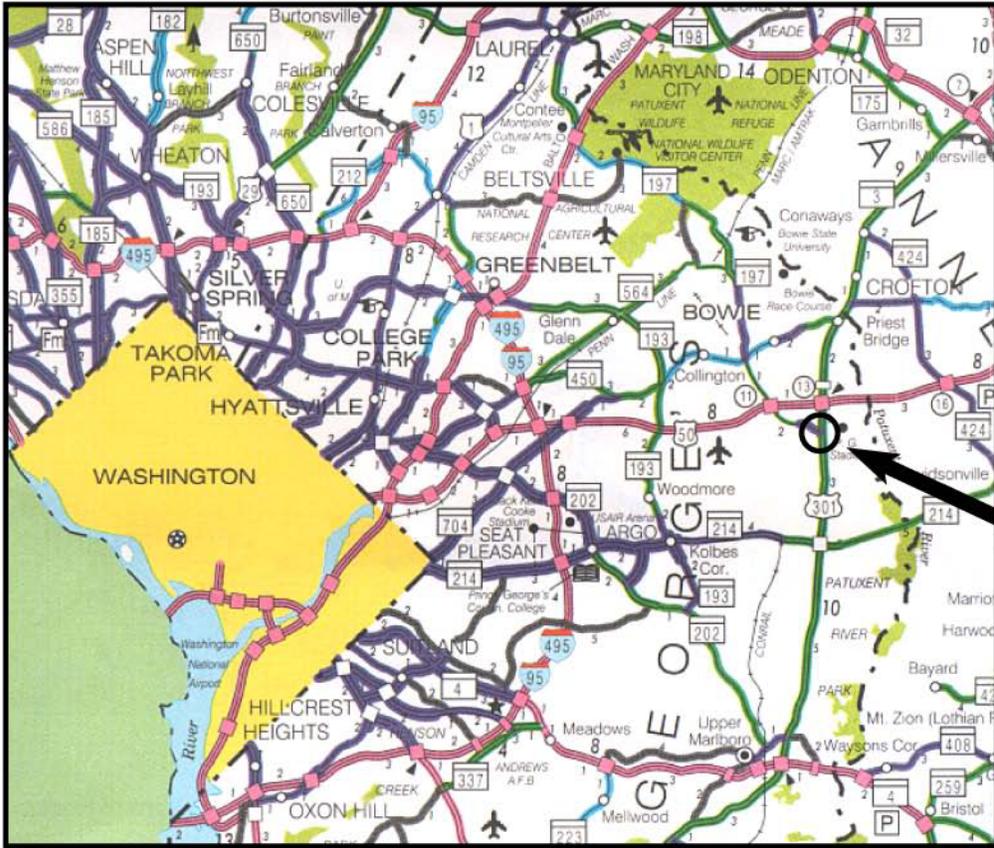




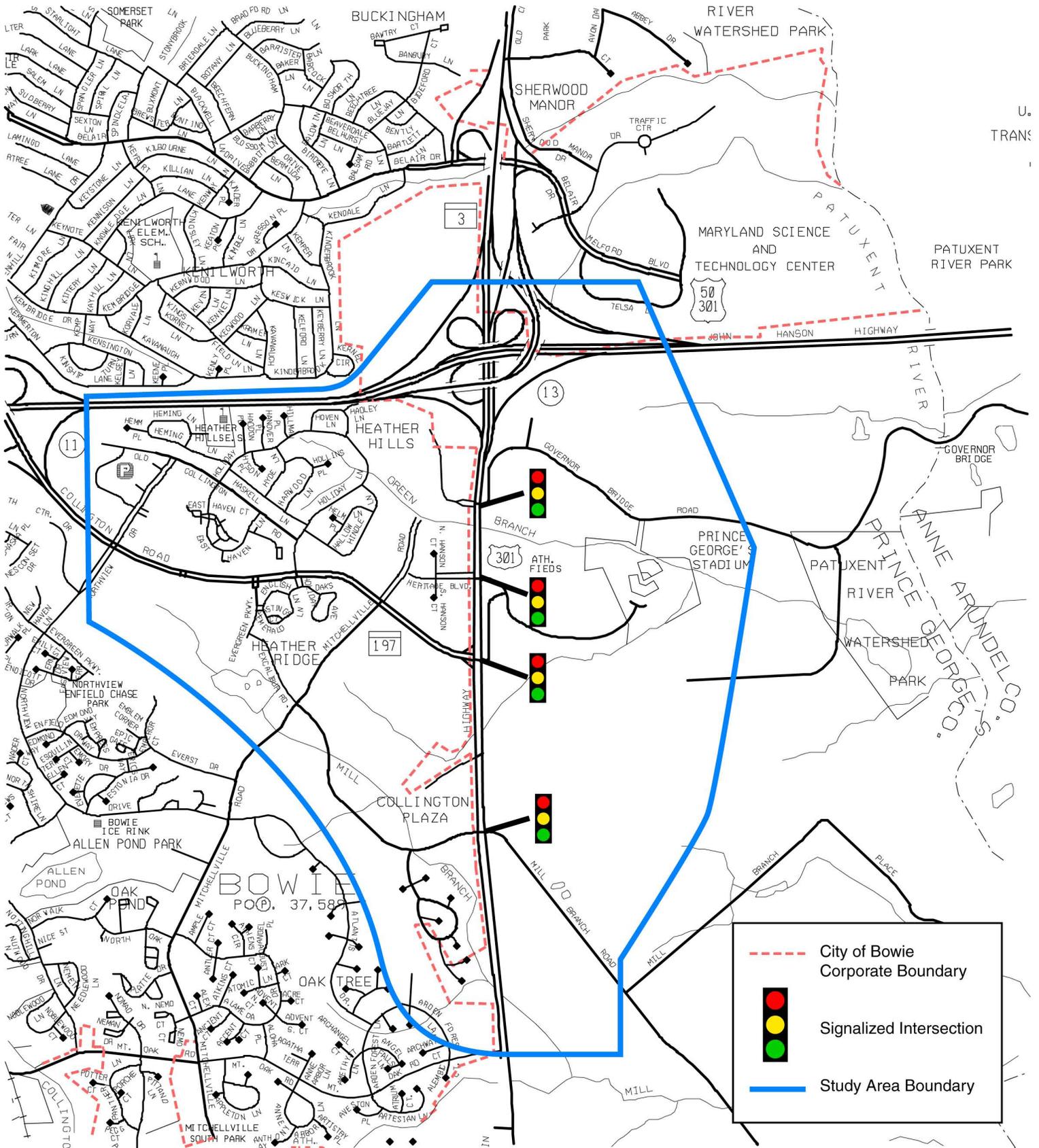
# Attachment 1: Project Location



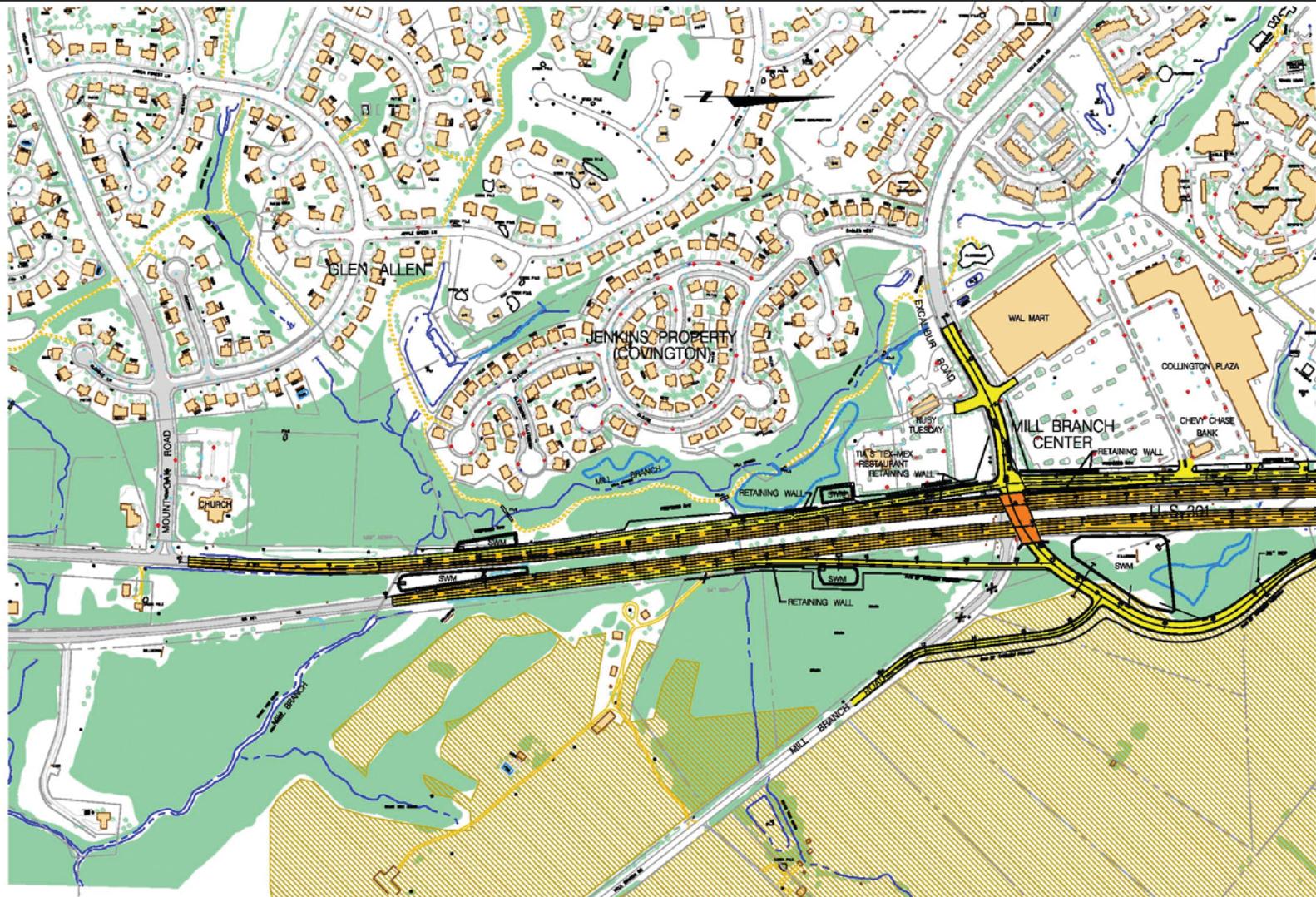
**Project Location**



# Attachment 2: Study Area



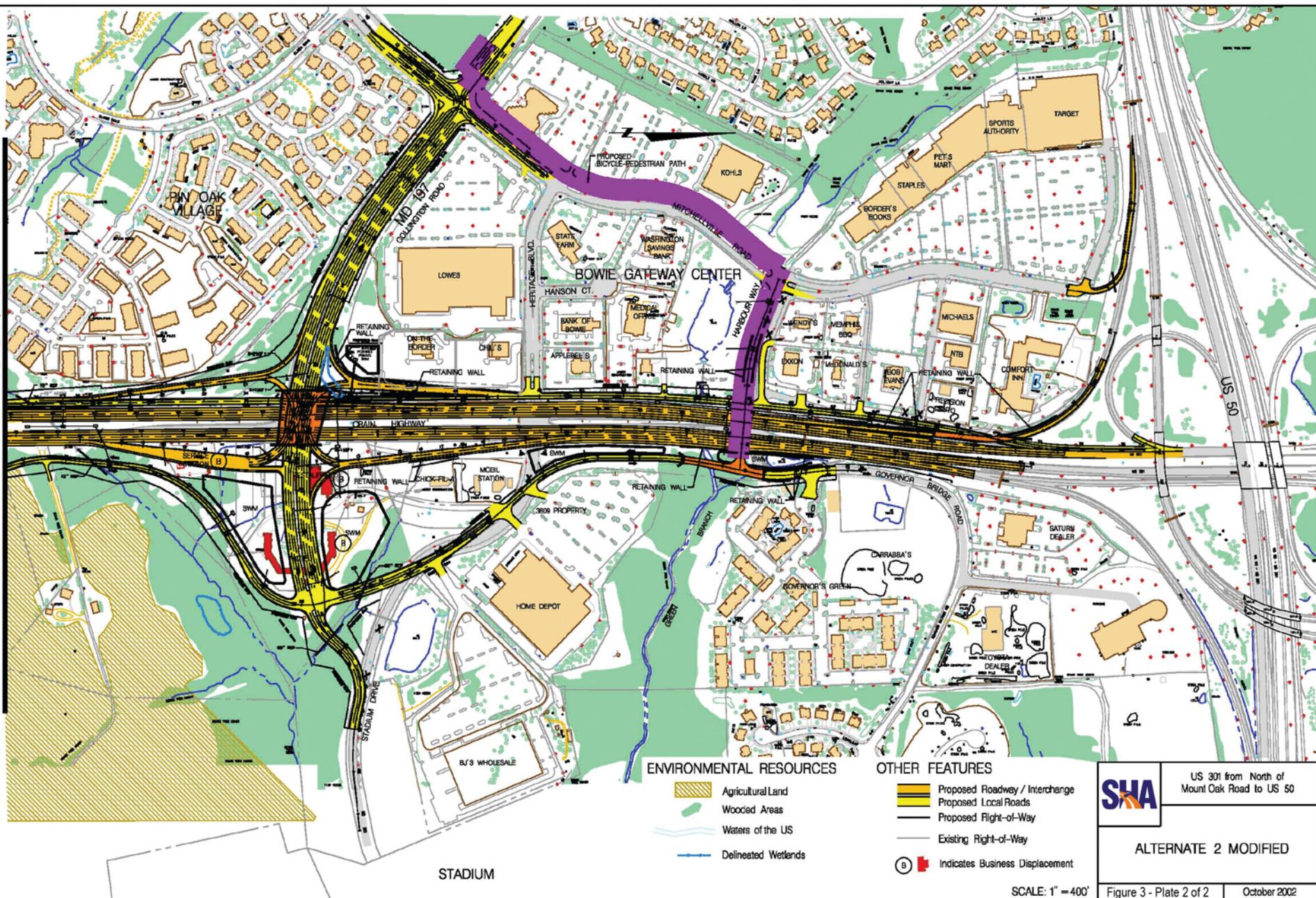
	City of Bowie Corporate Boundary
	Signalized Intersection
	Study Area Boundary



MATCH LINE - SEE PLATE 2 OF 2

	US 301 from North of Mount Oak Road to US 50
	ALTERNATE 2 MODIFIED

MATCH LINE - SEE PLATE 1 OF 2



**ENVIRONMENTAL RESOURCES**

- Agricultural Land
- Wooded Areas
- Waters of the US
- Delineated Wetlands

**OTHER FEATURES**

- Proposed Roadway / Interchange
- Proposed Local Roads
- Proposed Right-of-Way
- Existing Right-of-Way
- Indicates Business Displacement



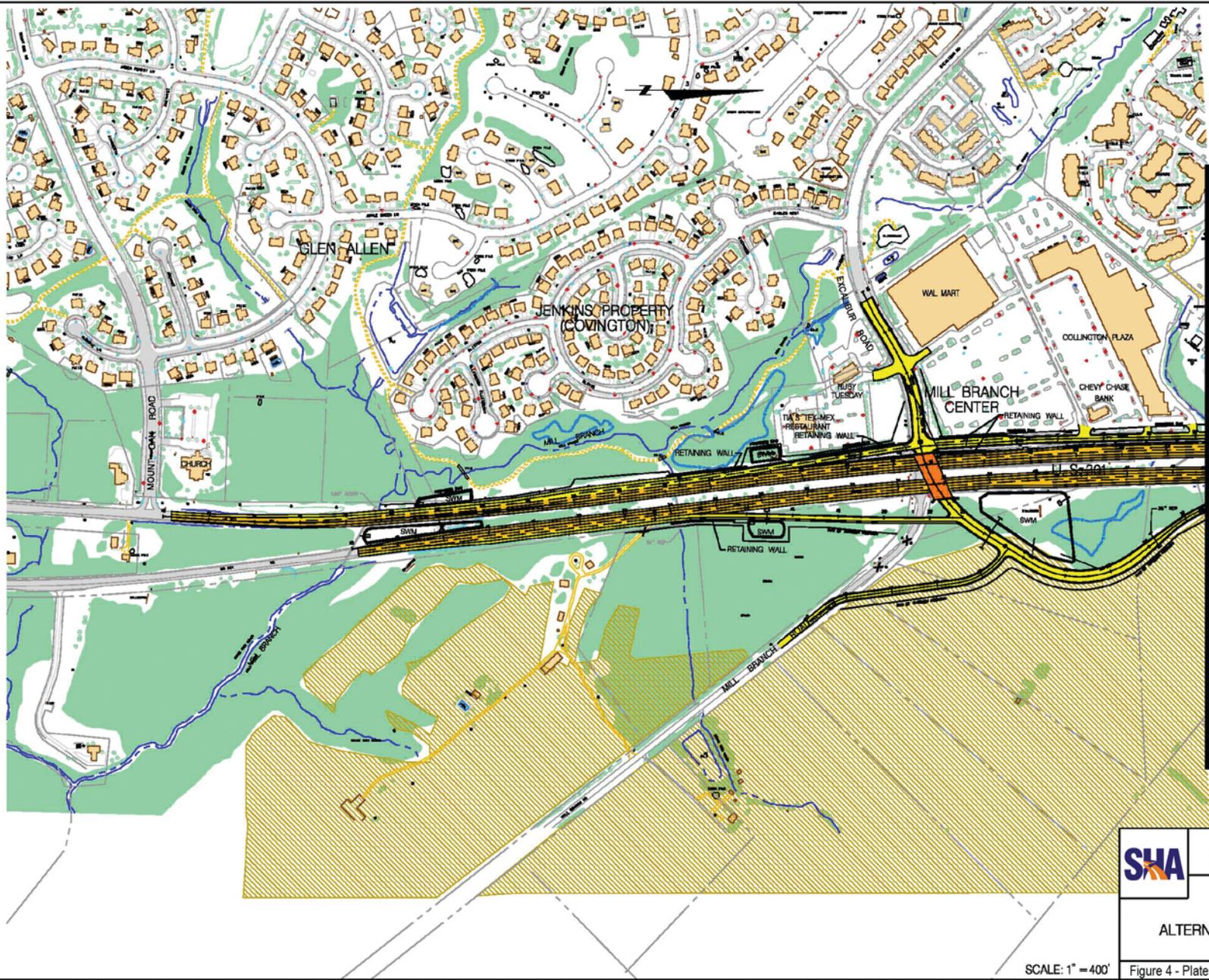
US 301 from North of Mount Oak Road to US 50

**ALTERNATE 2 MODIFIED**

SCALE: 1" = 400'

Figure 3 - Plate 2 of 2

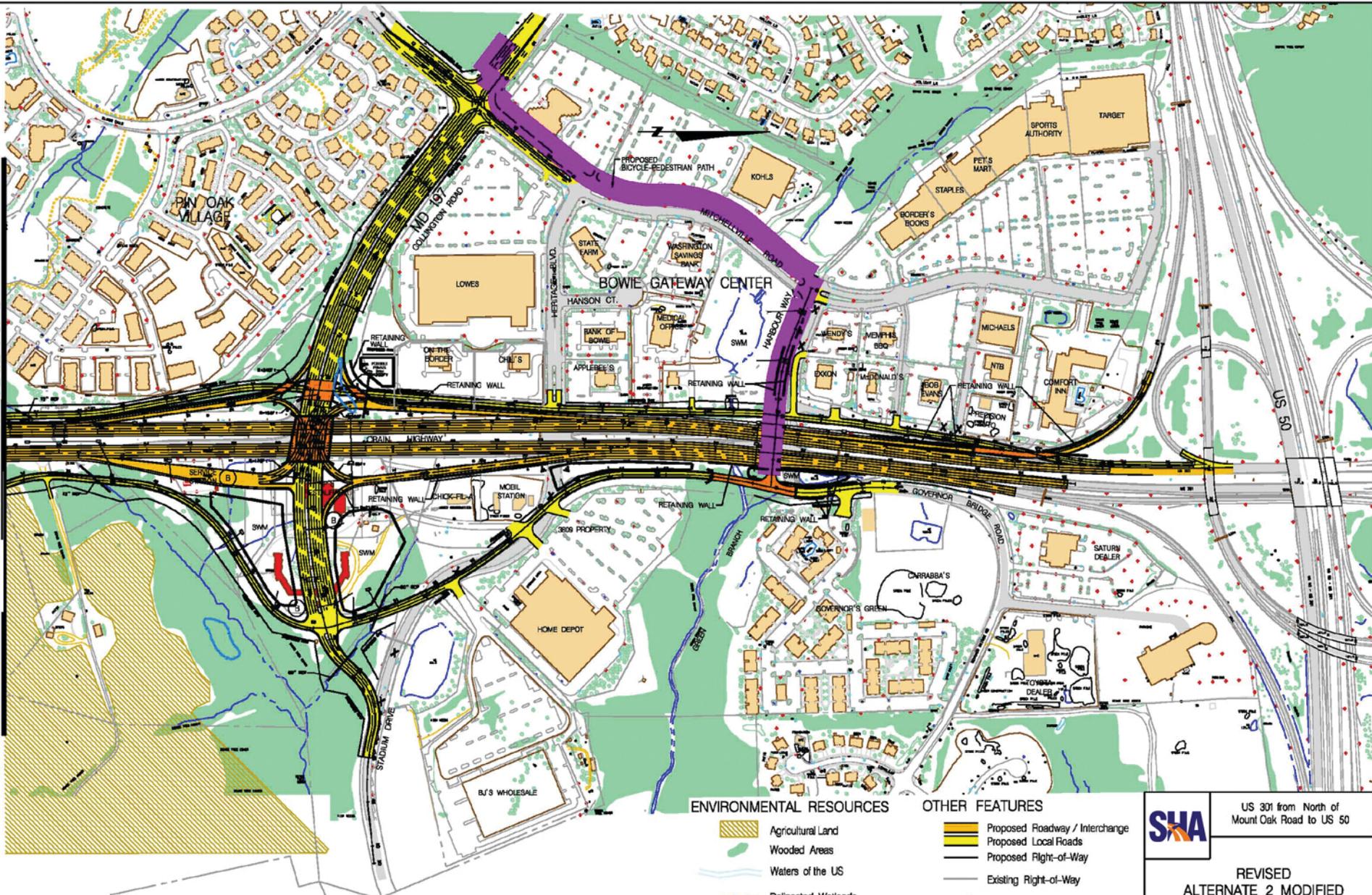
October 2002



MATCH LINE - SEE PLATE 2 OF 2

	US 301 from North of Mount Oak Road to US 50
	REVISED ALTERNATE 2 MODIFIED

MATCH LINE - SEE PLATE 1 OF 2



**ENVIRONMENTAL RESOURCES**

-  Agricultural Land
-  Wooded Areas
-  Waters of the US
-  Delineated Wetlands

**OTHER FEATURES**

-  Proposed Roadway / Interchange
-  Proposed Local Roads
-  Proposed Right-of-Way
-  Existing Right-of-Way
-  Indicates Business Displacement



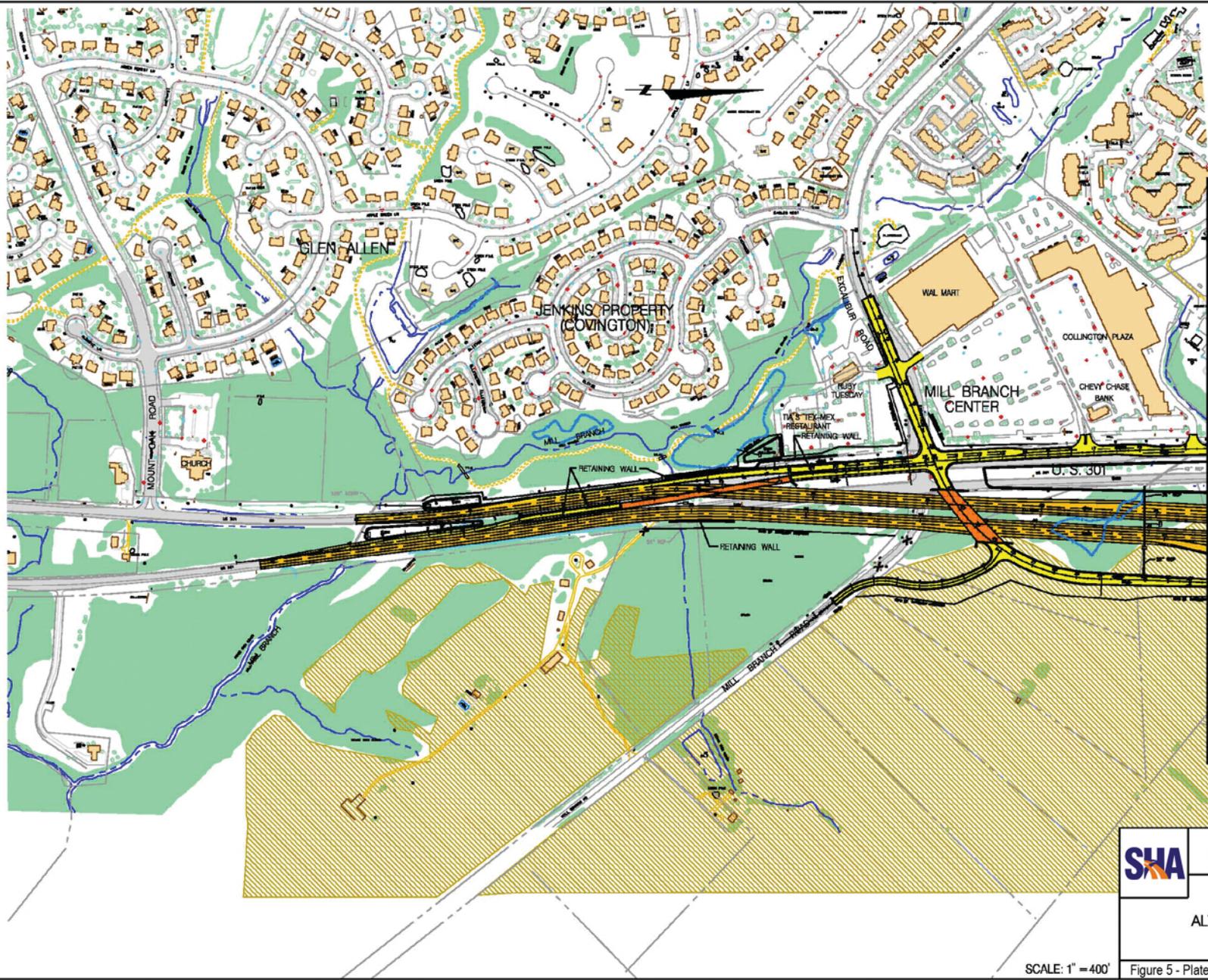
US 301 from North of Mount Oak Road to US 50

REVISED  
 ALTERNATE 2 MODIFIED

SCALE: 1" = 400'

Figure 4 - Plate 2 of 2

October 2002



MATCH LINE - SEE PLATE 2 OF 2



US 301 from North of  
Mount Oak Road to US 50

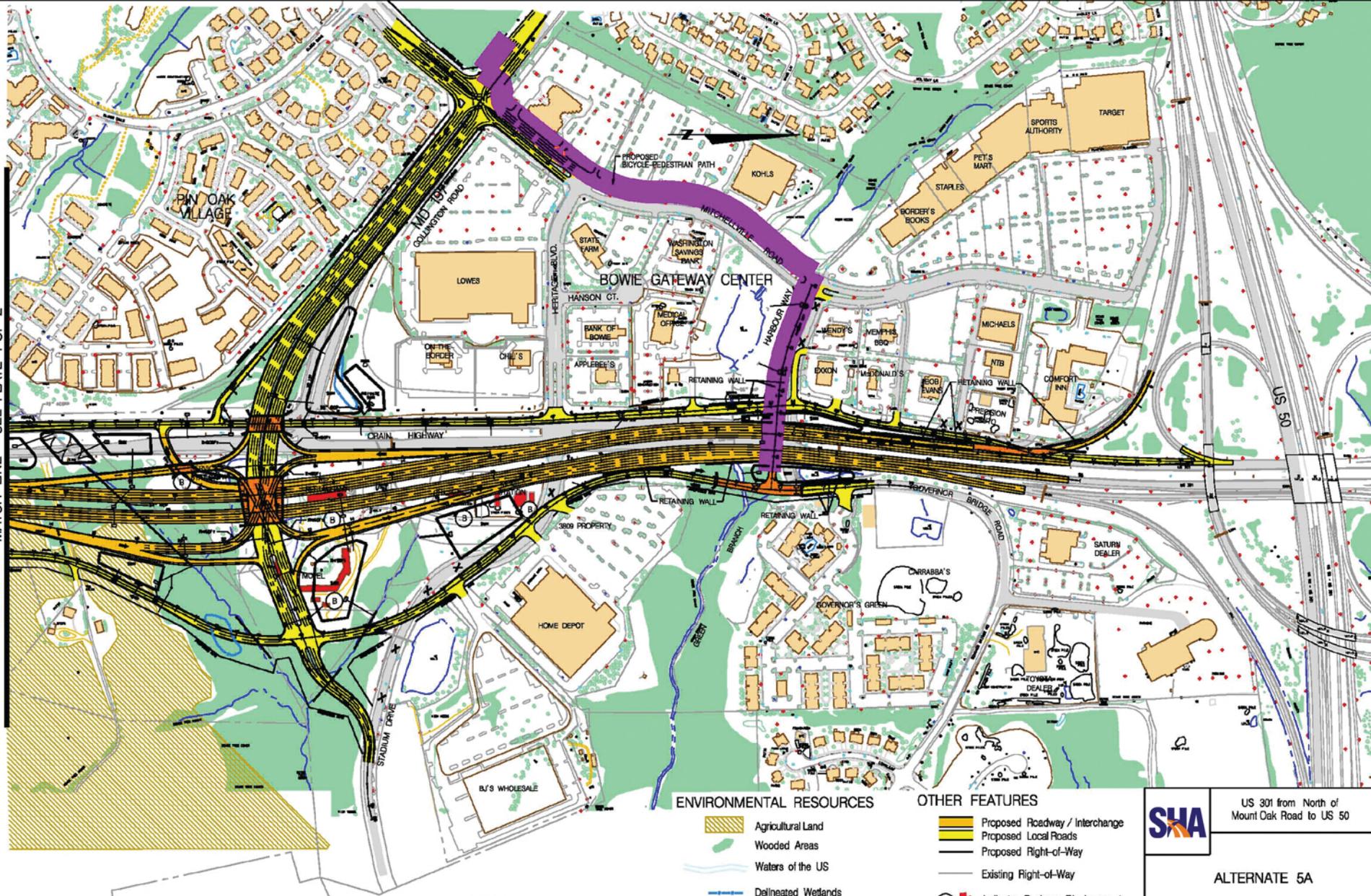
ALTERNATE 5A

SCALE: 1" = 400'

Figure 5 - Plate 1 of 2

October 2002

MATCH LINE - SEE PLATE 1 OF 2



**ENVIRONMENTAL RESOURCES**

-  Agricultural Land
-  Wooded Areas
-  Waters of the US
-  Delineated Wetlands

**OTHER FEATURES**

-  Proposed Roadway / Interchange
-  Proposed Local Roads
-  Proposed Right-of-Way
-  Existing Right-of-Way
-  Indicates Business Displacement

STADIUM



US 301 from North of  
 Mount Oak Road to US 50

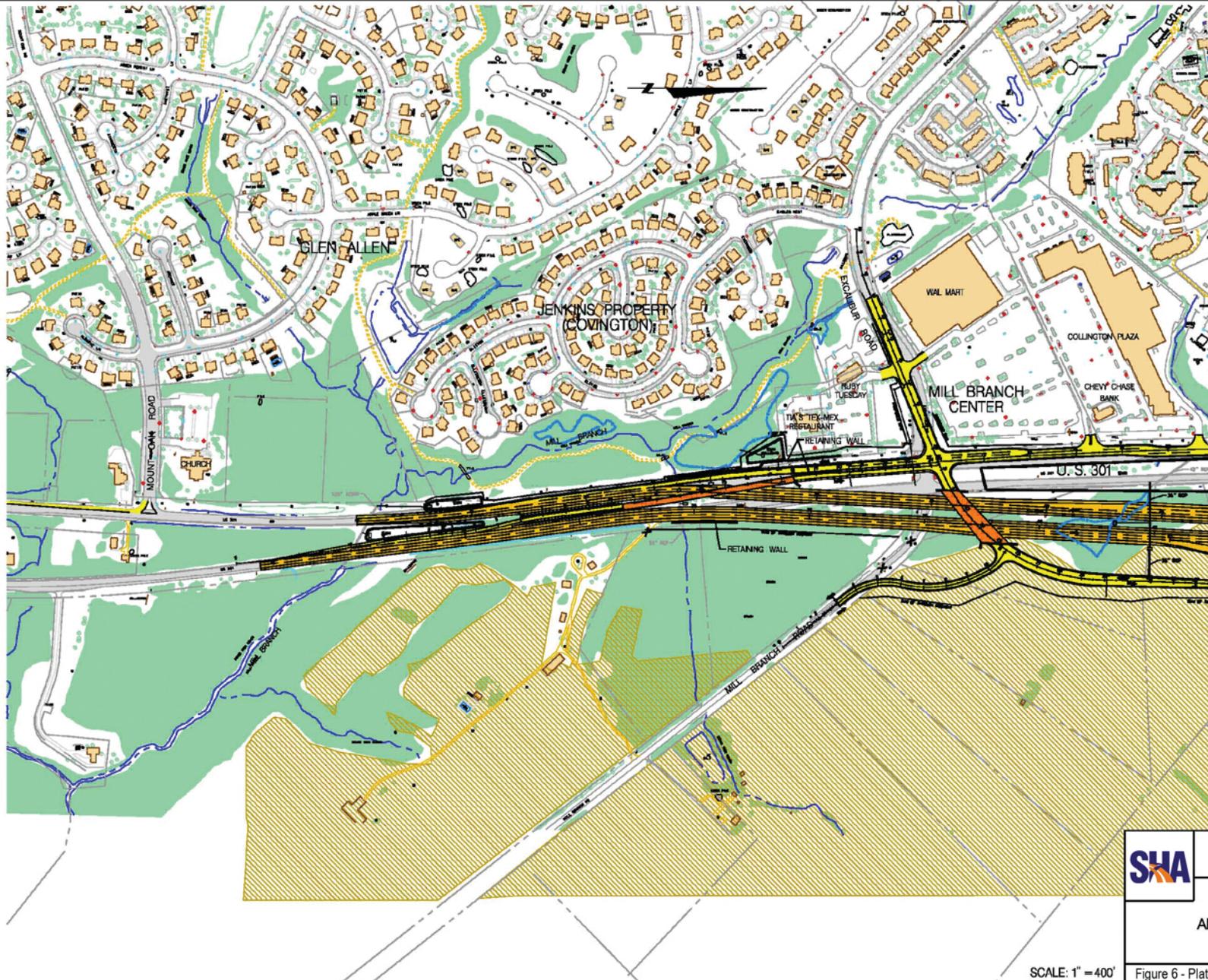
ALTERNATE 5A

SCALE: 1" = 400'

Figure 5 - Plate 2 of 2

October 2002

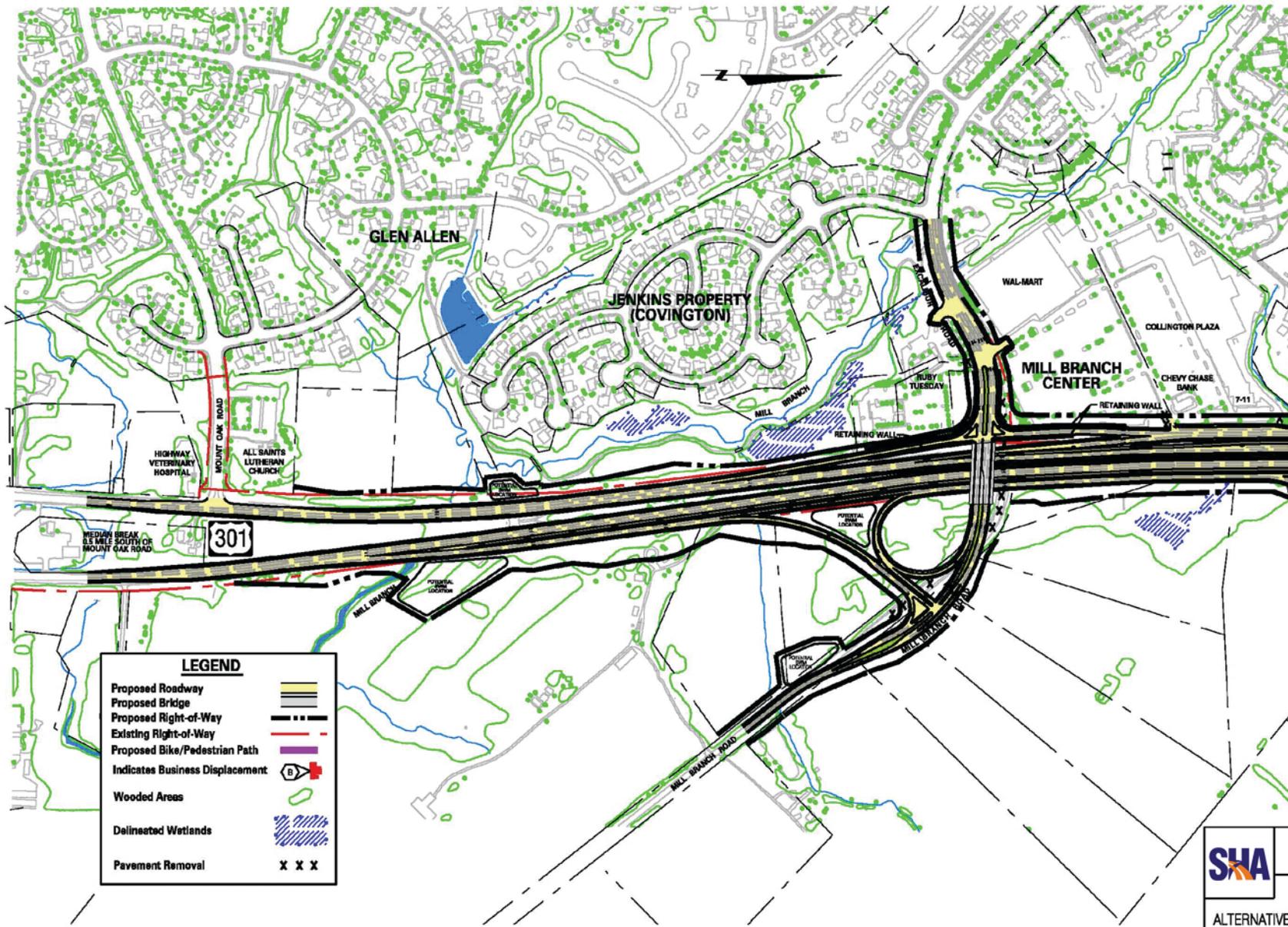
Friday, June 01, 2007 AT 03:23 PM  
G:\1\MSB\MSB\MSB\37.DWG User: zlmr31.com



MATCH LINE - SEE PLATE 2 OF 2

	US 301 from North of Mount Oak Road to US 50	
	ALTERNATE 5B	
SCALE: 1" = 400'	Figure 6 - Plate 1 of 2	October 2002





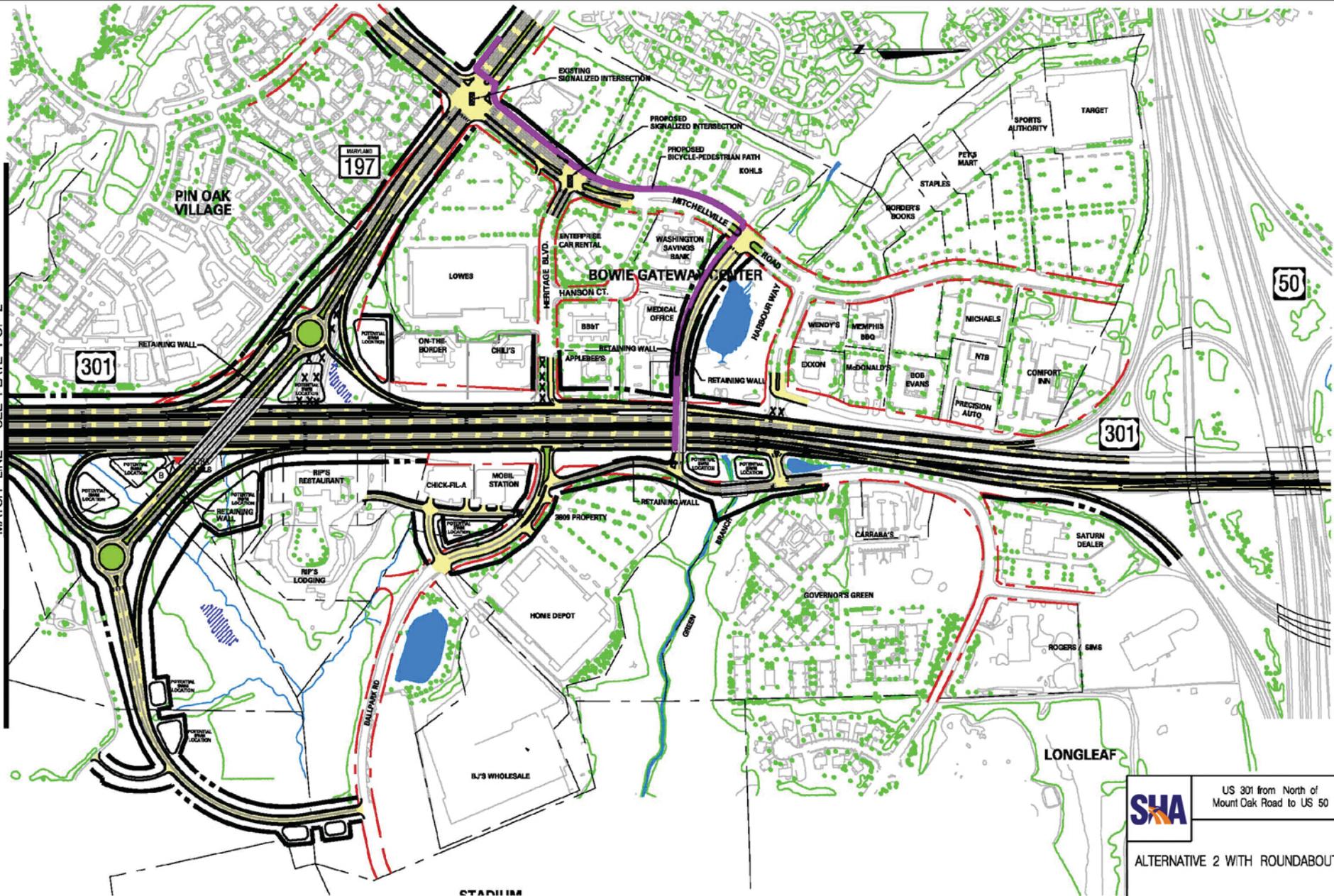
LEGEND	
Proposed Roadway	
Proposed Bridge	
Proposed Right-of-Way	
Existing Right-of-Way	
Proposed Bike/Pedestrian Path	
Indicates Business Displacement	
Wooded Areas	
Delineated Wetlands	
Pavement Removal	

	US 301 from North of Mount Oak Road to US 50
	ALTERNATIVE 2 WITH ROUNDABOUTS
Figure 7 - Plate 1 of 2	June 2007

Friday, June 01, 2007 AT 04:49 PM  
 D:\TRANSPORT\MD071V-4\_md071\MD-P298.mxd

Friday, June 01, 2007 AT 04:46 PM  
 D:\TRANSPORT\MD071V-4\_md071\MD-P298.mxd

MATCH LINE - SEE PLATE 1 OF 2



	US 301 from North of Mount Oak Road to US 50
	<b>ALTERNATIVE 2 WITH ROUNDABOUTS</b>
Figure 7 - Plate 2 of 2	June 2007

STADIUM



# United States Department of the Interior



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

July 23, 2001

Mr. Doug Rau  
Gannett Fleming, Inc.  
4701 Mount Hope Drive, Suite A  
Baltimore, MD 21215

RE: US 301 Corridor study from US 50  
to south of MD 197  
Prince Georges County, MD

Dear Mr. Rau:

This responds to your June 12, 2001, request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the US 301 Corridor study, from US 50 to south of MD 197. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

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

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

---

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

Sincerely,

*Mary Ratnaswamy*

Mary J. Ratnaswamy, Ph.D.  
Branch Chief, Endangered Species  
Chesapeake Bay Field Office

---



RECEIVED  
JUL 26 7 18 AM  
GANNETT FLEMING  
BALTIMORE

Parris N. Glendening  
Governor

Kathleen Kennedy Townsend  
Lt. Governor

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

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

Stanley K. Arthur  
Deputy Secretary

July 20, 2001

Mr. Doug Rau  
Gannett Fleming, Inc.  
Seton Business Park  
4701 Mount Hope Drive, Suite A  
Baltimore, MD 21205

RE: Environmental Review for US 301 Corridor Study from US 50 to South of MD 197, Prince George's County, Maryland.

Dear Mr. Rau:

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

However, the Wildlife and Heritage Division's Natural Heritage database indicates that there are recent or historical records for species of concern known to occur within or adjacent to the study area:

<u>Scientific Name</u>	<u>Common Name</u>	<u>State Status</u>
<i>Phacelia coveilli</i>	Coville's Phacelia	Endangered
<i>Monotropsis odorata</i>	Sweet Pinesap	Endangered
<i>Polygonum densiflorum</i>	Dense-flowered Knotweed	Endangered
<i>Pyrola virens</i>	Greenish-flowered Pyrola	Endangered Extirpated
<i>Ranunculus ambigens</i>	Water-plantain Spearwort	Endangered Extirpated
<i>Matelea carolinensis</i>	Anglepod	Endangered
<i>Ranunculus flabellaris</i>	Yellow Water-crowfoot	Endangered

Also, the forested area on the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of this habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

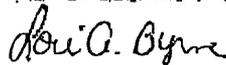
1. Concentrate development to nonforested areas.

Telephone: (410) 260-8540  
DNR TTY for the Deaf: 410-974-3683

2. If forest loss or disturbance is absolutely unavoidable, concentrate or restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), particularly in narrow peninsulas of upland forest less than 300 feet wide.
3. Limit forest removal to the "footprint" of houses and to that which is absolutely necessary for the placement of roads and driveways.
4. Wherever possible, minimize the number and length of driveways and roads.
5. Roads and driveways should be as narrow and short as possible; preferably less than 25 feet and 15 feet, respectively.
6. Maintain forest canopy closure over roads and driveways.
7. Maintain forest habitat up to the edges of roads and driveways; do not create or maintain mowed grassy berms.
8. Maintain or create wildlife corridors (for details, see Critical Area Commission's Guidance Paper on Wildlife Corridors).
9. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
10. Afforestation efforts should target (1) riparian or streamside areas that lack woody vegetation, (2) forested riparian areas less than 300 feet, and (3) gaps or peninsulas of nonforested habitat within or adjacent to existing FIDS habitat.

For additional assistance regarding conservation of these species, please contact Katharine McCarthy, Southern Regional Ecologist for the Wildlife and Heritage Division, at (410) 260-8569 or at the above address.

Sincerely,



Lori A. Byrne  
Environmental Review Specialist  
Wildlife & Heritage Division

ER# 2001.1228.pg  
cc: K. McCarthy  
R. Dintaman



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

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

Maryland Department of Transportation

August 29, 2007

Re: Project No. PG288A11  
US 301 from North of Mt. Oak Road to US 50  
Prince George's County, MD  
USGS *Bowie 7.5'* Quadrangle

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

Dear Mr. Little:

**Introduction and Project Description**

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that there will be no historic properties affected by the proposed project PG288A11, US 301 from North of Mt. Oak Road to US 50. The project is located in Prince George's County, just east of the corporate limits of Bowie, and is the first "breakout" project of the U.S. 301 Northern Corridor (from U.S. 50 to the MD 5/U.S. 301 split north of Waldorf), encompassing the northernmost 2 miles. US 301 within the project limits today consists of four travel lanes, two northbound and two southbound, separated by a variable median. There are five signalized intersections within the project limits, including MD 197, a major connecting road which intersects the west side of US 301. The project involves improvements to MD 197 from US 301 westward to Mitchellville Road.

On May 10, 2002, SHA submitted its determination that no historic properties would be affected by the undertaking, and received MHT's concurrence with this finding on May 20, 2002. SHA has now selected Alternative 2 with Roundabouts for construction. Minor design changes have been made since the project was coordinated with MHT, including the identification of stormwater management pond locations. US 301 would be converted to a fully access-controlled roadway between Mt. Oak Road and US 50, while the intersection of MD 197 and Mitchellville Road would be improved with additional through lanes and turn lanes. US 301 would be expanded from two lanes to three lanes in each direction along the existing alignment, with an overpass carrying MD 197 over US 301. This alternative utilizes a traditional diamond interchange at MD 197, with two double-lane roundabouts at the ends of the ramps providing access to the parallel collector-distributor (CD) roadways. Approximately 1.5 miles of a one-way

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

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

CD road would be constructed on each side of US 301 from north of Mt. Oak Road to south of the US 50 Interchange.

At the north end of the project, an overpass would connect the relocated Harbour Way on the west side of US 301 to Governor Bridge Road, which would be extended southward to function as a service road. At the south end of the project, an overpass would connect Excalibur Road to Mill Branch Road. Access to the Collington Plaza will remain available on the southbound CD road between MD197 and Mill Branch Road. Project plans are included as Attachment 1.

**Funding:**

Federal funds are anticipated for this project.

**Area of Potential Effects**

In determining the Area of Potential Effects (APE) for this project, SHA considered possible physical, visual, atmospheric, and audible impacts to historic properties. The Area of Potential Effects (APE) for historic standing structures is defined as a corridor along US 301 between the project limits of work with a width varying from approximately 700 feet to 1,000 feet, as indicated on the attached SHA quadrangle map for Bowie (Attachment 2). For archeology, the APE is defined as the limits of construction where ground disturbance would occur.

**Identification Methods and Results**

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed highway improvement project.

*Architecture:* SHA Architectural Historian Melissa Blair consulted the SHA-GIS Cultural Resources Database, previous architectural investigations, and tax parcel maps, and conducted a field visit on June 6, 2006.

The APE for this project is characterized by large-scale commercial development. As a result of previous architectural investigation for this project, the following properties were determined not eligible for the National Register of Historic Places (NRHP): the Dr. John Peach House (PG:74B-03), Peach Cemetery (PG:74B-04), Samuel Hamilton House (PG:74B-05), Homoco (PG:74B-20), Robinson Property (PG:74B-22), Poula Property (PG:74B-23), Annie Phipps Property (PG:74B-24), and the Joseph and Lillie White Property (PG:74B-25).

The APE contains one standing structure that is older than fifty years that was not previously identified. Built in 1947, Rip's Restaurant is located at 3809 Crain Highway. The restaurant has been substantially altered and no longer retains its historic integrity and is recommended not eligible for the NRHP, as documented on the attached Short Form for

Mr. J. Rodney Little  
US 301 from North of Mt. Oak Road to US 50  
Page 3

Ineligible Properties (Attachment 3). Therefore, there are no historic standing structures within the APE. The project will have no impact on historic standing structures.

*Archeology:* SHA Archeologist Richard Ervin re-assessed the archeological potential of the referenced project based on review of previous archeological studies, and examination of historic maps and references, soils and topographic maps, the SHA-GIS Cultural Resources database, and Visidata video. No field visit was made based on the degree of commercial development within the APE and familiarity with the project vicinity.

One prehistoric site was previously recorded in the APE, 18PR78, a disturbed possible prehistoric burial now located on the property of two late 20<sup>th</sup> century chain restaurants. Barse's (2002) survey of Alternatives 3C and 6, including the area of 18PR78, identified no archeological resources. The APE for selected Alternative 2 with Roundabouts is within the area examined by Barse's study, with the following exceptions: the southern terminus of the project has been extended, and work on several side streets extends outside the 2002 study, including Mitchellville Road, Excalibur/Mill Branch Road, and MD 197 Extended. Current plans also identify stormwater management (SWM) pond locations that were not known at the time of Barse's (2002) study.

The additional impacts of selected Alternative 2 with Roundabouts largely occur in areas disturbed by modern commercial development, and entail minor re-alignment or widening of existing roads. The proposed SWM pond locations mostly occur along US 301 or within proposed ramp locations, and were within the APE examined by Barse (2002). Only two areas outside Barse's (2002) APE are relatively undisturbed. The first is a 700-foot section of Mill Branch Road that would be slightly realigned. Testing conducted near this location along a proposed ramp from northbound US 301 to Mill Branch Road produced negative results (Barse 2002: Figure 3.6, Transect C). The second area comprises the easternmost 1200 feet of MD 197, east of US 301. Barse (2002) conducted extensive testing adjacent to this section of the APE with negative results.

Based on disturbance and the negative results of prior archeological survey, no further archeological investigations are warranted for selected Alternative 2 with Roundabouts, and no significant archeological resources would be impacted.

### **Review Request**

Please examine the attached plans, map, short form, and Eligibility and Effects Table (Attachment 4). We request your concurrence by October 1, 2007 that there would be no historic properties affected by proposed project PG288A11, US 301 from North of Mt. Oak Road to US 50. By carbon copy, we invite the Prince George's Historic Preservation Commission and Prince George's Heritage, Inc. to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations in 36 CFR Part 800, SHA seeks their

Mr. J. Rodney Little  
US 301 from North of Mt. Oak Road to US 50  
Page 4

assistance in identifying historic preservation issues related to this project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information on consulting parties, and 800.4 and 800.5 for identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, [www.achp.gov](http://www.achp.gov), or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by October 1, 2007, we will assume that these offices decline to participate. Please contact Ms. Melissa Blair at (410) 545-8560 (or via email at [mblair@sha.state.md.us](mailto:mblair@sha.state.md.us)) with questions regarding standing structures for this project. Mr. Richard Ervin may be reached at 410-545-2878 (or via email at [rervin@sha.state.md.us](mailto:rervin@sha.state.md.us)) with concerns regarding archeology.

Very truly yours,

Bruce M. Grey  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

  
Julie M. Schablitsky  
Cultural Resources Team Leader  
Project Planning Division

- Attachments: 1) Project Plans  
2) Area of Potential Effects Map  
3) Short Form for Ineligible Properties  
4) Eligibility/Effects Table

cc: Ms. Felicia Alexander, SHA-PPD  
Ms. Melissa Blair, SHA-PPD (w/Attachments 2 and 4)  
Ms. Theresa Christian, SHA-PPD  
Mr. Richard Ervin, SHA-PPD (w/Attachments 2 and 4)  
Mr. Doug McElrath, Prince George's Heritage, Inc (w/Attachments 2, 3, and 4)  
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission  
(w/Attachments 2, 3, and 4)  
Dr. Julie M. Schablitsky, SHA-PPD

**Concurrence with the MD State Highway Administration's  
Determination(s) of Eligibility and/or Effects**

**Project Number:** PG288A11 **MHT Log No.** \_\_\_\_\_  
**Project Name:** US 301 from North of Mt. Oak Road to US 50  
**County:** Prince George's County, MD  
**Letter Date:** August 29, 2007

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

**Eligibility** (as noted in the Eligibility Table [Attachment 4]):

- Concur
- Do Not Concur

**Effect** (as noted in the Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

**Agreement with FHWA's Section 4(f) criteria of temporary use** (as detailed in the referenced letter, if applicable):

- Agree

**Comments:**

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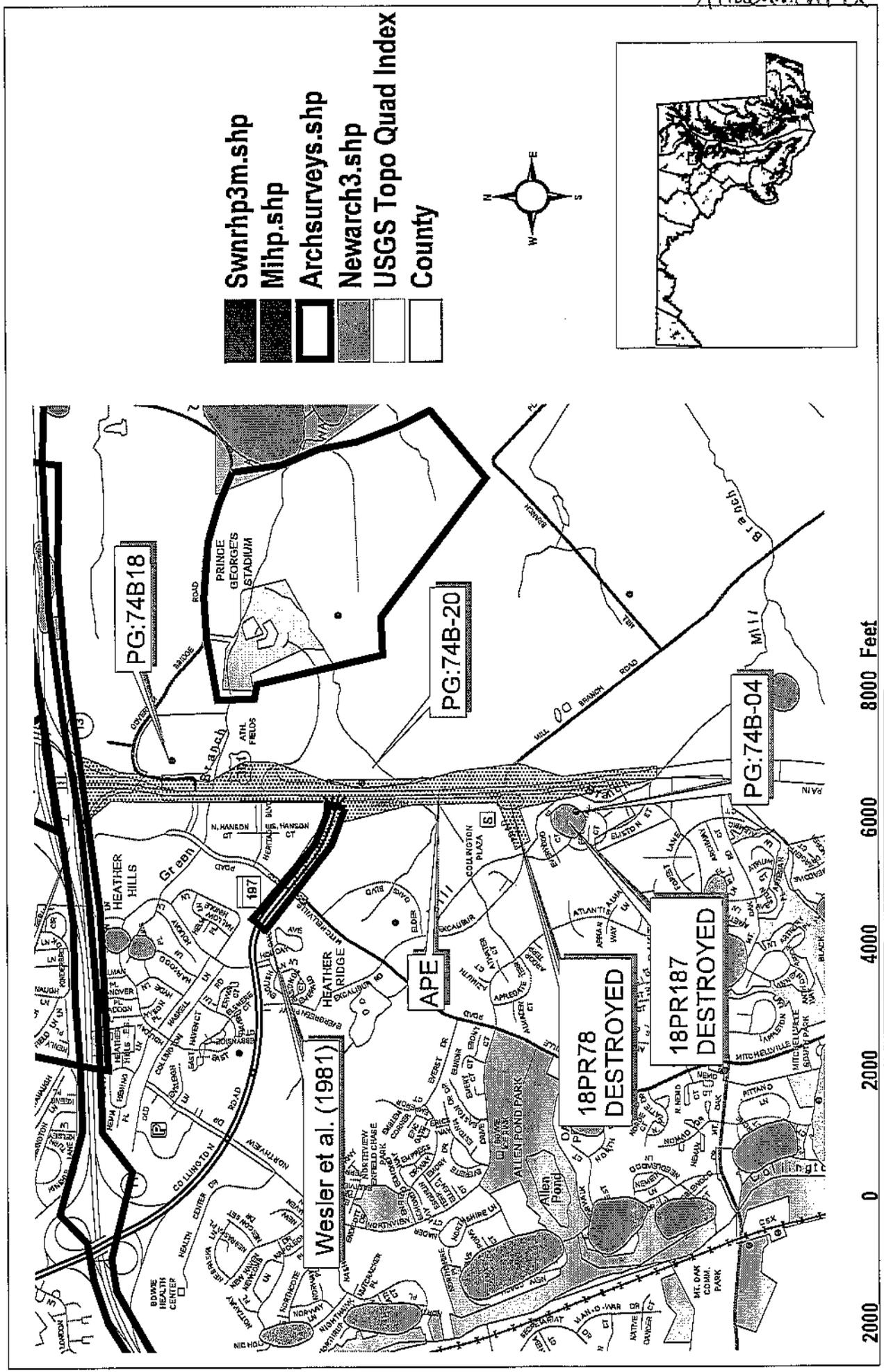
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By: \_\_\_\_\_ Date \_\_\_\_\_  
MD State Historic Preservation Office/  
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:  
Dr. Julie Schablitsky, Cultural Resources Team Leader, Project Planning Division,  
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717  
Telephone: 410-545-8870 and Facsimile: 410-209-5046

# US 301: Mt. Oak Road to US 50 Cultural Resources Map



Hybrid Eligibility/Effects Table

Attachment 4

Project Name: US 301 from North of Mt. Oak Road to US 50

August 29, 2007

Resource	Type	SHA NR Det.	SHPO Opinion	Alternate 2 w/ Roundabouts		Remarks
				Impact	SHPO Concur	
Dr. John Peach House (PG:74B-03)	S	X	X 10/20/1999	None	Requested 08/2007	
Peach Cemetery (PG:74B-04)	S	X	X 10/20/1999	None	Requested 08/2007	
Samuel Hamilton House (PG:74B-05)	S	X	X 10/20/1999	None	Requested 08/2007	
Homoco (PG:74B-20)	S	X	X 10/20/1999	None	Requested 08/2007	
Robinson Property (PG:74B-22)	S	X	X 10/20/1999	None	Requested 08/2007	
Poula Property (PG:74B-23)	S	X	X 10/20/1999	None	Requested 08/2007	
Annie Phipps Property (PG:74B-24)	S	X	X 10/20/1999	None	Requested 08/2007	
Joseph and Lillie White Property (PG:74B-25)	S	X	X 10/20/1999	None	Requested 08/2007	
Rip's Restaurant	S	X	Requested 08/2007	None	Requested 08/2007	3
Effect				NPA	Requested 08/2007	

Codes:

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)

NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)

SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion

Impact: None, No Adverse, Adverse

Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)

Bold rows indicate review action requested

M: Theresa

A Proj. 2857  
Master 3002

**Concurrence with the MD State Highway Administration's  
Determination(s) of Eligibility and/or Effects**

Project Number: PG288A11 MHT Log No. 200703085  
Project Name: US 301 from North of Mt. Oak Road to US 50  
County: Prince George's County, MD  
Letter Date: August 29, 2007

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 4]):

- Concur
- Do Not Concur

Effect (as noted in the Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- Agree

Comments:

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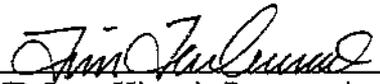
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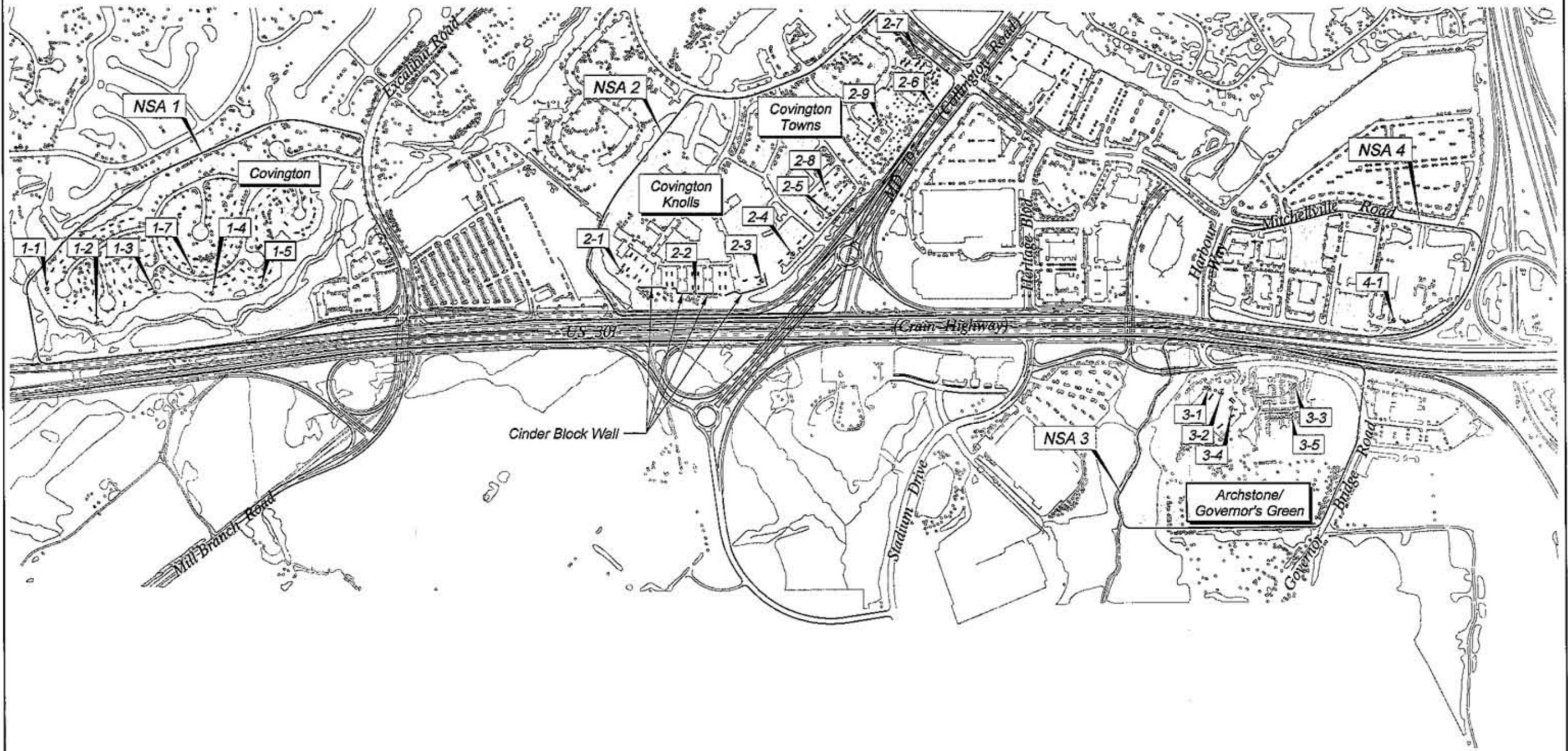
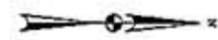
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By:  9/27/07  
 MD State Historic Preservation Office/ Date  
 Maryland Historical Trust

Return by U.S. Mail or Facsimile to:  
 Dr. Julie Schablitsky, Cultural Resources Team Leader, Project Planning Division,  
 MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717  
 Telephone: 410-545-8870 and Facsimile: 410-209-5046



US 301/MD 197  
Project Planning Study

**SHA** Maryland Department of Transportation  
State Highway Administration

Attachment II  
NSAs with Preferred Alternative

**PM<sub>2.5</sub> CONFORMITY DETERMINATION**

**US 301/MD 197 INTERCHANGE  
(MOUNT OAK ROAD TO US 50)  
PROJECT No. PG288A11**

**PRINCE GEORGE'S COUNTY, MARYLAND**



**MARYLAND DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY ADMINISTRATION**

**May 12, 2008**

Attachment 11a

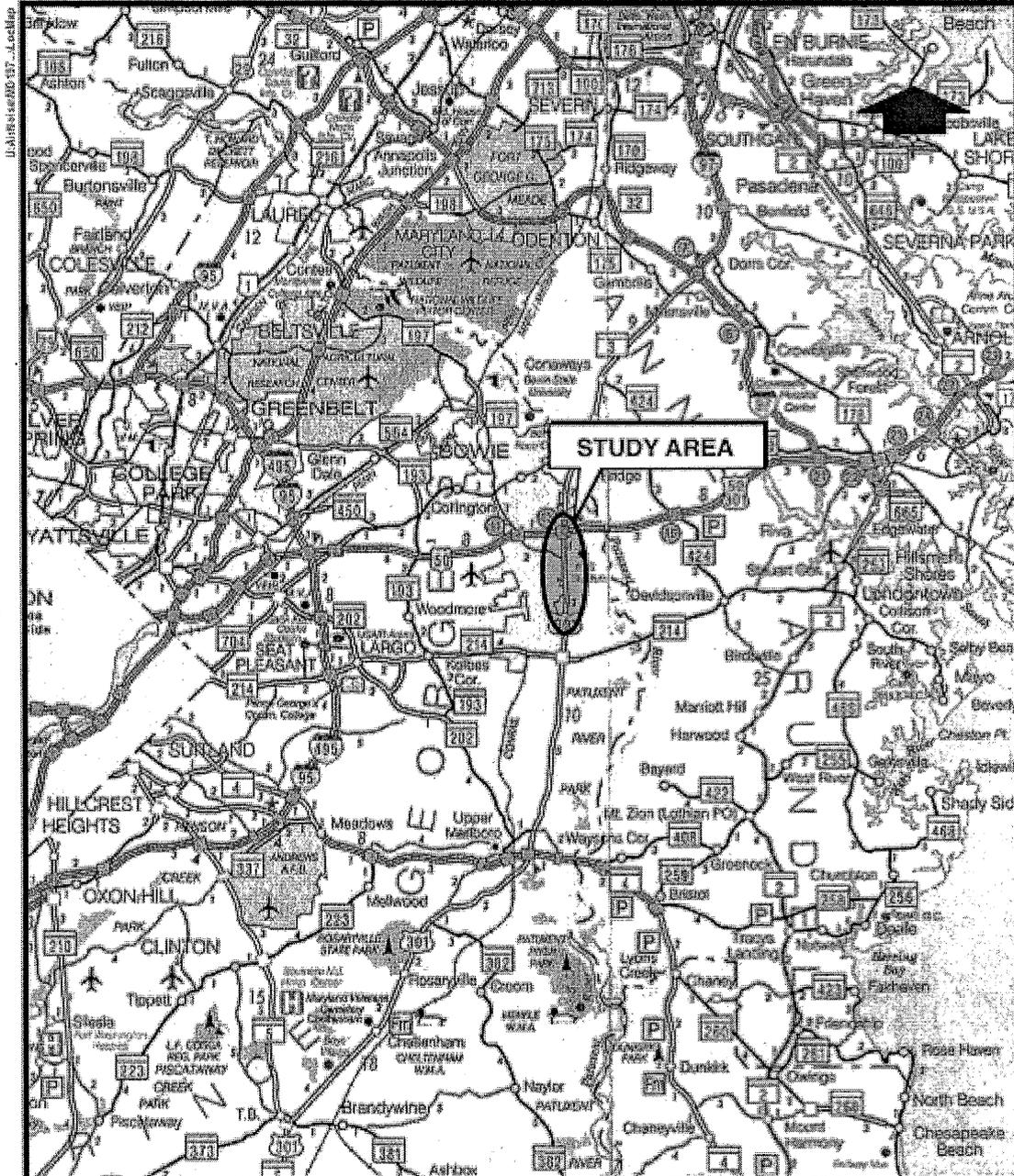
## Project Description

### General

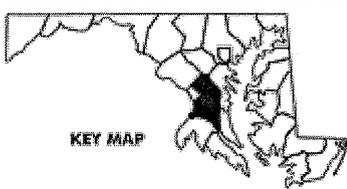
The purpose of the proposed US 301/MD 197 Project is to improve safety, traffic flow and reduce congestion. There has been a large amount of development adjacent to US 301 and in the surrounding area. Extensive growth in the next 10 to 15 years will dramatically increase the traffic on this section of US 301. Traffic increases will be comprised of local and commercial related trips and through trips from region to region. The Average Daily Traffic (ADT) volumes in 2007 averaged 67,500 vehicles per day (VPD) along US 301 in the vicinity of MD 197. Traffic volumes on US 301 are expected to grow to an average of 116,575 VPD by 2030. In order to improve vehicular access between major state roadways, address safety, operational, and congestion concerns along US 301 in the vicinity of MD 197, the Maryland State Highway Administration (SHA) is proposing to replace the existing intersections in with grade-separated roadways.

### Build Alternative

In the Build Alternative, US 301 will be converted to a full access controlled roadway between Mt. Oak Road and US 50. US 301 will be expanded to three (3) lanes along the existing alignment. A one-way Collector/Distributor (C/D) road will be built on each side of US 301 from just north of Mt. Oak Road to just south of US 50. Overpasses will be constructed to replace the signalized intersections at: US 301/Heritage Boulevard, US 301/Mill Branch Road/Excalibur Road, and US 301/Governor Bridge Road. Governor Bridge Road will be a right turn in and right turn out only, connected to Ballpark Road via a service road. There will be a new bridge crossing connecting Mitchellville Road and this service road. An urban diamond interchange with two roundabouts is proposed at the US 301/MD 197 intersection, with US 301 remaining at-grade on existing alignment. The intersection of MD 197 and Mitchellville Road will be improved with additional through lanes and turn lanes. MD 197 will have three through lanes, a left turn lane and right turn lane. Mitchellville Road will have two through lanes, a right turn lane, and double left turn lanes. No modifications will be made to the US 50/US 301 interchange.



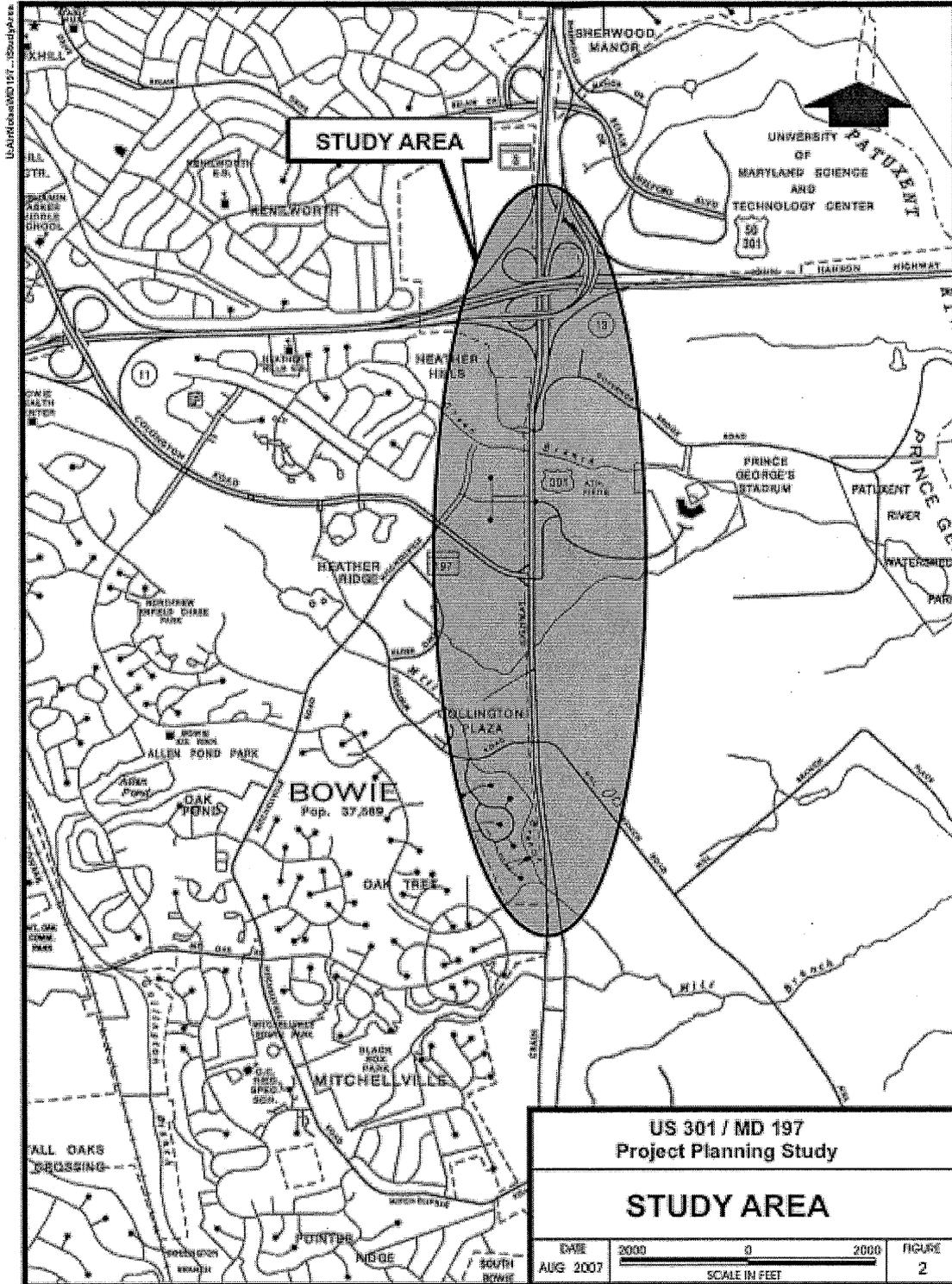
D:\AR\SR\MD 197 - LocMap



**US 301 / MD 197  
Project Planning Study**

## LOCATION MAP

DATE		FIGURE
AUG 2007	SCALE IN MILES	1



## **Transportation Conformity**

The US 301 Project is located in Prince George's County, Maryland which is in the Washington, DC-MD-VA PM<sub>2.5</sub> nonattainment area. This area was designated as nonattainment for PM<sub>2.5</sub> on January 5, 2005 by the U.S Environmental Protection Agency. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation conformity for the PM<sub>2.5</sub> standards applied on April 5, 2006, after the one-year grace period provided by the Clean Air Act.

On March 10, 2006, EPA issued amendments to the Transportation Conformity Rule to address localized impacts of particulate matter: "PM<sub>2.5</sub> and PM<sub>10</sub> Hot-Spot Analyses in Project-level Transportation Conformity Determinations for the New PM<sub>2.5</sub> and Existing PM<sub>10</sub> National Ambient Air Quality Standards" (71 FR 12468). These rule amendments require the assessment of localized air quality impacts of Federally-funded or approved transportation projects in PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment and maintenance areas deemed to be *projects of air quality concern*<sup>1</sup>. Projects that require hotspot analysis for PM<sub>2.5</sub> are those projects that are *Projects of Air Quality Concern* as enumerated in 40 CFR 93.123(b)(1):

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

As discussed in the examples to the preamble to the March 10, 2006 Final Rule for PM<sub>2.5</sub> and PM<sub>10</sub> Hot-Spot Analyses in Project-Level Transportation Conformity Determinations (71FR12491), for projects involving the expansion of an existing highway, 40 CFR 93.123(b)(1)(i) has been interpreted as applying only to projects that would involve a significant increase in the number of diesel transit buses and diesel trucks on the existing facility. This has been further clarified in a proposed rule amendment as "*EPA is proposing to clarify this provision as `New highway projects that have a significant number of diesel vehicles, and expanded projects that have a significant increase in the number of diesel vehicles.`*"<sup>2</sup>

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<sup>1</sup> Criteria for identifying *projects of air quality concern* is described in 40 CFR 93.123(b)(1), as amended.

<sup>2</sup> Transportation Conformity Rule Amendments to Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Federal Register: May 2, 2007 (Volume 72, Number 84)] [Proposed Rules] [Page 24489]

## Conformity Determination

SHA has prepared the following analysis of the proposed improvements:

- The proposed construction will improve the operation and safety of US 301 from MD 197 to Mount Oak Road through the addition of interchanges, ramps and C-D roads, but does not increase the through capacity of US 301 as a whole. Traffic data is presented for the Year of Opening (2012) and the Design Year (2030). The projected 2012 and 2030 No-Build and Build Average Daily Traffic (ADT) for US 301 and MD 197 as shown in Tables 2 and 3 represent the unconstrained user demand. The traffic data has been updated to provide worse case traffic volumes on critical roadway links. Based upon SHA staff interpretation of refined output from the regional travel demand model, travel demand forecasts were determined for No-Build and Build conditions; both of which were shown to be similar. With the lack of functionally comparable, parallel facilities to draw traffic from, and with the unimproved sections of US 301 at either study limits metering traffic on the Build section; ADT is not expected to significantly increase. The improvements along this section of US 301/MD 197 are designed to accommodate future peak period demand on the study segment solely; they are not anticipated to induce traffic in the uncongested off-peak periods. A review of the data in Tables 2 and 3 below demonstrates that there will not be a significant increase in Average Daily Traffic (ADT) nor in the number of trucks nor from the No-build condition to the Build for the following reasons:
  - Users will take the shortest origin-destination path. In addition, user unfamiliarity with alternative routes and conditions encourages drivers to remain on US 301 despite the level of congestion and delay.
  - During peak traffic periods, diversion from what is the shortest path of travel between origin/destination points to alternate routes would not be attractive to the majority of users. Traffic conditions on these alternative routes are generally as bad as or worse during these peak travel periods, with significant congestion, slower speeds and numerous traffic lights, all factors translating into longer travel times. During off-peak periods, an uncongested interchange will be equally attractive to users for either the No-build or Build condition.
  - Trucks, which are the primary emitter of mobile source PM<sub>2.5</sub>, will tend to stay on US 301 since the alternative routes would require frequent stop/start conditions due to traffic signals, and may not have lane widths, roadway grades, and curves that suit these types of vehicles. Similarly, other users primarily traveling alternative routes under the No-build condition will tend to remain on these alternative routes for local trip use due to non-congestion-related reasons such as route familiarity, and aggressive driving associated with higher speeds on US 301.
- The US 301 Project does not have a significant increase in diesel vehicles due to construction of the project. As shown in Tables 2 and 3, daily diesel truck traffic on US 301 will increase by 79 diesel trucks in 2012 and by 365 diesel trucks in 2030. The daily diesel truck traffic on MD 197 will increase by 22 diesel trucks in 2012 and by 100 diesel trucks in 2030. Also based on a memorandum from SHA dated April 5, 2007, the percent of truck traffic is not expected to change between the Build and No-Build conditions. Depicted truck percentages represent the amount of light, medium and heavy truck activity along a given roadway segment in accordance with FHWA's 13 vehicle classification guidelines. Existing percentages are derived from 48-hour portable classified count data. Without the addition of significant truck land use generators to the traffic influence area, truck percentages would remain relatively unchanged between the No-Build and Build conditions. Current truck origin-destination patterns will dictate future patterns, unless changes are made in policy or there is a significant influx in truck generators to the traffic influence area - neither of which has been assumed by the approved Regional Transportation

model.

- The US301 Project also does not meet the criteria set forth in 40 CFR 93.123(b)(1)(ii), as amended, to be considered a *project of air quality concern* because it affects intersections that will not “change to Level-Of-Service D, E or F because of increased traffic volumes from a significant increase in number of diesel vehicles related to the project.” The US 301 project will improve the operation and safety of affected intersections.
- Section 176(c) of the Clean Air Act and the federal conformity rule require that transportation plans and programs conform to the intent of the state implementation plan (SIP) through a regional emissions analysis in PM<sub>2.5</sub> nonattainment areas. The National Capital Region 2006 Constrained Long Range Transportation Plan (CLRP) and the 2007-2012 Metropolitan Transportation Improvement Program (TIP) have been determined to conform to the intent of the SIP. The CLRP is a comprehensive plan of transportation projects and strategies that the Transportation Planning Board realistically anticipates can be implemented over the next 30 years. The TIP is a 6-year program that describes the time frame for federal funds to be obligated to state and local projects. The U.S. Department of Transportation made a PM<sub>2.5</sub> conformity determination on the CLRP and the TIP on October 18, 2006; thus, there are a currently conforming transportation plan and TIP in accordance with 40 CFR 93.114. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. The US 301 project was included in the regional emissions analysis. There have been no significant changes in the project’s design concept or scope from that used in the conformity analyses. Therefore the project comes from a conforming plan and program in accordance with 40 CFR 93.115.
- Based on review and analysis as discussed above, it is determined that the US301/MD 197 meets the Clean Air Act and 40 CFR 93.109 requirements. These requirements are met for particulate matter without a project-level hot-spot analysis, since the project has not been found to be a project of air quality concern as defined under 40 CFR 93.123(b)(1). Since the project meets the Clean Air Act and 40 CFR 93.109 requirements, the project will not cause or contribute to a new violation of the PM<sub>2.5</sub> NAAQS, or increase the frequency or severity of a violation.
- By email dated February 26, 2008 this US 301/MD 197 Interchange Conformity Determination was approved by FHWA and forwarded to EPA, MDE and MWCOG for Interagency Consultation. MDE concurred with the Conformity Determination by email dated March 10, 2008. On March 21, 2008 comments were received from EPA. These comments requested that additional written clarification of the traffic data be provided. Clarification of the traffic data was provided, and a revised Conformity Determination was forwarded to EPA, MDE and MWCOG on April 24, 2008. Additional comments were received from EPA on May 1, 2008 and have been addressed. FHWA, EPA and MDE have agreed with the conclusion that the US 301/MD 197 Interchange Project is not a project of air quality concern under 40 CFR 93.123(b)(1). As no other comments were received from Interagency Consultation, this Conformity Determination will be placed on SHA’s website for a 15 day public review and comment period. Refer to the attached emails concerning comments and approvals.

**TABLE 2**  
US 301: US 50 to Excalibur  
Road

	2007 Existing	2030 No-Build	2030 Build	Year of Opening 2012 (Est.) No-Build	Year of Opening 2012 (Est.) Build	Change: No-Build vs. Build.
ADT volumes	67,500	116,575	123,800	78,175	79,750	<u>2030</u> 7,225 <u>2012</u> 1,575
Diesel Truck Percentage is 5.05% Assumption would be made that truck percentage would be 5.05% for future No-Build/Build conditions. Actual truck volumes would increase proportional to increase in overall traffic.						
Daily Truck Volumes	3,409	5,887	6,252	3,948	4,027	<u>2030</u> 365 <u>2012</u> 79

**TABLE 3**  
MD 197: US 301 to  
Mitchellville Road

	2007 Existing	2030 No-Build	2030 Build	Year of Opening 2012 (Est.) No-Build	Year of Opening 2012 (Est.) Build	Change: No-Build vs. Build.
ADT volumes	34,500	47,950	52,500	37,425	38,425	<u>2030</u> 4,550 <u>2012</u> 1,000
Diesel Truck Percentage is 2.18% Assumption would be made that truck percentage would be 2.18% for future No-Build/Build conditions. Actual truck volumes would increase proportional to increase in overall traffic.						
Daily Truck Volumes	752	1,045	1,145	816	838	<u>2030</u> 100 <u>2012</u> 22

**Subject: FW: PM 2.5 Interagency Consultation for US 301/MD 197  
- from Mount Oak Road to US 50 in Prince Georges County, MD**

**Date:** Friday, May 9, 2008 9:55 AM

**From:** Michael Kelly <mkelly@wtbco.com>

**Conversation:** PM 2.5 Interagency Consultation for US 301/MD 197 -  
from Mount Oak Road to US 50 in Prince Georges County, MD

!

--!

!

From: King, Denise !

Sent: Tuesday, February 26, 2008 8:00 AM!

To: Arhin, Kwame; bhug@mde.state.md.us; Don Sparklin; GARY

GREEN!

(GGreen@sha.state.md.us); Joe Kresslein; Johnson, Dan W.; King,  
Denise;!

kotsch.martin@epamail.epa.gov; mclifford@mwcog.org; Mike Kelly;!

rudnick.barbara@epamail.epa.gov!

Cc: Perritt, Karen; Bello, Phillip!

Subject: PM 2.5 Interagency Consultation for US 301/MD 197 -  
from Mount!

Oak Road to US 50 in Prince Georges County, MD!

!

!

!

Good morning,!

!

!

!

Attached is the PM 2.5 Conformity Determination for the US 301/  
MD 197!

project in Prince George's County, MD. This project is the  
first!

"breakout" project within the US 301 Northern Corridor Tier I  
EIS which!

was approved by FHWA on December 21, 2000 and received Corridor  
Approval!

on May 18, 2001. !

!

!

!

FHWA has determined that this project is not of air quality  
concern and!

is requesting concurrence from the Interagency Consultation  
Group. FHWA!

plans to approve the Categorical Exclusion for the above

Mon, May 12, 2008 11:28 AM

**Subject: FW: PM 2.5 Interagency Consultation for US 301/MD 197  
- fromMount Oak Road to US 50 in Prince Georges**  
**Date:** Monday, May 12, 2008 11:27 AM  
**From:** Michael Kelly <mkelly@wtbco.com>  
**Conversation:** PM 2.5 Interagency Consultation for US 301/MD 197 -  
fromMount Oak Road to US 50 in Prince Georges

From: King, Denise [mailto:Denise.King@fhwa.dot.gov]  
Sent: Monday, May 12, 2008 11:04 AM  
To: Gary Green  
Subject: FW: PM 2.5 Interagency Consultation for US 301/MD 197  
-  
fromMount Oak Road to US 50 in Prince Georges

-----Original Message-----

From: Brian Hug [mailto:bhug@mde.state.md.us]  
Sent: Monday, March 10, 2008 12:58 PM  
To: King, Denise  
Subject: Re: PM 2.5 Interagency Consultation for US 301/MD 197  
-  
fromMount Oak Road to US 50 in Prince Georges

MDE concurs

Brian J. Hug  
Deputy Program Manager  
Air Quality Planning Program  
Maryland Department of the Environment  
1800 Washington Boulevard  
Baltimore, Maryland 21230  
410-537-4125

>>> "King, Denise" <Denise.King@fhwa.dot.gov> 02/26/08 7:59 AM  
>>>

Good morning,

Attached is the PM 2.5 Conformity Determination for the US 301/  
MD 197  
project in Prince George's County, MD. This project is the  
first

Page 1 of 3

**Subject: FW: PM 2.5 Interagency Consultation for US 301/MD 197 - from Mount Oak Road to US 50 in Prince Georges County, MD**

**Date:** Friday, May 9, 2008 9:59 AM

**From:** Michael Kelly <mkelly@wtbco.com>

**Conversation:** PM 2.5 Interagency Consultation for US 301/MD 197 - from Mount Oak Road to US 50 in Prince Georges County, MD

!

-----Original Message-----!

From: Kotsch.Martin@epamail.epa.gov!

[mailto:Kotsch.Martin@epamail.epa.gov]!

Sent: Friday, March 21, 2008 10:27 AM!

To: King, Denise!

Cc: Brian Hug!

Subject: Re: FW: PM 2.5 Interagency Consultation for US 301/MD 197 -!

from Mount Oak Road to US 50 in Prince Georges County, MD!

!

This project appears to be similar to the 695 project which was!

discussed at length at the recent BMC meeting in terms of the! information presented in the write-up (no build AADT, the same as the!

build AADT). While I don't disagree with the conclusion, I think the!

information here should be presented as was resolved for the 695!

project.!

!

!

"King, Denise" !  
<Denise.King@fhwa.dot.gov> !

To !

Martin Kotsch/R3/USEPA/

US@EPA !

03/19/2008 10:04

cc !

AM !

Subject !

FW: PM 2.5 Interagency !  
Consultation for US 301/

MD 197 - !

from Mount Oak Road to US

**Subject: Revised PM 2.5 for US 301/MD 197 - from Mount Oak Road to US 50 in Prince Georges County,**  
**Date:** Thursday, April 24, 2008 1:18 PM  
**From:** King, Denise <Denise.King@fhwa.dot.gov>  
**To:** "Arhin, Kwame" <Kwame.Arhin@fhwa.dot.gov>, <bhug@mde.state.md.us>, Don Sparklin <dsparklin@sha.state.md.us>, <GGreen@sha.state.md.us>, Joe Kresslein <jkresslein@sha.state.md.us>, "Johnson, Dan W." <DanW.Johnson@fhwa.dot.gov>, "King, Denise" <Denise.King@fhwa.dot.gov>, <kotsch.martin@epamail.epa.gov>, <mclifford@mwcog.org>, Mike Kelly <mkelly@wtbco.com>, <rudnick.barbara@epamail.epa.gov>  
**Cc:** Theresa Christian <TChristian@sha.state.md.us>  
**Conversation:** Revised PM 2.5 for US 301/MD 197 - from Mount Oak Road to US 50 in Prince Georges County,

Good afternoon,!

!  
Based on the comments received from EPA, the team took another look at!  
the project. The final analysis from travel forecasting shows that!  
there will be an increase in the number of diesel trucks between the!  
no-build and the build; however the increase is not significant. The!  
write-up has been revised. !

!  
Please provide concurrence by close of business, May 2, 2008.  
If you!  
need more time, please let me know.!

!  
Thanks!  
Denise !  
!  
!  
!

-----Original Message-----!  
From: Kotsch.Martin@epamail.epa.gov!  
[mailto:Kotsch.Martin@epamail.epa.gov] !  
Sent: Friday, March 21, 2008 10:27 AM!  
To: King, Denise!  
Cc: Brian Hug!  
Subject: Re: FW: PM 2.5 Interagency Consultation for US 301/MD 197 -!

**Subject: Re: Fw: Revised PM 2.5 for US 301/MD 197 - from Mount Oak Road to US 50 in Prince Georges County,**

**Date:** Thursday, May 1, 2008 8:23 AM

**From:** Kotsch.Martin@epamail.epa.gov

**To:** <Denise.King@fhwa.dot.gov>

**Cc:** "Arhin, Kwame" <Kwame.Arhin@fhwa.dot.gov>, <bhug@mde.state.md.us>, Don Sparklin <dsparklin@sha.state.md.us>, <GGreen@sha.state.md.us>, Joe Kresslein <jkresslein@sha.state.md.us>, "Johnson, Dan W." <DanW.Johnson@fhwa.dot.gov>, "King, Denise" <Denise.King@fhwa.dot.gov>, <mclifford@mwcog.org>, Mike Kelly <mkelly@wtbco.com>, <Rudnick.Barbara@epamail.epa.gov>

**Conversation:** Revised PM 2.5 for US 301/MD 197 - from Mount Oak Road to US 50 in Prince Georges County,

I have no adverse comment on the new write-up, however I think the discussion should include the opening date for the project and! associated traffic volumes for that date and whether or not the 2030! traffic volume is being considered the design traffic volume for the! project.!

!  
!

Martin  
Kotsch/R3/USEPA/  
US

!  
!  
!

To !

Martin Kotsch/R3/USEPA/

US@EPA !

04/29/2008 12:31

cc !

PM

!

Subject !

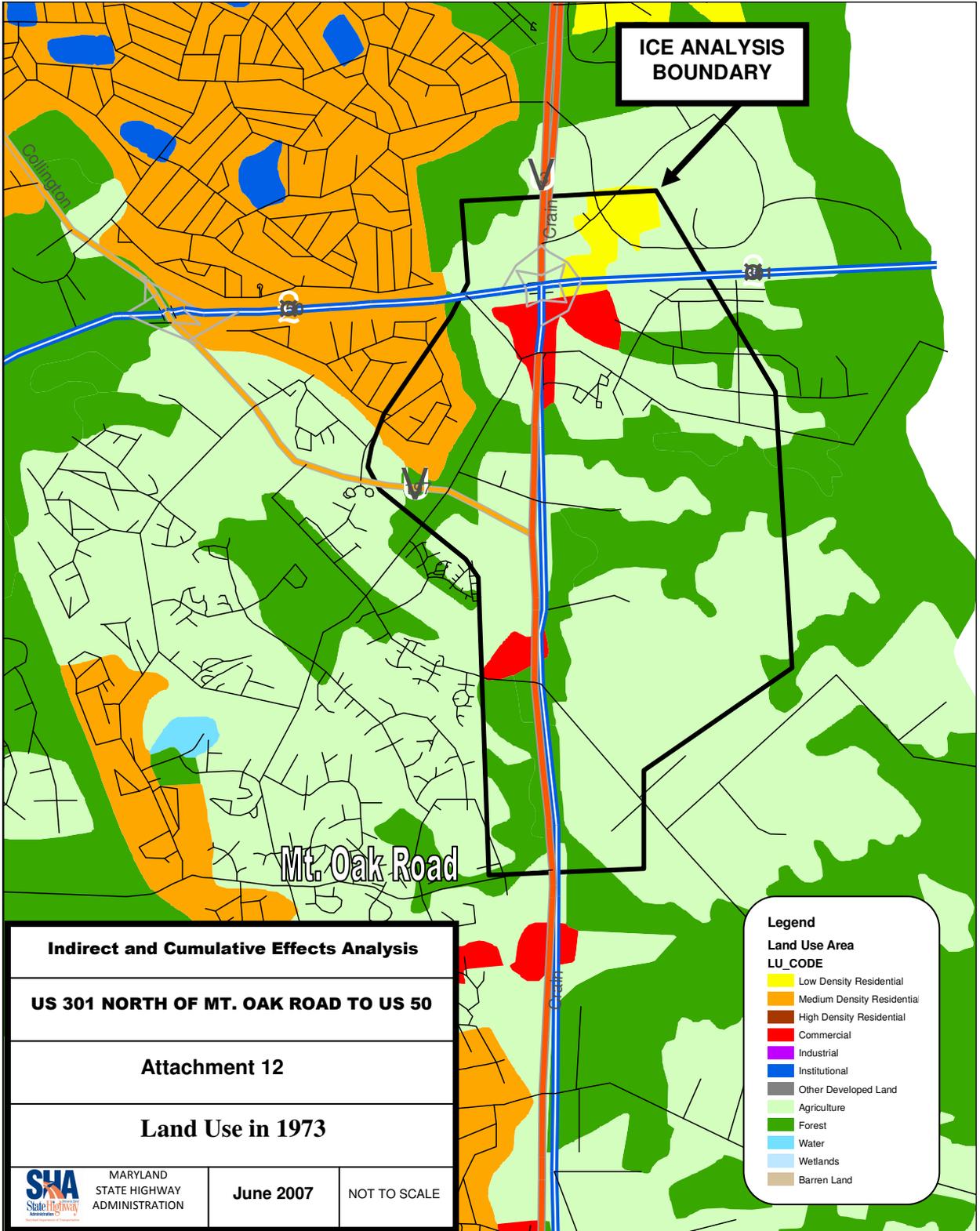
Fw: Revised PM 2.5 for  
301/MD 197 - from Mount  
to US 50 in Prince  
County,

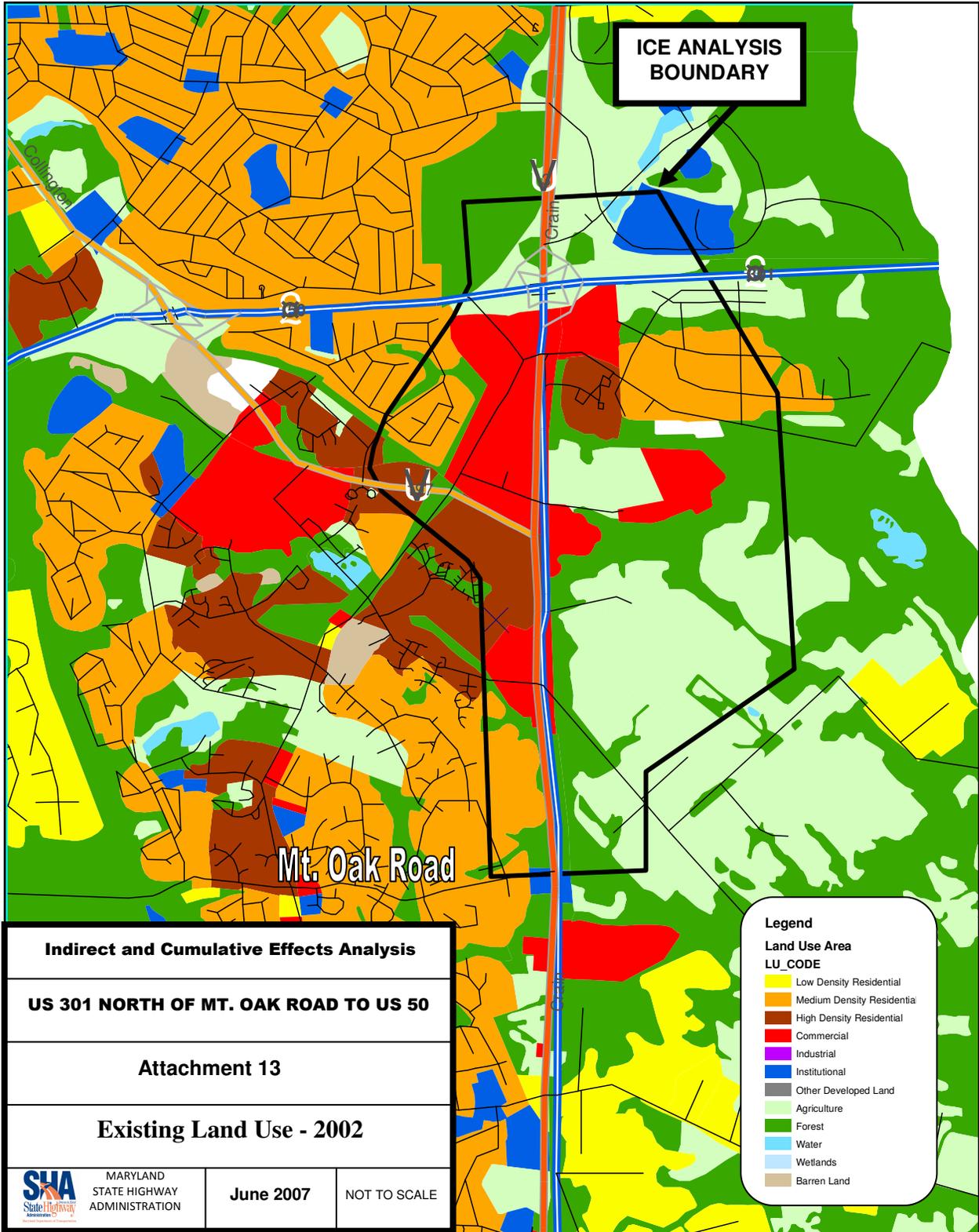
US !

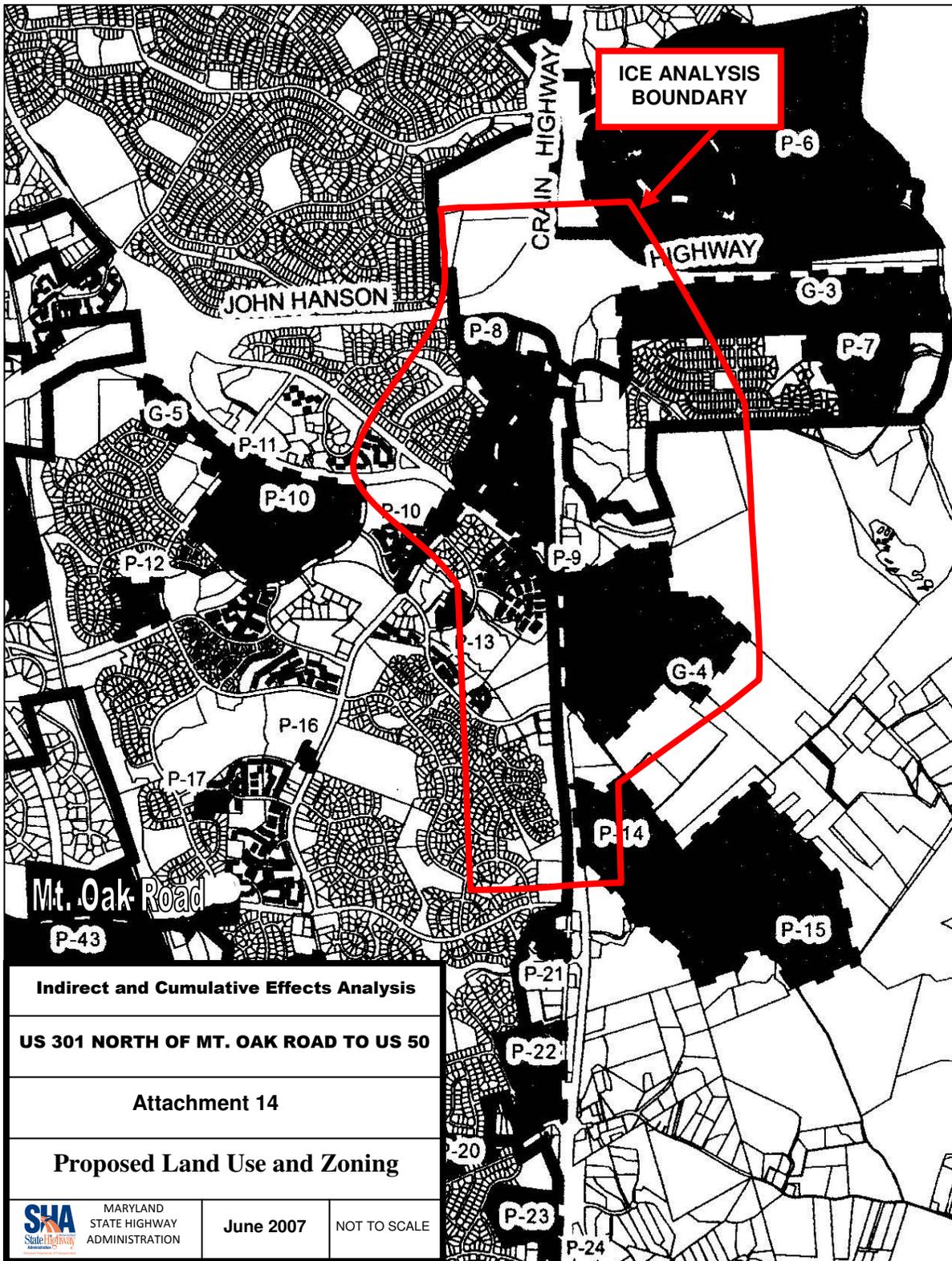
Oak Road !

Georges !

!  
!







<b>Indirect and Cumulative Effects Analysis</b>		
<b>US 301 NORTH OF MT. OAK ROAD TO US 50</b>		
<b>Attachment 14</b>		
<b>Proposed Land Use and Zoning</b>		
 MARYLAND STATE HIGHWAY ADMINISTRATION	<b>June 2007</b>	NOT TO SCALE