE **STATE** MD **ZIP** 20715

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

THIS PROJECT SHOULD HAVE BEEN COMPLETED 20 YRS AGO.
THE ROAD THAT IS VERY HAZARDOUS FROM RT 50 TO RT 450.
TRAFFIC IS TO HEAVY FOR SINGLE LANES, EVEN ON WEEKENDS.

GET IT DONE NOW! STOP PROCRASTINATING.

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

April 8, 2008

Mr. Michael J. Dowgiallo
121204 Tulip Grove Drive
Bowie MD 20715

Dear Mr. Dowgiallo:

Thank you for your interest in the MD 197 Project Planning Study, from Kenhill Drive to MD 450, located in Prince George's County. Your support of the No-Build Alternative and your concerns regarding the forest impacts has been noted.

With respect to the tree buffer along the roadway, SHA expects eight to ten acres of forest to be impacted with either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MD 197
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Michael J. Dowgiallo **DATE** 2-10-08

ADDRESS 12104 Tulip Grove Drive

CITY Bowie **STATE** MD **ZIP** 20715

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

Since I moved to Bowie 20 years ago, development has seemed to proceed with little regard for preservation of at least some small patch of natural areas. A quick look at the "for sale" signs along northern Rt. 197 in Bowie show that it is only a matter of time before even the last vestiges of nature remain. This project is part of a "death by 1,000 cuts" approach. I like the wooded trail as it is now, it is one of the last nearby pieces of serenity for people here to enjoy. What use is a "hearing" if its a foregone conclusion. Why not use the $108 million to buy up what is left of the wooded areas around Bowie to preserve quality of living here?

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 2, 2008

Ms. Carla Jones
13302 Vanessa Avenue
Bowie MD 20720

Dear Ms. Jones:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study.

Your name has been added to the mailing list as requested. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
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6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME Carla Jones **DATE** 2/2/08

ADDRESS 13302 Vanessa Ave.

CITY Bowie **STATE** MD **ZIP** 20720

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

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Powe

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 4, 2008

Ms. Allyn S. Mellits
13307 Idlewild Drive
Bowie MD 20715

Dear Ms. Mellits

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 3 has been noted.

Again, thank you for your comments. If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME _____ **DATE** _____

PLEASE

ADDRESS _____

PRINT

CITY _____ **STATE** _____ **ZIP** _____

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

"The 5-lane, no median, is best!" Also, less $ to build than a median. It offers more roadway availability!!

And, you are doing a fine public-involvement job!!

Thanks for the information, it's GREAT!!

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

From:

Allyn S. Mellits
13307 Idlewild Dr.
Bowie, MD 20715-1409

FIRST CLASS
Permit No. 17715
Baltimore, MD

BUSINESS REPLY MAIL

No Postage Necessary if Mailed in the United States. Postage will be paid by:

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OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
ATTN: Felicia Alexander
Project Manager
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Ms. Marlene Moll
2605 Fair Lane
Bowie, MD 20715

Dear Ms. Moll:

Thank you for attending the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your comments about the need for the project, US 50 improvements, and safety have been noted.

With respect to a future interchange at US 50 and MD 193, while Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans.

SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME MARLENE J ROLL **DATE** Feb 1, 2008

ADDRESS 2605 FAIR LN

CITY BOWIE **STATE** MD **ZIP** 20715

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

- NECESSITY of PROJECT - DON'T See need.
- ALTERNATES TO WIDENING 197
- ADDITIONAL ENTRANCE TO ROUTE 50 ELIMINATE Traffic from 197 - LESSEN CONGESTION
- WIDENING WILL INCREASE Speed regardless of Speed Limit.
- ACCIDENTS OCCUR - REAR ENDED ONES - DRIVING TOO CLOSE, GOING THROUGH STOP LIGHTS, NOT PAYING ATTENTION — ALL PEOPLE PROBLEMS Which WON'T BE SOLVED BY WIDENING ROAD.
-

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 9, 2008

Mr. John and Ms. Eleanor McGee
2504 Liana Place
Bowie, MD 20715

Dear Mr. and Mrs. McGee:

Thank you for your comments on the information presented at the Location/Design Public Hearing regarding future improvements to MD 197 from Kenhill Drive to MD 450 located in Prince George's County. The State Highway Administration (SHA) appreciates your interest in our highway planning study. Your support for Alternative 4 and request for a new traffic signal at Lerner Place have been noted.

Currently, no signal installation is planned at the Foxhill Park/Lerner Place intersection with MD 197 as part of this study. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The existing and future traffic projections show that the vehicles exiting the cross street do not experience a significant amount of delay in completing the turning maneuvers. A signal installation at the subject location would increase the delay for vehicles on Foxhill Park/Lerner Place as well as cause unnecessary delay to the large volume of motorists along MD 197. Please note that the introduction of an unwarranted signal can increase the risk to drivers as signals inherently disrupt the natural flow of traffic.

If you should have any additional questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511 or falexander@sha.state.md.us or Ms. Karen Arnold, Environmental Manager at 410-545-8510 or karnold@sha.state.md.us. Both can also be reached toll-free at 1-800-548-5026.

Sincerely,

Felicia Alexander
Project Manager
Project Planning Division

cc: Ms. Karen Arnold, Environmental Manager
Ms. Shaneka Owens, District 3 Traffic Engineer
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
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BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

PLEASE PRINT

NAME John & Eleanor McGee **DATE** 2-20-08

ADDRESS 2504 Liana Place

CITY Bowie **STATE** MD **ZIP** 20715

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

We were out of town & could not make it to the meeting

Please, we need a traffic signal at #197 @ Lerner Place. From Foxhill park cars could enter #197 and go North or South. The same would be true for cars entering 197 from Lerner Place. We also like the cross #197 walking to the park. We like Alternative #4

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

Thank you
John D. McGee

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

Name	Address	Issues	Response
Kathryn Boileau	Not Stated	We must have a right-hand-turn lane off of Kenhill onto 197. No preference for any of the Alternatives	The study team will investigate adding a right-turn-only lane from Kenhill Drive onto northbound MD 197. There are initial concerns that adding this lane would impact the Benjamin Tasker Middle School. Additional studies will verify operations, impacts and costs associated with this request.
Patricia Reimer	12150 Long Ridge Lane, Bowie, MD	Favors Alternative 4 with narrower median and bike lane	SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint. Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. The study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are wide enough to safely accommodate a vehicle and an on-road bicyclist. Maryland State Law requires that all proposed highway capacity improvement projects, such as this one, provide on-road access for those traveling via bicycle. Along with this shared roadway, the project will also enhance the existing ten-foot pedestrian and bicycle trail along the eastern edge of the highway.
Richard Padgett Brian: explain need for bicycle compatible lanes even though there is a separate trail	2910 Tallow Lane	Questions need for both bicycle compatible lanes and a separate bicycle trail. Opposes Alternative 3. Also opposed to Alternative 4 because widening will cause more speeding.	Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. The study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are wide enough to safely accommodate a vehicle and an on-road bicyclist. Maryland State Law requires that all proposed highway capacity improvement projects, such as this one, provide on-road access for those traveling via bicycle. Along with this shared roadway, the project will also enhance the existing ten-foot pedestrian and bicycle trail along the eastern edge of the highway. The proposed highway improvements have been designed to safely carry vehicles moving at a maximum speed of 45 miles per hour. The posted speed limit will be determined as design proceeds, if a build alternative is selected, but will not

Name	Address	Issues	Response
			exceed 45 mph.
Paola Johnston	2708 Federal Lane	Opposed to Alternatives 3 and 4.	Comments noted
Mitch Betts	2704 Federal Lane	Supports the project but favors narrower median and no bike lanes to reduce footprint. Concerned with impacts to tree buffer. Suggests closing Faith Lane and Lyle Lane at MD 197 for traffic safety.	The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. This project is currently funded for the Project Planning Phase only in the 2007-2012 Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. After the planning phase, if funding is available, the project would move to final design, and then subsequently to right-of-way acquisition, and construction. Planning is scheduled to end in the Summer/Fall 2009 and if additional funding for future phases is available, final design could commence after that time. Depending on the build alternative chosen, either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median, SHA expects eight to ten acres of forest to be impacted. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts.

Name	Address	Issues	Response
			SHA understands the concern raised about left turn movements in and out of the unsignalized intersections. In response, the study team will investigate the operational and safety issues involved with potentially removing left turn movements at unsignalized intersections within the corridor.
Jonan Betts	2704 Federal Lane	Supports the project, but with smaller footprint.	SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint.
Laurie Thompson	3006 Twisting Lane	Opposes Alternative 3 and 4 because footprint is too large, homes will be displaced, wooded buffer will be destroyed, proposed bicycle lanes are redundant.	Depending on the build alternative chosen, either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median, SHA expects eight to ten acres of forest to be impacted. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts. The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint.

Name	Address	Issues	Response
			Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. The study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are wide enough to safely accommodate a vehicle and an on-road bicyclist. Maryland State Law requires that all proposed highway capacity improvement projects, such as this one, provide on-road access for those traveling via bicycle. Along with this shared roadway, the project will also enhance the existing ten-foot pedestrian and bicycle trail along the eastern edge of the highway.
Frances Reed	12107 Long Ridge Lane	Supports Alternative 4 with modifications: reduce the 20-foot median, bicycle lanes should be 16-foot wide (east side of 197 already has a 10-foot hiker/biker trail). Lyle, Faith Lane and Lerner Place should be marked right turn only. Provide a signal at the Park entrance.	The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. The study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are wide enough to safely accommodate a vehicle and an on-road bicyclist. Maryland State Law requires that all proposed highway capacity improvement projects, such as this one, provide on-road access for those traveling via bicycle. Along with this shared roadway, the project will also enhance the existing ten-foot

Name	Address	Issues	Response
			pedestrian and bicycle trail along the eastern edge of the highway. SHA understands the concern raised about left turn movements in and out of the unsignalized intersections and the study team will investigate the operational and safety issues involved with potentially removing left turn movements at unsignalized intersections within the corridor. SHA has responded to community requests for a traffic signal at Foxhill Park by conducting a signal warrant assessment. The assessment revealed that the intersection of Lerner Place/Foxhill Park entrance with MD 197 does not currently meet the warrants (criteria) required to necessitate a traffic signal. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. In order to receive consideration for a signal the intersection would have to satisfy one of nine different warrants. SHA will not be introducing a signal at this location as part of this study.
Joe Lawrence	Keel Turn, Bowie, MD	Supports moderate improvements instead of proposed alternatives. Suggests an exit onto Route 50 at Enterprise Road (MD 193)	Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to

Name	Address	Issues	Response
			implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program.
Linda Coffee Payne	2501 Liana Place	Supports No-Build because widening will decrease quality of life.	Comments noted.
Tony Young	12016 Long Ridge Lane	Supports interchange @ MD 193.	Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely

Name	Address	Issues	Response
			accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint.
Chris Hedman	13404 Overbrook Lane	Supports the project and preservation of bike trail and interchange at US 50/MD 193.	Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program.
Steve Williams	2803 Federal Lane	Supports interchange at US 50/MD 193. Suggests moving power lines closer to	Your suggestion to moves the power lines closer to the road has been noted. Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation

Name	Address	Issues	Response
		the road.	Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program.
Carlotta Bradley	Tulip Grove	Supports Alternate 4 with narrower median and an interchange at US 50/MD 193.	Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to

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			implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.
Bruce McGinness	12110 Lerner Place	Supports Alternative 3 with modifications to center turn lane and an interchange at US 50/MD 193.	Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to

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			implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program.
Mary Fay Nelson	12131 Long Ridge Lane	Supports No-Build with additional bus pull-off locations.	Support for No-Build Alternative and suggestion for additional bus pull of lanes have been noted. The proposed highway improvements have been designed to safely carry vehicles moving at a maximum speed of 45 miles per hour. If a build alternative is selected, the posted speed limit will be determined as design of the roadway improvement proceeds. This project is intended to address existing and future traffic congestion and safety issues as well as improve the north-south regional transportation network connectivity. SHA does not intend nor expect this project to solve the region's congestion issues, but it does expect it to improve future traffic operations.
Tim Loftis	2702 Federal Lane Bowie, MD	Opposed the medians in both alternatives.	SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint. The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.

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			The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur. The reconstructed MD 450 travel lanes are each a minimum of 12-feet wide, and according to our records none of the new lanes along the recently reconstructed portion of MD 450 measure as little as 8.5 feet.
John Woodruff	8115 Overfield Court	Supports build alternatives. Suggests eliminating left-hand turn lanes and narrowing the footprint. Need additional intersections on 193.	The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements.

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Bonnie Moore	12130 Long Ridge Lane	Sound barrier is needed in addition to a light at Lyle Lane	The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement

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			analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur. The intersection of Faith/Lyle Lane with MD 197 does not currently meet the warrants required to necessitate a traffic signal. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. With regards to this particular intersection, field observations during both the AM and PM peak periods found that the vehicles exiting the cross street do not experience a significant amount of delay in completing the turning maneuvers. A signal installation at the subject location would increase the delay for vehicles on Lyle Lane and Faith Lane as well as cause unnecessary delay to the large volume of motorists along MD 197. A review of police-reported crashes for the most recent four-year period did not indicate a pattern correctable by a traffic signal. Please note that the introduction of an unwarranted signal can increase the risk to drivers as signals inherently disrupt the natural flow of traffic. Based on the analyses performed, this intersection does not meet the criteria for the installation of a traffic signal at the intersection of MD 197 and Faith/Lyle Lane.
Mike Boardman	3002 Twisting lane	Questions ROW acquisition process.	The procedures for acquiring properties by SHA differ somewhat from the normal real estate transaction between individuals. SHA is required to secure at least one appraisal on each affected property and to offer the owners the amount determined by the appraisal to be just compensation for the property rights to be acquired. Each property owner will be provided an opportunity to accompany the appraiser during the inspection of the property. After just compensation is established, a real estate officer will meet with the affected owners or contact them by letter to discuss the acquisition and explain how the construction will affect their property. At that time, our representatives will also answer questions and explain the offer. If the state and the property owner cannot reach an

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			agreement through negotiations, the rights of the property owner will be protected by acquiring the property rights through the eminent domain process. This process provides a means for the property owner's point of view to be heard and permits the amount of just compensation to be established by either a board of property review, a judge, or a jury, based on the testimony given on behalf of both the owner and the state.
Dufore Wolfly		Supports widening but is opposed to Alternatives 3 and 4 because of their widths. Suggests traffic calming measures, concern for pedestrian safety and lack of crosswalks, bike path is too close to the road in some places. Left turns are dangerous fro Lyle, Faith, and Foxhill. Concern about using Long Ridge as cut through during construction.	The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint. The intersection of Faith/Lyle Lane with MD 197 does not currently meet the warrants required to necessitate a traffic signal. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. With regards to this particular intersection, field observations during both the AM and PM peak periods found that the vehicles exiting the cross street do not experience a significant amount of delay in completing the turning maneuvers. A signal installation at the subject location would increase the delay for vehicles on Lyle Lane and Faith Lane as well as

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			cause unnecessary delay to the large volume of motorists along MD 197. A review of police-reported crashes for the most recent four-year period did not indicate a pattern correctable by a traffic signal. Please note that the introduction of an unwarranted signal can increase the risk to drivers as signals inherently disrupt the natural flow of traffic. Based on the analyses performed, this intersection does not meet the criteria for the installation of a traffic signal at the intersection of MD 197 and Faith/Lyle Lane. Depending on the build alternative chosen, either Alternative 3 - Five-Lane Section or Alternative 4 - Four-Lane Section with Median, SHA expects eight to ten acres of forest to be impacted. Most of the forest impacts occur on SHA-owned land. To the greatest extent possible, the Project Team has minimized impacts to this tree buffer, and will continue to identify possible minimization opportunities. In compliance with the Maryland Reforestation Law, trees will be replaced on a one-to-one ratio to mitigate forest impacts. Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. The study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are wide enough to safely accommodate a vehicle and an on-road bicyclist. Maryland State Law requires that all proposed highway capacity improvement projects, such as this one, provide on-road access for those traveling via bicycle. Along with this shared roadway, the project will also enhance the existing ten-foot pedestrian and bicycle trail along the eastern edge of the highway. Maintenance of Traffic (MOT) plans will be developed in future phases if the project is funded for design and construction.
Jamie Crown	12102 Lerner Place	Concerned about safety issues at Lerner Place. Need light at the intersection at	Comments about safety are noted. SHA has responded to community requests for a traffic signal at Foxhill Park by

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		Park entrance.	conducting a signal warrant assessment. The assessment revealed that the intersection of Lerner Place/Foxhill Park entrance with MD 197 does not currently meet the warrants (criteria) required to necessitate a traffic signal. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. In order to receive consideration for a signal the intersection would have to satisfy one of nine different warrants. SHA will not be introducing a signal at this location as part of this study.
Howard Richie	12106 Long Ridge Lane	Opposed to Alternatives 3 and 4. Median and footprint should be reduced, interchange at US 50/MD 193 is needed. Does not support bicycle compatible lanes.	The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. SHA has heard concerns from the citizens in relation to decreasing the footprint of the build alternatives. SHA is currently investigating alternate solutions to decreasing the footprint. Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory

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			(HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. Pedestrian and bicyclist safety is of paramount importance to the SHA. As part of the alternatives development SHA has evaluated ways to improve the mobility and safety for all roadway users, including bicycle and pedestrian traffic. The study team has proposed continuous 16-foot outside bicycle compatible travel lanes as part of both Build Alternatives 3 and 4. These outside lanes are wide enough to safely accommodate a vehicle and an on-road bicyclist. Maryland State Law requires that all proposed highway capacity improvement projects, such as this one, provide on-road access for those traveling via bicycle. Along with this shared roadway, the project will also enhance the existing ten-foot pedestrian and bicycle trail along the eastern edge of the highway.
Cecelia Richie	12106 Long Ridge Lane	Supports No-Build. Would prefer a question and answer period at the hearing so everyone can hear the same answers.	Thank you for your suggestion to have a Q&A session at public hearings. SHA will take this into consideration for future public hearings. However, additional time or research is often required to completely respond to community questions. Therefore, SHA offers participants the opportunity to speak one-on-one with knowledgeable project staff throughout the evening.
Gene Townsend	12311 Stafford Lane	Suggests traffic calming before widening is considered.	Your suggestion to implement traffic calming before widening the road has been noted. This project is intended to address existing and future traffic congestion and safety issues as well as improve the north-south regional transportation

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			network connectivity.
Matt Rider	12109 Lerner Place	Requested a pedestrian signal at Lyle Lane and/or Lerner Place. This would also slow down traffic.	Pedestrian signals require the stop controls of a fully actuated traffic signal to operate as designed. At this time, neither the Lyle/Faith Lane nor the Lerner Place/Foxhill Park intersections warrant fully actuated traffic signals. SHA has no plans to implement traffic signals at either of these locations.
Michael Markuski	2508 Liana Place	Requests a light at Lerner Place. Supports Alternative 4 but with narrower median. Should consider an interchange at US 50/MD 193.	The center median in Alternative 4 is 20-feet wide to provide room for left-turn bays and pedestrian refuge at intersections. At intersections, 13-feet is required for a left-turn lane and curb and gutter, and an additional one-foot is needed for curb and gutter on the opposite side of the median. The remaining six-feet is necessary for pedestrian refuge as mandated by the Americans with Disabilities Act (ADA). ADA mandates that this area be wide enough to safely accommodate handicapped individuals such as a person in need of a wheelchair. The six-feet will allow a pedestrian to cross to the median at an intersection, safely wait until the appropriate time, and then cross to the other side. However, because of comments received at the hearing SHA is currently investigating ways to effectively decrease the median width at appropriate areas within the corridor while maintaining the ADA requirements. Several people have commented about the possibility of a future interchange at US 50 and MD 193. While Prince George's County 2007 Transportation Priorities List identifies the need for a study of a new interchange along the US 50 corridor from MD 704 to MD 197 for the purpose of relieving congestion and improving safety on MD 197 and MD 450, a new interchange is not included in the Maryland State Highway Administration's (SHA) Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The HNI is not a capital

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			program, and inclusion of a project does not represent a commitment to implement. The HNI is not financially constrained. Most major projects must be included in the HNI before they can be programmed in the Consolidated Transportation Program (CTP), Maryland Department of Transportation's six-year capital improvement program. The intersection of Lerner/Foxhill Park with MD 197 does not currently meet the warrants required to necessitate a traffic signal. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. With regards to this particular intersection, field observations during both the AM and PM peak periods found that the vehicles exiting the cross street do not experience a significant amount of delay in completing the turning maneuvers. A signal installation at the subject location would increase the delay for vehicles on Lerner Place and Foxhill Park as well as cause unnecessary delay to the large volume of motorists along MD 197. A review of police-reported crashes for the most recent four-year period did not indicate a pattern correctable by a traffic signal. Please note that the introduction of an unwarranted signal can increase the risk to drivers as signals inherently disrupt the natural flow of traffic. Based on the analyses performed, this intersection does not meet the criteria for the installation of a traffic signal at the intersection of MD 197 and Lerner/Foxhill Park.
Steve Middleton	2816 Folsom Lane	Supports build alternatives and noise barriers. Concerned about rodent control and flooding during construction.	Your support for the project, comments on the need for noise barriers, rodent control during construction and flooding have been noted. The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part

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			of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur. Impacts to the 100-year floodplain associated with the build alternatives have been documented as part of the environmental impacts assessment. Upon the conclusion of this planning study, those impacted floodplain areas, streams, and bodies of water would be further analyzed during the design and construction phases of the study. Stream bank stabilization and erosion and sediment controls would be implemented as required under the environmental permitting process.
Elaine Young	12016 Long Ridge Lane	Not clear if in support or opposed to project.	Thank you for your concern and your comments.
Marion Ellison	12131 Long Ridge Lane	Request for sound barriers along the road.	Your comment regarding the need for sound barriers has been noted. The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur.
Vaughn	4905 Rocky Spring	Supports No-Build.	Your support for the No-Build option has been noted.

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Holsondake Brian: statement unclear on page 93. Suggestion to not curb the gutters. Modify vertical geometry near MD 450.	Lane	Suggests Bowie Bypass, opposed to curbing the gutters; suggests modifying vertical alignment near MD450, opposed to sound barriers.	In regard to your question about the potential for a Bowie Bypass, the first policy of the transportation portion of the Bowie and Vicinity Master Plan and Sectional Map Amendment is to provide roadway improvements that are fully integrated with land use to achieve accessibility, circulation, and growth management and development goals. A potential Bowie Bypass within Prince George's County would cross through the Rural Tier. The vision for the Rural Tier is for preservation of natural features with new development that blends into the landscape. Scenic roads, habitats, sensitive natural features, forests, and landscapes are to be protected during the development process. Constructing a bypass to alleviate current congestion on MD 197 could be considered contrary to the vision and goals of the Rural Tier. Further, this potential bypass is not currently listed in SHA's Highway Needs Inventory (HNI). The HNI is a long term planning document which identifies highway improvements to serve existing and projected population and economic activity in the state. The projects in the HNI represent an acknowledgement of need based on technical analysis and adopted local and regional transportation plans. SHA works with each county to develop the project information for the HNI, and SHA encourages citizens to work with their county planning and public works departments to have a project included in the HNI. The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement analysis would be completed. If as a result of this final analysis a barrier is

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			recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the walls for their construction to occur. An open section (non-curbed roadway) was investigated early during the alternatives development stage of the study, but the study team found that the pedestrian, shoulder, grading, and stormwater management needs would require a larger build footprint than is proposed under the closed section. The larger footprint translates to additional property impacts and residential displacements. The study team agreed that this condition was unnecessary and not acceptable for the purposes of maintaining the community and minimizing impacts. The study team has found no vertical curve deficiencies for the proposed 45mph design speed and is only proposing some minor adjustments associated with the proposed reconstruction.
Carl Walch	12229 Foxhill Lane	Supports Alternative 4.	Thank you for your comment. Your support for Alternative 4 has been noted.
Maureen Barber	12010 Long Ridge	Supports the use of noise barriers.	Thank you for your comment. Your support of noise barriers has been noted. However, noise barriers are not intended to act as a safety measure. The noise analysis conducted by the project team determines which areas, if any, along the project area qualify for noise abatement walls. This is determined by comparing existing and future noise levels using a model with and without the project in place. In areas with substantial increase in comparative noise levels or in those areas surpassing a threshold noise abatement may be warranted. If abatement is determined reasonable and feasible it would be recommend for further analysis during the Design Phase. If a build alternative is selected as part of this planning study, and if the project receives funding to continue towards final design, right-of-way acquisition, and construction the additional abatement analysis would be completed. If as a result of this final analysis a barrier is recommended, the property owners within the noise sensitive areas (NSAs) benefiting from the noise wall will be asked to vote on whether to construct the wall or not. Please note that there must be an eighty percent vote supporting the

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