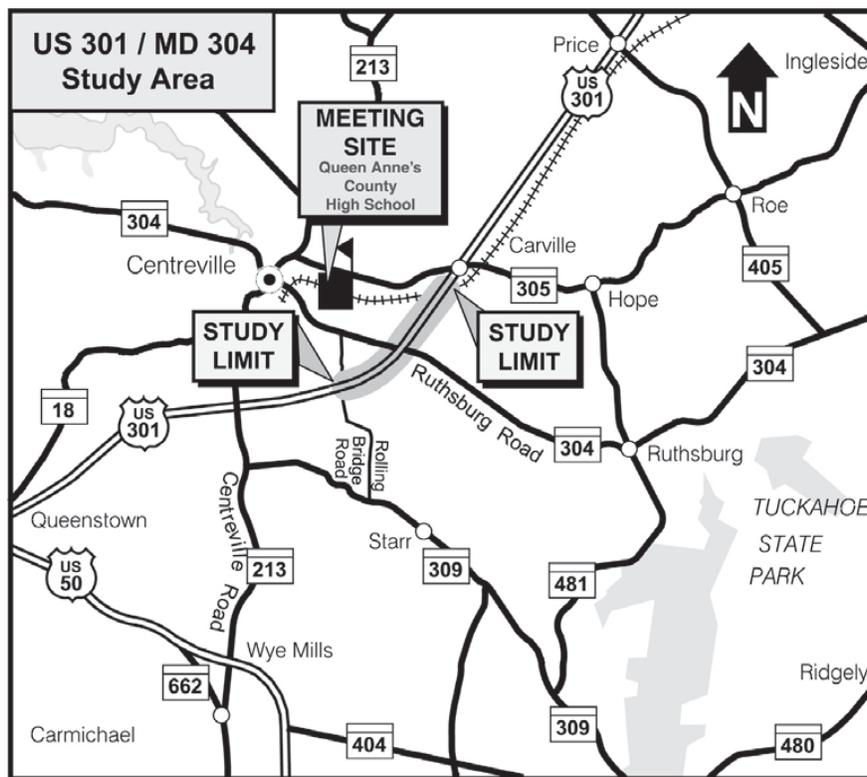


US 301/MD 304 Intersection Improvement Planning Study

JOINT LOCATION/DESIGN Public Hearing



Wednesday
October 18, 2006
6:00 P.M. - Maps/Displays Available
7:00 P.M. - Presentation/Testimony

Queen Anne's County
High School
125 Ruthsburg Road
Centreville, MD 21617

Project No. QA265A11



**Maryland Department
of Transportation**
State Highway Administration



**Maryland Department
of the Environment**



**US Army Corps
of Engineers**



US Department of Transportation
Federal Highway Administration

INTRODUCTION

The Maryland State Highway Administration (SHA), along with the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (Corps) is conducting an Intersection Improvement Planning Study at the intersection of US 301 and MD 304. The project's study area includes the intersection of US 301 and Rolling Bridge Road and extends to one mile north of the US 301 and MD 304 intersection along US 301. A map of the study area is shown on the cover.

PURPOSE OF THE PROJECT

The primary purpose of this project is to improve safety at the US 301/MD 304 intersection as well as to improve traffic operations, truck movement and traffic efficiency, and reduce crash rates and delays.

PROJECT BACKGROUND

The US 301/MD 304 Intersection Improvement Study is included in the Development and Evaluation Program of the Maryland Department of Transportation's FY 2006 - 2011 Consolidated Transportation Program for Project Planning.

Project Planning began in October 2004. An Informational Open House was held on September 13, 2005. Ultimately, six alternatives, including the No-Build Alternative, were developed by the SHA with input from the public and the Study Team, as well as environmental review and regulatory agencies. Three of the six alternatives were dismissed and three were retained for detailed study, including the No-Build Alternative. In addition, there were three options developed for the intersection of US 301 and Rolling Bridge Road, which have all been retained for detailed study. The three retained alternatives and three options are being presented at this Public Hearing.

PURPOSE OF THE HEARING

The purpose of the Location/Design Public Hearing, which will be held on Wednesday, October 18, 2006 at the Queen Anne's County High 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 any interested individuals, associations, citizen groups, or government agencies to offer verbal or written comments for the project record prior to the selection of an alternative.

HEARING FORMAT

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

HOW TO COMMENT ON THE STUDY

The public is encouraged to participate in the Hearing to ensure citizen input in the planning process. A postage-paid return mailer is included in this brochure to submit any 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 Friday, November 17, 2006.

Persons wishing to have their name(s) 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 submitted your name and address

previously by postcard or other means, or you have already received a project brochure in the mail, you have already been included in the project mailing list and do not need to resubmit.

PROJECT NEED

The primary project need is to reduce crash rates at the intersection of US 301 and MD 304. At this intersection, there were 18 police reported crashes for the years 2001 to 2004. Of the 18 crashes, 12 were right-angle type collisions. By adding the remainder of the study area along US 301 from Rolling Bridge Road to one mile north of the US 301 and MD 304 intersection, right-angle collisions increased to 15 crashes for the same time period (2001 to 2004). The rate for the right-angle collisions (23.4%) exceeded the statewide rate for similar State maintained highways (13.3%). Furthermore, the truck related crash rate for the study area (23.4%) was also significantly higher than the statewide rate of 8.2%.

Another project need is to improve traffic operations by facilitating truck movements, improving traffic efficiency and reducing delays. MD 304 eastbound and westbound traffic experiences queuing and heavy delays in the morning and evening peak travel hours.

Existing Conditions

The posted legal speeds for the study area are 55 miles per hour (mph) along US 301 and 50 mph along MD 304 (in the vicinity of the US 301 intersection). US 301 through the study area is a four-lane divided highway with left and right turn lanes at the MD 304 intersection. MD 304 is a two-lane roadway intersecting on both sides of US 301.

Sight distance is an issue on MD 304 and US 301 at certain times of the day. The narrow median on US 301 (approximately 50-feet at the US 301/MD 304 intersection) does not provide adequate refuge for larger vehicles including trucks, tractor trailers and school buses trying to turn onto US 301 or MD 304. A truck in the left turn bay of US 301 turning onto eastbound MD 304 limits the sight distance of westbound motorists in the median, complicating a hazardous situation.

Sight distance problems also occur due to a crest in the roadway north of the US 301/MD 304 intersection where the Maryland State Police Barracks has access to US 301.

Preliminary conversations with the Queen Anne's County High School (QACHS) staff also echoed the same concerns and have indicated the preference of using the intersection of US 301 and Rolling Bridge Road rather than the US 301 and MD 304 intersection.

Traffic Operations and Congestion

A Level of Service (LOS) analysis was performed for this study to measure the congestion experienced by drivers. LOS ranges from LOS A (free flow with little or no congestion) to LOS F (failure with stop-and-go conditions). LOS is normally computed for the peak periods of a typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for highways in urban and suburban areas. At LOS E, volumes are near or at the capacity of the highway. LOS F represents conditions in which there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections.

MD 304 eastbound and westbound traffic experience queuing and heavy delays in the AM and PM peak travel hours. The existing eastbound MD 304 LOS is D/E (AM/PM) and existing westbound MD 304 LOS is F/F (AM/PM).

During AM and PM peak periods, queuing occurs on both legs of MD 304, and on the southbound US 301 left turn bay to turn onto eastbound MD 304. The left turn movement (southbound US 301 onto eastbound MD 304) is a major turning movement made by many tractor trailers to access points such as the Trailways Truckstop (in the southeast quadrant of the US 301 and MD 304 intersection) or the Centreville Manufacturing Company (in the northeast quadrant of the intersection). The Trailways Truckstop is a heavy truck generator as it is the only operational truck stop between the Delaware state line and the Chesapeake Bay Bridge. The Average Daily Traffic (ADT) volumes for trucks comprise at least 27% of the 2004 ADT volumes

on US 301 and 18% of the 2004 ADT volumes on MD 304.

To compound the truck traffic at the US 301 and MD 304 intersection, there are numerous public works and emergency services located off of Safety Drive that need immediate access in emergency situations.

This Project Planning Study has identified alternatives to address these concerns.

ALTERNATIVES RETAINED FOR DETAILED STUDY

Alternative 1: No-Build

Other than routine maintenance and safety improvements, no major improvements would be made under this alternative. This alternative does not address the future traffic concerns and does not address the purpose and need of the project; however, it provides a baseline for the other alternatives that have been retained for detailed study.

Alternative 2

This alternative provides for an interchange with MD 304 bridging over US 301 (See *Figure 1 on p. 9*). Its configuration is a diamond type on the east side of US 301 with a partial cloverleaf in the southwest quadrant. This alternative would require constructing a temporary intersection in order to maintain traffic while allowing interchange construction at the current intersection location. The Trailways Truckstop entrance would be moved further east from the existing intersection and the existing park and ride lot would be relocated with this alternative. There are no signals proposed at the ramp termini at this time. The loop from southbound US 301 to eastbound MD 304 removes the conflicting movement with southbound trucks heading to the truckstop along eastbound MD 304. Alternative 2 also reduces the conflict with the northbound US 301 to westbound MD 304 traffic. This alternative allows access to the Delmarva Power sub-station and the Centreville Manufacturing Company via an access road located off of Safety Drive.

Alternative 3

Alternative 3 is a grade-separated diamond type interchange with MD 304 bridging over US 301 at its current location (See *Figure 2 on p. 10*). This alternative would require moving the Trailways Truckstop entrance further east from the existing intersection, relocating Tidewater Drive and relocating the existing park and ride lot. This would also require constructing a temporary intersection in order to maintain traffic while constructing the bridge at the existing MD 304 location. There are no signals proposed at the ramp termini at this time. This alternative reduces the conflict of US 301 northbound and southbound traffic with MD 304 traffic. In addition, this alternative includes relocating Tidewater Drive in order to maintain access to the Tidewater Publishing Company. It also allows access to the Delmarva Power sub-station and the Centreville Manufacturing Company via an access road located off of Safety Drive.

The Rolling Bridge Road options are as follows:

Rolling Bridge Road Option 1 – No-Build

The intersection would remain open and function as it does today. This option is compatible with all of the alternatives retained for detailed study (Alternatives 1, 2 and 3).

Rolling Bridge Road Option 2

The median opening on US 301 would be closed and traffic on Rolling Bridge Road would be restricted to right-in/right-out turns only. This option is only compatible with Alternatives 2 and 3 (See *Figure 3 on p. 11*).

Rolling Bridge Road Option 3

The intersection would function with a modified J-turn, which means that northbound and southbound traffic on US 301 would be allowed to turn right and left onto Rolling Bridge Road. The traffic from Rolling Bridge Road to US 301 would be restricted to right-in/right-out turns only. This option is only compatible with Alternatives 2 and 3 (See *Figure 4 on p. 12*).

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 study area. A comparison and summary of potential impacts and costs for each alternative is included in Table 1 on page 5.

Land Use

This project is consistent with the 2002 Comprehensive Plan for Queen Anne's County. The Plan identifies the US 301/MD 304 intersection as a hazardous intersection and calls for improvements.

Existing land use within the study area is a mixture of agricultural, forested, commercial, and residential uses. Commercial uses are concentrated west of the US 301/MD 304 intersection, though a commercial property also lies east of the intersection. The QACHS and Centreville Middle School are located two miles west of the intersection and will not be impacted by the project. Future land use plans indicate expansion of commercial, residential, and public facilities within the study area to facilitate development of the Centreville Growth Area (2002 Comprehensive Plan). In addition, the County is studying a connection (proposed greenway) to the existing Cross Island Trail, which currently runs from Terrapin Park to Kent Narrows. A portion of the proposed connection would run from Centreville east along MD 305 and cross US 301 just north of the project area. This project will not impact the proposed connection to the Cross Island Trail.

Socio-economic Resources

The build alternatives will require approximately 14 acres of additional right-of-way; however, at this time, there are no residential or commercial displacements anticipated as a result of this project. The proposed access road located off of Safety Drive for the Centreville Manufacturing Company and the Delmarva Power sub-station (See Figures 1 and 2) may affect one residential property owner, bisecting their property. SHA has initiated contact with this property owner and will

continue to coordinate with them throughout the life of the project.

No publicly-owned public parks have been identified in the project area. Both QACHS and Centreville Middle School have publicly used recreational facilities, but these facilities will not be impacted by the project.

Emergency response times in the study area would be improved due to improved accessibility as a result of any of the build alternatives. SHA will continue coordination with emergency service providers to identify potential traffic delays during construction and detour routes that could affect response times.

The intent of the State's Priority Places Strategy (2003) is to limit sprawl and direct State funding for growth-related projects toward County-designated Priority Funding Areas (PFA). The majority of improvements are focused near the existing US 301/MD 304 intersection, which lies completely within the PFA. The proposed improvements at the US 301 and Rolling Bridge Road intersection are located just south of the PFA.

In compliance with Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations", the SHA will avoid disproportionately high and adverse effects on minority and low-income communities throughout the study. Identification of low-income and minority populations was based on review of 2000 census data and correspondence with local area organizations. Minority populations were found to exist in the study area. The SHA will continue to actively involve the community in the project through the mailing list notifications, public meetings and presentations about the project to interested parties.

Cultural Resources

The SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified three historic resources in the study area that are listed in or eligible for listing in the National Register of Historic Places. The resources are Bordlington, the Needwood-Content Rural Historic District and

**Table 1: Summary of Potential Impacts and Cost
US 301/MD 304 Intersection Improvement Project Alternatives**

		ALTERNATIVE 2	ALTERNATIVE 3
1	Displacements: Residential/Business/Commercial	0	0
Total Displacements		0	0
Number of Properties Affected / Right-of-Way (ROW) Required (Acres)*			
2	a. Residential	1 / 0.3	1 / 0.3
	b. Business/Commercial	3 / 2.4	4 / 4.7
	c. Parkland/Recreation Area	0 / 0	0 / 0
	d. Church/School	0 / 0	0 / 0
	e. Historical/Archaeological	0 / 0	0 / 0
	f. Agricultural*	4 / 11.5	4 / 8.7
Total Properties/Total ROW		8 / 14.2	9 / 13.7
Natural Environment			
3	a. Linear Feet of Streams (Total)	1728	2874
	b. 100-Year Floodplains Affected (acres)	0	0
	c. Wetlands Affected (acres)	3.9	4.6
	d. Woodlands Affected (acres)	4.0	7.4
	e. Agricultural Lands Affected (acres)	11.5	8.7
Preliminary Cost Estimate (millions): Alternatives			
Alternative 2: \$45 - 50 Alternative 3: \$47 - 52			
Preliminary Cost Estimate (millions): Rolling Bridge Road Options			
Option 2: \$8 - 10 Option 3: \$9 - 11			

**Agricultural Land is considered both a Right-of-Way requirement and a Natural Environmental Impact, and therefore, it is included in both the Right-of-Way Required and Natural Environment categories. However, the Agricultural Land affected is added only once to the Total Acres of Right-of-Way Required.*

Notes:

- Impacts and cost estimates are not final and are subject to change as more detailed engineering data is acquired.
- There are no anticipated impacts with the No-Build Alternative (Alternative 1), as well as any of the Rolling Bridge Road Options.

Content/C.C. Harper Farm (which is also located within the boundary of the Needwood-Content Rural Historic District). Bordlington is a late-eighteenth century Georgian residence with a high degree of integrity and is architecturally significant. The Needwood-Content Rural Historic District's significance is related to agricultural and architectural development in Queen Anne's County, and contains 20 contributing buildings within six farm complexes on 1,233 acres. Two contributing resources located within the Needwood-Content Rural

Historic District were identified within the study area area: Little Needwood and the John Friel Farm. The Content/C.C. Harper Farm includes three buildings of architectural and historical significance. A large two-story house located on the property is an exceptional example of 18th century brick domestic architecture on the Eastern Shore. No property is required from within the historic boundary of any of these sites.

MHT also concurred that archeological sites have previously been recorded in the general

vicinity of the study area, and that archeological resources may also exist on properties containing historic standing structures. Therefore, it has been determined the project has the potential to impact significant archeological resources. The results of the Phase I archeological survey will be presented at the Hearing. In accordance with Section 106 procedures of the National Historical Preservation Act, this meeting provides the opportunity for public input regarding impacts to historic properties.

Natural Environmental Resources

The SHA, through consultation with the Corps, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This Hearing provides the opportunity to present views, opinions and information which will be considered by the Corps in evaluating a Department of the Army permit. The Corps regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. This study also satisfies the alternatives analysis requirements of the Maryland Department of the Environment (MDE) for a Maryland Nontidal Wetlands and Waterways Permit for proposed impacts to nontidal wetlands. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from MDE. Copies of any written statements expressing concern for aquatic resources may be submitted to Mr. Rodney Schwarm, US Army Corps of Engineers, Regulatory Field Office, Talbottown Shopping Center, Easton, Maryland 21601 until Thursday, November 16, 2006.

The study area is located within the Chester River watershed. No 100-year floodplains, as designated by the Federal Emergency Management Agency, are located within the study area. There are three streams in the study area: Old Mill Stream Branch, Three Bridges Branch, and Gravel Run. The project requires impacts to Old Mill Stream Branch and smaller tributaries, ranging from 1,728 (Alternative 2) to 2,874 linear feet (Alternative 3). Wetland impacts range from 3.9 (Alternative 2) to 4.6 acres (Alternative

3). Coordination with the Maryland Department of Natural Resources (DNR) indicates that documented spawning activities of anadromous fish occur in the project area and should be protected by Use I in-stream work prohibitions, from February 15 through June 15.

Adverse impacts to water quality during construction will be minimized through strict adherence to SHA's sediment and erosion control procedures. To minimize impacts to water quality, plans for stormwater management, and sediment and erosion control will be developed in accordance with MDE criteria to minimize adverse effects to water resources. The plans will include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

Agricultural fields are located in the northwest, southwest, and southeast quadrants of the US 301 and MD 304 intersection. Prime Farmland Soils, as well as Farmland of Statewide Importance, are located throughout the study area. Impacts to farmland range from approximately 8.7 (Alternative 3) to 11.5 acres (Alternative 2). Undeveloped forested areas are scattered throughout the project area. Impacts to forested areas range from approximately 4.0 to 7.4 acres for Alternatives 2 and 3, respectively.

Coordination with the US Fish and Wildlife Service (USFWS) and DNR indicated that the potential existed for the presence of the federally-listed endangered Delmarva Fox Squirrel (DFS) in the study area. Trappings were conducted in November 2005 and March 2006 to determine the presence of DFS in the project area; however, none were captured and it was concluded that no DFS exist in the study area. No other state or federally-listed threatened or endangered species are known to be present in the project area.

Air and Noise Impacts

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

requirements of the Federal Clean Air Act.

Queen Anne's County has been designated as not in "non-attainment" of the NAAQS for PM_{2.5}. Therefore, this project is exempt from a regional or microscale PM_{2.5} analysis; thus, it is not a project of air quality concern. However, Queen Anne's County is listed as "non-attainment" for the NAAQS for 8-hour ozone, and is therefore subject to conformity with the State Implementation Plan (SIP). This project is in conformity with the SIP as it was analyzed as part of the Maryland SHA Statewide Transportation Improvement Plan.

Mobile source air toxics (MSATs) were also analyzed to determine the potential affect of air toxics emitted from highway vehicles and non-road equipment in the project area. Based on a project level qualitative assessment, it is expected that there will be no appreciable difference in overall MSAT emissions among the various alternatives.

Results of the noise analysis indicate that the FHWA noise impact criteria (67dBA) was not approached or exceeded in any of the Noise Sensitive Areas (NSAs) for any of the alternatives, and no noise abatement measures are proposed with either of the build alternatives.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Evaluate and address public and agency comments received from the Public Hearing (*Fall 2006*)
- Administrator Concurrence on Selected Alternative (*Winter 2006-2007*)
- Receive Location Approval from the Federal Highway Administration and Design Approval from the State Highway Administrator for the Selected Alternative (*Summer 2007*)

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
State Highway Administration
707 North Calvert Street, Mail Stop C-406
Baltimore, Maryland 21202
Telephone: (410) 545-0315
Toll-free in Maryland: 1-888-545-0098

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

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

- Ms. Delores Kimmel, Real Property Manager
District #2 Office of Real Estate
State Highway Administration
615 Morgnec Road
PO Box 299
Chestertown, Maryland 21620
Telephone: (410) 810-3260
Toll-free in Maryland: 1-800-637-9740

DOCUMENTS AVAILABLE FOR REVIEW

Location/Design Public Hearing Transcript (mid-late December 2006)

To confirm availability, please call ahead Monday through Friday at:

- Centreville Library
121 S. Commerce Street
Centreville, Maryland 21617
Telephone: (410) 758-0980

STATE HIGHWAY ADMINISTRATION

- State Highway Administration
District 2 Office
615 Morgnec Road
PO Box 299
Chestertown, Maryland 21620
Telephone: (410) 778-3061
Toll-free in Maryland: 1-800-637-9740
- State Highway Administration
Public Involvement Section, 3rd Floor
Project Planning Division
707 North Calvert Street
Baltimore, Maryland 21202
Telephone: (410) 545-8522
Toll-free in Maryland: 1-800-548-5026

MEDIA USED FOR MEETING NOTIFICATION

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

- The Baltimore Sun
- The Capital
- Queen Anne's County Record-Observer

Public service announcements were also furnished to radio stations covering the project area. Those on the project mailing list received direct notice of the Hearing.

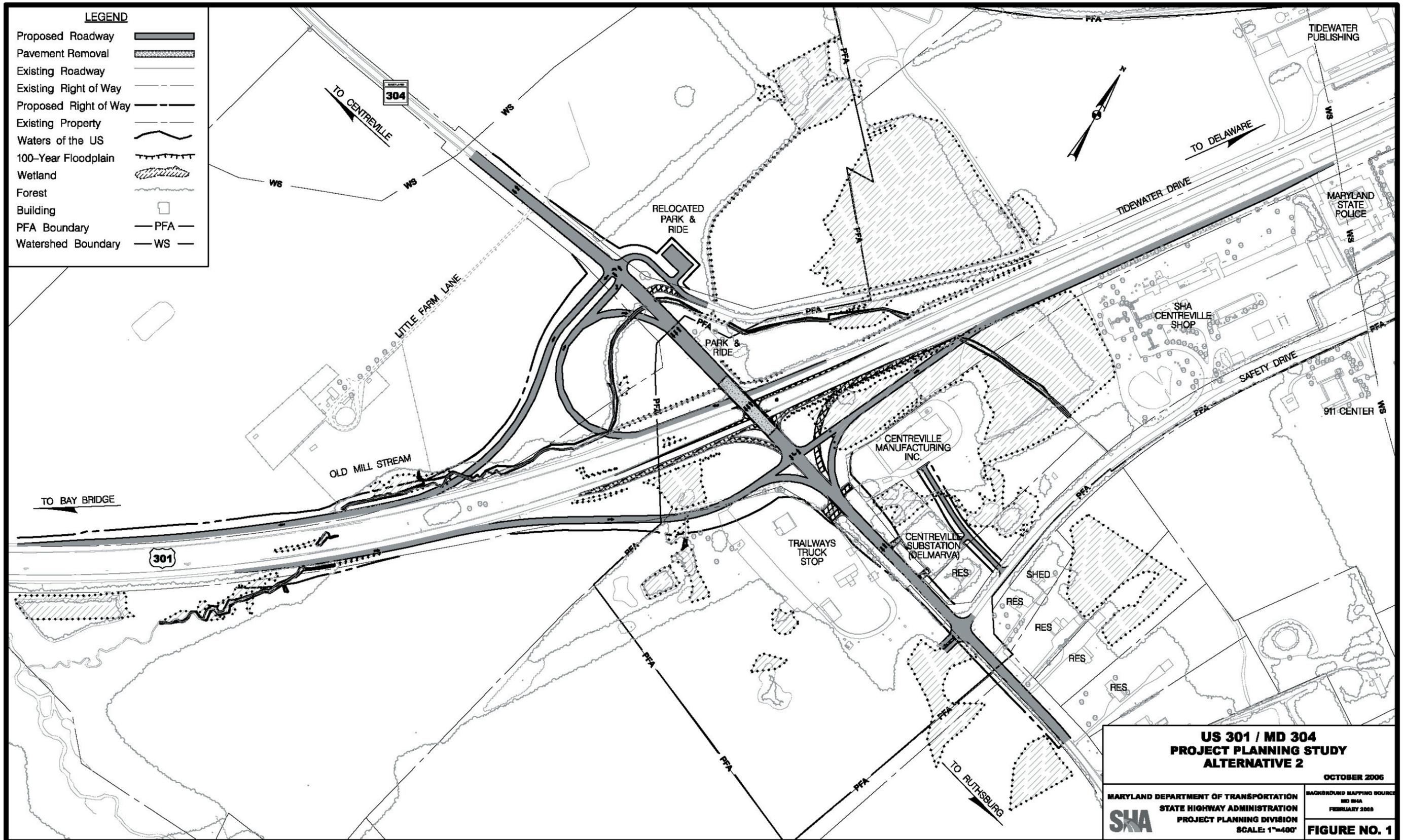
THANK YOU

Thank you for taking the time to review this project material and participate in this Public Hearing. Your comments are greatly appreciated! If you have any questions, please feel free to contact any of the project team members listed below. Information about other SHA projects and services can be accessed at www.marylandroads.com

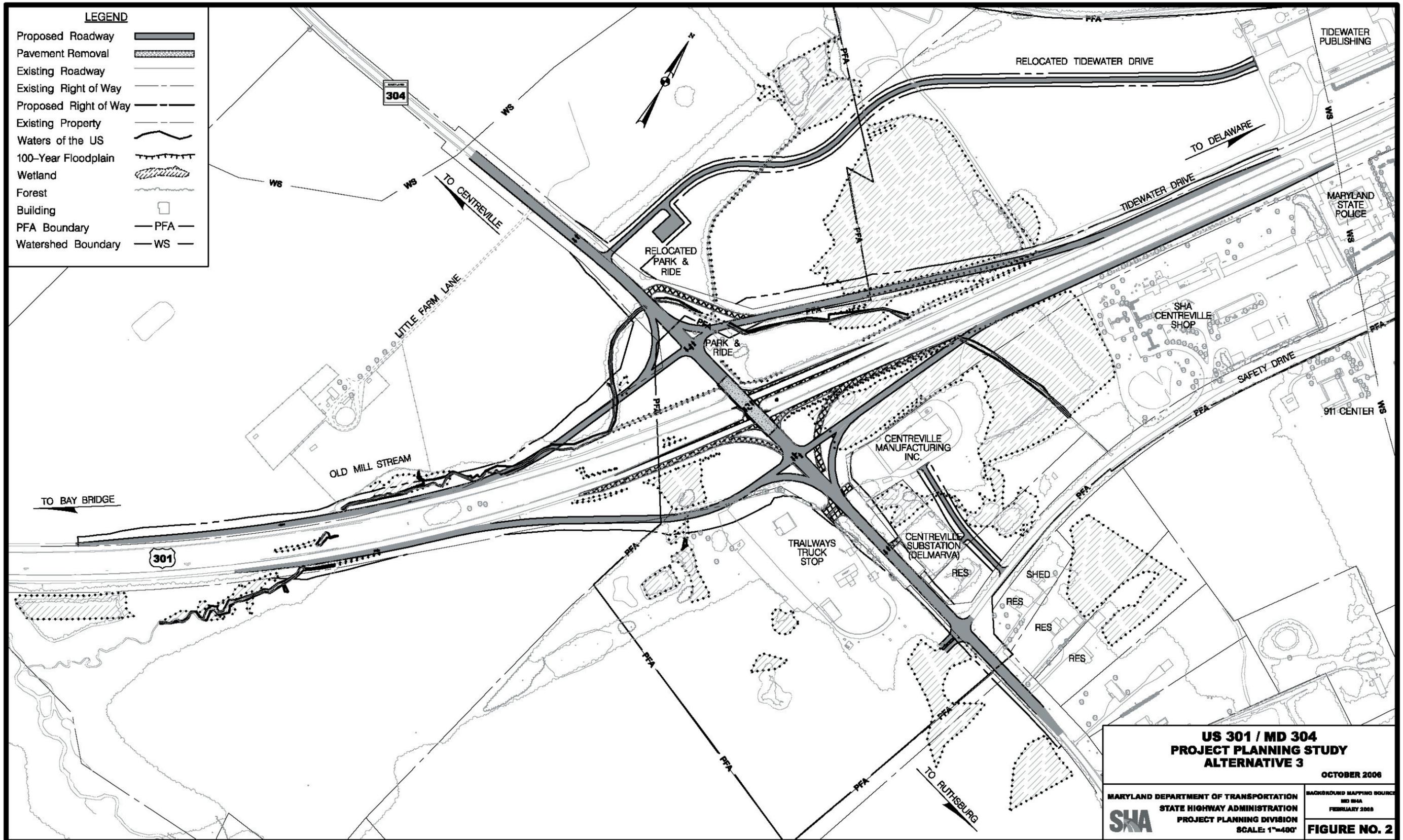
- Ms. Carmeletta T. Harris, Project Manager
Project Planning Division
State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore, Maryland 21202
Telephone: (410) 545-8522
Toll-free in Maryland: 1-800-548-5026
E-mail: charris@sha.state.md.us
- Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street, Mail Stop C-411
Baltimore, Maryland 21202
- Mr. Richard Lindsay, District Engineer
District 2 Office
State Highway Administration
615 Morgnec Road
PO Box 299
Chestertown, Maryland 21620
Telephone: (410) 810-3210
Toll-free in Maryland: 1-800-637-9740

FEDERAL HIGHWAY ADMINISTRATION

- Mr. Ivan Marrero, P.E.
Federal Highway Administration
Maryland Division Office
City Crescent Building
10 South Howard Street, Suite 2450
Baltimore, Maryland 21201
Telephone: (410) 779-7155



US 301 / MD 304 PROJECT PLANNING STUDY ALTERNATIVE 2	
OCTOBER 2006	
SHA	MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION SCALE: 1"=400'
	BACKGROUND MAPPING SOURCE: MD SHA FEBRUARY 2006
	FIGURE NO. 1



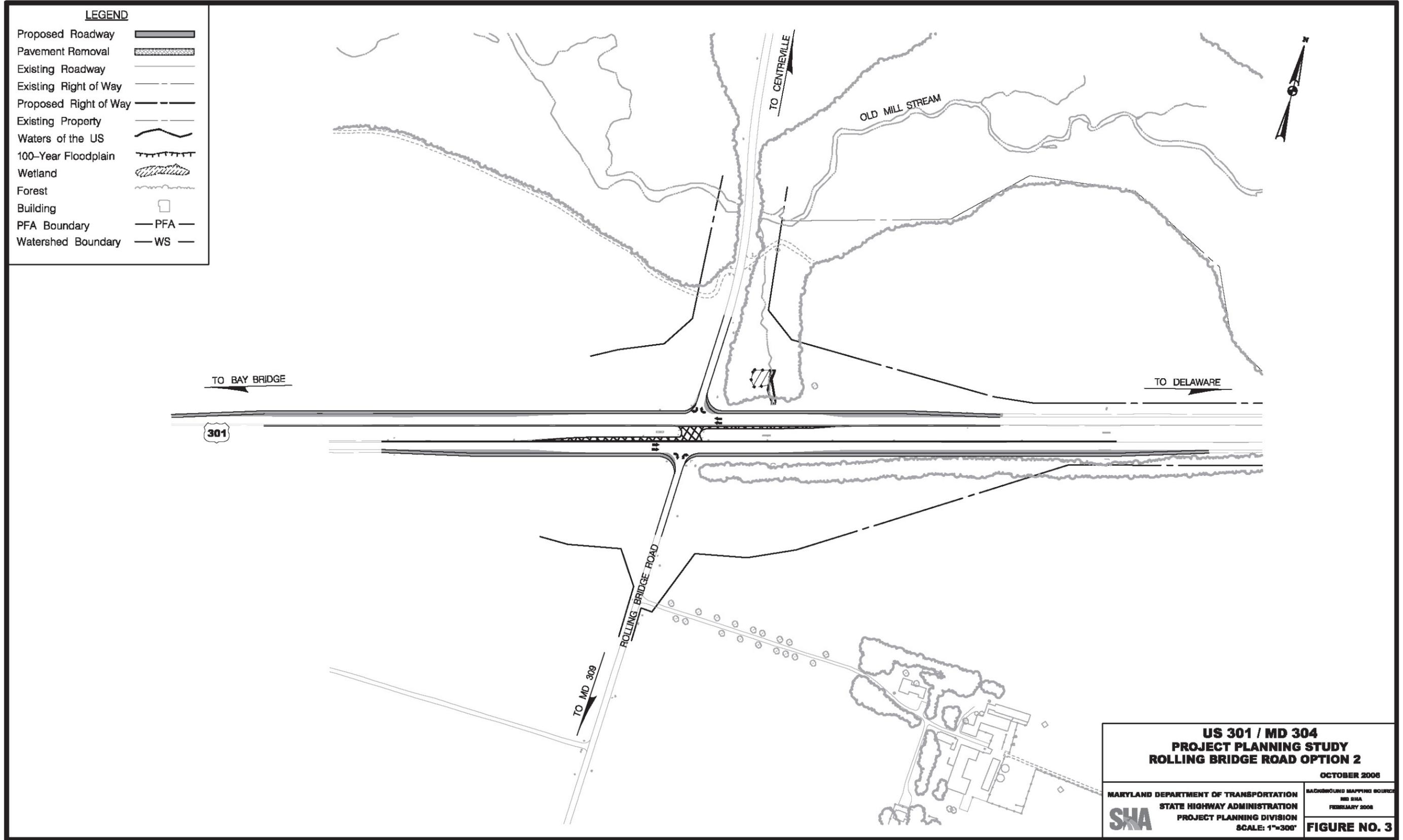
LEGEND

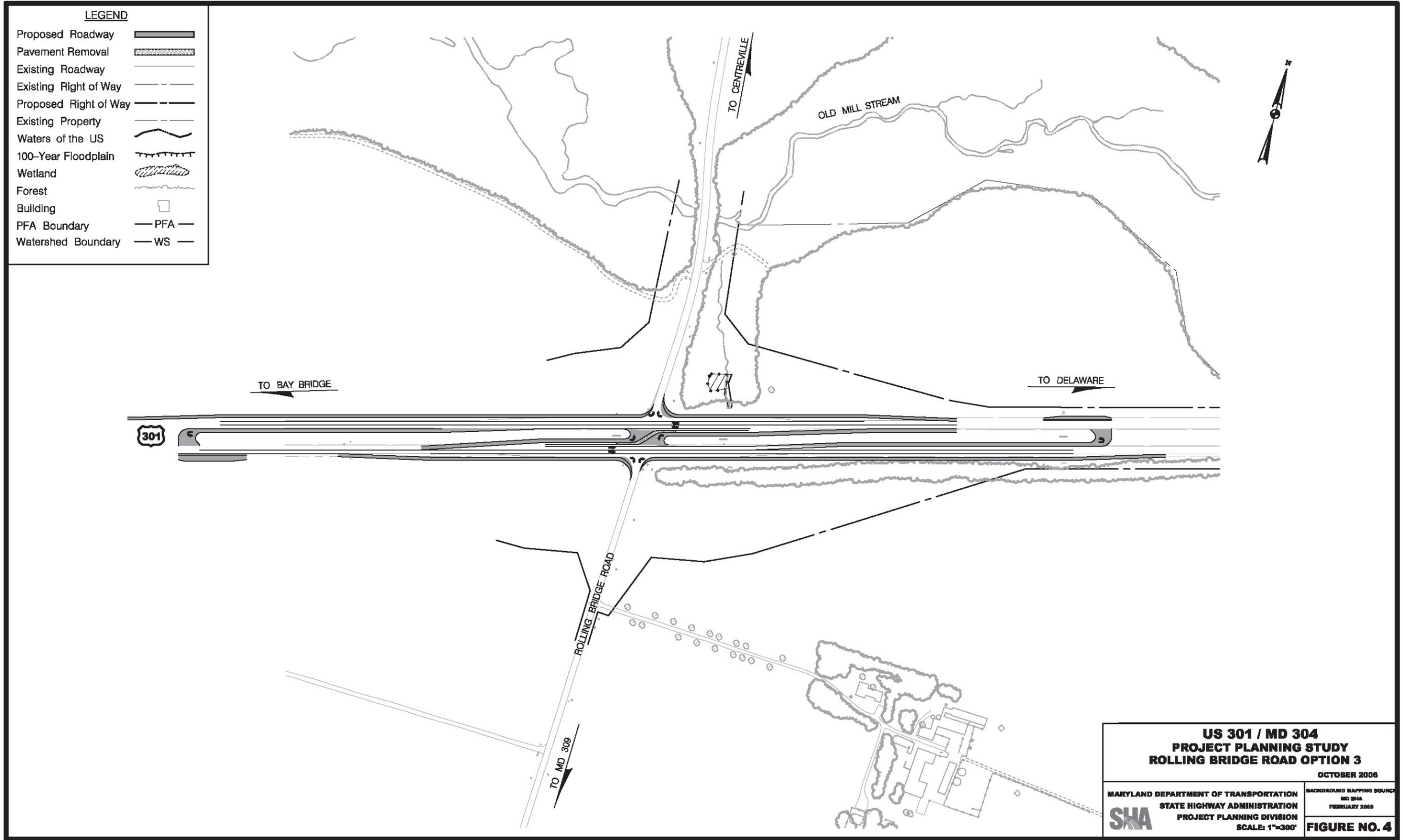
Proposed Roadway	
Pavement Removal	
Existing Roadway	
Existing Right of Way	
Proposed Right of Way	
Existing Property	
Waters of the US	
100-Year Floodplain	
Wetland	
Forest	
Building	
PFA Boundary	
Watershed Boundary	

**US 301 / MD 304
PROJECT PLANNING STUDY
ALTERNATIVE 3**

OCTOBER 2006

	MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION SCALE: 1"=400'	BACKGROUND MAPPING SOURCE: MD SHA FEBRUARY 2006
	FIGURE NO. 2	





LEGEND

Proposed Roadway	
Pavement Removal	
Existing Roadway	
Existing Right of Way	
Proposed Right of Way	
Existing Property	
Waters of the US	
100-Year Floodplain	
Wetland	
Forest	
Building	
PFA Boundary	
Watershed Boundary	

US 301 / MD 304 PROJECT PLANNING STUDY ROLLING BRIDGE ROAD OPTION 3	
OCTOBER 2006	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION SHA	BACKGROUND MAPPING SOURCE MD SHA FEBRUARY 2006
PROJECT PLANNING DIVISION SCALE: 1"=300'	FIGURE NO. 4

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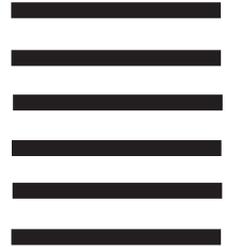
ATTN: Carmeletta Harris

Project Manager

MAIL STOP C-301

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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
<u>Was each part of the brochure easy to understand?</u>				
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

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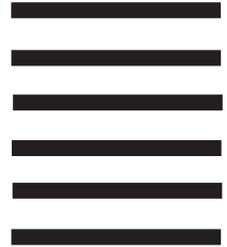
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING

ATTN: Public Involvement Section

MAIL STOP C-301

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Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21203

Robert L. Ehrlich, Jr.,
Governor

Michael S. Steele,
Lt. Governor

Robert L. Flanagan,
Secretary

Neil J. Pedersen,
Administrator

TO: