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**U. S. 301/MD 197**

(North of Mount Oak Road to U. S. 50)

**LOCATION/DESIGN**

Public Hearing

Wednesday, November 20, 2002

Presentation/Testimony 7:00 P.M.

Bowie City Hall  
2614 Kenhill Drive  
Bowie, Maryland, 20715

DR

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1 MR. CHARLIE WATKINS:

2 I'm Charlie Watkins, District  
3 Engineer for the Maryland State Highway  
4 Administration for District 3, which includes  
5 Prince George's and Montgomery Counties. I'm  
6 the Hearing Officer this evening. Tonight's  
7 Hearing is being held by the Maryland State  
8 Highway Administration, as referred to as SHA,  
9 and the Federal Highway Administration, referred  
10 to as FHWA. I welcome you to this combined  
11 location/design Hearing for the U.S. 301/MD 197  
12 Corridor Study from north of Mount Oak Road to  
13 U.S. 50.

14  
15 The purpose of this Hearing is to  
16 acquaint you with the project and to provide an  
17 opportunity for all interested persons to  
18 present their view regarding the proposed  
19 location and design of the alternates under  
20 consideration.

21 Please direct your attention to the  
22 project brochure that has been prepared for your  
23 information. If you have not yet received one,

1 copies are available from the receptionist.

2 The brochure summarizes information  
3 related to the Project, including descriptions  
4 of the proposed improvements and the potential  
5 environmental impacts. Please review this  
6 brochure to aid in your understanding of  
7 tonight's presentation.

8 I will now introduce representatives  
9 from the from the State Highway Administration  
10 who will participate in this evening's Hearing.  
11 To my right is Chris Weber, the SHA Project  
12 Manager. To my left, Allison Grooms, the SHA  
13 Environmental Manager. Next to Allison is Toney  
14 Dixon, the SHA Equal Opportunity Officer and to  
15 my far left is Richard Ravenscroft, the SHA  
16 District 3, Office of Real Estate.

17 The names, addresses and telephone  
18 numbers of members of the Project Planning Team  
19 are listed in the brochure.

20 At this time, I invite any elected  
21 officials to stand for recognition.

22 I did not see any; and nobody  
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showed up.

A formal Notice was published in the newspapers listed in the brochure; and public service announcements were sent to radio stations serving this area to notify individuals of tonight's Hearing and to encourage participation. In addition to the advertisements, brochures were sent to those on the Project mailing list.

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

This evening's proceedings are being recorded. The official transcript of this Public Hearing will become part of the Project record.

The transcript will be available in approximately 12 weeks for review and copying at nearby locations, including SHA District 3

1 office in Greenbelt, the Bowie City Hall and SHA  
2 Headquarters in Baltimore. Please confirm its  
3 availability by contacting me or Mr. Weber.

4  
5 Written comments and materials for  
6 inclusion in the transcript will be accepted  
7 until January 15, 2003. Comments may also be  
8 submitted after this date for consideration in  
9 Project decisions.

10 The State Highway Administration  
11 Project Development process consists of 4  
12 distinct phases. The Project Planning Phase,  
13 the Engineering or Final Design Phase, The  
14 Right-of-Way Acquisition Phase and the  
15 Construction Phase.

16 Funding for this Project has been  
17 programmed in the Maryland Department of  
18 Transportation's Consolidated Transportation  
19 Program for fiscal years 2002 through 2007 for  
20 the Project Planning Phase only. The Final  
21 Design, Right-of-Way Acquisition and  
22 Construction are not currently funded.

23 This Project is currently in the

1 Detailed Study stage of the Project Planning  
2 Phase. During this stage, the location and  
3 general design features along with environmental  
4 impacts are identified. Current activities  
5 include engineering and environmental studies,  
6 coordination with other State and Federal  
7 Agencies and public involvement.  
8

9 The results of our studies will be  
10 summarized for you this evening. The  
11 Engineering or Final Design Phase follows the  
12 Project Planning Phase. During the Final Design  
13 Phase, construction drawings are prepared and  
14 final right-of-way requirements are determined.

15 The Right-of-Way Acquisition Phase  
16 usually begins about halfway through the Design  
17 Phase. Representatives from our Right-of-Way  
18 Division are available tonight to answer  
19 questions regarding these procedures.

20 Construction can only begin after  
21 the Final Design Phase is completed and right-  
22 of-way has been acquired.

23 The Study area is located within

1 Prince George's County. The Highway Project  
2 limits extend along U.S. 301 from just north of  
3 Mount Oak Road to U.S. 50.

4 The purpose of this Study is to  
5 develop solutions that will address congestion,  
6 increase mobility and improve safety conditions  
7 along this stretch of roadway because of  
8 existing and expected growth. If nothing is  
9 done, transportation congestion, traffic  
10 operations and safety conditions will worsen  
11 with many local roadways and intersections being  
12 forced to handle greater traffic volumes than  
13 the correction capacity allows, thus  
14 substantially increasing travel times.

15  
16 The current average daily traffic  
17 or ADT volumes along the U.S. 301 Corridor,  
18 within the Study limits, vary at different  
19 locations. However, there is a significant  
20 increase in traffic between the existing  
21 condition and to the proposed 2020 condition.

22 The highest traffic volumes occur  
23 in the area between MD 197 and Excalibur Road,

1 where an average of approximately 61,000  
2 vehicles travel each day. ADT volumes at this  
3 location are expected to increase to nearly  
4 98,000 under the year 2020 No-Build Condition.

5 The northern segments of U.S. 301  
6 between MD 197 to Harbour Way averages  
7 approximately 54,000 vehicles per day. The  
8 future no-build volumes at this location are  
9 expected to increase to approximately 88,000  
10 vehicles per day.

11 Table 1 in the brochure highlights  
12 traffic volumes for other segments for both the  
13 existing and year 2020 No-Build Conditions.

14 Mr. Chris Weber will now describe  
15 the proposed alternates that are now being  
16 considered for the improvements to the U.S. 301  
17 Corridor. Chris.

18 MR. CHRIS WEBER:

19 Thank you Charlie. This Project is  
20 the first "Breakout Project" following the  
21 completion of the 1996 U.S. 301 Task Force  
22 Report for the U.S. 301 Northern Corridor  
23

1 extending from U.S. 50 to the MD5/U.S. 301 split  
2 just north of Waldorf. Numerous alternates were  
3 developed and studies with Federal, State, and  
4 Local Agencies providing input. In addition, a  
5 local focus group participated in meetings with  
6 the Project Team and offered many local insights  
7 and recommendation. As a result of this  
8 process, four Build Alternates, plus the No-  
9 Build Alternate are being presented this  
10 evening.

11  
12 Alternate No. 1 is the No-Build  
13 Alternate, which assumes no major capacity  
14 changes along U.S. 301 and essentially keeps the  
15 at-grade intersections and lane configurations  
16 as they are today. Minor modifications such as  
17 signal timing adjustments and possible  
18 additional turn lanes at intersections would be  
19 provided to improve short-term operational  
20 issues.

21 Next, I would like to present the  
22 four Build Alternates. Major components of all  
23 four of these Alternates are similar, including

1 improving operations on mainline U.S. 301 by  
2 eliminating all at-grade intersections and  
3 providing 3 through lanes in each direction.  
4 Excalibur Road and Harbour Way Bridge over U.S.  
5 301. Also, service roads are being added on  
6 each side of U.S. 301 to separate the through  
7 and local trips and to provide safe access to  
8 commercial and residential properties. Each  
9 Alternate provides an urban diamond interchange  
10 at MD 197 and U.S. 301 that would separate the  
11 traffic at this location and widen MD 197  
12 between U.S. 301 and Mitchellville Road. With  
13 this brief synopsis of the four Build Alternates  
14 similarities, I will now describe each.  
15

16 Alternate 2 Modified is an upgrade  
17 to U.S. 301 on its current location. U.S. 301  
18 would be expanded to 3 lanes in each direction  
19 with a new urban diamond interchange separating  
20 U.S. 301 and MD 197 with U.S. 301 remaining at  
21 grade. A two-way service road would be provided  
22 on the east side of U.S. 301. A one-way  
23 southbound service road would provide access to

1 the commercial and residential areas on the west  
2 side of U.S. 301. Access to the west side  
3 service road would be provided at two locations.  
4 The first point of access would be just south of  
5 U.S. 50 and the second point of access would be  
6 just south of the MD 197/U.S. 301 urban diamond  
7 interchange. Additionally, access to the new  
8 urban diamond interchange and MD 197 would be  
9 from the west side service road.

10  
11 Revised Alternate 2 Modified is  
12 identical to Alternate 2 Modified with two  
13 exceptions. First, access to the MD 197  
14 interchange would be from the southbound U.S.  
15 301 rather than the west side service road. The  
16 through and local traffic would be separated  
17 just south of the U.S. 50 /U.S. 301 Interchange.

18 The second change is that the slip-  
19 ramp from southbound U.S. 301 to the west side  
20 service road is not provided. There would only  
21 be one direct access point to the southbound  
22 service road on the west side from a ramp just  
23 south of the U.S. 50/U.S. 301 Interchange. As

1 an alternate to this ramp, travelers could exit  
2 onto MD 197 to use the service roads and other  
3 local roads.

4           Alternate 5A involves shifting the  
5 alignment of U.S. 301 to the east. This  
6 provides for a two-way service road on the west-  
7 side of U.S. 301 and would also provide an  
8 additional buffer from the businesses to the  
9 west of U.S. 301. Access from northbound U.S.  
10 301 to Excalibur Road and the eastside service  
11 road would be provided from a left exit ramp  
12 crossing over the U.S. 301 southbound lanes.  
13 This ramp would end at an at-grade intersection  
14 with Excalibur Road. From this intersection,  
15 traffic would be able to proceed straight on the  
16 two-way west side service road, make a left onto  
17 Excalibur Road, or make a right to cross back  
18 over U.S. 301 and access Mill Branch Road or the  
19 east side service road.  
20

21           Similar to Alternate 2 Modified,  
22 there would be two locations to gain access to  
23 the west side service road from southbound U.S.

1 301. The first point of access would be just  
2 south of U.S. 50 and the second point of access  
3 would be just south of the MD 197/U.S. 301 Urban  
4 Diamond Interchange.

5           Alternate 5B is identical to  
6 Alternate 5A, except that the Urban Diamond  
7 Interchange would feature U.S. 301 crossing over  
8 MD 197 on a bridge structure with MD 197  
9 remaining at grade. All the other aspects are  
10 the same as Alternate 5A.

11           The Build Alternates would  
12 generally reduce current congestion levels and  
13 provide for reduced customer travel time to  
14 study area businesses.

15           Level of service, or LOS, is a  
16 measure of the traffic operations during a peak  
17 travel hour, and is defined by a grading system  
18 from "A" to "F". LOS "A" represents the best  
19 operation or free flow conditions with few  
20 interactions between vehicles. LOS "F"  
21 represents the worst case conditions when a  
22 facility is being used to its fullest capacity  
23

1 and severe congestion is experienced.

2 Under projected 2020 No-Build  
3 conditions, existing roadway conditions would  
4 produce failing traffic operations throughout  
5 the Corridor. Four of the five existing inter-  
6 sections within this Corridor would operate at a  
7 level of service "F". The goal of the Study was  
8 to improve the 2020 Build traffic levels of  
9 service to a "D" or better. This is achieved  
10 under all alternates.

11 The preliminary cost estimates for  
12 the proposed Alternates are in 2007 dollars and  
13 include costs for engineering, Right-of-Way  
14 Acquisition and Construction. The preliminary  
15 costs range from 200 to 270 million dollars.

16 This concludes the Alternates  
17 description. Ms. Allison Grooms will now  
18 present the Socio-Economic and Environment  
19 overview for the Project. Allison.

20 MS. ALLISON GROOMS:

21 Thank you Chris. In addition to  
22 the engineering analysis, a detailed analysis of  
23

1 the Build Alternates was conducted to determine  
2 the potential for impacts to Socio-Economic and  
3 Natural Environmental Resources. A comparison  
4 and summary of these impacts are provided in  
5 your brochure.

6  
7 Development in the Study area is  
8 guided by the 1991 Bowie, Collington,  
9 Mitchellville and vicinity Master Plan.  
10 Existing land use within the Study area is a mix  
11 of medium to high density residential and local  
12 and regional commercial uses. The Prince  
13 George's Stadium is also located within the  
14 Study area. Future land use in the Study area  
15 consists of a mix of service and commercial uses  
16 and high density urban and suburban residential  
17 uses. All Build Alternates are located  
18 primarily within a certified Prince George's  
19 County priority funding area. The intent of the  
20 Smart Growth Areas Act is to limit sprawl and  
21 direct State funding for gross related projects  
22 towards county designated, priority funding  
23 areas. Addition information on priority funding

1 areas can be found in your brochure.

2 Under the Build Alternates, there  
3 are no residential relocations. However,  
4 between 2 and 4 businesses may be displaced.

5 In accordance with Executive Order  
6 12898 on Environmental Justice, it has been  
7 determined that there are no disproportionate  
8 impacts to minority or low-income populations  
9 within the proposed Alternates.

10 The land in and around the Project  
11 limits lies entirely within the Patuxent River  
12 watershed, which drains into the Chesapeake Bay.  
13 Nine streams exist in the area. These streams  
14 are the main stem and the associated tributaries  
15 of Mill Branch and Green Branch. All streams  
16 are designated "Use 1" by the Department of  
17 Natural Resources, which means that they are  
18 protected for water contact, recreation, and  
19 aquatic life. Based on detailed field  
20 investigations, all of the streams in the  
21 Project are degraded and provided little habitat  
22 for fish populations.  
23

1                   The construction of the Alternates  
2 could affect up to 1,550 linear feet of  
3 perennial stream, mostly along the unnamed  
4 tributary of Green Branch.

5                   The Alternates have a potential to  
6 impact approximately 1 acre of wetlands.

7                   A detailed air analysis indicated  
8 that the State and National ambient air quality  
9 standards for carbon monoxide emissions will not  
10 be exceeded for any of the proposed Alternates.

11                   Also, a detailed noise analysis was  
12 also completed for the Project. The noise  
13 analysis results indicated that Federal Highway  
14 Administration noise abatement criteria would be  
15 exceeded at 3 noise sensitive areas for both the  
16 No-Build and Build conditions. The final  
17 determination on the feasibility and  
18 reasonableness of the barriers for these noise  
19 sensitive areas will be made after the State  
20 Highway Administration has identified a selected  
21 Alternate. No final decisions regarding the  
22 noise barriers have been made at this time.  
23

1                   This concludes the environmental  
2 overview. Please refer to the brochure for  
3 additional information.  
4

5                   Mr. Richard Ravenscroft of the  
6 State Highway Administrations District Right-of-  
7 Way Office in Greenbelt will now describe the  
8 procedures by which private property is acquired  
9 for highway projects.

10                  Dick.

11                  MR. RICHARD RAVENSCROFT:

12                  Thank you Allison. Good evening  
13 ladies and gentlemen. Property acquisition in  
14 Prince George's' County would be managed by the  
15 Office of Real Estate, District 3 Right-of-Way  
16 located in Greenbelt.

17                  The procedures for acquiring Right-  
18 of-Way by the State Highway Administration  
19 differs somewhat from normal real estate  
20 transactions between individuals. The State  
21 Highway Administration is required to secure at  
22 least one appraisal on each effected property  
23 and to offer the owners the amount determined by

1 the State Highway Administration to be just  
2 compensation for the property rights to be  
3 acquired.  
4

5 At such time as we are prepared to  
6 purchase property, each property owner will be  
7 provided an opportunity to accompany the  
8 appraiser when he inspects the property.

9 After just compensation is  
10 established, a Right-of-Way Agent will meet with  
11 each property owner to discuss the acquisition  
12 and how the construction would affect the  
13 property. At that time, the agent would also  
14 answer your questions and explain the offer.

15 Most of our purchases are resolved  
16 following this procedure. However, if the State  
17 and the property owner cannot reach an agreement  
18 through negotiations, the rights of the property  
19 owner are protected by acquiring the property  
20 rights through the eminent domain process.

21 This process provides a means for  
22 the property owner's point of view to be heard  
23 and permits the amount of just compensation to

1 be established by either a Board of Property  
2 Review, a judge or a jury, based on testimony  
3 given on behalf of both the owner and the State.  
4

5 Please understand that the vast  
6 majority of properties are acquired amicably and  
7 do not require the eminent domain process.

8 In addition to the amount paid for  
9 the property, the State's Relocation Assistance  
10 Program will provide advisory assistance and may  
11 provide certain monetary payments to tenants,  
12 homeowners, and businesses that must relocate.  
13 Additional allowances may be paid for moving  
14 expenses, looking for a replacement business  
15 site, and in some cases, payment to businesses  
16 in lieu of moving expenses. Each case will be  
17 analyzed and you will be informed of your  
18 eligibility by the Relocation Assistance Officer  
19 assigned to the Project. The program assures  
20 that no person will be relocated from their  
21 residence without a 90 day notice or until a  
22 comparable or adequate dwelling is available.  
23 All replacement housing will be fair housing

1 open to all affected persons, regardless of  
2 race, color, sex or national origin; and will be  
3 within their financial means, and will be  
4 reasonably accessible to their place of  
5 employment, public services and other  
6 conveniences.  
7

8 The Relocation Officer is available  
9 to assist all affected families and businesses  
10 to find satisfactory replacement housing and  
11 business sites.

12 "Your Land and Your Highways"  
13 booklets have been placed on the receptionist's  
14 table for you. The Booklet explains the  
15 procedures used by the State Highway  
16 Administration for acquiring Right-of-Way.  
17 Right-of-Way impact information for each  
18 Alternate is shown in the Summary of Alternates  
19 in the Project brochure. I will be available  
20 following this Hearing to answer any specific  
21 questions that you may have regarding the  
22 proposed acquisition of properties for this  
23 particular Project. If, at a later date,

1 questions arise, please feel free to contact me  
2 at my office in Greenbelt. My address and phone  
3 number are listed in the brochure and in the  
4 booklet entitled "Your Land and Your Highways."  
5

6 Mr. Toney Dixon will now summarize  
7 the Department of Transportation's Title Six  
8 Program. Toney.

9 MR. TONEY DIXON:

10 Thank you Dick. Good evening  
11 ladies and gentlemen. I am an Equal Opportunity  
12 Officer from the State Highway Administration's  
13 Office of Equal Opportunity. I will explain the  
14 significance of Title VI and Executive Order No.  
15 12898, the Environmental Justice Act, as they  
16 relate to this Joint Public Hearing.

17 Title VI is an amendment of the Civil  
18 Rights Act of 1964, which prohibits  
19 discrimination on the grounds of race, color, or  
20 national origin in any program receiving Federal  
21 financial assistance.

22 Supplemental legislation also  
23 prohibits discrimination on the basis of sex,

1 age, religion and physical and or mental  
2 disability.

3 To assure compliance with this  
4 important mandate, the State Highway  
5 Administration has established a Title VI Unit.  
6 To date, each office involved in this Project  
7 has complied with that mandate. It is the Title  
8 VI Unit's responsibility to make sure that all  
9 phases of the U.S. 301/MD 197 Corridor Study are  
10 completed in a non-discriminatory manner from  
11 the initial planning stages through the actual  
12 construction of the Project.

13  
14 The purpose of the Environmental  
15 Justice Executive Order is to identify and  
16 address disproportionately high and adverse  
17 health and/or environmental impacts on minority  
18 and/or low income populations. An important  
19 objective of this Order is to encourage public  
20 participation of these groups in the planning  
21 process.

22 I am requesting your participation  
23 in assisting us with out compliance efforts to

1 ensure that all phases of the transportation  
2 process are carried out successfully.

3 For more specific information  
4 concerning the Title VI Legislation and  
5 Environmental Justice, please refer to the  
6 brochure, copies of which are located at the  
7 receptionist's table.

8 If you feel that you have been the  
9 recipient of any type of discriminatory  
10 treatment during the course of this Project, you  
11 may address your concerns, in writing, to Mr.  
12 Walter Owens, Director of the Office of Equal  
13 Opportunity, at the address listed in your  
14 brochure.

15 I will now turn the Hearing back to  
16 Charles Watkins. Charlie.

17 MR. CHARLIE WATKINS:

18 Thank you Toney. This Location and  
19 Design Public Hearing is one step in a decision  
20 making process that may lead to transportation  
21 improvements for the U.S. 301/MD 197 Corridor  
22 Study from north of Mount Oak Road to U.S. 50.  
23

1 A number of issues will continue to  
2 be addressed in subsequent steps or phases of  
3 the Project, including:

- 4 • Potential project construction  
5 phasing, because of funding  
6 constraints.
- 7 • Minimization of environmental  
8 impacts.
- 9 • Implications of land use and  
10 smart growth.

11 This concludes our formal  
12 presentation. If you have not already notified  
13 us that you wish to speak this evening, please  
14 register your name with the receptionist at this  
15 time.  
16

17 For those of you who prefer to  
18 submit written comments, forms for the purpose  
19 are available for your use in the back of the  
20 brochure.

21 We will now receive your comments/  
22 We are seriously interested in hearing your  
23 views regarding the Project, either as an

1 individual or as a representative of an  
2 organization or community association.

3 Please remember that we are  
4 recording this Hearing, so when making comments,  
5 speak directly into the microphone, giving your  
6 full name, address and any organization you may  
7 represent. Testimony can also be given by  
8 private testimony to the Court Reporter.

9  
10 At this time, we welcome any elected  
11 officials who wish to speak.

12 Hearing none, we will now begin  
13 with those who have registered to speak. Mark  
14 Noblit. Okay, James Richardson. Catherine  
15 Terry.

16 MS. CATHERINE TERRY:

17 I am here, but I decided to put  
18 mine into a written statement.

19 MR. CHARLIE WATKINS:

20 That's fine. Thank you. Chris  
21 Headman.

22 MS. CHRIS HEADMAN:

23 Good evening. My name is Chris

1 Headman. I live at 13404 Overbrook Lane in  
2 Bowie and I came this evening as a continuation  
3 of a long time interest in highway design and  
4 safety and especially alternatives to auto use.  
5 I have a long personal history in this. In  
6 fact, I'm now serving on another group that  
7 Bowie/Crofton Joint Study Committee for up-  
8 grading Rt. 3.  
9

10 Several years ago when I headed the  
11 study of Bowie's Transportation Planning Task  
12 Force, we were profoundly worried about the  
13 traffic count implications of this intersection  
14 of Rt. 197 and MD 301; and I'm personally  
15 relieved at the guidelines for dealing with this  
16 type of situation have now been so altered and  
17 humanized that it's possible to have real live  
18 citizens offering real live comments to enhance  
19 their communities. It's a wonderful experience.  
20 I don't have any particular critiques of any of  
21 the designs, except that, in general, I would  
22 hope that the express lanes could be elevated  
23 rather than the crossroads and local roads as

1 far as possible. The 5B in which MD 197  
2 continues at grade. That's the closest to the  
3 type of thing I'd like to see. I also hope that  
4 whatever design comes up, there will be ample  
5 facilities for bike access, which also includes  
6 pedestrian access so that, for example, a person  
7 who works at the Tech Center, which is north of  
8 U.S. 50, could easily come down and ride his  
9 bike to McDonalds and buy tickets at the  
10 ballpark for a very pleasant experience. We  
11 only have three opportunities to cross over U.S.  
12 50 between north and south sides of Bowie at  
13 MD 197, the footbridge that's in between and the  
14 anticipated improvements here. I'm going to be  
15 watching this very closely to make sure that  
16 this type of connection with all of Bowie's  
17 outstanding bike trail system will be enhanced  
18 and give people more flexibility.

19  
20 Gee, everybody sat down. I was  
21 planning to read my written speech.

22 MR. CHARLIE WATKINS:

23 They cut you a little short, huh?

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MS. CHRIS HEADMAN:

I wonder, is there any need for identifying corridors, where a mass transportation might be accommodated at this time; or if there's a bus service, would they run on the service roads or the express roads? It could run from BWI all the way down to Upper Marlboro, if there was a transit line that way.

Also, whichever plan is selected, I hope that the city of Bowie and the State and the County can somehow improve the traffic flow within these business areas. It'll be easy to make a quick decision to get into McDonalds, or wherever, Wal-Mart, without operating at such a high speed, you can't make the decision to patronize local businesses. In the area within the triangle, there's some bad 4-way stop signs and other traffic hazards, dividers and whatnot. That whole triangle needs to be re-designed, I believe, in light of whatever would be a better fit with whatever comes up with accommodating the express traffic that's going to be plying

1 on 3 sides.

2 Thank you very much.

3 MR. CHARLIE WATKINS:

4 Thank you. John Scoulios. Harry  
5 Sipres.

6 MR. HARRY SIPRES:

7 I apologize for my cold. My name  
8 is Harry Sipres. I reside here in Bowie,  
9 Maryland at 3008 Tarregon Lane. I'm speaking  
10 for the American Discovery Trail, a national  
11 hiker/biker trail across the United States,  
12 which goes right through Bowie down Governor's  
13 Bridge and over MD 197, the WB&A Recreational  
14 Commuter Trail; and I am also the President of  
15 the Bowie area hiker/biker coalition, which  
16 rides throughout the area weekly, at least.

17  
18 My comments tonight are directed to  
19 the need to incorporate multi-modal provisions  
20 into the design. Specifically, a bicycle/  
21 pedestrian incoming segway into the design. You  
22 know the new system. I don't know where it's  
23 going to go, but that's the future. As you

1 know, the 1991 Master Plan for the area has  
2 enabled us to develop a premier trail system  
3 throughout Bowie. We have over 41 miles of  
4 trail in Bowie now.

5  
6 The quarter encompassed in this  
7 Study is a major segment that can integrate the  
8 east side of the 40 plus mile system the city  
9 has been developing for over a decade. It was  
10 mentioned that this quarter contains a high  
11 density urban area. The trail system  
12 recommended by the city in every port prepared  
13 for this meeting tonight reflects the views and  
14 hopes of the members or the organizations that I  
15 represent tonight. It also provides outlets  
16 from this highly urbanized area to the rest of  
17 city and county's premier trail system. I hope  
18 that you will consider extending the 1991 Master  
19 Plan, addressed as the east side of the Corridor  
20 in connecting these trails. We have some  
21 wonderful facilities on the west side, the  
22 stadium, the canoed ramp area, the whole  
23 Patuxent, and some Park and Planning land that

1 hasn't been decided what to do with it yet. We  
2 want to be able to get those. There's wonderful  
3 walking and biking facilities throughout this  
4 area. Please make sure they're integrated into  
5 your system.

6 Thank you.

7 MR. CHARLIE WATKINS:

8 Thank you sir. Robert Bungie.

9 MR. ROBERT BUNGIE:

10 Robert Bungie, 215 Emory Court,  
11 Bowie, Maryland. My primary comment is, I know  
12 this usually isn't addressed until Final Design  
13 Phase, but I'd like to get it on the record now.

14 Any lighting that you use on the  
15 intersections be full cut off, no upward  
16 lighting. Usually, SHA does a very good job of  
17 lighting the roads. Just continue that. Keep  
18 the lighting low. No light trespass into the  
19 residential areas, please. Avoid using the very  
20 tall mounted lights with the clusters. Keep the  
21 lights down low, at the normal height for most  
22 of the street lights that you use.  
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That's my comment. Thank you.

MR. CHARLIE WATKINS:

Thank you. Does anyone else wish to comment? Yes sir.

MR. DALE GRANT:

My name is Dale Grant. I live at 12800 in Helm Place, Bowie, Maryland in the Heather Hills section. We use this intersection of U.S. 301 and MD 197 on a daily basis and I was on the focus group, so I've had the chance to comment before, but I want to comment again that I think that any of the Alternatives that are chosen should, indeed, have the off-ramp from Rt. 50 into Mitchellville Road that is presently shown only, I believe it's Alternative 2 Modified. It says in the brochure that ramp is on all the Alternatives, but obviously is not, looking at the maps themselves. I believe that off-ramp is very valuable, both for the people who come on Route 50 wanting to go to the eastside of U.S. 301 to get home. Now, the way this is set up, if you don't have that ramp,

1 they're going to end up having to come down MD  
2 197 to the most congested area, right on MD 197  
3 from Mitchellville to MD 301, which is your most  
4 congested area and has one of the worst  
5 intersections. By putting that ramp off Route  
6 50, you allow those people to exist on  
7 Mitchellville Road, come along and then cross  
8 over U.S. 301 without having to get onto MD 197.  
9 Otherwise, you're forcing them onto MD 197 to  
10 get there at the time when you have the worst  
11 problem, which is the p.m. rush hour. So, I  
12 don't understand why that ramp is not in all the  
13 Alternatives, because I see it as a very  
14 valuable way to relieve some of the traffic on  
15 MD 197, both in terms of too much traffic on the  
16 MD 197 and also the intersection itself.

18 I might comment that on one of the  
19 Alternatives, you indicated that it would be  
20 difficult to get from the section, say Target/  
21 Lowes, in that area, over to Wal-Mart, but you  
22 didn't indicate that one of the possible  
23 alternatives to doing that would be what most

1 people would do if you make it difficult to get  
2 from one area to another. They're going to go  
3 onto Mitchellville Road and use Excalibur to get  
4 into the Wal-Mart/Giant area, which is another  
5 alternative and probably the one that more  
6 people will take, than the ones that you  
7 offered. Anyway, my main comment is that I  
8 think that off-ramp off U.S. 50 is extremely  
9 necessary no matter which alternative is chosen.  
10

11 Thank you.

12 MR. CHARLIE WATKINS:

13 Thank you sir. Does anyone else  
14 like to comment? Yes sir.

15 MR. JEFFREY ALEXANDER:

16 My name is Jeffrey Alexander. I  
17 live at 16506 Everdale Court, in Bowie and I'm  
18 also a Board Member of the Covington Homeowner's  
19 Association, although I'm here tonight, just as  
20 a resident. My home actually is immediately  
21 behind, it's actually against the woods between  
22 Excalibur and Mount Oak, so this construction, I  
23 think is going to very much effect where I live.

1 I'm very concerned about some of the issues now.  
2 I do apologize. My wife and I did get here a  
3 little bit late this evening, so some of my  
4 concerns that I have here may have been  
5 addressed in the presentation. I don't know,  
6 but one of my concerns is in the designs that I  
7 see here is the retaining walls, and I'm looking  
8 at the start and the finish point on them and  
9 there seems to be a gap, the way I'm seeing it,  
10 start and finish. I question whether it's  
11 adequate to bring noise relief to what I think  
12 maybe an increase in traffic flow and  
13 congestion. It seems to me that where I'm  
14 seeing the retaining walls end, would have a  
15 considerable effect for where my home is and  
16 noise drifting from U.S. 301 to the homes  
17 immediately behind U.S. 301.

19 Also, I don't know what the hours  
20 of construction are going to be; but that  
21 definitely is a concern of mine. I don't know  
22 whether it will be only during the day. Whether  
23 there will be any construction at all in the

1 evening. That also is a major concern of mine  
2 and whether there is expected that there's going  
3 to be a significant increase. Although, I heard  
4 the lady comment to the effect that there wasn't  
5 expected to be, there was going to be an  
6 increase in noise either way. I'm wondering  
7 whether with this construction, the noise level  
8 could increase and therefore, become a  
9 significant problem for the homeowners that live  
10 immediately behind. As it stands right now, we  
11 already get a lot of noise at my home from  
12 U.S. 301 and the traffic that goes through there  
13 now. With this build-up, I'm very concerned  
14 about those increases.  
15

16 Again, this is more of a question,  
17 but I didn't hear how long the construction was  
18 expected to take. That may have been addressed  
19 in the presentation. I did not hear that, but  
20 again, I'm very concerned because my home is  
21 immediately off of U.S. 301 between Excalibur  
22 and Mount Oak.

23 MR. CHARLIE WATKINS:

1                   Thank you. Does anyone else wish  
2 to comment. Yes, ma'am.

3                   MS. HEIDI SHAMLOU:

4                   Hello. Heidi Shamlou, 1509  
5 Pickford Lane, Bowie. This may not be part of  
6 your Study, but doing this Study, we had some  
7 studies done earlier on about the Amber Ridge  
8 Shopping Center developed and how they were  
9 going to relieve the congestion and how they're  
10 going to divert traffic into the residential  
11 areas of Mitchellville Road and Pickford Lane at  
12 Pointer Ridge, and used some secondary roads to  
13 move these big trucks through from the Amber  
14 Ridge Shopping Center. Did any of your Study  
15 include that or is that not part of your Study?  
16

17                   MR. CHARLIE WATKINS:

18                   Ma'am, you're just giving a  
19 testimony tonight. Any question you would ask  
20 would have to be answered in recorded document  
21 when it's completed, or you can ask any  
22 questions you want of the people who are out  
23 there. Right now we're just taking testimony.

1 We're not answering questions.

2 MS. HEIDI SHAMLOU:

3 Well, I just wanted to follow up on  
4 the gentleman's statement about the lighting and  
5 would hope that you would consider the shoe-box  
6 lighting to where you would divert the light  
7 downwards instead of upwards and light up the  
8 night sky.

9 Thank you.

10 MR. CHARLIE WATKINS:

11 Thank you. Does anyone else wish  
12 to comment? Yes, sir.

13 MR. TOM TERRY:

14 My name is Tom Terry and I live on  
15 311 Mill Branch, Mitchellville, Maryland. I'd  
16 like to make a statement there based on the  
17 environmental impact statement that said Mill  
18 Branch and Green Branch were degraded streams.  
19 They didn't use to be degraded streams 10 to 20  
20 years ago until all the development in the area.  
21 So, I was hoping that the highway, I know there  
22 is a lot of stormwater management plans, but I'd  
23

1 hoped the stormwater would actually lessen any  
2 degradation to those streams already impacted by  
3 the environment in the area. Hopefully,  
4 perhaps, even plan ahead to further development  
5 for further decrease. I mean there's going to  
6 be further development with the new access roads  
7 that stormwater management is going to be  
8 extreme. We have a pond that is located down,  
9 which a lot of the stormwater would likely come  
10 down to that stream near our pond off of Mill  
11 Branch Road as that develops. So, planning to  
12 really reduce those effects, is really  
13 important. If I'm not mistaken, there used to  
14 be fish, herring and other fish, would come up  
15 lower parts of Mill Branch off Patuxent River as  
16 a spawning area, so it's a surprise to me to  
17 hear that it's degraded so far now that it  
18 doesn't support fish. Like I said, it didn't  
19 occur before all the development in the area.  
20 Hopefully, this further development takes that  
21 into account and corrects those situations as  
22 much as they can.  
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MR. CHARLIE WATKINS:

Thank you. Does anyone else wish to comment?

If not, let the record show that no further comments were offered. As mentioned earlier and as stipulated in the Public Notice, we will hold the formal record open until January 15, 2002 for your written comments.

Thank you for attending tonight's Hearing. We appreciate the interest you have shown in the Project.

This Hearing is adjourned. Good night.

- - - - -



1 Depot; and vice versa, people coming out of Home  
2 Depot in the stadium area going over the bridge  
3 to the other side to get to the other shopping  
4 center is going to create a back-up in our  
5 development. So, I think that there has to be  
6 some other alternative road out of our  
7 development, except for that one road.  
8

9 Too, the noise pollution, we hear  
10 noise on U.S. 50 at night time and we're  
11 wondering if there is a proposed wall barrier  
12 along U.S. 50 and also if there would be one for  
13 the proposed changes on MD 301.

14 I also noticed that there are  
15 places for the water to fall in. I forgot what  
16 they're called. Drainage systems, so to speak,  
17 and if they're going to be regulated for mosquitoes  
18 and other insects because of the Nile virus  
19 concerns.

20 That's all. I hope that you make  
21 sure that you consider the residents of Bowie,  
22 especially Longleaf as opposed to only the  
23 business aspect of it. I've noticed that in all

1 the literature from all the Hearing's books, the  
2 Bowie Council Meeting notes. All of this is  
3 contingent upon flow of traffic to and from  
4 businesses and keeping up the economic boom.  
5 Nothing in there is mentioned about the  
6 residents and how they can get around in their  
7 own developments, without traffic back-ups.

8 I thank you kindly.

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STATE OF MARYLAND

I, the undersigned, Notary Public in and for the State of Maryland, do hereby certify that the within named person/persons appeared before me at the time and place herein set out; and further, they gave testimony concerning the issue being debated.

I FURTHER CERTIFY that this hearing was recorded electronically by me and then transcribed from tapes to the within typewritten transcript in a true and accurate manner.

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

AS WITNESS, my hand and Notarial Seal this 13th day of December, 2002.

Robert M. Cannon  
Notary Public  
Robert M. Cannon

My commission expires: 2/01/2004

PUBLIC NOTICE  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

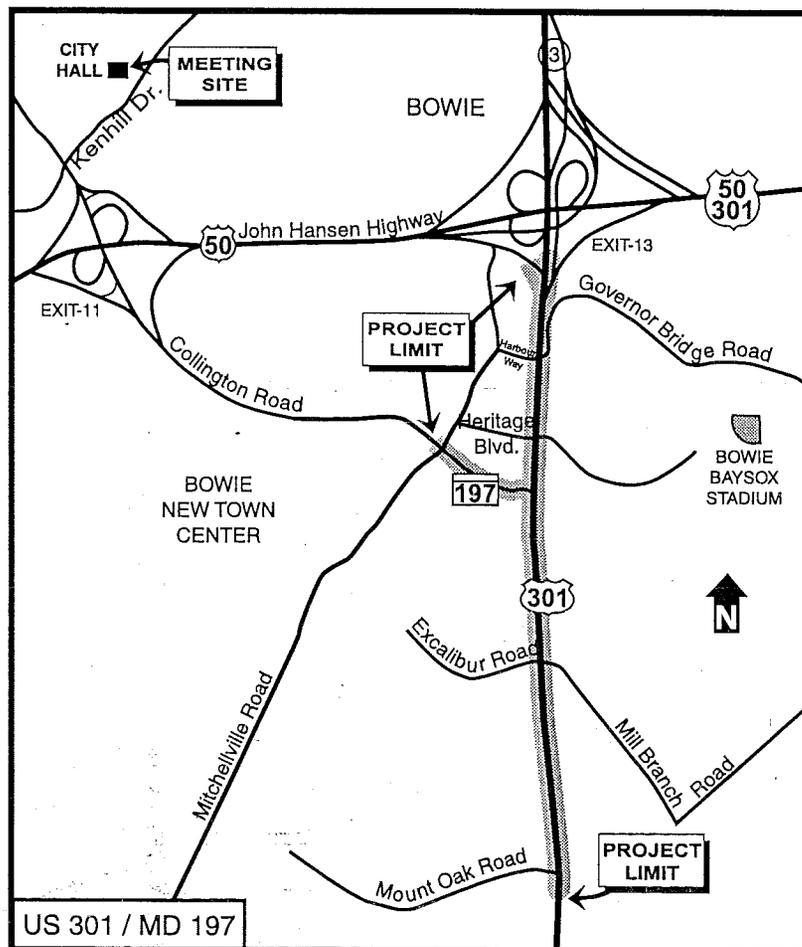
WILL CONDUCT A  
LOCATION/DESIGN PUBLIC HEARING

Concerning improvements to:

US 301  
FROM NORTH OF MT. OAK ROAD TO US 50

Wednesday, November 20, 2002  
(Snow date: Wednesday, January 8, 2003)  
(5:30 p.m. Maps/Displays available)  
(7:00 p.m. Presentation/testimony)

Bowie City Hall  
2614 Kenhill Drive  
Bowie, MD 20715



This project consists of upgrading US 301 into a fully controlled access highway from north of Mt. Oak Road to US 50 in Prince George's County.

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

Beginning at 5:30 p.m. mapping depicting the project alternates will be on display. Representatives of the State Highway Administration 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 alternates, an environmental impact summary, information on right-of-way acquisition and relocation assistance procedures, and information about Title VI of the Equal Opportunity Program. This presentation will be followed by the receipt of public testimony.

Individuals and representatives of organizations that desire to be heard or want to be placed on the project planning mailing list, may submit a request to Mr. Chris Weber, Project Manager, Project Planning Division, Mail Stop C-301, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202, no later than Friday, November 15, 2002. Mr. Weber can be reached by telephone at 410-545-8519, toll free at 1-800-548-5026 or by e-mail at [cweber@sha.state.md.us](mailto:cweber@sha.state.md.us).

Written statements and other exhibits in lieu of, or in addition to, an oral presentation at the Hearing may also be submitted to Mr. Chris Weber, at the above address until Friday, January 10, 2003 in order to be included in the "Public Hearing Transcript". If you receive a copy of this notice in the mail, you are currently on the project planning mailing list. These persons will be kept informed of project development and the opportunity for public involvement as the study progresses.

Requests to speak should be received no later than Friday, November 15, 2002 in order to ensure proper scheduling of the Hearing. Elected officials will be given the opportunity to speak before those on the speakers list. After the elected officials, the speakers will be called in the order in which their requests were received. Attendees at the Hearing who desire to speak may do so after those on the previously established list. If a large number of speakers enroll, a limitation of the time allotted to each speaker may be necessary. Brochures and forms for written comments will be available at this Hearing.

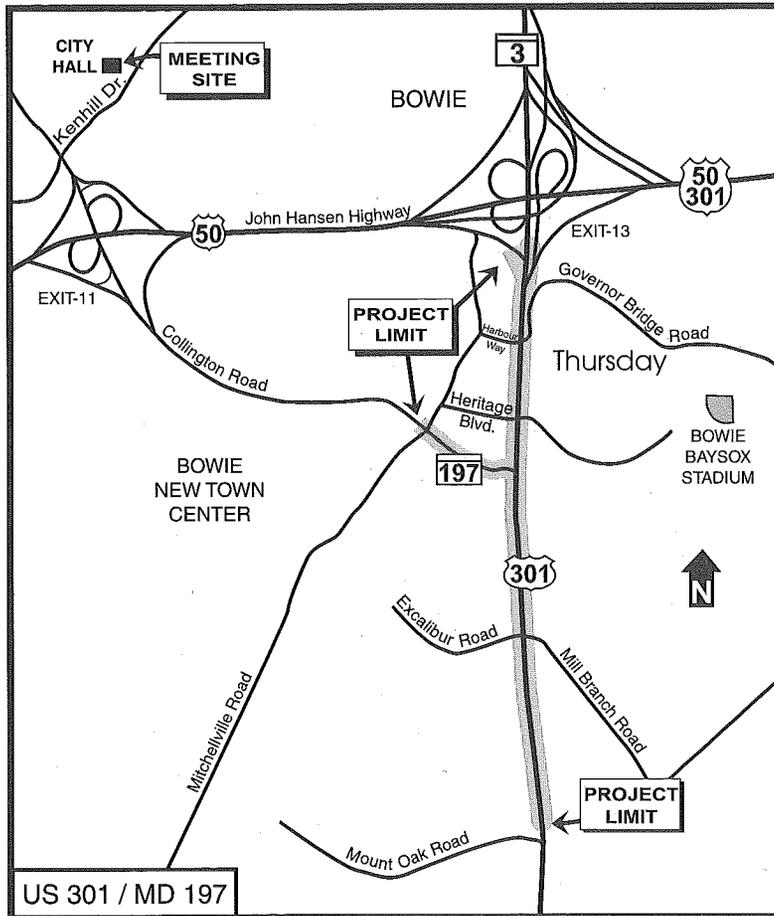
If anyone who is hearing impaired desires to attend this meeting, please notify the above address in writing or teletype to 1-800-735-2258 (Statewide toll free). Persons who would like to request an oral, sign language or non-English language interpreter should notify the same address or call 410-545-8519. All requests for an interpreter must be received by November 11, 2002. To the extent that this is feasible and possible, an interpreter will be provided.

# U.S. 301 / MD 197

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

# LOCATION / DESIGN

## PUBLIC HEARING



Project No. PG288A11

Wednesday, November 20, 2002

Bowie City Hall  
2614 Kenhill Drive  
Bowie, MD 20715

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



Maryland Department of Transportation  
STATE HIGHWAY ADMINISTRATION



US DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

## **PROJECT PLANNING TEAM CONTACTS**

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

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

## **INTRODUCTION**

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

## **PURPOSE OF THE STUDY**

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

## **PURPOSE OF THE HEARING**

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

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

## **PUBLIC COMMENTS**

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

## **PROGRAM STATUS**

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

## **PUBLIC INVOLVEMENT**

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

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

## FOCUS GROUP

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

## PROJECT NEED

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

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

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

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

## ALTERNATES RETAINED FOR DETAILED STUDY

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

"Thinking Beyond the Pavement" addresses such issues as:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## TRAVEL DEMAND

**Table 1. Average Daily Traffic Volumes**

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

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

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

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

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

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

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

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

**YEAR 2020 No-BUILD ALTERNATE**

Under the year 2020 no-build alternate, existing roadway conditions would produce failing traffic operations throughout the corridor. All five (5) existing intersections listed in Table 2 are

**YEAR 2000 EXISTING CONDITIONS**

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

projected to operate with LOS F (v/c ratio = 1.4 or above) during the AM peak period, with the only exception at MD 197/Mitchellville Road which has a LOS D, v/c ratio = 0.86. In the PM peak, four (4) intersections operate at LOS F while one (1), U.S. 301/Heritage Blvd intersection, borders failure with LOS E at a v/c ratio of 0.98.

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

## YEAR 2020 BUILD ALTERNATES

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

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

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

## **ENVIRONMENTAL SUMMARY**

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

### SOCIO-ECONOMIC IMPACTS

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

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

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

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

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

while encouraging additional future business investment in the study area.

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

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

### **NATURAL ENVIRONMENTAL IMPACTS**

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

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

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

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

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

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

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

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

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

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

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

## **PROJECT PLANNING PROCESS**

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

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

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

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

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

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

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

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

## **MEDIA USED FOR NEWSPAPER NOTIFICATION**

Advertisements for this meeting appeared in the following:

*Prince George's Journal*

*Washington Post*

*Washington Times*

*Afro-American (D.C.)*

*Bowie Blade News*

*Enquirer Gazette*

*Greenbelt News Review*

*Laurel Leader*

*Prince George's Post*

*Prince George's Sentinel*

*Maryland Register*

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

## PROJECT PLANNING TEAM

Mr. Christopher Weber  
Project Manager  
Project Planning Division  
State Highway Division  
State Highway Administration  
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Mr. Douglas Simmons  
Director  
Office of Planning and  
Preliminary Engineering  
State Highway Administration  
Mailstop C – 411  
707 North Calvert Street  
Baltimore, MD 21202

Mr. Charlie Watkins  
District Engineer – District #3  
State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

## THANK YOU

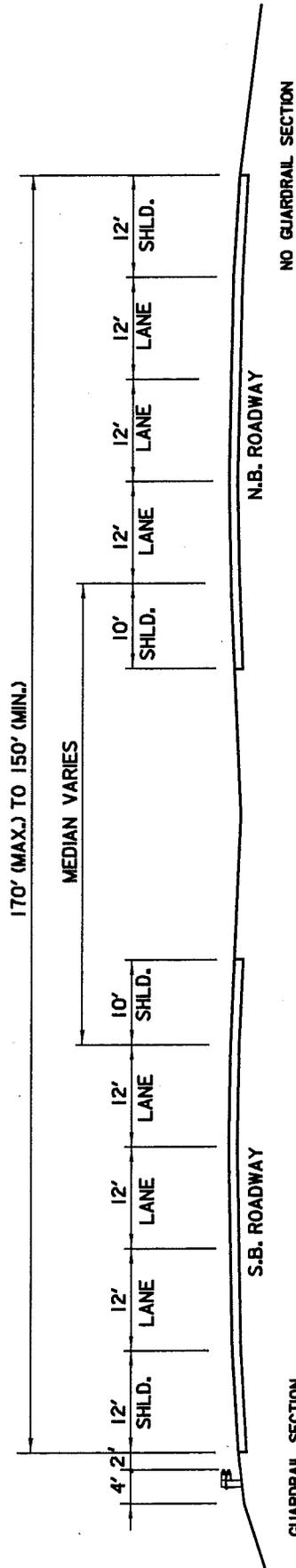
Thank you for your participation in the U.S. 301 / MD 197 project planning study. Your feedback is important to us, so please do not hesitate to send us your comments. In addition, please feel free to call one of the project team members should you have any questions or concerns.

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

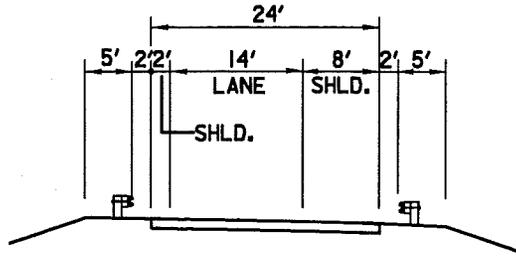
- [www.marylandroads.com](http://www.marylandroads.com).

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

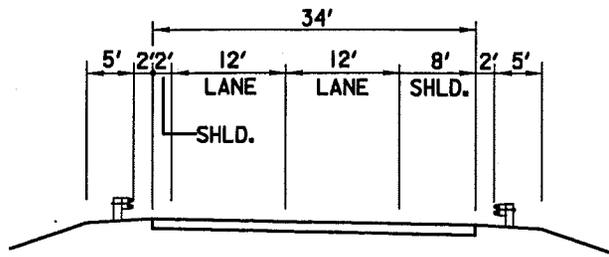
Feature	Unit	ALTERNATE			
		2 Modified	Revised 2 Modified	5A	5B
<b>Socio-Economic</b>					
Right-of-Way Required	Acres	47	49	64	65
Parklands	No.	0	0	0	0
No. Properties Affected	No.	40	40	38	39
Residential Displacements	No.	0	0	0	0
Business Displacements	No.	2	2	4	4
<b>Cultural Resources</b>					
NRE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



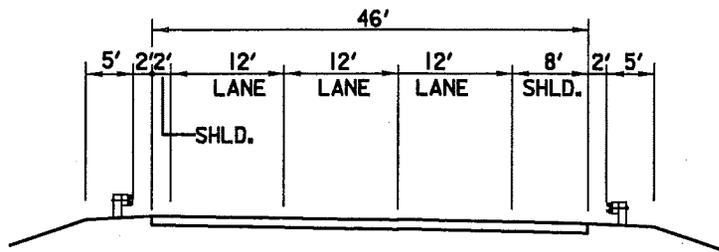
	US 301 from North of Mount Oak Road to US 50
	TYPICAL SECTION
NOT TO SCALE	October 2002



1 LANE RAMP



2 LANE RAMP



3 LANE RAMP

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 c:\TRANS\DWG\US301\...37\ts06mi97.dgn

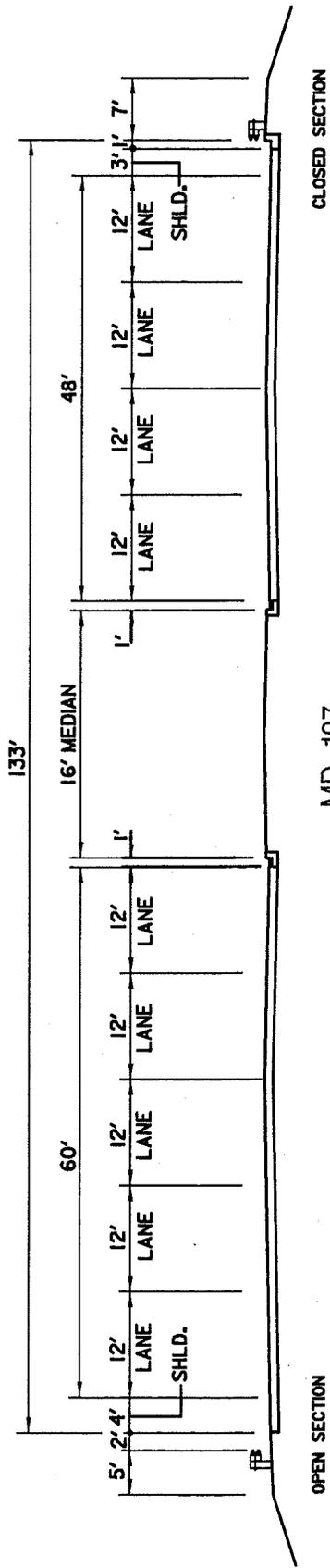


US 301 from North of  
 Mount Oak Road to US 50

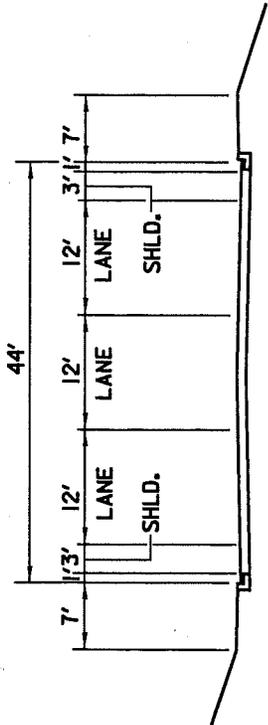
TYPICAL SECTIONS

NOT TO SCALE

October 2002



MD 197

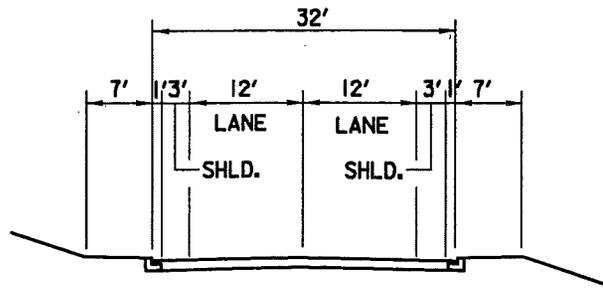


US 301 from North of  
Mount Oak Road to US 50

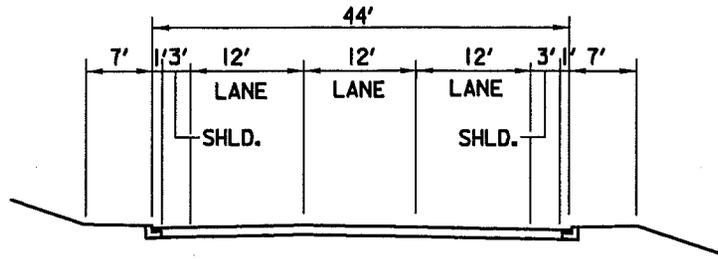
TYPICAL SECTIONS

NOT TO SCALE

October 2002



2-LANE SERVICE ROAD



3-LANE SERVICE ROAD

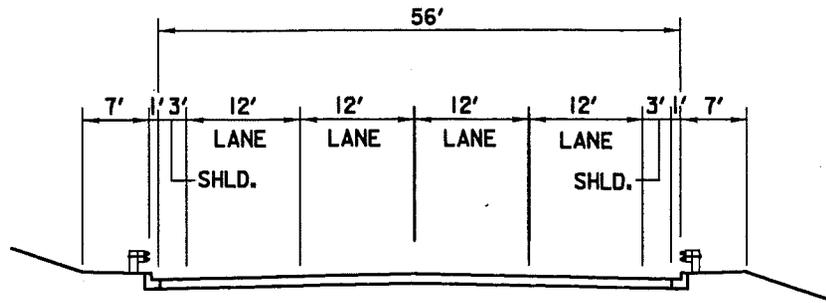


US 301 from North of  
Mount Oak Road to US 50

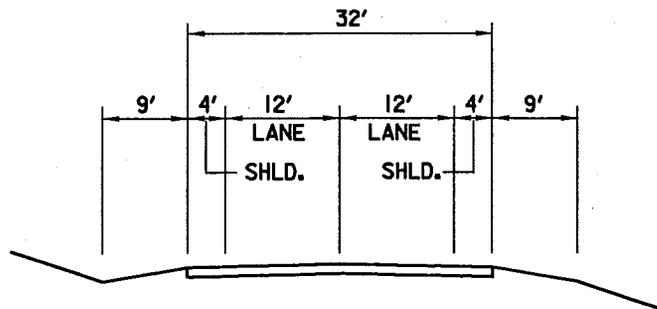
TYPICAL SECTIONS

NOT TO SCALE

October 2002



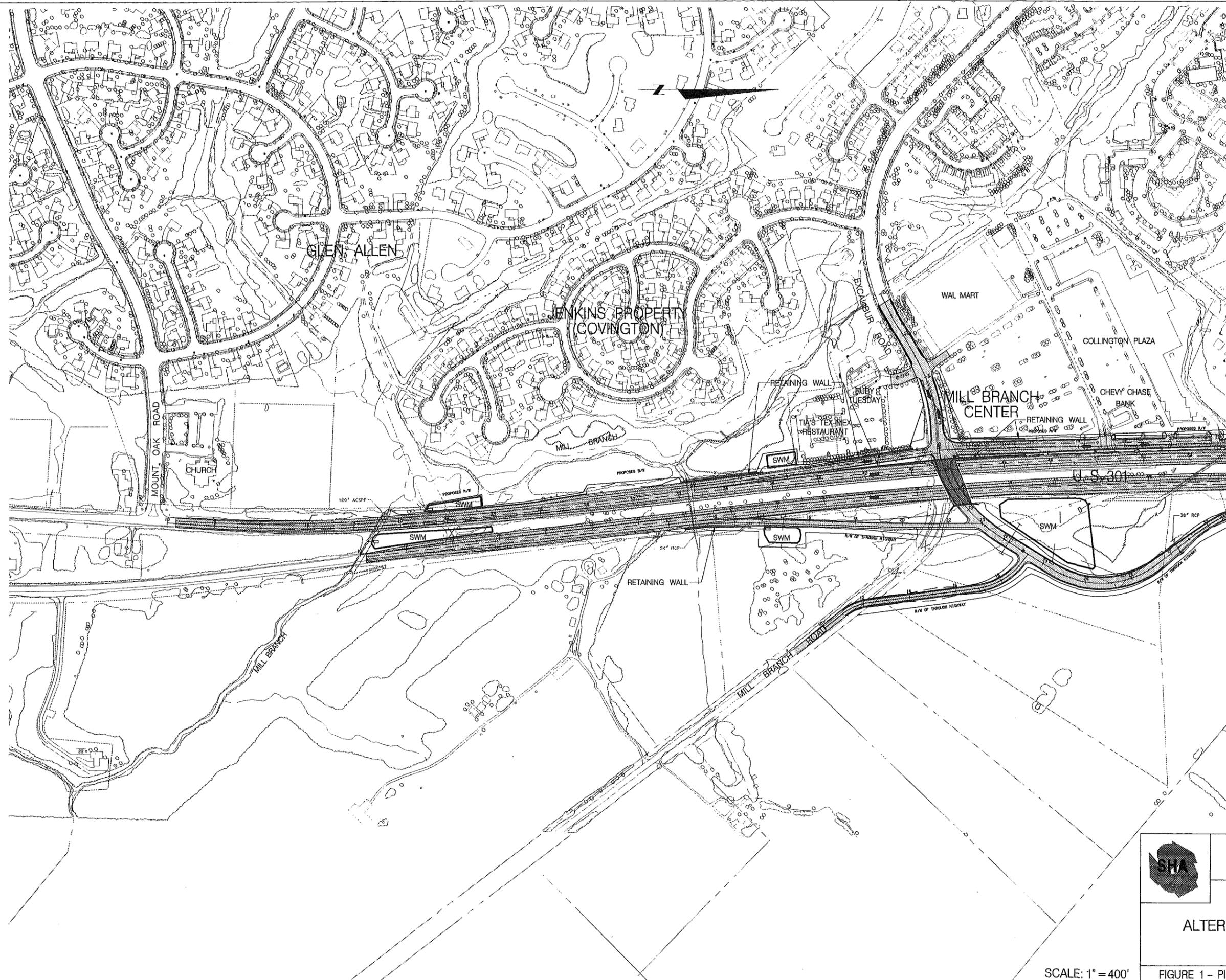
EXCALIBUR ROAD



MILL BRANCH ROAD AND HARBOUR WAY

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



MATCH LINE - SEE FIGURE 1 PLATE 2 OF 2

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US 301 from North of  
Mount Oak Road to US 50

ALTERNATE 2 MODIFIED

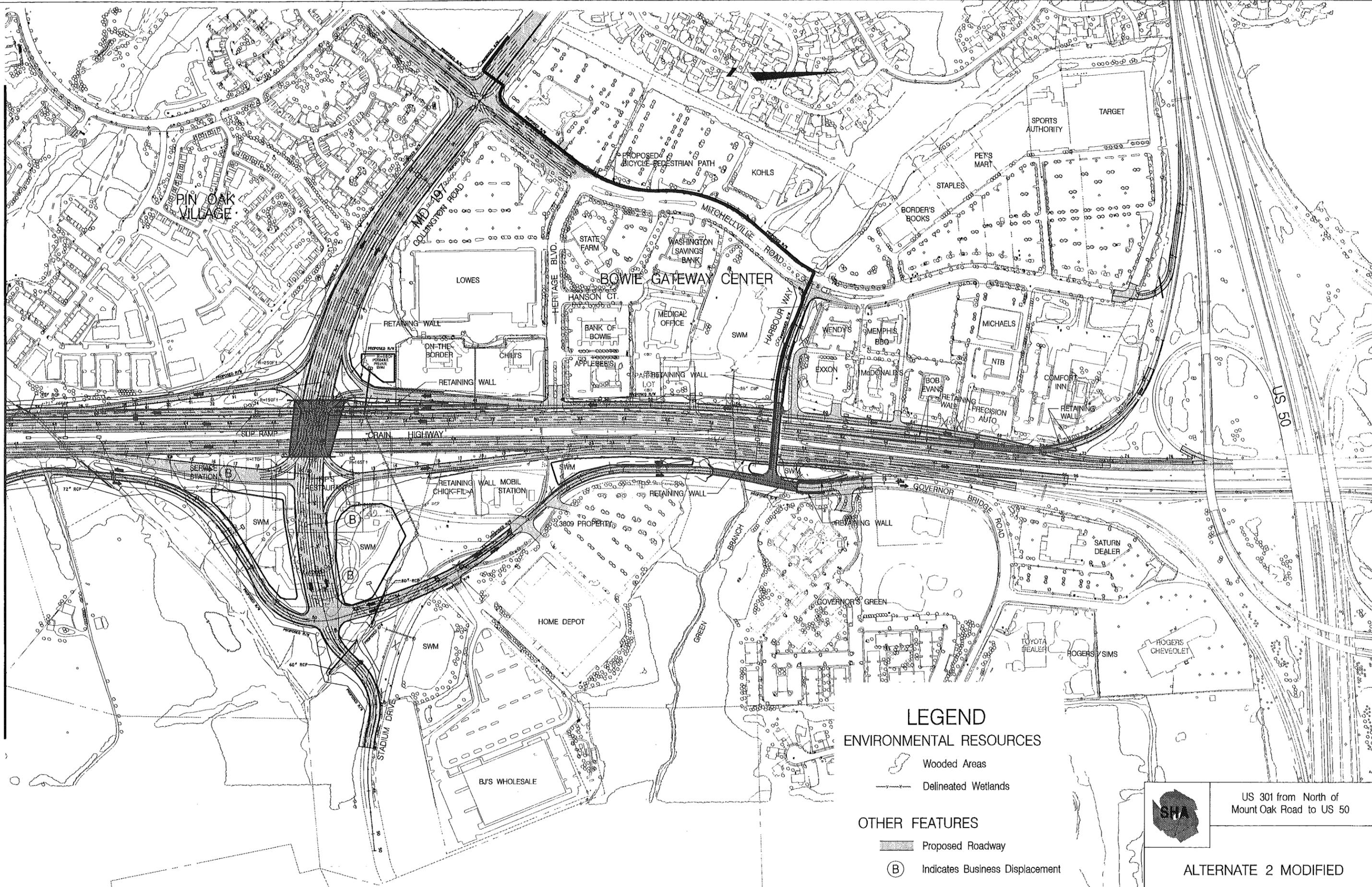
SCALE: 1" = 400'

FIGURE 1 - Plate 1 of 2

October 2002

MATCH LINE - SEE FIGURE 1 PLATE 1 OF 2

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### LEGEND

#### ENVIRONMENTAL RESOURCES

- Wooded Areas
- Delineated Wetlands

#### OTHER FEATURES

- Proposed Roadway
- Indicates Business Displacement



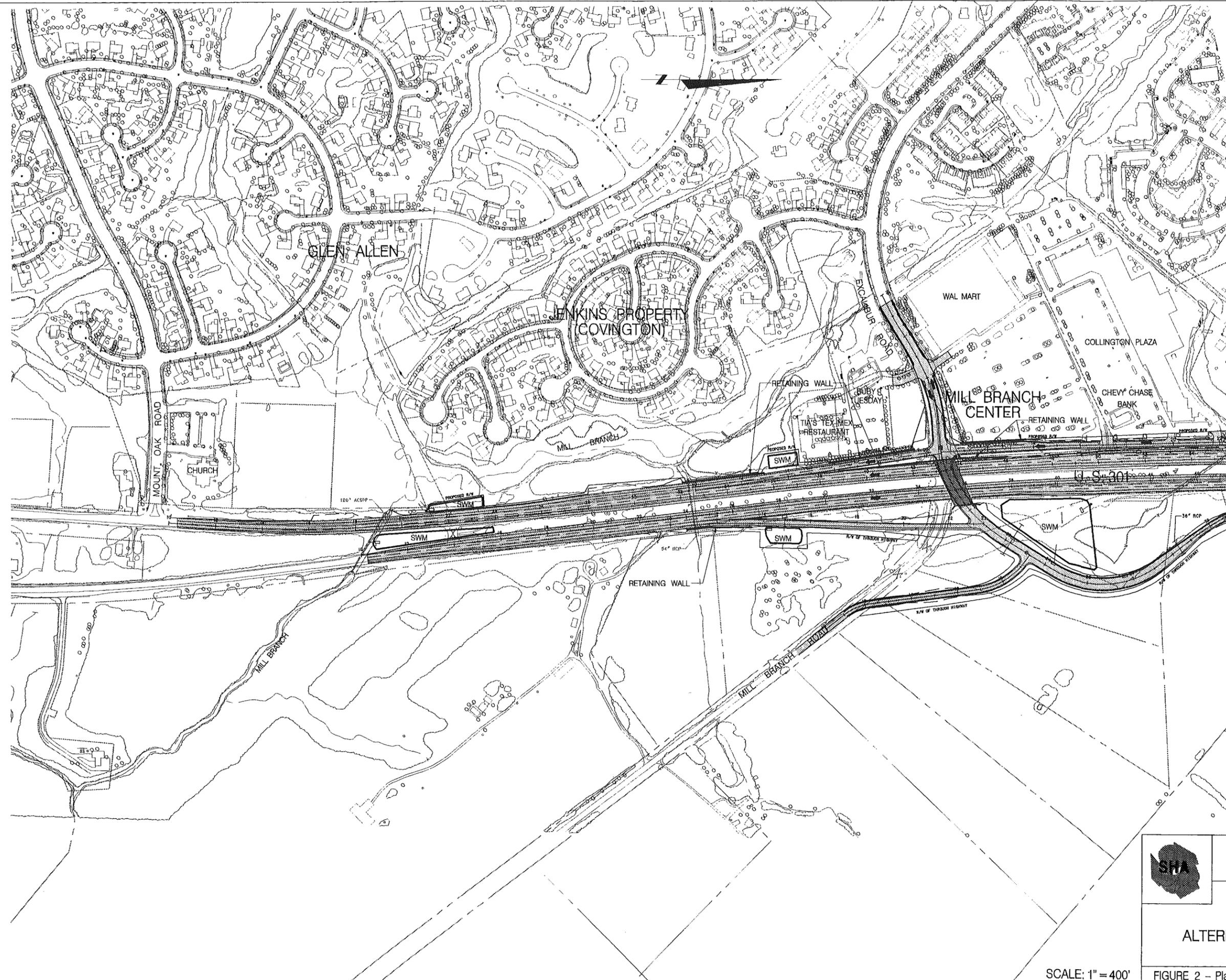
US 301 from North of  
Mount Oak Road to US 50

ALTERNATE 2 MODIFIED

SCALE: 1" = 400'

FIGURE 1 - Plate 2 of 2

October 2002



MATCH LINE - SEE FIGURE 2 PLATE 2 OF 2

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US 301 from North of  
Mount Oak Road to US 50

REVISED  
ALTERNATE 2 MODIFIED

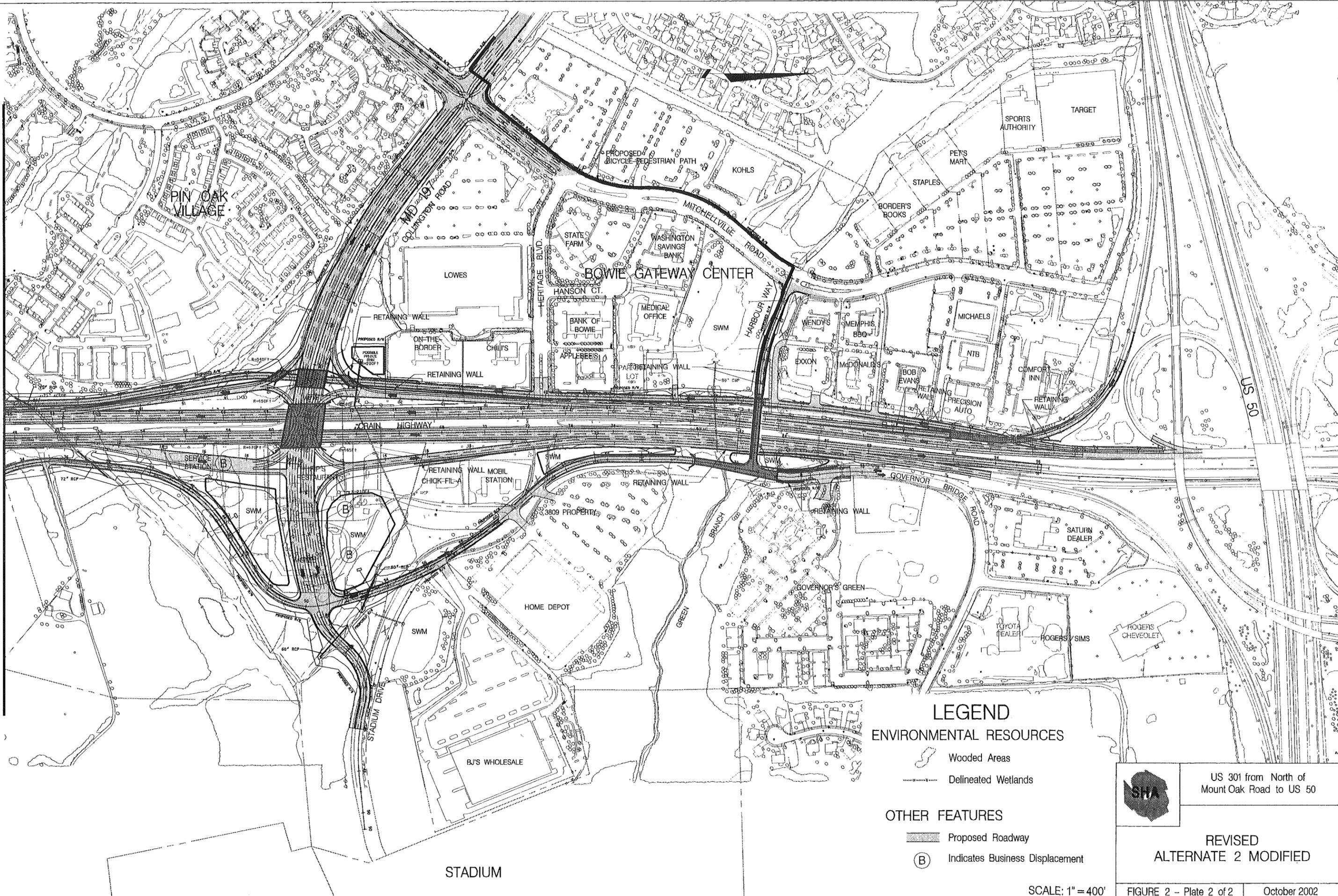
SCALE: 1" = 400'

FIGURE 2 - Plate 1 of 2

October 2002

MATCH LINE - SEE FIGURE 2 PLATE 1 OF 2

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:\97\ps109m\97.dgn



**LEGEND**

**ENVIRONMENTAL RESOURCES**

- Wooded Areas
- Delineated Wetlands

**OTHER FEATURES**

- Proposed Roadway
- Indicates Business Displacement



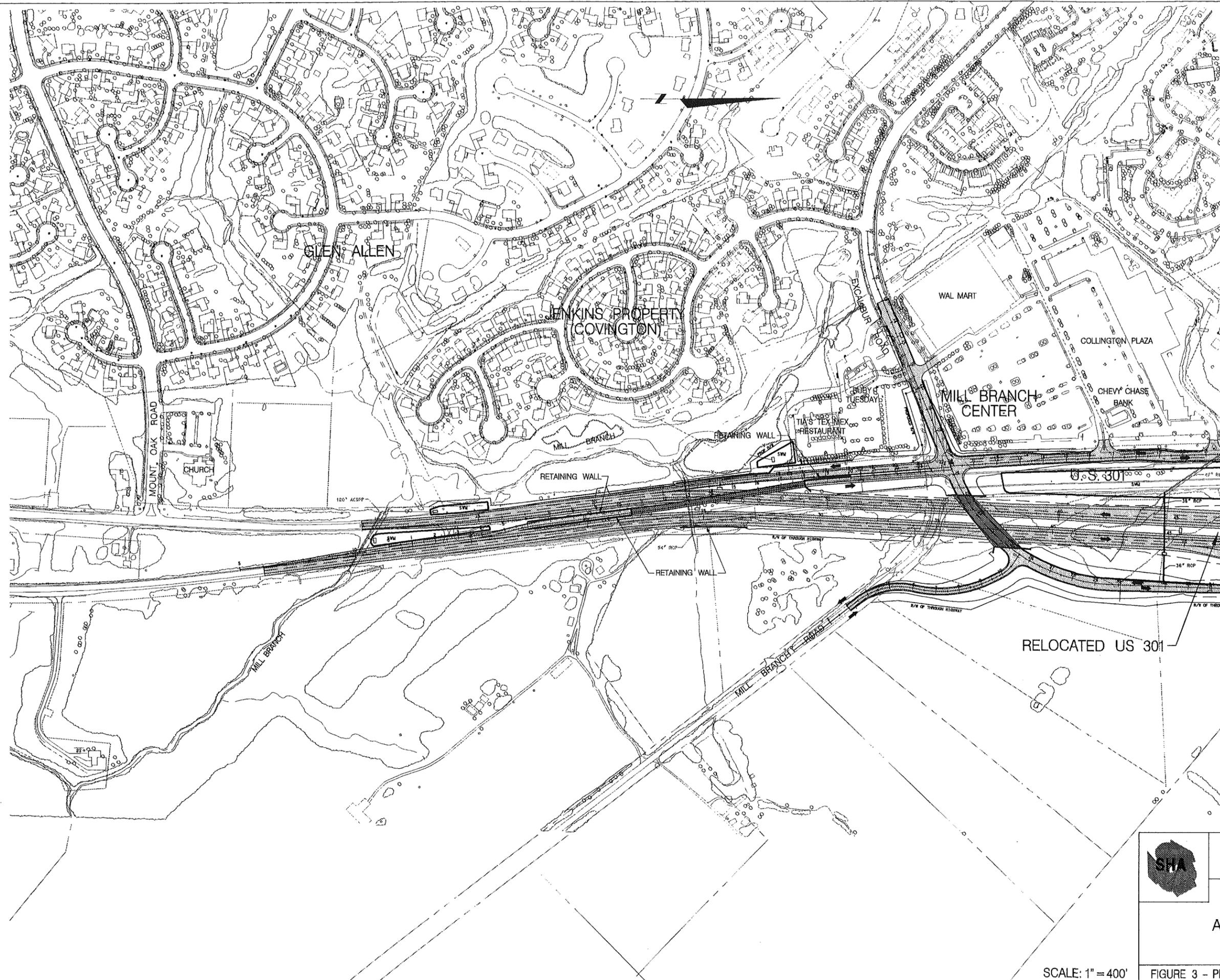
US 301 from North of  
Mount Oak Road to US 50

**REVISED  
ALTERNATE 2 MODIFIED**

SCALE: 1" = 400'

FIGURE 2 - Plate 2 of 2      October 2002

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MATCH LINE - FIGURE 3 PLATE 2 OF 2



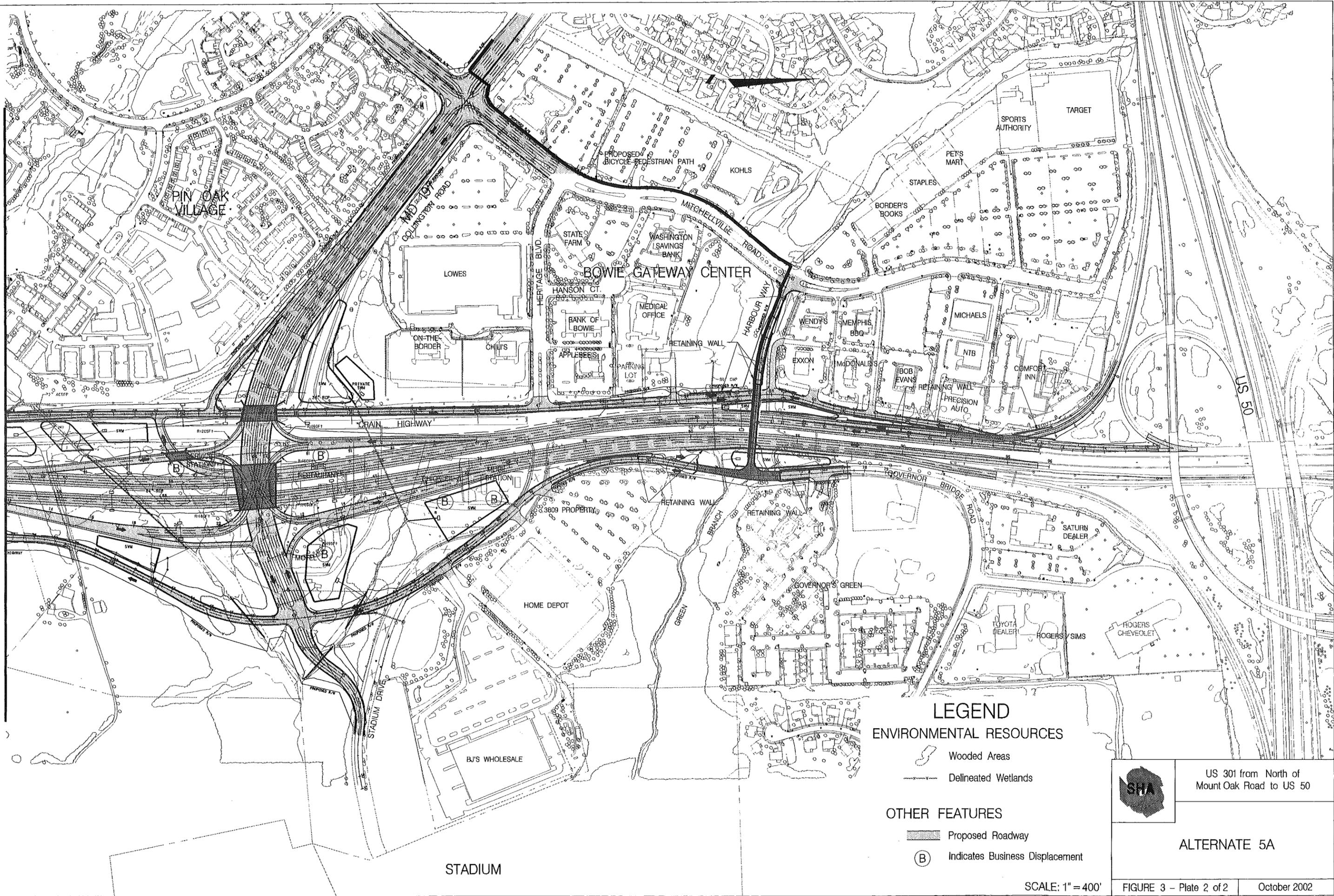
US 301 from North of Mount Oak Road to US 50

ALTERNATE 5A

SCALE: 1" = 400'

FIGURE 3 - Plate 1 of 2

October 2002



**LEGEND**

**ENVIRONMENTAL RESOURCES**

- Wooded Areas
- Delineated Wetlands

**OTHER FEATURES**

- Proposed Roadway
- Indicates Business Displacement

**SHA**

US 301 from North of Mount Oak Road to US 50

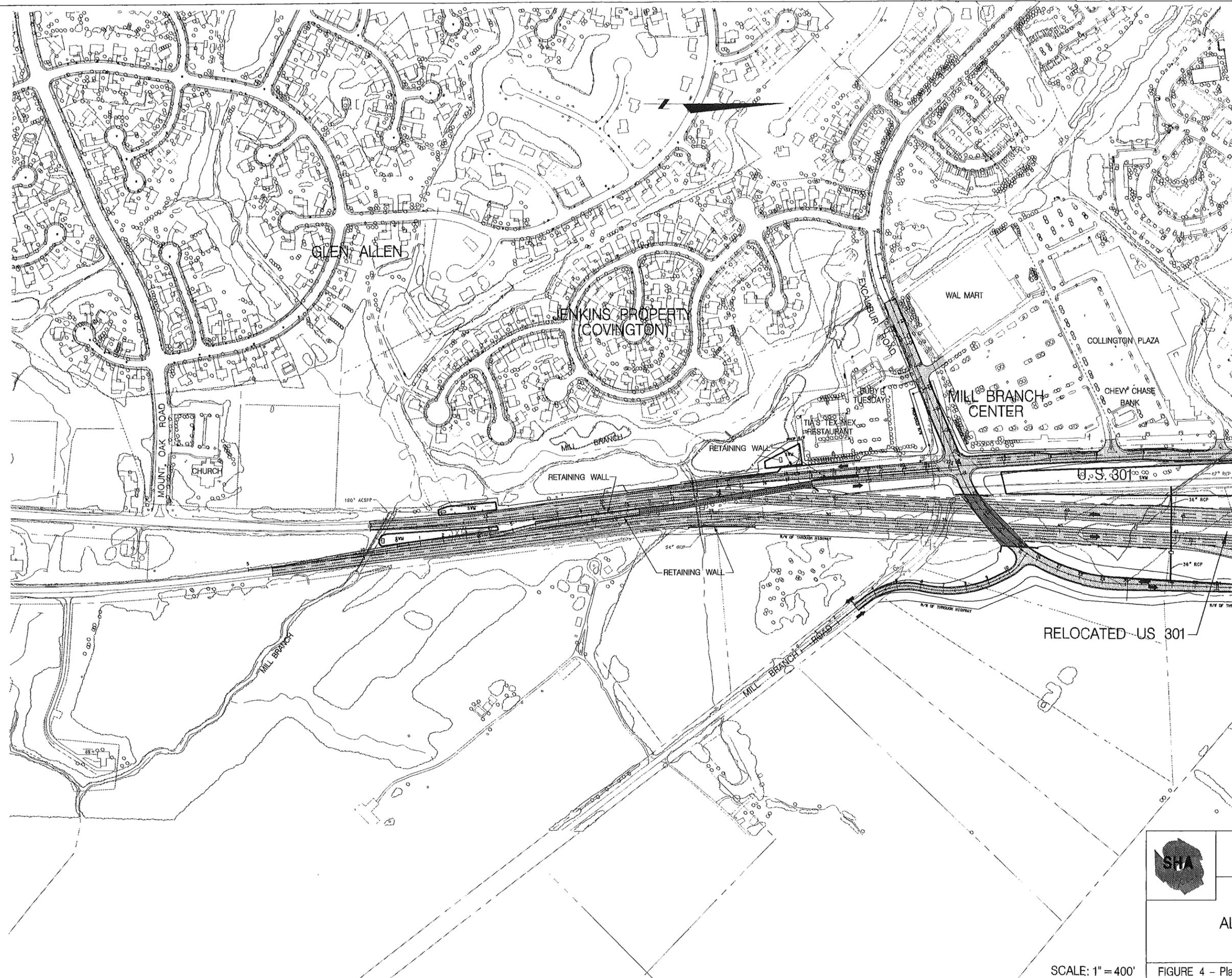
**ALTERNATE 5A**

SCALE: 1" = 400'

FIGURE 3 - Plate 2 of 2

October 2002

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MATCH LINE - SEE FIGURE 4 PLATE 2 OF 2



US 301 from North of  
Mount Oak Road to US 50

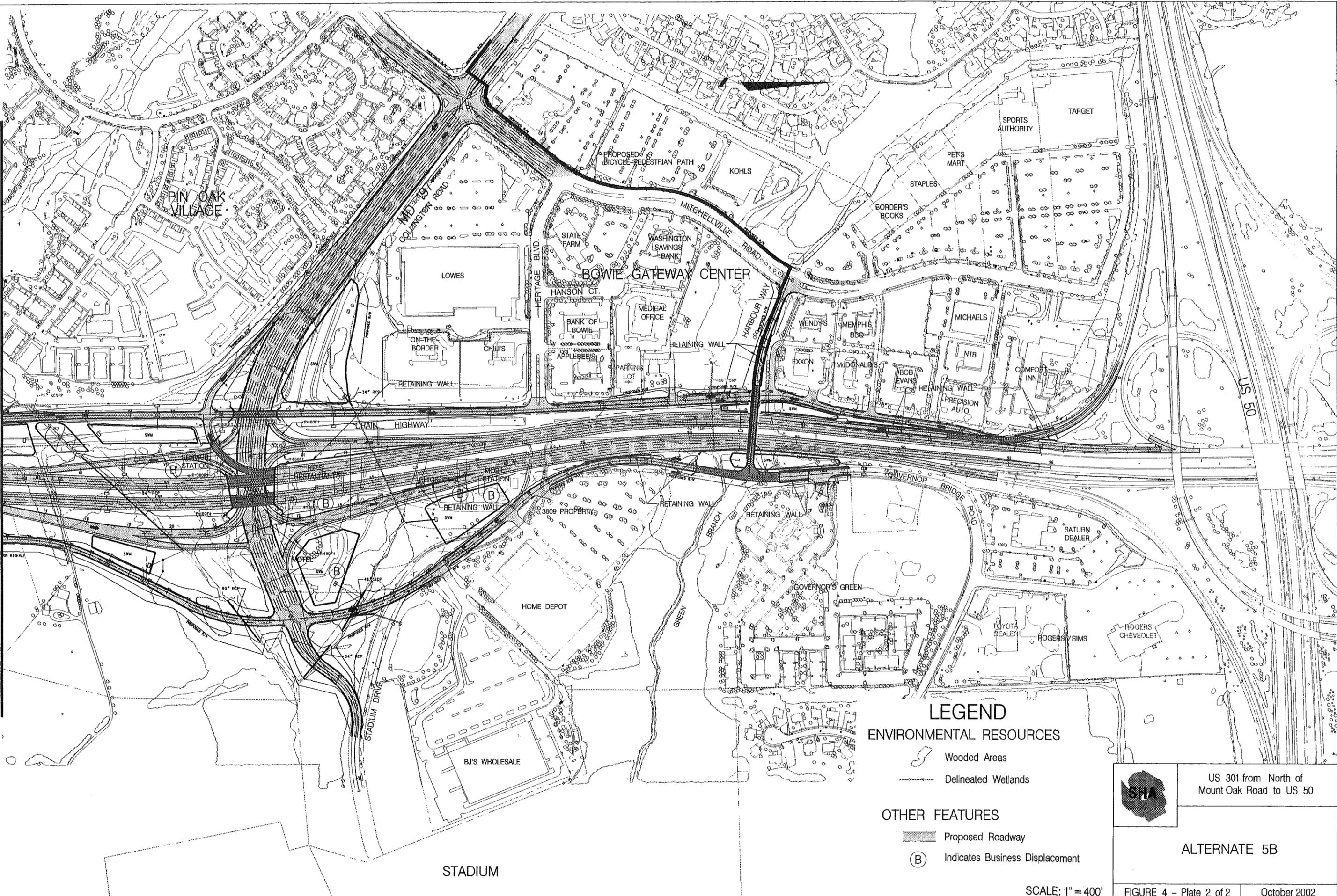
ALTERNATE 5B

SCALE: 1" = 400'

FIGURE 4 - Plate 1 of 2

October 2002

MATCH LINE - SEE FIGURE 4 PLATE 1 OF 2



- LEGEND**
- ENVIRONMENTAL RESOURCES**
- Wooded Areas
  - Delineated Wetlands
- OTHER FEATURES**
- Proposed Roadway
  - Indicates Business Displacement

US 301 from North of Mount Oak Road to US 50

**ALTERNATE 5B**

SCALE: 1" = 400'

FIGURE 4 - Plate 2 of 2      October 2002

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