

HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

Please circle the most appropriate number.

	Poor				Excellent
Clarity of the brochure	1	2	3	4	5
Was each part of the brochure easy to understand?					
Purpose of the Study	1	2	3	4	5
Purpose of the Hearing	1	2	3	4	5
Public Comments	1	2	3	4	5
Project Status	1	2	3	4	5
Project Need	1	2	3	4	5
Project History	1	2	3	4	5
Smart Growth	1	2	3	4	5
Description of Alternates	1	2	3	4	5
Environmental Summary	1	2	3	4	5
Remaining Steps in Planning Process	1	2	3	4	5

Which part of the brochure was the most valuable?

Which part of the brochure was least valuable?

What suggestions do you have for improvement?

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it to us by mail.

US 301 N. of Mt. Oak Rd. to US 50



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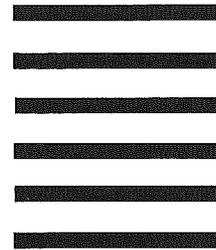
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OFFICE OF PLANNING AND
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MAIL STOP C-301 Attn: Chris Weber
BOX 717
BALTIMORE, MD 21203-0717





Maryland Department of Transportation

STATE HIGHWAY ADMINISTRATION

Project Planning Division

Mail Stop C-301 Attn.: Mr. Chris Weber
Project Manager

P.O. Box 717

Baltimore, MD 21203

Parris N. Glendening
Governor

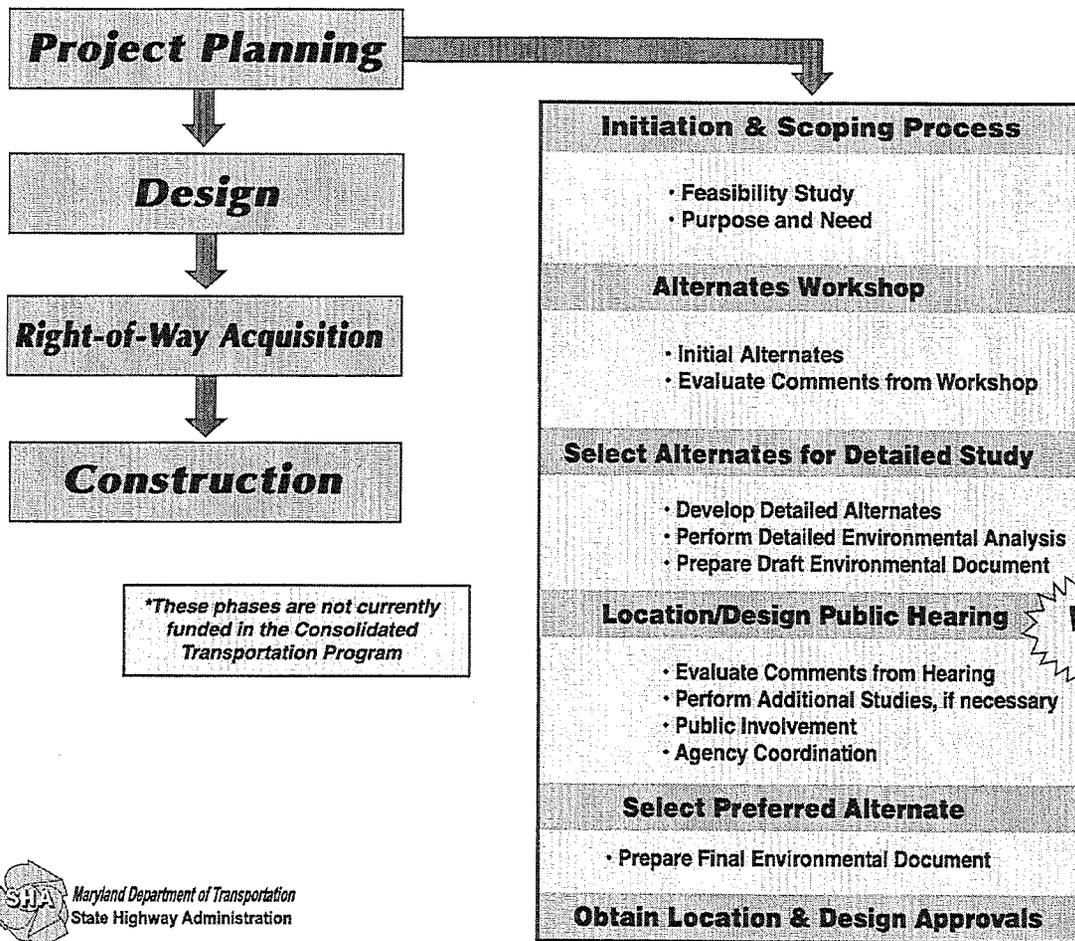
Kathleen Kennedy-Townsend
Lieutenant Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

TO:

PROJECT DEVELOPMENT PROCESS



ENVIRONMENTAL CONSIDERATIONS

National Environmental Policy Act (NEPA) Socio-Economic Environment

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

Section 4(f) of the Department of Transportation Act
 Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments
 An air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also a conformity analysis must be done to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

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

Economic Growth, Resource Protection, and Planning Act
 Each transportation alternative must be evaluated by the Maryland Office of Planning to determine if it is consistent with this act. The act has several goals: to concentrate development to suitable areas to make sure that transportation, water, sewer, schools, etc. are adequate to support the growth; to protect sensitive areas (steep slopes, habitat for endangered species, streams and buffers, 100-year floodplains, etc.); to direct growth in rural areas to existing population centers; to provide stewardship of the Chesapeake Bay; and to conserve resources.

Executive Order 12898 (Environmental Justice)
 Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations.

- ◊ **Demographics** ◊ **Community Facilities**
- ◊ **Economic Setting and Land Use** ◊ **Noise** ◊ **Air**

Natural Environment

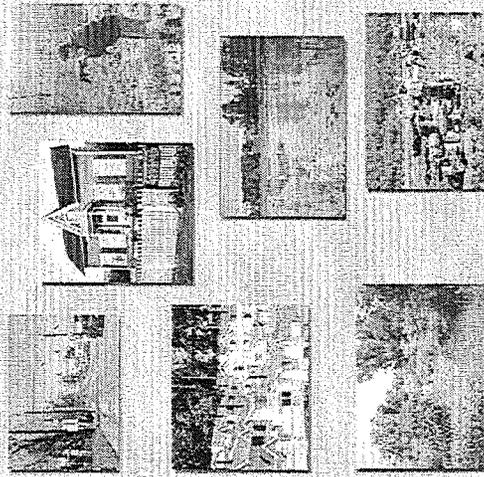
Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act
 Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging practicable alternative.

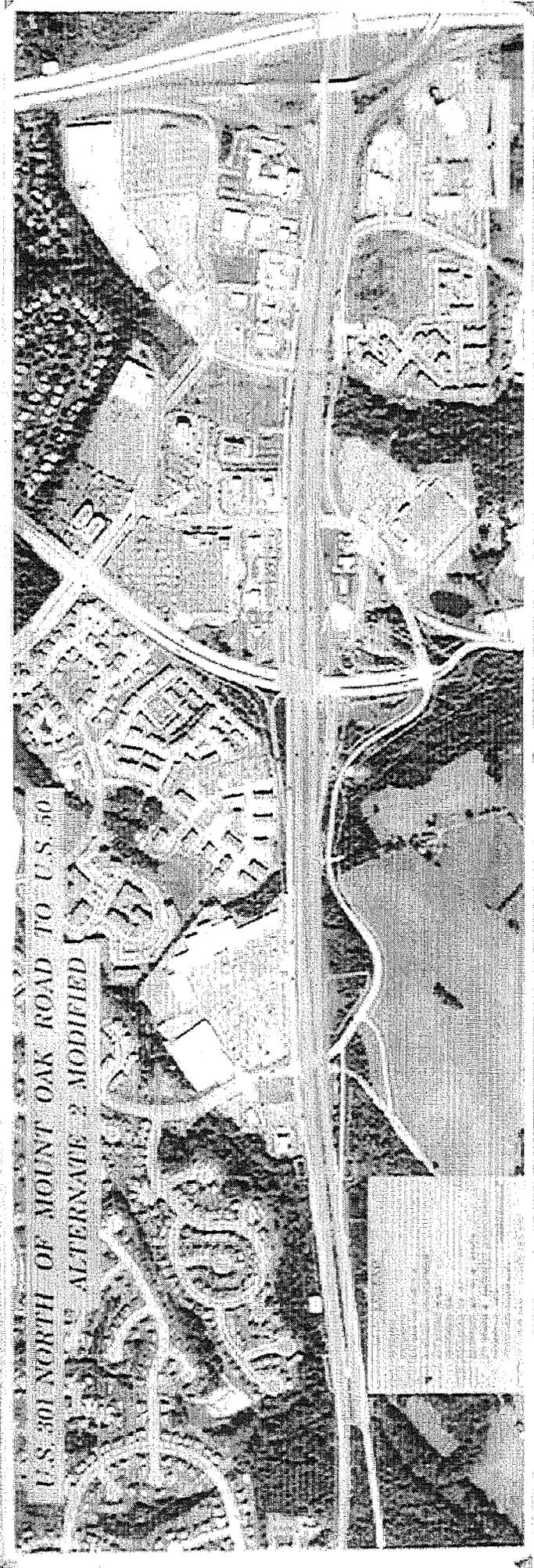
- ◊ **Geology/Groundwater Resources**
- ◊ **Soils** ◊ **Surface Water** ◊ **Floodplains**
- ◊ **Wetlands** ◊ **Aquatic Life** ◊ **Wildlife**

Cultural Environment

Section 106 of the National Historic Preservation Act
 Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.

- ◊ **Historic Structures**
- ◊ **Archaeological Sites**



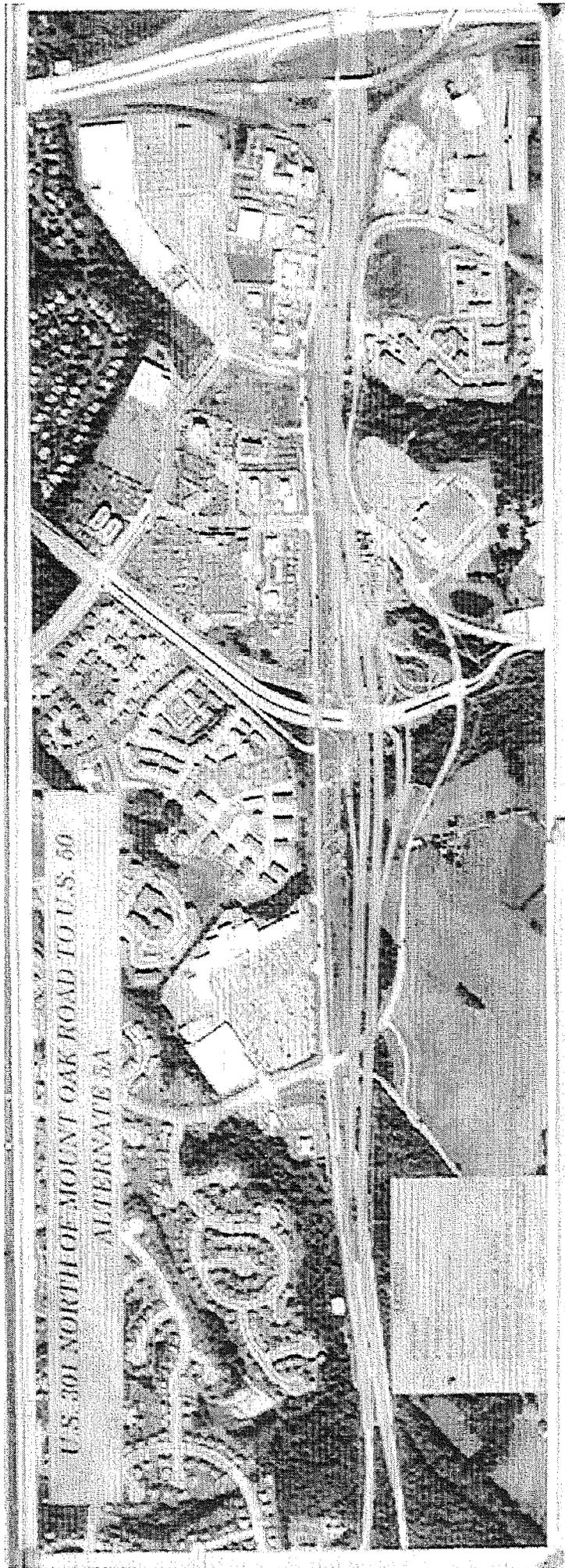


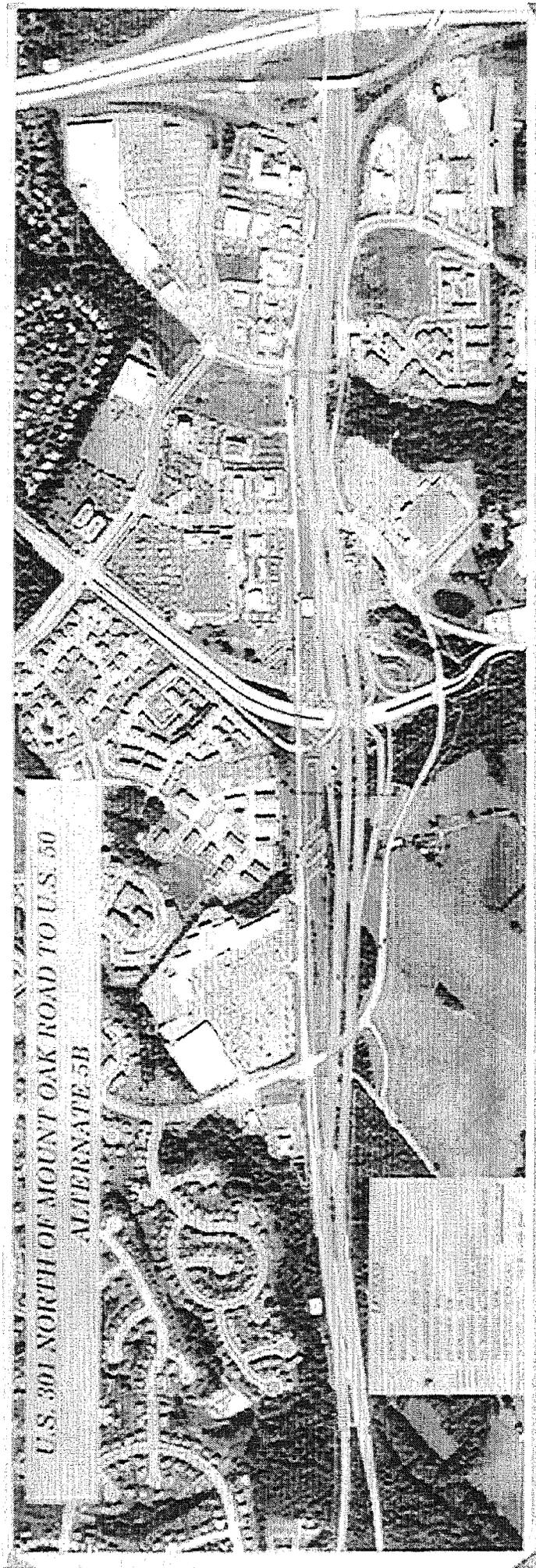
U.S. 301 NORTH OF MOUNT OAK ROAD TO U.S. 50

ALTERNATE 2 MODIFIED



U.S. 301 NORTH OF MOUNT OAK ROAD TO U.S. 50
REVISED ALTERNATE 2 MODIFIED





U.S. 301 NORTH OF MOUNT OAK ROAD TO U.S. 50
ALTERNATE 5B

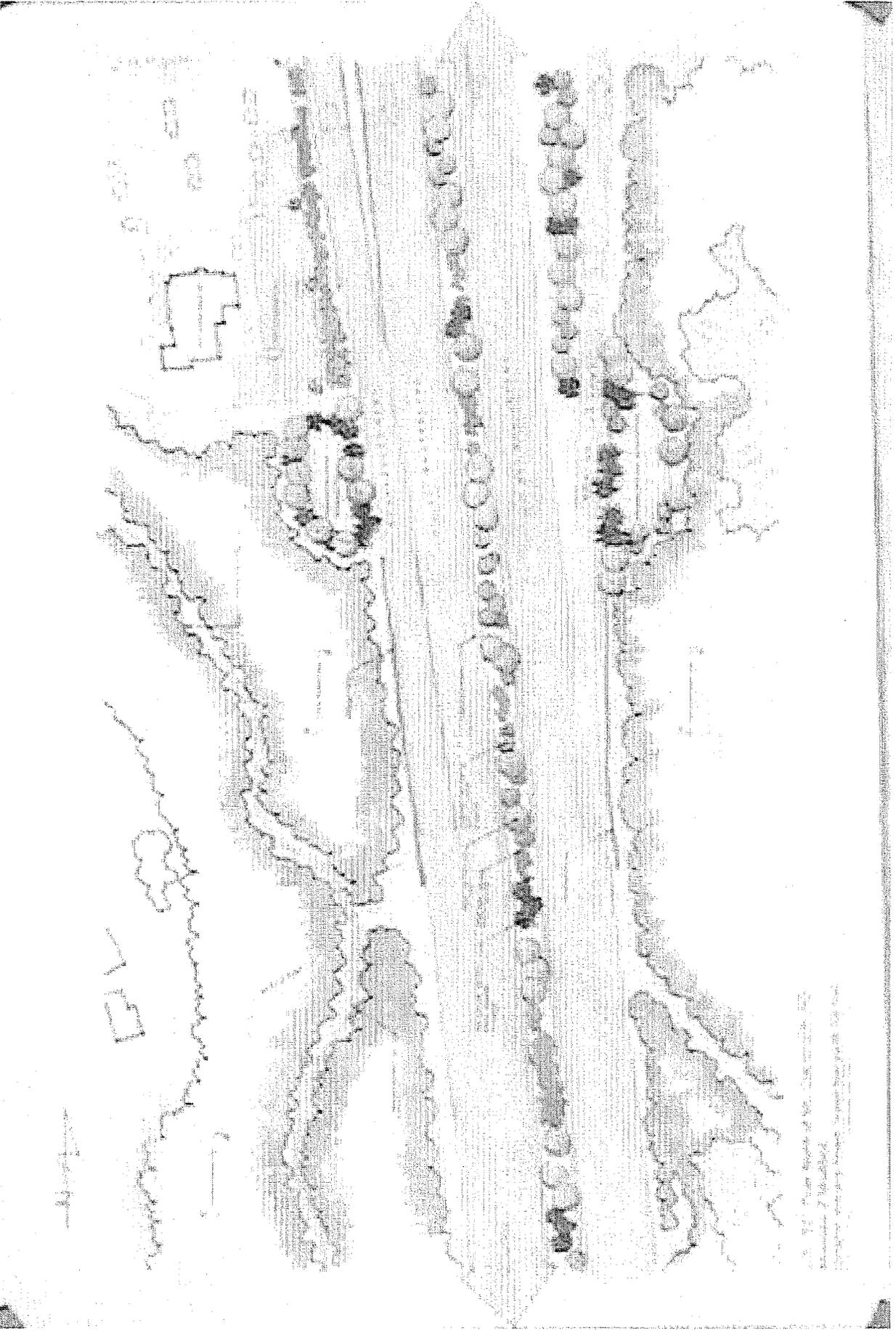
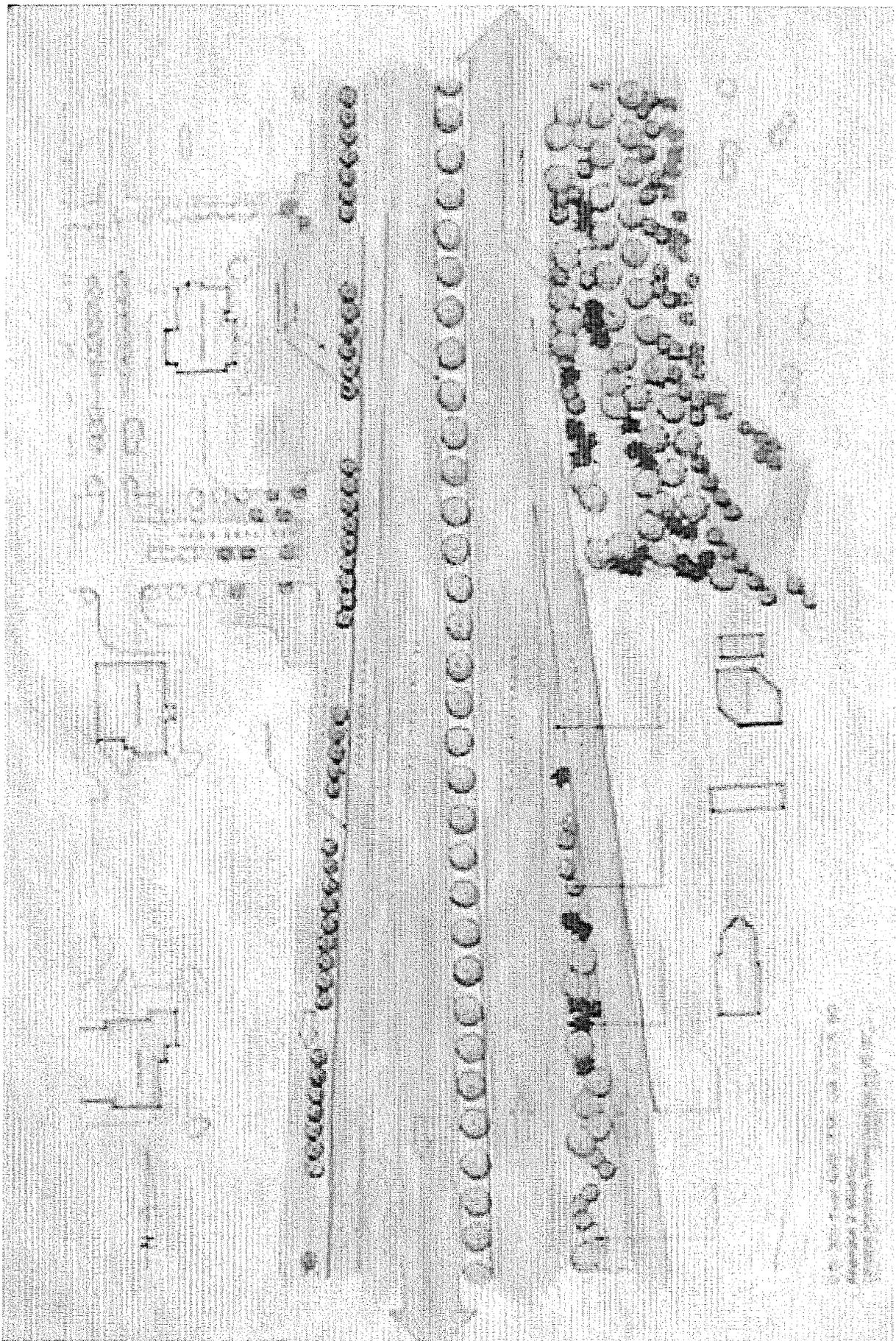
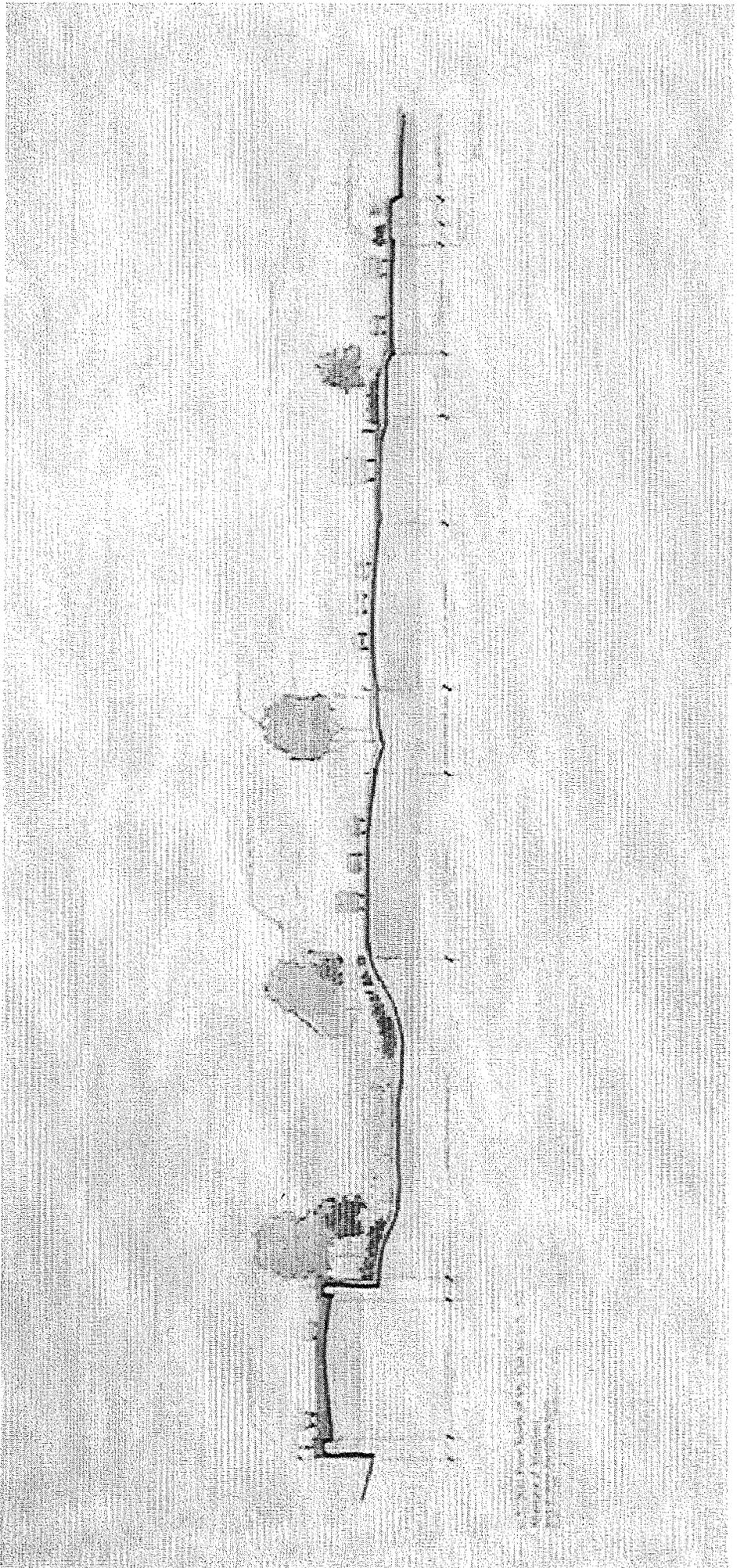
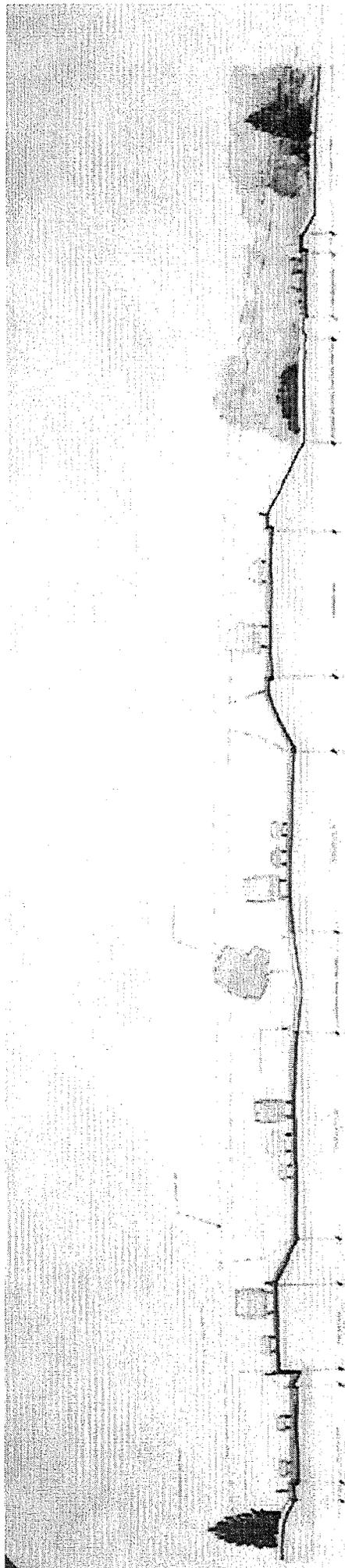


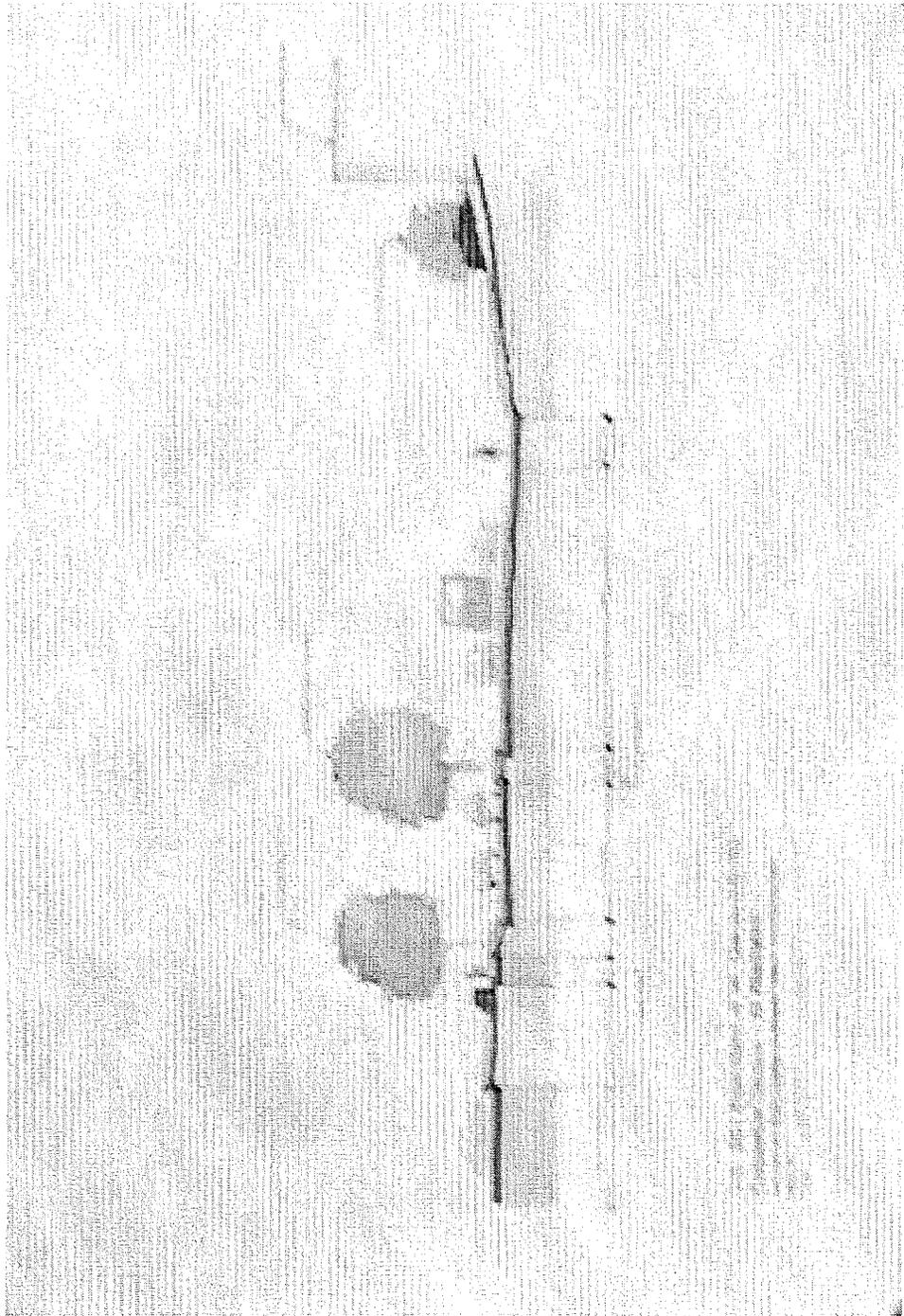
Fig. 1. Pattern of the ...
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1-20-2014
K. J. ...
K. J. ...
K. J. ...



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Hanagan, *Secretary*
Ned E. Pedersen, *Administrator*

May 12, 2003

Mr. Ronald D. Blackwell, Chief
The Prince George's County Government
Fire/EMS Department Headquarters
Office of the Fire Chief
9201 Basil Court, Fourth Floor East
Largo Maryland 20774

Dear Chief Blackwell:

Thank you for evaluating the various proposals concerning the US 301/MD 197 Study. We appreciate you taking the time to inform us of your views regarding emergency services and safety, and your preference for Alternate 5A.

The State Highway Administration (SHA) shares your concerns and desires to provide the safest possible transportation facilities and emergency access routes to the community. We have noted that the proposed upgrade of US 301 to a controlled access facility would result in a safer response route and reduced response time to the US 301 / MD 197 area. We feel that this statement is true for all the proposed alternates, not just Alternate 5A.

Once an alternate has been selected we will continue to work with your Department to determine the best location for the emergency access points you desire. Provisions for traffic signal pre-emption and dry standpipes will also be added at that time. These details will be easily accommodated during the preparation of final design plans.

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

Mr. Ronald D. Blackwell
Page Two

Again thank you for your comments and suggestions. If you have any additional questions or comments please do not hesitate to contact the Project Manager, Mr. Christopher Weber at 410-545-8519.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Mr. Bruce Grey
Ms. Allison Grooms (w/incoming)
Mr. Joseph Kresslein
Ms. Kate Mazzara
Mr. Robert Sanders



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters
Office of the Fire Chief



April 30, 2003

Cynthia D. Simpson, Deputy Director
Planning and Preliminary Engineering
State Highway Administration
707 N. Calvert Street - Mail Stop C-301
Baltimore, Maryland 21202

Dear Ms. Simpson:

This letter is in reference to the meeting held at the Fire Services Building with staff Christopher J. Weber and Gil Chlewicki of the Project Planning Division on February 3, 2003, on the proposed US 301/MD 197 project.

It was concluded that the alternative 5A with two-way local traffic indicated in the drawing of the proposed project, would be more beneficial to our emergency operations. The removal of traffic signals and stopped traffic will result in a safer response route and reduced response time to the US 301/Route 197 area. Additionally, the proposed service road configuration will provide needed access to the numerous commercial venues that populate the area. We also request the inclusion of the following:

- Access roads at certain intervals from service roads to the major arterial roads for emergency vehicles (Fire and Police) use.
- Provisions of traffic pre-emption (opticom) for signals.
- Dry stand pipes as necessary for the Fire/EMS Department's use.

If you have any questions please contact Kenny Oladeinde, Project Coordinator, Fire Prevention, at (301) 583-1836.

Sincerely,

Ronald D. Blackwell
Fire Chief

RDB:bya
SHA:csimpson.doc

MAY07'03 PM 1:49 OPPE

Copy to: William R. McGown, Lieutenant Colonel, Emergency Operations Command
John E. Fletcher, Major, Fire/Rescue Operations

9201 Basil Court, Fourth Floor East
Largo, Maryland 20774

VOICE-(301) 883-5200 FAX-(301) 883-5212 TDD-(301) 925-5167





Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

March 28, 2003

Chief Gerald M. Wilson
The Prince George's County Government
The Prince George's County Police Department
7600 Barlowe Road
Palmer Park MD 20785

Dear Chief Wilson:

Thank you for commenting on the various proposals concerning the US 301/MD 197 Study. We appreciate you taking the time to recommend emergency exits on local traffic lanes to high speed lanes when local traffic lanes are longer than one half mile.

The State Highway Administration (SHA) shares your concern and desires to provide the safest possible transportation facilities and emergency access routes to the community. We believe that the emergency vehicles will have their response time significantly reduced with all four of the build alternates as congestion will be greatly reduced. Adding emergency exits may enhance response times but we would need to discuss with you where you believe they might be appropriate.

Again thank you for your comments and suggestions. If you have any additional questions or comments please do not hesitate to contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

Chief Gerald M. Wilson
Page Two

cc: File (w/incoming)
Mr. Bruce Grey
Ms. Allison Grooms (w/incoming)
Mr. Joseph Kresslein
Mr. Robert Sanders

**THE PRINCE GEORGE'S COUNTY GOVERNMENT
PRINCE GEORGE'S COUNTY POLICE DEPARTMENT
OFFICE OF THE CHIEF**

March 20, 2003

Cynthia D. Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

RE: U.S. 301/MD 197 Project (North of Mount Oak Road to U.S. 50)

Dear Ms. Simpson:

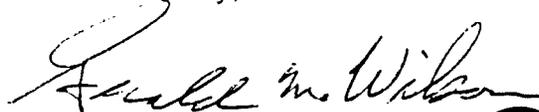
Thank you for the opportunity to provide comments on the various proposals to improve traffic operations and safety on U.S. 301 and MD 197. The Police Department reviewed the various proposals and consulted with the Fire Department and your advisors, Mr. Weber and Mr. Chlewicki, during the meeting held at the Fire Services Building on February 3, 2003.

It was determined that Alternate 5A with a two-way service road and U.S. 301 designed to be built at-grade with the MD 197 interchange and ramps going over U.S. 301, would be more beneficial to our emergency operations, with the inclusion of the following:

- ◆ Access roads at certain intervals from service roads to the major arterial roads for emergency vehicle (both fire and police) use. This would greatly reduce our response time during an emergency.
- ◆ The removal of traffic signals and stopped traffic will result in a safer response route and reduced response times

Once again, thank you for the opportunity to provide input regarding proposed changes at U.S. 301 and MD 197. If you have any questions, please contact Sergeant Christine Cox of our Planning & Research Division on 301-772-4784.

Sincerely,



Gerald M. Wilson
Chief of Police



7600 Barlowe Road, Palmer Park, MD 20785



**THE PRINCE GEORGE'S COUNTY GOVERNMENT
PRINCE GEORGE'S COUNTY POLICE DEPARTMENT
OFFICE OF THE CHIEF**

March 20, 2003

Cynthia D. Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

RE: U.S. 301/MD 197 Project (North of Mount Oak Road to U.S. 50)

Dear Ms. Simpson:

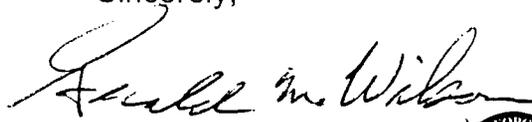
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Once again, thank you for the opportunity to provide input regarding proposed changes at U.S. 301 and MD 197. If you have any questions, please contact Sergeant Christine Cox of our Planning & Research Division on 301-772-4784.

Sincerely,



Gerald M. Wilson
Chief of Police



7600 Barlowe Road, Palmer Park, MD 20785





Robert L. Ehrlich, Jr. *Governor*
Michael S. Steele, Lt. *Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 21, 2003

The Honorable G. Frederick Robinson
Mayor, City of Bowie
2614 Kenhill Drive
Bowie MD 20715

Dear Mayor Robinson:

Thank you for your comments provided at the January 6 City Council Hearing regarding the US 301 Planning Study, from north of Mount Oak Road to US 50. We appreciate your continuing interest in this very important issue.

The State Highway Administration (SHA) is in receipt of your letter dated January 14, 2003, in which you have outlined several major items that the City Council would like to have re-examined. We have also reviewed a video tape of the Council Hearing to ensure a clear understanding of the issues.

Please be aware that we are currently evaluating each of the City's issues. We look forward to the City's positive participation as SHA proceeds towards a formal selection and the completion of this project planning study.

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Christopher Weber, the Project Manager, at 410-545-8519, 1-800-548-5026, or cweber@sha.state.md.us or Mr. Douglas H. Simmons, our Director of Planning and Preliminary Engineering, at 410-545-0412, 1-888-204-4828, or dsimmons@sha.state.md.us. Either will be happy to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen
Acting Administrator

cc: The Honorable Leo E. Green, Senate of Maryland
The Honorable Mary A. Conroy, Maryland House of Delegates
The Honorable Marvin E. Holmes Jr., Maryland House of Delegates
Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. Christopher Weber, Project Manager, State Highway Administration

My telephone number/toll-free number is **410-545-0400 or 1-800-206-0770**

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



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

January 14, 2003

Mr. Parker Williams, Administrator
Maryland State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, Maryland 21202

RE: US Route 301/MD Route 197 Interchange Design

Dear Administrator Williams:

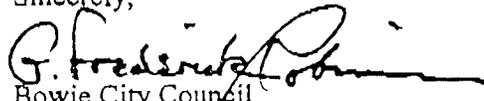
On Monday, November 18, 2002 and Monday, January 6, 2003 the Bowie City Council conducted a public hearing on the Location/Design proposal for a new interchange at US Route 301 and Maryland Route 197. The City Council truly believes that some improvements in this part of the Route 301 corridor are needed, but we feel the design solutions represented in the proposed Build Alternates are unacceptable. It was the Council's consensus that all of the options are equally troubling because the design schemes and their associated impacts are too intensive in attempting to solve anticipated traffic volumes in this area. The City Council believes investigation of additional approaches to address the many unique needs in this area would be beneficial, and the Council would like to be part of a future process to examine other, less intensive solutions.

The City would like to present to you a detailed listing of the major items that we feel should be examined or further researched. These include:

- Developing a simplified, less intensive overall plan.
- Providing an underpass of Route 301 for Governor Bridge Road
- Reevaluating the need for a continuous service road on the east side of Route 301
- Providing a separate expressway flyover ramp at US 50 for US 50/301 traffic
- Reducing the width of median areas to create opportunities for additional buffering
- Reducing the cost of the project alternates
- Including sound barriers at Governor Bridge Road and at the Covington development

The City Council appreciates your attention to these concerns and urges you to seriously consider addressing these issues before moving forward with any specific proposal.

Sincerely,


Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Leo E. Green, Sr., State Senator ✓
The Honorable James Hubbard, Delegate ✓
The Honorable Mary A. Conroy, Delegate ✓
The Honorable Marvin Holmes, Delegate ✓

MAYOR G. Frederick Robinson MAYOR PRO TEM Jack D. Jenkins

COUNCIL William A. Aleshire ♦ Michael B. Bannister ♦ Valerie Bennett ♦ Gail Booker Jones ♦ Dennis Brady CITY MANAGER David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 13, 2003

Mr. John Scoulios
4404 Black Walnut Way
Bowie MD 20716

Dear Mr. Scoulios:

Thank you for providing private testimony at the US 301/MD 197 Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views regarding traffic congestion, noise, and storm water management ponds.

All of the intersections on Governor's Bridge Road in the study area are anticipated to operate at a level of service "A" through the year 2020. At level of service "A", drivers should experience virtually no resistance from other traffic. The anticipated developments were included in the data for our travel forecasting analysis.

No noise barriers are being proposed along US 50. With the current setback of the Longleaf Development from US 50, a noise barrier would not alleviate the noise pollution. A final determination on the feasibility and reasonableness of noise barriers for US 301 will be made after the State Highway Administration (SHA) has identified the selected alternate.

We are aware of the rising concern about mosquitoes and other insects. We think that the best approach is to design storm water management (SWM) ponds that are balanced with plants and deep pools to promote good water quality within the permanent pool. We are also exploring the introduction of mosquito fish (native to Maryland) to control mosquito larvae.

Representatives from residential communities in the study area have been involved throughout the three-year US 301/MD 197 Planning Process. Because their concerns were discussed, the vast majority of residents will benefit from the build alternates. The business community has raised several concerns that are addressed in the Hearing brochure.

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. John Scoulios
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 13, 2003

Mr. Tom Terry
3111 Mill Branch Road
Mitchellville MD 20716

Dear Mr. Terry:

Thank you for providing public testimony at the US 301/MD 197 Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns regarding Mill Branch and Green Branch.

We hope that our response to your written comments addressed your concerns. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)
Ms. Allison Grooms

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 13, 2003

Mr. Harry Cyphers
3008 Tarragon Lane
Bowie MD 20715-2011

Dear Mr. Cyphers:

Thank you for providing public testimony at the US 301/MD 197 Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views regarding the hiker/biker trail in this study.

In each build alternate, the State Highway Administration (SHA) is providing a hiker/biker trail to connect the west side of US 301 to the east side. Once the hiker/biker trail extends outside the study limits, the continuation of the trail along the county roads and land is the responsibility of the local governments.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 12, 2003

Mr. Robert Bunge
15210 Emory Court
Bowie MD 20716

Dear Mr. Bunge:

Thank you for providing public testimony at the US 301/MD 197 Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for no intrusive lighting.

As you indicated in your testimony, lighting details are determined during the Final Design stage of the project. We will take your concern into account when designing the lighting plan.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 12, 2003

Mr. Jeffrey Alexander
16506 Everdale Court
Bowie MD 20716

Dear Mr. Alexander:

Thank you for providing public testimony at the US 301/MD 197 Public Hearing. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns regarding retaining walls and construction.

Retaining walls are being proposed at locations where the grade change between the proposed construction and existing land is too extreme for a stable hill. The retaining walls are not noise walls. A final determination on the feasibility and reasonableness of noise barriers will be made after the State Highway Administration (SHA) has identified the selected alternate.

Approximately six months remain in the Project Planning phase of project development. This project is not funded for Design, Right-of-Way Acquisition, or Construction. However, if funding becomes available, the Design process is expected to take approximately three (3) years and Right-of-Way Acquisition would require about a year and could be done concurrently with Design. Following that, the Construction phase could begin and would take approximately two to three years to complete.

Consideration of what time of day construction will be taking place will be determined toward the end of the Design phase. We anticipate very minimal night work under either version of Alternate 5 since traffic will be minimally disrupted during construction due to the shift of the US 301 alignment. The Alternate 2 versions may require more night work in order to minimize traffic delays due to construction.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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

Mr. Jeffrey Alexander
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber

Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 12, 2003

Mr. Dale Grant
12800 Helm Place
Bowie MD 20716-1115

Dear Mr. Grant:

Thank you for providing public testimony at the US 301/MD 197 Public Hearing and your participation on the Focus Group. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for the slip ramp to Mitchellville Road from the US 50 ramp in all the alternates.

With any of the build alternates, the level of service (LOS) at the US 301/MD 197 interchange for the design year of 2020 will be D or better regardless of there being a ramp to Mitchellville Road from the US 50 ramp. Any LOS of D or better means that there should be very little congestion at this interchange during the peak (rush) hour. The reason that this ramp was eliminated in three of the alternates was because it is a redundant movement. Due to concerns over the safety of vehicles leaving US 50 at high speeds and the tight turn required, we felt it should be removed if not necessary. Mitchellville Road can be easily accessed from US 50 by using the MD 197 ramp in the three alternates where the slip ramp is eliminated. The projected traffic movement from the US 50 ramp to Mitchellville Road is very minor and would not cause any difference in the level of service if the traffic was diverted to another location.

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

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

Mr. Dale Grant
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber

Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL, Governor* Trent M. Kittleman, *Acting Secretary*

February 13, 2003

Ms. Chris Hedman
13404 Overbrook Lane
Bowie MD 20715-1157

Dear Ms. Hedman:

Thank you for providing public testimony at the US 301/MD 197 Public Hearing and your continued involvement in the area's transportation studies. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your appreciation for the public involvement process including the Focus Group. Your preference for Alternate 5B, and your views regarding bicycles, pedestrians, business accessibility and public transportation are also noted.

Bicycle and pedestrian accommodations are being provided in all the build alternates. Although the study limits do not extend north of US 50, the MD 3 study, does provide bicycle access to the US 50 interchange that can be integrated into the US 301 bicycle system.

According to the State Highway Administration's (SHA) Regional and Intermodal Planning Division, there are two transit studies in the area. The first study is a bus study for the Washington area. The other study is a Maryland Transit Administration (MTA) study to connect Prince George's County to the southern Maryland counties. The transit agencies have determined that additional bus services are not practical at this time north of US 50, with the possible exception of providing bus service from the Odenton MARC station to the Crofton area.

The service roads provided in all the build areas will allow safer access to the businesses along US 301 at greatly reduced speeds. The SHA District 3 Office in Greenbelt is also evaluating safer access to city streets and driveways on MD 197 south of US 50.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: 100, Box 717 Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street Baltimore, Maryland 21202 *Phone:* 410.545.0300 www.marylandroads.com

Ms. Chris Hedman
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)



STATE DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *Lt. Governor* • Trent M. Kittleman, *Acting Secretary*

February 11, 2003

Mr. Mel Grier
2704 Largo Place
Bowie MD 20715

Dear Mr. Grier:

Thank you for completing a comment form concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views regarding the US 50 ramp at MD 197.

The SHA district office is aware of the current problem existing on southbound MD 197 at the US 50 ramp however, funds are not available for design or construction.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. Your name has been added to the project mailing list to receive periodic newsletters, meeting announcements, and other helpful information. Finally, if you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG288A11

Location/Design Public Hearing

US 301

From N. of Mt. Oak Road to US 50

WEDNESDAY, NOVEMBER 20, 2002

5:30 p.m. Maps/displays available

7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME Mel GRIER DATE 11-16-02
ADDRESS 2704 LARGO PL
CITY BOWIE STATE MD ZIP 20715

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

In the meantime what do we do about the problem of RT 50 traffic exiting onto 197S and 197N traffic trying to get into the extreme right lane to make the turn to the gym, senior center and health center? At present it seems to be a game of "chicken" - who is going to yield first. Since there is a light on 197 just north of this intersection why not put a stop sign on 50 then both 197 and 50 drivers will have a chance to reduce the hazards of a very dangerous intersection?

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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

From: MAJID SHAKIB
To: GIL CHLEWICKI
Date: 2/3/03 2:21PM
Subject: Re: MD 197 ramp complaint

We know what needs to be done but to proceed with design and funding it is the call of the Administer, Neil and Doug Rose. The next presentation to the Administrator is in May. So I would not have anything further on it until that time.

Maj Shakib
Assistant District Engineer-Traffic
Prince George's County
9300 Kenilworth Ave
Greenbelt , Md 20770
301-513-7359
mshakib@sha.state.md.us

>>> GIL CHLEWICKI 02/03/03 02:06PM >>>
Majid,

Do you have any information yet on the SB MD 197 ramp merge from EB US 50 that conflicts with the right turn movements that we got a complaint about from the US 301/MD 197 Hearing comments?

Gil



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL Governor* Trent M. Kittleman, *Acting Secretary*

February 4, 2003

Mr. Thomas A. Terry
3111 Mill Branch Road
Mitchellville MD 20716

Dear Mr. Terry:

Thank you for providing comments concerning the US 301/MD 197 Planning Project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns pertaining to increased development on the east side of US 301, increased noise, increased lights, increased run-off, and safety.

Zoning and land use issues are handled by the county. The State Highway Administration (SHA) has no control over the development on the east side of US 301. With the improvements we do not anticipate additional traffic on Mill Branch Road due, in part, to Mill Branch Road not having direct access to US 301 in any of the build alternates.

The improvements in the build alternates should have no effect on the storm water runoff on Mill Branch Road. 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. New culverts and culvert extensions may also enhance the water quality of Mill Branch and Green Branch. Strict enforcement of SHA'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.

My telephone number/toll-free number is _____

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

SHA is bound by the Maryland Department of Environment (MDE) to follow performance standards for storm water management practices when designing a roadway improvement. These standards would apply to any alternative that is chosen. In essence, the performance standard is based on 14 criteria that must be met in order to receive a permit for construction. Listed below are several which would apply to your questions:

1. Site designs shall minimize the generation of storm water and maximize pervious areas for storm water treatment.
2. Storm water runoff generated from development and discharges directly into a jurisdictional wetland or waters of the State of Maryland shall be adequately treated.
3. Annual groundwater recharge rates shall be maintained by promoting infiltration through use of structural and non-structural methods. At a minimum, the annual recharge from post-development site conditions shall mimic the annual recharge from predevelopment site conditions.
4. Water quality management shall be provided through the use of structural and/or non-structural practices.
5. To protect stream channels from degradation, channel protection shall be provided by 12 to 24 hours of extended detention storage for the one year storm event.

Water quality and recharge are very important parts of our design considerations and SHA cannot proceed with construction unless these issues among others are adequately addressed. One other point of interest, the streams in this area have suffered in quality from years of development that was not adequately managed prior to the MDE regulations taking place. SHA has stream crossings with each of the alternatives and it is likely that part of the mitigation for this project may entail stream restoration to parts of the Mill and Green Branch which will enhance the streams.

The overall environmental impacts are similar in all the build alternates. Alternate 2 Modified and Revised Alternate 2 Modified would have fewer impacts to wetlands and Prime Farmland soils.

A noise analysis has been conducted for the project. A final determination on the feasibility and reasonableness of noise barriers for the noise sensitive areas will be made after SHA has identified the selected alternate.

A study was done along the US 301 corridor from Waldorf to US 50 and it was determined that US 301 needed to be upgraded to a fully controlled access highway due to the congestion and safety concerns throughout the corridor. The US 301/MD 197 was the first breakout project of the corridor study. The design year for this project is 2020. Therefore no alternates are being considered that would only include a slip-ramp from US 301 to MD 197 based on US 301 being converted into a fully controlled access highway. A slip ramp would not serve the projected the projected traffic design for the design year of 2020.

Mr. Thomas A. Terry
Page Three

Lighting details are determined during the Final Design stage of the project. We will take your concern into account when designing the lighting plan.

The placement of traffic signals will be determined after SHA has identified the selected alternate.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519, the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or the Environmental Manager, Ms. Allison Grooms at 410-545-8568, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

November 28, 2002
3111 Mill Branch Road
Mitchellville, Maryland
20716

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Attn: Chris Weber:

I wish to comment and inquire about the following project:
State Highway Administration Questions and Comments
PG288A11
Location/Design Public Hearing
US 301 From N. of Mt. Oak Road to US 50

I am a co-owner of Ample Grange Farm located at 3111 Mill Branch Road, Mitchellville, Maryland. Although I prefer that no service roads be located on the east side of 301 and that Rip's Restaurant be left as the major local-business landmark in the community, I understand that the county is pro-growth at all costs and that congestion in the area is likely to increase with time. Adding the service road on the east side of 301 will certainly increase the likelihood of development on the east side of 301 (originally in the rural / residential tier) and will definitely worsen congestion throughout the project area.

I find the following environmental reports on the status of Mill Branch and Green Branch very disturbing.

"Based on detailed field investigations, the water quality for Green and Mill Branches is considered poor. Both streams are unstable and eroding." (U.S 301 / Md 197 Location / Design Public Hearing report, page 8.)

Mill Branch certainly wasn't degraded until after the county-approved development took place during the last 20+years. Obviously the county has been utterly ineffective in managing development so that tributaries to the Patuxent River (which leads into the Chesapeake Bay) are not degraded. Stormwater management has been poorly designed if the streams are now eroding because of the stormwater load coming off impervious surfaces of driveways, parking lots and roads. Prince George's County has a very poor record of protecting the environment and managing growth to maintain a quality environment, as the above survey of water quality indicates.

For these reasons I would prefer that a less intrusive alternative to the current stacking problems on 301 turning left on to 197 be addressed. For example, why could you not create a raised 'slip ramp' on the northbound, left turning lanes that would make the turn

and then descend on to Rt. 197. The slip-ramp would solve the immediate problem of the failing intersection, and be constructed so as to be a part of a larger solution in the future. In addition, it would allow you to return one turn lane back to the northbound traffic. Right-of-way acquisition would be minimal, so the scaled-down project would be immediately feasible.

Alternatives 5A and 5B are very poor with respect to protecting environmental quality and therefore I'm most opposed to these two alternatives. I would also like more information that would show me just how Alternatives 2 Modified and Revised Alternative 2 Modified would enhance the water quality of Mill and Green Branches. I believe that these alternatives will contribute to further degradation of these two streams. I also do not want additional stormwater runoff and sediment flowing down the eastside of Mill Branch Road that would empty into the stream on the north side of our farm pond.

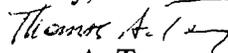
How will the stormwater be managed on the eastside 301 service roads and right-of-ways? All alternatives should be designed so that stormwater runoff to tributaries are not increased. Only a first-rate stormwater detention and routing design will prevent further degradation of tributary water quality and ensure that ground-water recharge takes place to protect the subsurface water flow into our pond. More importantly, our beleaguered local aquifer must be allowed to recharge, for it is the only drinking water supply for those rural dwellings on the east side of 301.

What kind of lighting and sound buffers will be installed along the proposed eastside 301 service roads (Alternative 2 Modified and Revised Alternative 2 Modified)? The expanded traffic volume and traffic speed on 301 will increase the noise level in surrounding neighborhoods. How will this noise be managed? There should be tree buffers and berms along 301 wide enough so that there is minimal increase in traffic noise to surrounding residential areas. 301 traffic already is very noisy at our 3111 Mill Branch Road farmhouse; it will be even worse when the added lanes of fast traffic are added unless measures are taken to manage this effectively.

It is also not clear by the maps provided of where traffic lights will be located for easy and safe access to service roads.

All in all, I would hope that you choose an alternative which is the least intrusive to the residents of the area. After all, it is their home places you are affecting.

Sincerely,


Thomas A. Terry



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL, Governor* Trent M. Kittleman, *Acting Secretary*

February 3, 2003

Mr. and Mrs. Thomas N. Terry, Jr.
3111 Mill Branch Road
Mitchellville MD 20716

Dear Mr. and Mrs. Terry:

Thank you for your comments concerning the US 301/MD 197 Planning Project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns pertaining to increased development on the east side of US 301, increased noise, increased lights, increased run-off, and safety.

Zoning and land use issues are handled by the county. The State Highway Administration (SHA) has no control over the development on the east side of US 301. With the improvements we do not anticipate additional traffic on Mill Branch Road due, in part, to Mill Branch Road not having direct access to US 301 in any of the build alternates.

A noise analysis has been conducted for the project. A final determination on the feasibility and reasonableness of noise barriers for the noise sensitive areas will be made after SHA has identified the selected alternate.

Lighting details are determined during the Final Design stage of the project. We will take your concern into account when designing the lighting plan.

The improvements in the build alternates should have no effect on the storm water runoff on Mill Branch Road. 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. New culverts and culvert extensions may also enhance the water quality of Mill Branch and Green Branch. Strict enforcement of SHA'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.

My telephone number/toll-free number is _____
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Mr. and Mrs. Thomas N. Terry, Jr.
Page Two

SHA is bound by the Maryland Department of Environment (MDE) to follow performance standards for storm water management practices when designing a roadway improvement. These standards would apply to any alternative that is chosen. In essence, the performance standard is based on 14 criteria that must be met in order to receive a permit for construction. Listed below are several which would apply to your questions:

1. Site designs shall minimize the generation of storm water and maximize pervious areas for storm water treatment.
2. Storm water runoff generated from development and discharges directly into a jurisdictional wetland or waters of the State of Maryland shall be adequately treated.
3. Annual groundwater recharge rates shall be maintained by promoting infiltration through use of structural and non-structural methods. At a minimum, the annual recharge from post-development site conditions shall mimic the annual recharge from pre development site conditions.
4. Water quality management shall be provided through the use of structural and/or non-structural practices.
5. To protect stream channels from degradation, channel protection shall be provided by 12 to 24 hours of extended detention storage for the one year storm event.

Water quality and recharge are very important parts of our design considerations and SHA cannot proceed with construction unless these issues among others are adequately addressed. One other point of interest, the streams in this area have suffered in quality from years of development that was not adequately managed prior to the MDE regulations taking place. SHA has stream crossings with each of the alternatives and it is likely that part of the mitigation for this project may entail stream restoration to parts of the Mill and Green Branch which will enhance the streams.

The overall environmental impacts are similar in all the build alternates. Alternate 2 Modified and Revised Alternate 2 Modified would have fewer impacts to wetlands and Prime Farmland soils.

The placement of traffic signals will be determined during the Final Design stage after SHA has identified the selected alternate.

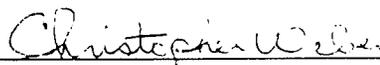
Mr. and Mrs. Thomas N. Terry, Jr.
Page Three

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519, the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or the Environmental Manager, Ms. Allison Grooms at 410-545-8568, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

November 30, 2002
3111 Mill Branch Road
Mitchellville, Maryland
20716

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Attn: Chris Weber:

We wish to comment about the following project:
State Highway Administration Questions and Comments
PG288A11
Location/Design Public Hearing
US 301 From N. of Mt. Oak Road to US 50

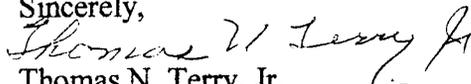
We are co-owners of Ample Grange Farm located at 3111 Mill Branch Road, Mitchellville, Maryland. We have concerns about the changes proposed for US 301 from N. of Mt. Oak Road to US 50. Our concerns pertain to:

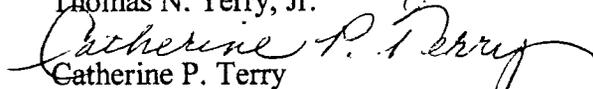
- Increased traffic and development on the east side of 301... adding the service road on the east side of 301 will increase development on the east side of 301 (originally in the rural / residential tier) and add to the traffic on Mill Branch Road.
- Increased traffic noise resulting from the increased speed and volume of traffic on 301 and the added service roads...the traffic noise already is bothersome, and plans for vegetation screens or other noise buffers were not illustrated in the traffic-plan alternatives
 - There should be adequate greenway buffers or other noise abatement structures to minimize noise to rural-residential areas.
- Increased lights due to the proposed access road on the east side of 301...no lighting plan was shown in the traffic plan alternatives
 - If this option is chosen there should be greenway buffers to contain highway traffic noise and reduce lighting infringements on adjacent property owners.
- Increased stormwater run-off potential due to added roads and pavement...your environmental report shows that Mill Branch and Green Branch have already been degraded by county-approved development, so we are concerned about additional degradation to these streams.
 - One highway-design criterion should be to have no increase in stormwater runoff into Mill Branch and Green Branch. These streams have already been degraded enough based on over development and poor stormwater control engineering. We do not want any additional stormwater running down the east side of Mill Branch Road (particularly where it adjoins our farm) or into the branch north of our farm pond.

- Increased stormwater runoff that will result in less ground-water recharge for our water well and farm pond...any increases in stormwater runoff can only lessen recharge of the ground-water aquifer that is the source of water for home and farm owners on the east side of 301
 - Any additional stormwater runoff generated by this project should be contained in ponds to ensure that groundwater recharge takes place.
- Safety issues when entering the new roads...we are elderly and your plans did not show where traffic lights would be located to ensure that safety issues are addressed
 - Future plans should show clearly where stoplights are going to be located. We desire traffic to be controlled by traffic lights so that we can safely enter highways.

Alternatives 5A and 5B are very poor with respect to protecting environmental quality and therefore we are most opposed to these two alternatives. We would also like more information showing how Alternatives 2 Modified and Revised Alternative 2 Modified would (a) enhance rather than degrade the water quality of Mill and Green Branches, and (b) increase rather than decrease ground-water recharge. I'd also like additional information on how you will address the other issues outlined above.

Sincerely,


Thomas N. Terry, Jr.


Catherine P. Terry



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LI. Governor* Trent M. Kittleman, *Acting Secretary*

January 31, 2003

Ms. Heidi Shamloo
1509 Pickford Lane
Bowie MD 20716

Dear Ms. Shamloo:

Thank you for completing a comment form concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views.

Lighting details are determined during the Final Design phase of the project. We will take your concern into account when designing the lighting plan.

The Amber Ridge Shopping Center Development was granted an access permit a few years ago. However, no final plans have been made for the development. Until we receive the development plans, we would not be able to assess the economic impact as the result of the proposed alternates. The US 301/MD 197 project limits do not extend south to the development area and therefore no land would be taken from this parcel.

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

Mailing Address: P.O. Box 717 • Baltimore, MD 21205-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com

Ms. Heidi Shamloo
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)



Robert L. Ehrlich, Jr. *Governor* Michael S. Steele, LL *Governor* Trent M. Kittleman *Acting Secretary*

January 30, 2003

Ms. Mary Bottner
2505 Mill Branch Road
Mitchellville MD 20716-3533

Dear Ms. Bottner:

Thank you for your comments concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 5B.

The State Highway Administration does not necessarily build the most expensive alternate. There are many factors that are evaluated when selecting an alternate and reducing cost can be one of those factors.

Zoning and land use issues are handled by the county. SHA has no control over the development on the east side of US 301. We will attempt to develop the alternates to best accommodate the desired land use of the area.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

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

Baltimore Address PO Box 717 Baltimore, MD 21203-0717
Street Address 707 North Calvert Street Baltimore, Maryland 21202 *Phone* 410.545.0300 www.marylandroads.com

Mr. Christopher Weber
Project Manager
Project Planning Division
State Highway Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

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

I AM Mary Bottner, of 2505 Mill Branch Road, Mitchellville, Maryland. Board Member of PRCA or Patuxent River Civic Association and resident farmer of 45 years in the Rural Tier, who favors Alternate 5B. In my opinion, this does the least amount of damage to my neighborhood and I for one am most comfortable living with in the future.

I, understand, that Alternate 5B is the most expensive and usually that is what will be built. My thoughts are use most of the east side of Route #301 including the 72+ acres for the road way and do not make it available for Commercial Development. This is what I can live with, if I am still living by the we have the money and equipment plus labor for this project.

Thanks for giving me the opportunity to express my thoughts to the State Roads Project Planning Division.



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LT. Governor* Trent M. Kittleman, *Acting Secretary*

January 30, 2003

Ms. Lorraine Warner
3110 Shield Lane
Bowie MD 20715

Dear Ms. Warner:

Thank you for completing a comment form concerning the US 301/MD 197 Planning Project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for none of the alternates.

The State Highway Administration (SHA) anticipates that federal dollars would be used to build the improvements. Consequently, we are required to follow the National Environmental Policy Act, also known as NEPA. This requires SHA to assess and document the impacts of the proposed alternates on the natural and man-made environment, and to evaluate traffic issues. Throughout the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Any unavoidable impacts will be mitigated.

Travel times will be reduced for both through traffic and local traffic with all of the build alternates. Most Bowie residents will have a safer and easier time accessing US 301, MD 197, and the adjacent city roads and businesses in the study area.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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

Ms. Lorraine Warner
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber

Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG288A11

Location/Design Public Hearing

US 301

From N. of Mt. Oak Road to US 50

WEDNESDAY, NOVEMBER 20, 2002

5:30 p.m. Maps/displays available

7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME Leanne Vance DATE 11/02/03
ADDRESS 3110 Shield Lane
CITY Bowie STATE MD ZIP 20715

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

I do not like the description of
the improvement in the area
(alternate 5).

The all revisions definitely take
traffic away from Bowie. There
is a lot of traffic on the road
time using the facilities. I
think this is a bad idea. We would have
to go around the area. This change
is not help to traffic through Bowie.
Long distance travelers are
attracted with it and through
Bowie. There are many other
options in the state. I prefer none
of these alternatives.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LT, Governor* Trent M. Kittleman, *Acting Secretary*

January 30, 2003

Mr. John Pritchard
3819 Early Glow Lane
Bowie MD 20716

Dear Mr. Pritchard:

Thank you for completing a comment form concerning the US 301/MD 197 Planning Project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for two-way service roads and your request to put access to Mitchellville Road on all the alternates.

We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG288A11
Location/Design Public Hearing

US 301
From N. of Mt. Oak Road to US 50

WEDNESDAY, NOVEMBER 20, 2002

5:30 p.m. Maps/displays available

7:00 p.m. Presentation/testimony

BOWIE CITY HALL
2614 Kenhill Drive
Bowie MD 20715

PLEASE PRINT
NAME John Pritchard DATE 11/20/02
ADDRESS 3819 Early Glow Lane
CITY Bowie STATE MD ZIP 20716

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

Put access to Mitchellville Road (shopping center) on all plans.
I prefer Two way service roads on both sides of 301

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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



Robert F. Chirich, Jr. *Governor* Michael S. Steele, *LT Governor* Trent M. Kittleman *Acting Secretary*

January 30, 2003

Mr. Thomas H. Haller
Gibbs and Haller Law Offices
4640 Forbes Boulevard
Lanham MD 20706

Dear Mr. Haller:

Thank you for your letter concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your client's preference for Revised Alternate 2 Modified and your concerns regarding signing.

Signing details are determined during the Final Design stage of the project. We anticipate the use of trailblazers to help motorists find the proper businesses.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

LAW OFFICES
 GIBBS AND HALLER
 4640 FORBES BOULEVARD
 LANHAM, MARYLAND 20706
 (301) 306-0033
 FAX (301) 306-0037

EDWARD C. GIBBS, JR.
 THOMAS H. HALLER
 KATHRYN TURNER MAY
 ANTHONY G. BROWN

FACSIMILE TRANSMITTAL SHEET

TO: Chris Weber

FROM: Tom Haller

DATE: 1/15/02 TIME: _____

RE: PG 288 All - US 301

FAX NO: 410-209-5026

PAGES: 3 (Including Transmittal Sheet)

COMMENTS/INSTRUCTIONS:

ORIGINAL TO FOLLOW IN THE MAIL: YES NO

PLEASE CONTACT THIS OFFICE IMMEDIATELY SHOULD THERE BE A PROBLEM WITH RECEIPT OF THIS TELECOPY.

CONFIDENTIALITY NOTICE

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LAW OFFICES
GIBBS AND HALLER
4640 FORBES BOULEVARD
LANHAM, MARYLAND 20706

(301) 306-0033
FAX (301) 306-0037
gibbs_haller@erols.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER

KATHRYN TURNER MAY
ANTHONY G. BROWN

January 14, 2003

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301
Attn: Mr. Chris Weber
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: PG288A11
Location/Design Public Hearing
US 301

Dear Mr. Weber:

Please be advised that I represent Home Depot regarding the proposed improvements for the US Rte 301 corridor between Mt. Oak Road and US Rte 50. Home Depot maintains a store on the east side of US Rte 301 just north of MD Rte 197. I have had an opportunity to review the various alternatives which are set forth in the Public Information brochure and have also had an opportunity to review the plans in your offices in Baltimore. I have further reviewed the impact of the proposed alternative alignments with my client and would like to submit the following comments in support of Revised Alternate 2 Modified.

Of all of the four alternates provided, Revised Alternate 2 Modified has the least negative impact on the existing Home Depot. Particularly important is that Revised Alternate 2 Modified allows customers traveling east on Rte 50 to merge onto Rte 301 south and then exit onto a ramp at MD Rte 197 to gain access to the service road on the east side of Rte 301. Revised Alternate 2 Modified also does not result in the taking of the Chick Fil-A and the Mobil station. Retaining a retail presence on the east side of Rte 301 is particularly beneficial to the businesses located there. Both Alternate 5A and 5B isolate the Home Depot and BJ's Wholesale Club, reducing retail customer traffic generally. Finally, Home Depot

Mr. Weber
January 14, 2003
Page 2

believes that the provision of a slip ramp in Alternate 2 Modified requiring traffic traveling eastbound on Rte 50 to exit into the Gateway shopping center creates an unnecessary circuitous route for customers to get to the east side of Rte 301. The slip ramp also requires travelers to make a very quick decision and then does not leave them the option of exiting at MD Rte 197 from Rte 301 south. Customers who do not get off at the slip ramp would be required to proceed to Excalibur Road, where they would have to exit and double back to the retail area. For all of these reasons, Home Depot supports the Revised Alternate 2 Modified alternative.

Under all of the alternates under consideration by the State Highway Administration, providing adequate signage for potential customers to access the Bowie Gateway retail area becomes paramount. Vehicles traveling north on Rte 301, for example, would be required to exit at MD Rte 197 before any of the retail businesses are visible. This is particularly true since the gas station and the Rip's restaurant will both be taken as a result of any of the highway improvements. Roadway signage identifying the retail area and the appropriate exit to be taken in order to access the retail area should be considered as part of the roadway designs to avoid the confusion of motorists who come upon the area without realizing where to exit.

We thank you for the opportunity to submit these comments on behalf of the various alternatives. Please do not hesitate to contact me if you have any questions.

Very truly yours,

GIBBS AND HALLER



Thomas H. Haller

THH/pcr:C:\WP51\WORK\Home\Weber

cc: Mr. Thomas Gallagher

LAW OFFICES
GIBBS AND HALLER
4640 FORBES BOULEVARD
LANHAM, MARYLAND 20706

(301) 306-0033
FAX (301) 306-0037
gibbshaller@erols.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER

KATHRYN TURNER MAY
ANTHONY G. BROWN

January 14, 2003

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301
Attn: Mr. Chris Weber
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: PG288A11
Location/Design Public Hearing
US 301

Dear Mr. Weber:

Please be advised that I represent Home Depot regarding the proposed improvements for the US Rte 301 corridor between Mt. Oak Road and US Rte 50. Home Depot maintains a store on the east side of US Rte 301 just north of MD Rte 197. I have had an opportunity to review the various alternatives which are set forth in the Public Information brochure and have also had an opportunity to review the plans in your offices in Baltimore. I have further reviewed the impact of the proposed alternative alignments with my client and would like to submit the following comments in support of Revised Alternate 2 Modified.

Of all of the four alternates provided, Revised Alternate 2 Modified has the least negative impact on the existing Home Depot. Particularly important is that Revised Alternate 2 Modified allows customers traveling east on Rte 50 to merge onto Rte 301 south and then exit onto a ramp at MD Rte 197 to gain access to the service road on the east side of Rte 301. Revised Alternate 2 Modified also does not result in the taking of the Chick Fil-A and the Mobil station. Retaining a retail presence on the east side of Rte 301 is particularly beneficial to the businesses located there. Both Alternate 5A and 5B isolate the Home Depot and BJ's Wholesale Club, reducing retail customer traffic generally. Finally, Home Depot

Mr. Weber
January 14, 2003
Page 2

believes that the provision of a slip ramp in Alternate 2 Modified requiring traffic traveling eastbound on Rte 50 to exit into the Gateway shopping center creates an unnecessary circuitous route for customers to get to the east side of Rte 301. The slip ramp also requires travelers to make a very quick decision and then does not leave them the option of exiting at MD Rte 197 from Rte 301 south. Customers who do not get off at the slip ramp would be required to proceed to Excalibur Road, where they would have to exit and double back to the retail area. For all of these reasons, Home Depot supports the Revised Alternate 2 Modified alternative.

Under all of the alternates under consideration by the State Highway Administration, providing adequate signage for potential customers to access the Bowie Gateway retail area becomes paramount. Vehicles traveling north on Rte 301, for example, would be required to exit at MD Rte 197 before any of the retail businesses are visible. This is particularly true since the gas station and the Rip's restaurant will both be taken as a result of any of the highway improvements. Roadway signage identifying the retail area and the appropriate exit to be taken in order to access the retail area should be considered as part of the roadway designs to avoid the confusion of motorists who come upon the area without realizing where to exit.

We thank you for the opportunity to submit these comments on behalf of the various alternatives. Please do not hesitate to contact me if you have any questions.

Very truly yours,

GIBBS AND HALLER



Thomas H. Haller

THH/pcr:C:\WP51\WORK\Home\Weber

cc: Mr. Thomas Gallagher



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL, Governor* Trent M. Kittleman, *Acting Secretary*

January 30, 2003

Mr. Art Einstein, President
Greater Bowie Chamber of Commerce
6770 Race Track Road
Bowie MD 20715

Dear Mr. Einstein:

Thank you for your comments concerning the US 301/MD 197 Planning Project. Your comments, like many others that have been received, help us better understand community and business issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Alternate 5A or 5B with a few modifications.

We will be evaluating your recommendations concerning the access ramp off the US 50 ramp and the extension of the two-way west-side service road to Bob's Big Boy Restaurant to see if these modifications are feasible.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

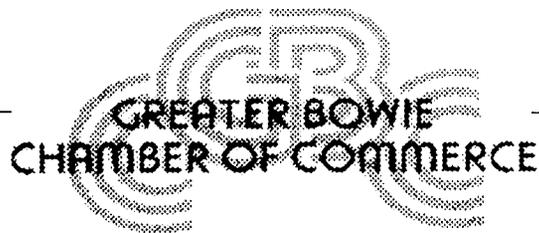
cc: File (w/incoming)

My telephone number/toll-free number is _____

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



January 6, 2003

Mayor Robinson
Members of Bowie City Council
2614 Kenhill Drive
Bowie, MD 20715

Dear Mayor Robinson and Members of Bowie City Council:

The Greater Bowie Chamber of Commerce (GBCC) would like to thank the City of Bowie and Maryland State Highway Administration for coordinating meetings and gathering input from business organizations with regard to the upcoming Route 301 Interchange.

The GBCC would like to take a position on the proposed Route 301 Interchange. We are in support of either Plan 5A or 5B as presented by State Highway Administration with the following conditions and recommendations.

As these plans currently stand, it is difficult to access local business from traffic entering from Route 50 Eastbound. The GBCC recommends an access ramp from Route 50 Eastbound that comes into the Gateway Shopping Center via Mitchellville Road. Without this very important road entrance, access from Route 50 Eastbound is totally prohibited to these local area businesses.

The GBCC also recommends that the two way service road be extended to continue up to Bob's Big Boy Restaurant to allow easier access in and out of businesses in this area.

With the above mentioned changes in place, the GBCC would support either Plan 5A or 5B as presented by State Highway Administration.

Sincerely,

Art Eisenstein
President
Greater Bowie Chamber of Commerce



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL Governor* Trent M. Kittelman, *Acting Secretary*

January 30, 2003

Ms. Jessica Rigney
Mr. Columb Rigney
3809 Early Glow Lane
Bowie MD 20716

Dear Mr. and Ms. Rigney:

Thank you for completing a comment form concerning the US 301/MD 197 Planning Project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views regarding public transportation and the environment and your preference for Alternate 2 Modified.

Public transportation is always considered in any Planning project. Currently there are two transit studies in the area. The first study is a bus study for the Washington area. The other study is an MTA study to connect Prince George's County to the southern Maryland counties.

The State Highway Administration (SHA) anticipates that federal dollars would be used to build the improvements. Consequently, we are required to follow the National Environmental Policy Act, also known as NEPA. This requires SHA to assess and document the impacts of the proposed alternates on the natural and man-made environment, and to evaluate traffic issues. Throughout the planning process, the study team will attempt to minimize impacts to wetlands, parks, and properties. Any unavoidable impacts will be mitigated.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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



Ms. Jessica Rigney
Mr. Columb Rigney
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG288A11

Location/Design Public Hearing

US 301

From N. of Mt. Oak Road to US 50

WEDNESDAY, NOVEMBER 20, 2002

5:30 p.m. Maps/displays available

7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME JESSICA AND COLUMB RIGNEY DATE 11-16-02
ADDRESS 3809 EARLY GLOW LANE
CITY BOWIE STATE MD ZIP 20714

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

WHILE IT CERTAINLY MAKES SENSE TO PLAN AHEAD TO EASE TRAFFIC, WE WONDER, IF WHEN THE PLANS ARE IMPLEMENTED, IF AN INCREASE IN PUBLIC TRANSPORTATION IN THE AREA AND A CAMPAIGN TO PROMOTE SUCH SERVICES WOULD BE A WISER PLAN TO RUN IN CONJUNCTION WITH EXPANSION OF ROADWAYS. METRO BUSES HAVE WIDELY DISPERSED STOPS MORE GEARED TOWARDS COMMUTERS AND NOT DAYTIME OR EVENING, LOCAL EXCURSIONS. THE BEST PROVEN METHOD FOR TRAFFIC REDUCTION IS PUBLIC TRANSPORTATION THAT IS NOT ONLY MADE AVAILABLE, BUT IS HEAVILY PROMOTED.

THAT SAID, WE PREFER THE ALTERNATE/MODIFIED 2 PLANS FOR THE LEAST AMOUNT OF ENVIRONMENTAL IMPACT AND WOULD LIKE TO SEE ADDITIONAL PLANS IMPLEMENTED TO REPLANT TREES EQUAL^{TO} OR GREATER THAN THOSE DESTROYED DURING CONSTRUCTION. THANK YOU.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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



Robert L. Ehrlich, Jr. *Governor* Michael S. Steele, *Lt. Governor* Trent M. Kittleman, *Acting Secretary*

January 31, 2003

Mr. Geoffrey P. Pohanka
16600 Governor Bridge Road
Bowie MD 20716

Dear Mr. Pohanka:

Thank you for completing a comment form concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns regarding access to your dealership under the proposed build alternates.

An economic study for this project determined that travel times to the local businesses will be significantly enhanced with all the build alternates. Trailblazer signs are anticipated to be placed on US 301 and the ramps. Additional signs may be possible along the access roads. This will be determined during the Final Design phase of the study.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number toll-free number is _____

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

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PG288A11

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7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT NAME Geoffrey P. Pohanka DATE 12-4-02
ADDRESS 16600 Governor Bridge Road
CITY Bowie STATE MD ZIP 20716

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

I AM THE OWNER OF SATURN OF BOWIE, AN AUTO DEALERSHIP
LOCATED ON GOVERNOR BRIDGE ROAD. I FEEL THAT THE
HIGHWAY PLAN SEVERELY IMPACTS MY BUSINESS IN A NEGATIVE
WAY. ALL THE PROPOSED HIGHWAY DESIGNS MAKE IT EXTREMELY
DIFFICULT FOR CUSTOMERS AND PROSPECTIVE CUSTOMERS TO
REACH MY FACILITY. ~~THE~~ WHILE PLANS 2 MODIFIED #5A
AND 5B PROVIDE BETTER ACCESS THAN THE OTHER PLANS
I FEEL MY BUSINESS WILL BE SEVERELY IMPACTED. I AM
NOT SURE WHAT YOU CAN DO TO REMEDY THIS, EITHER BY
PUTTING SIGNS ON THE ACCESS ROADS OR SOMETHING ELSE,
BUT WE RELY ON EASE OF ACCESS TO OUR FACILITY.
WE EMPLOY OUR 45 PEOPLE AND OUR BUSINESS WILL SUFFER
GREATLY IF CUSTOMERS FIND IT IS TOO DIFFICULT TO
DRIVE TO US.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *Lt. Governor* Trent M. Kittleman, *Acting Secretary*

January 31, 2003

Ms. Heidi Shamloo
1509 Pickford Lane
Bowie MD 20716

Dear Ms. Shamloo:

Thank you for completing a comment form concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views.

Lighting details are determined during the Final Design phase of the project. We will take your concern into account when designing the lighting plan.

The Amber Ridge Shopping Center Development was granted an access permit a few years ago. However, no final plans have been made for the development. Until we receive the development plans, we would not be able to assess the economic impact as the result of the proposed alternates. The US 301/MD 197 project limits do not extend south to the development area and therefore no land would be taken from this parcel.

My telephone number toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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

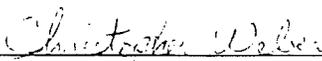
Ms. Heidi Shamloo
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG288A11

Location/Design Public Hearing

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7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME Heidi Shamloo DATE 11/20/02
ADDRESS 1509 Pickford Ln
CITY Bowie STATE MD ZIP 20716

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

I hope that when you construct the lighting please use the shoe box covers so that we will not light up the night sky. We miss being able to look at the stars with all the development using the old fashion street lamps.

Have you looked at the impact on the Annapolis Airport. How does all this affect the Annapolis Ridge Shopping & development proposal?

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL, Governor* Trent M. Kittleman, *Acting Secretary*

January 31, 2003

Mr. Wayne Collier
16108 Amethyst Lane
Bowie MD 20716

Dear Mr. Collier:

Thank you for completing a comment form concerning the US 301/MD 197 Planning project. We also acknowledge receipt of your November letter. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your views regarding congestion, safety, and lighting and your support of any improvement that can be made on US 301 south of US 50.

Lighting details are determined during the Final Design stage of the project. We will take your concerns into account when designing the lighting plan.

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG288A11

Location/Design Public Hearing

US 301

From N. of Mt. Oak Road to US 50

WEDNESDAY, NOVEMBER 20, 2002

5:30 p.m. Maps/displays available

7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME Wayne Collier DATE 12-1-02
ADDRESS 16108 Cemetery Lane
CITY Bowie STATE md ZIP 20716

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

Bright lighting along the highway
between Mt. Oak Rd + U.S. 50 and
also between U.S. 50 and U.S. 97
would be a big help. I was on the
highway the other night in the
rain and with all the traffic
Bright highway lights would help you
see better.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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

I'm on the mailing list.

November 13, 2002

Chris Weber, Project Manager
Project Planning Division, Mail Stop C-301
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Weber:

I just wanted to write to you to tell you that my wife and I would appreciate any improvement you can make regarding the traffic situation on Route 301 South of Route 50. The traffic in this area is very heavy, slow at times, and sometimes quite dangerous due the heavy volume of large trucks.

Thank you for any help you may be in this matter. There is no need to respond to this letter.

Sincerely yours,

A handwritten signature in cursive script that reads "Wayne Collier".

Wayne Collier
16108 Amethyst Lane
Bowie, Maryland 20716



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LL, Governor* Trent M. Kittelman, *Acting Secretary*

January 31, 2003

Mr. and Mrs. Howard Halverson
12606 Knowledge Lane
Bowie MD 20715

Dear Mr. and Mrs. Halverson:

Thank you for completing a comment form concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your preference for Revised Alternate 2 Modified and your concerns regarding the other alternates.

The concerns you raised regarding Alternate 2 Modified are the same concerns that we had, which caused us to develop Revised Alternate 2 Modified.

Alternate 5A and 5B includes a shift of US 301 for several reasons. Moving US 301, will allow for better maintenance of traffic during construction because the interchange can be built adjacent US 301 without disturbing traffic. The shift of US 301 also allows a ramp from southbound US 301 to intersect perpendicular to the west-side service road. This allows the west-side service road to be a two-way road instead of a one-way southbound only road as shown in Alternate 2 Modified and Revised Alternate 2 Modified. In those alternates, because US 301 is so close to the service road, traffic using the proposed ramp from southbound US 301 to the service road must enter from the left side of the service road. This is not the normal expectation for two-way traffic.

We do not feel that the proposed interchange at US 301 / MD 197 will cause driver confusion. Proper signing and lane marking will be used to instruct motorists. All of the alternates are expected to reduce congestion over the next 20 years to levels of service D or better at all the intersections in the study area.

My telephone number toll-free number is _____

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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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

Mr. and Mrs. Howard Halverson
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. Your name has been added to the project mailing list to receive periodic newsletters, meeting announcements, and other helpful information. Finally, if you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Christopher Weber
Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

STATE HIGHWAY ADMINISTRATION
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PG288A11

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BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME Howard Halverson DATE 20 Nov 02
ADDRESS 12606 Knowledge Ln
CITY Bowie STATE MD ZIP 20715

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

~~ALTERNATE 1~~ - NOT ACCEPTABLE - TOO MUCH TRAFFIC ALREADY
ALTERNATE 2 MODIFIED - WHAT IS TO KEEP THE TRAFFIC
FROM USING THE ^{PROPOSED} EXIT RAMP TO COLLINGTON PLAZA AS
A HIGH SPEED EXIT, AND CAUSING OTHER PROBLEMS
IN THE PARKING AREA AROUND TARGET
REVISED ALTERNATE 2 MODIFIED - BEST PROPOSAL
ALTERNATE 5A & 5B - WHY IS THE HIGHWAY BEING
MOVED? WHAT PURPOSE DOES IT FULFILL?

Alternate 5B

That looks like a really
messy + busy interchange
in this plan. 5A doesn't

look much better. Will this reduce gridlock
or will confused motorists be more likely to have accidents here?

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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

Mrs. Halverson



Robert L. Ehrlich, Jr., *Governor* • Michael S. Steele, *LL. Governor* • Trent M. Kittleman, *Acting Secretary*

January 30, 2003

Lowe's Home Centers, Inc
Mr. Brian Massengill, Project Manager
P.O. Box 1111
North Wilkesboro NC 28656

Dear Mr. Massengill:

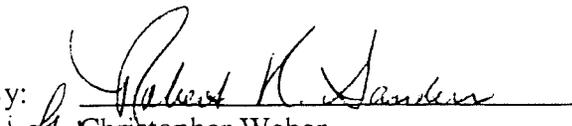
Thank you for completing a comment form concerning the US 301/MD 197 Planning project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your support of Alternate 5A or 5B.

We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

My telephone number/toll-free number is _____
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7:00 p.m. Presentation/testimony

BOWIE CITY HALL

2614 Kenhill Drive

Bowie MD 20715

PLEASE PRINT
NAME LOWE'S HOME CENTERS, INC DATE 12/23/02
ADDRESS BRIAN MASSENGILL - PROJECT MANAGER
P.O. BOX 1111
CITY NORTH WILKESBORO STATE NC ZIP 28656

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

AFTER FURTHER REVIEW & DISCUSSIONS WITH THE CITY
OF BOWIE, MD. WE WOULD SUPPORT EITHER OPTION OF
5A OR 5B. THESE OPTIONS WOULD SUPPORT FUTURE GROWTH
& INCREASED TRAFFIC IN AND AROUND THE AREA.

THANKS,
BRIAN

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

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



Robert L. Ehrlich, Jr., *Governor* Michael S. Steele, *LI, Governor* Trent M. Kittleman, *Acting Secretary*

January 31, 2003

Mr. Dan Lieman
13216 Park Lane
Ft. Washington MD 20744

Dear Mr. Lieman:

Thank you for providing comments concerning the US 301/MD 197 planning Project. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. We appreciate you taking the time to inform us of your concerns regarding signing, storm water management, bicycle and pedestrian crossings, and the access ramp from the US 50 ramp, and your preference for Revised Alternate 2 Modified.

Signing details are determined during the Final Design stage of the project. We anticipate the use of trailblazers to help motorists find the proper businesses. All signing will be developed in accordance to the Manual of Uniform Traffic Control Devices (MUTCD).

We are aware of the rising concern about mosquitoes. We think that the best approach is to design a storm water management (SWM) pond that is balanced with plants and deep pools to promote good water quality within the permanent pool. We are also exploring the introduction of mosquito fish (native to Maryland) to control mosquito larvae.

There are several safety concerns regarding the access ramp from the US 50 ramp on to Mitchellville Road. We are evaluating other options to provide easier access to the businesses along Mitchellville Road. Your suggested alternates to provide access to Mitchellville Road may have some vertical alignment problems and access issues with the nearby driveways. However, we will take your concepts into account during our evaluation.

Bicycle and pedestrian crossings will be provided on the Harbour Way and Excalibur Road bridges.

My telephone number toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

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

Mr. Dan Lieman
Page Two

Again thank you for your comments and suggestions. We welcome your participation throughout the remainder of this study. If you have any additional questions or comments about this project, please contact the Project Manager, Mr. Christopher Weber at 410-545-8519 or the Assistant Project Manager, Mr. Gilbert Chlewicki at 410-545-8516, or toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Christopher Weber

Christopher Weber
Project Manager
Project Planning Division

cc: File (w/incoming)

**Comments on US301 / MD197 Location/Design
North of Mount Oak Road to US50
Project PG288A11
For Public Hearing dated November 20, 2002**

Four designs are considered. They are named "Alternate 2 Modified", "Revised Alternate 2 Modified", "Alternate 5A", and "Alternate 5B". The remarks below compare and contrast the four designs by focusing on the major intersections in the northern, central, and southern sections of the proposed construction area. I propose two alternatives for Mitchellville Road exits from eastbound US50.

Northern Section:

In Alternate 2 Modified, southbound US301 coming off westbound US50 has a connection to a southbound service road supporting businesses west of the highway. The exit ramp from eastbound US50 connects to both southbound Mitchellville Road and southbound US301. Mitchellville Road accesses all businesses in the northern and central sections of the proposed construction area. Eastbound US50 does not connect with the service road in the northern section. Under the MD197 bridge, southbound US301 has a slip ramp to the southern section of the service road. Harbour Way no longer connects with the service road or US301. Harbour Way west of US301 has a bridge over the service road and US301 and intersects east of US301 with an extension of Governor Bridge Road. The Governor Bridge Road extension replaces part of the old Stadium Drive and intersects with the relocated Stadium Drive opposite the Excalibur Road extension. Adjacent to Harbour Way is a new street connecting with some northern section businesses. Heritage Blvd. no longer connects with US301 or the old Stadium Drive east of US301. Heritage Blvd. west of US301 terminates at the service road. Heritage Blvd. is the only street connecting the service road to Mitchellville Road in the northern section of the proposed construction area.

In Revised Alternate 2 Modified, southbound US301 coming off westbound US50 has a connection to a southbound service road supporting businesses west of the highway in the whole construction area. The exit ramp from eastbound US50 connects to southbound US301. Eastbound US50 does not connect with the service road anywhere in the proposed construction area. Mitchellville Road accesses all businesses in the northern and central sections of the construction area. Although southbound US301 connects with northbound MD197 and MD197 intersects with Mitchellville Road, a ramp from eastbound US50 to Mitchellville Road would be useful. Harbour Way no longer connects with the service road or US301. Harbour Way west of US301 has a bridge over the service road and US301 and intersects east of US301 with an extension of Governor Bridge Road. The Governor Bridge Road extension replaces part of the old Stadium Drive and intersects with the relocated Stadium Drive opposite the Excalibur Road extension. Adjacent to Harbour Way is a new street connecting with some northern section businesses. Heritage Blvd. no longer connects with US301 or the old Stadium Drive east of US301. Heritage Blvd. west of US301 terminates at the service road. Heritage Blvd. is the only street connecting the service road to Mitchellville Road in the northern section of the proposed construction area and must be used to connect eastbound US50, southbound US301, northbound/southbound MD197, and Mitchellville Road to the southern section of the service road.

In Alternate 5A, US301 is relocated to the east and most of the service road west of US301 has two-way traffic. Southbound US301 coming off westbound US50 has a connection to a southbound service road supporting businesses west of the highway. The exit ramp from eastbound US50 connects to southbound US301. Eastbound US50 does not connect with the service road in the northern section but south of MD197, southbound US301 connects to the two-way portion of the service road. Mitchellville Road accesses all businesses in the northern and central sections of the proposed construction area. Although southbound US301 connects with northbound MD197 and MD197 intersects with Mitchellville Road, a ramp from eastbound US50 to Mitchellville Road would be useful. Harbour Way no longer connects with the service road or US301. Harbour Way west of US301 has a bridge over the service road and US301 and intersects east of US301 with an extension of Governor Bridge Road. The Governor Bridge Road extension replaces part of the old Stadium Drive and intersects with the relocated Stadium Drive opposite the Excalibur Road extension. Adjacent to Harbour Way is a new street connecting with some northern section businesses. South of this new street, the service road has two-way traffic. Heritage Blvd. no longer connects with US301 or the old Stadium Drive east of US301. Heritage Blvd. west of US301 terminates at the service road. Heritage Blvd. is the only street connecting the service road to

Mitchellville Road in the northern section. In the northern section of the proposed construction area, there is no apparent difference between Alternate 5A and Alternate 5B.

Central Section:

In Alternate 2 Modified, MD197 crosses over US301 on a bridge and becomes a relocated Stadium Drive. The service road west of US301 has southbound traffic and passes under the MD197 bridge adjacent to southbound US301. Southbound/eastbound MD197 has a right turn to the ramp for the southbound service road and a left turn to the ramp for northbound US301. Northbound US301 has a right ramp that turns left for northbound/westbound MD197 and right for eastbound Stadium Drive. Westbound Stadium Drive has a right turn to the ramp for northbound US301 and a left turn to the ramp for the southbound service road. The service road has a right ramp that turns right for northbound/westbound MD197 and left for eastbound Stadium Drive. The four left turns form an urban diamond intersection on the MD197 bridge. Southbound US301 does not connect with MD197 or Stadium Drive except through the northern end of the service road. MD197 and Stadium Drive connect with southbound US301 via the southern end of the service road. The Governor Bridge Road extension intersects with Stadium Drive and continues south as the Excalibur Road extension. Under the MD197 bridge, southbound US301 has a slip ramp to the service road to allow connections with Excalibur Road in the southern section of the proposed construction area. The southbound service road merges with southbound US301 beyond the Excalibur Road intersection.

In Revised Alternate 2 Modified, the service road west of US301 has southbound traffic and has a moderate separation from southbound US301. MD197 crosses over the service road and US301 on two bridges and becomes a relocated Stadium Drive. Southbound/eastbound MD197 has a right turn ramp crossing over the service road for southbound US301 and a left turn to the ramp for northbound US301. Northbound US301 has a right ramp that turns left for northbound/westbound MD197 and right for eastbound Stadium Drive. Westbound Stadium Drive has a right turn to the ramp for northbound US301 and a left turn to the ramp for southbound US301. Southbound US301 has a right ramp that turns right for northbound/westbound MD197 and left for eastbound Stadium Drive. The four left turns form an urban diamond intersection on one MD197 bridge. The Governor Bridge Road extension intersects with Stadium Drive and continues south as the Excalibur Road extension. There is no direct connection between the service road and MD197. With appropriate signs, Heritage Blvd. and Mitchellville Road could be the indirect connection between the service road and MD197. The southbound service road merges with southbound US301 beyond the Excalibur Road intersection.

In Alternate 5A, US301 is relocated to the east and most of the service road west of US301 has two-way traffic. MD197 crosses over the service road and US301 on two bridges and becomes a relocated Stadium Drive. Southbound/eastbound MD197 has a right turn ramp intersecting with the service road, another right turn ramp for southbound US301, and a left turn to the ramp for northbound US301. Northbound US301 has a right ramp that turns left for northbound/westbound MD197 and right for eastbound Stadium Drive. Westbound Stadium Drive has a right turn to the ramp for northbound US301 and a left turn to the ramp for southbound US301. Southbound US301 has a right ramp that turns right for northbound/westbound MD197 and left for eastbound Stadium Drive. The four left turns form an urban diamond intersection on one MD197 bridge. Southbound US301 has a second right turn ramp that intersects with the service road. Traffic lights will be needed on the service road to coordinate left and right turns from two closely-spaced intersections. The Governor Bridge Road extension intersects with Stadium Drive and continues south as the Excalibur Road extension. There is no direct connection from the service road to MD197. With appropriate signs, Heritage Road and Mitchellville Road could be the indirect connection between the service road and MD197. The northbound lane of the service road seems to terminate near the Harbour Way bridge. Mitchellville Road reaches all businesses in the central and northern sections of the proposed construction area. The southbound service road merges with southbound US301 beyond the Excalibur Road intersection.

In Alternate 5B, US301 is relocated to the east and most of the service road west of US301 has two-way traffic. MD197 crosses under separate service road and US301 bridges and becomes a relocated Stadium Drive. Southbound/eastbound MD197 has a right turn ramp intersecting with the service road, another right turn ramp for southbound US301, and a left turn to the ramp for northbound US301. Northbound US301 has a right ramp that turns left for northbound/westbound MD197 and right for eastbound Stadium Drive. Westbound Stadium Drive has a right turn to the ramp for northbound US301 and a left turn to the ramp for southbound US301. Southbound US301 has a right ramp that turns right for

northbound/westbound MD197 and left for eastbound Stadium Drive. The four left turns form an urban diamond intersection on MD197 under the US301 bridge. Southbound US301 has a second right turn ramp that intersects with the service road. Traffic lights will be needed on the service road to control left and right turns from two directions. The Governor Bridge Road extension intersects with Stadium Drive and continues south as the Excalibur Road extension. Stadium Drive can connect with Mill Branch Center businesses using the Excalibur Road extension. There is no direct connection from the service road to MD197. With appropriate signs, Heritage Road and Mitchellville Road could be the indirect connection between the service road and MD197. The northbound lane of the service road terminates near the Harbour Way bridge. Mitchellville Road reaches all businesses in the central and northern section of the proposed construction area. The southbound service road merges with southbound US301 beyond the Excalibur Road intersection.

Southern Section:

In Alternate 2 Modified, Excalibur Road intersects with the service road west of US301, crosses US301 on a bridge, and is extended in a northbound curve east of US301. The service road west of US301 has southbound traffic and merges with southbound US301. Northbound US301 has a right exit ramp connecting with the Excalibur Road extension. Mill Branch Road is relocated to connect with the Excalibur Road extension. Both connections to the Excalibur Road extension permit left and right turns. In the southern section of the proposed construction area, there is no apparent difference between Alternate 2 Modified and Revised Alternate 2 Modified.

In Alternate 5A, US301 is relocated to the east and most of the service road west of US301 has two-way traffic. As with the two versions of Alternate 2 Modified, Excalibur Road intersects with the service road, crosses US301 on a bridge, and is extended in a northbound curve east of US301. Mill Branch Road is again relocated to connect with the Excalibur Road extension. The southbound lane of the service road merges with southbound US301. Northbound US301 has a left exit ramp crossing over the southbound lanes of US301 to become the northbound lane of the service road. In the southern section of the proposed construction area, there is no apparent difference between Alternate 5A and Alternate 5B.

Summary Opinions:

The proposed construction area needs to coordinate long distance traffic, local traffic, and interactions between them. Signs are needed on both numbered highways and major street intersections to help people enter and leave the shopping center properties and the Prince George's Stadium. Appropriate direction signs should be provided to US50, US301, MD197, MD3, Service Road, Stadium, Mitchellville Road, Governor Bridge Road, and Excalibur Road. Heritage Road and Harbour Way are paths connecting the major streets. Directions to gas stations and significant shopping centers in the area could be included.

Use or design of Storm Water Management (SWM) areas should be evaluated relative to mosquito virus problems.

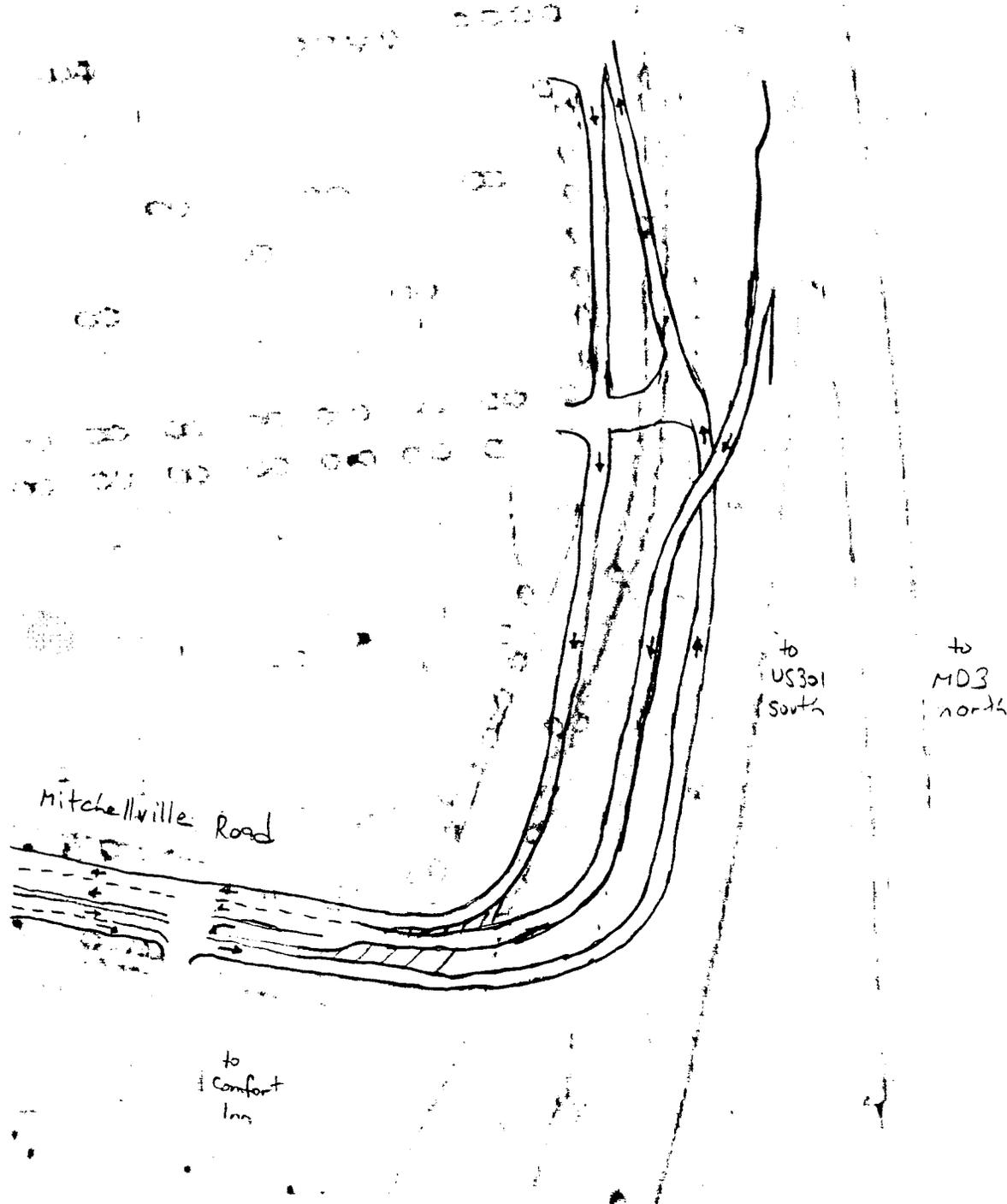
The exit ramp from eastbound US50 needs a connection to Mitchellville Road for Revised Alternate 2 Modified, Alternate 5A, and Alternate 5B. Only Alternate 2 Modified shows it now. Access to Mitchellville Road businesses from eastbound US50 will be more difficult without the Mitchellville Road connection. The proposed ramp in Alternate 2 Modified may be unsafe because left turns from northbound Mitchellville Road to the roadway for the Target store loading docks cross a blind curve in the ramp. Attached are two design suggestions (Alternate A and Alternate B) relocating the roadway to the north and placing the exit ramp on a bridge over one or both roadway lanes. I prefer Alternate A to more easily allow vehicles leaving US50 to enter the driveway for the hotel on the left. Both alternates require trucks to use northbound Mitchellville Road from MD197 or Heritage Road to access the new roadway to Target.

Most design aspects of the four alternates are similar. All four alternates satisfy basic access requirements. I prefer Revised Alternate 2 Modified over Alternate 2 Modified because of improved connections between highways US301 and MD197. I prefer Alternate 5B over Alternate 5A because the lane lines for an urban diamond intersection are more easily seen in bad weather when protected by an overhead bridge. Two businesses displaced by Alternate 5B are kept by Revised Alternate 2 Modified.

Revised Alternate 2 Modified seems to be the best choice. Placing US301 over MD197 should be considered as well as the suggested designs for the Mitchellville Road exit from eastbound US50. Bicycle and pedestrian crossings should be considered on the Harbour Way and Excalibur Road bridges.

TARGET

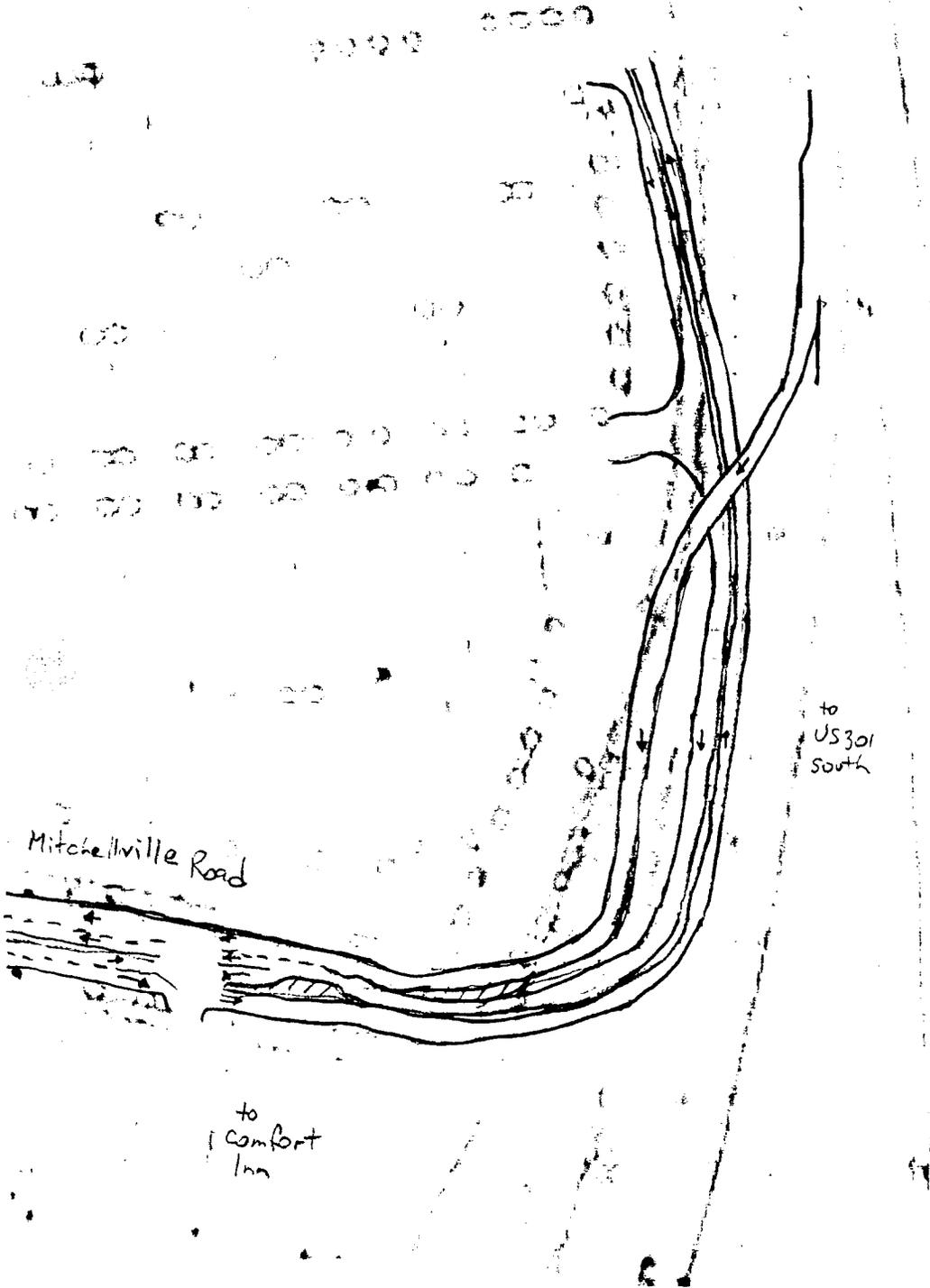
US 50
east



Eastbound US 50 to Mitchellville Road
 Divide Connecting Road and Feboane North.
 Ramp on Bridge over Westbound Connecting Road.
 Left Turn Lane to Comfort Inn Primarily from Exit Ramp Lane
 Suggested Mitchellville Road Exit - Alternate A

TARGET

US50
east



Eastbound US 50 to Mitchellville Road

Relocate Connecting Road North.

Ramp on Bridge over Connecting Road

Left Turn Lane to Comfort Inn Primarily from Connecting Road Lane.

Suggested Mitchellville Road Exit Alternate B

TARGET

USSD
east

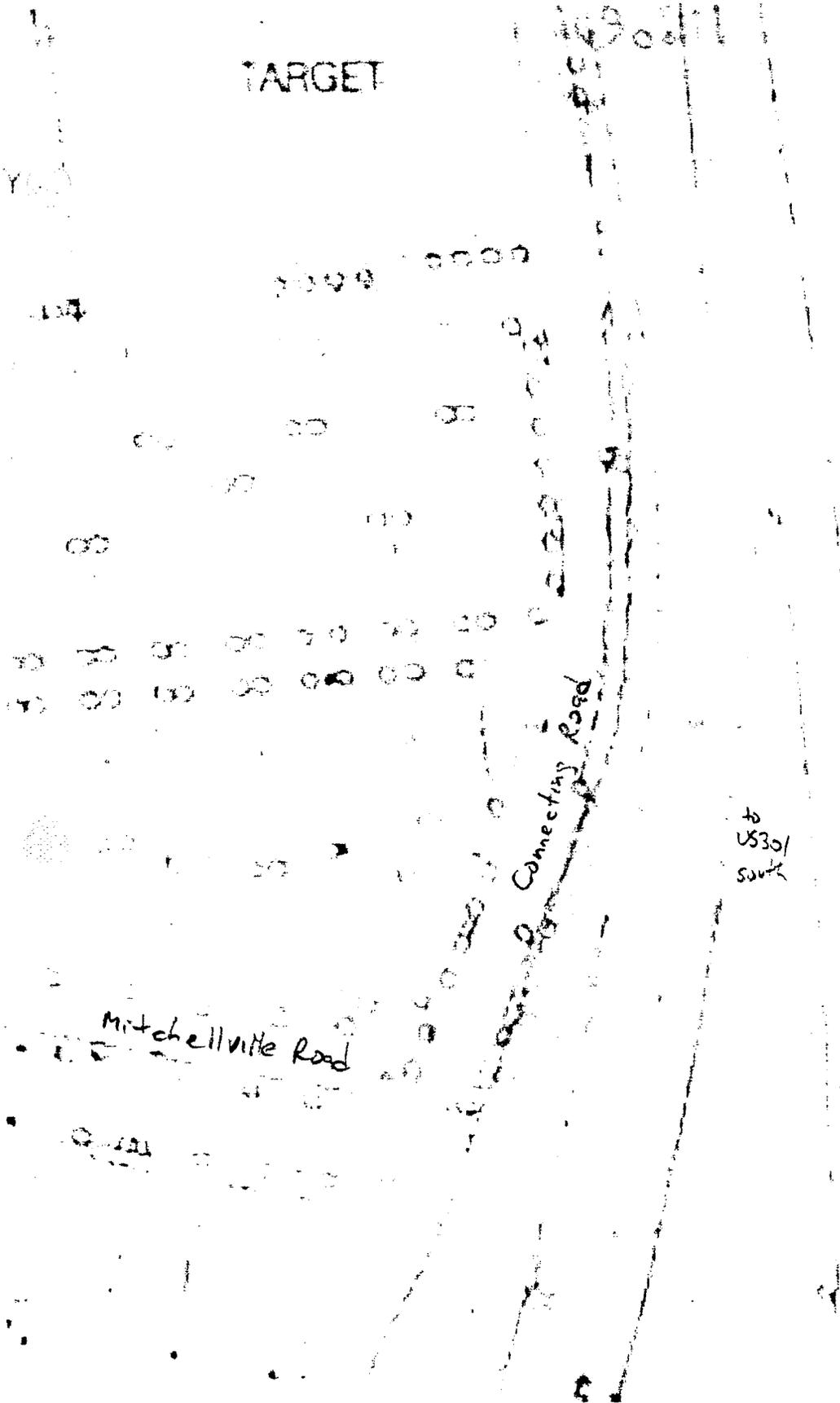
to
MD3
north

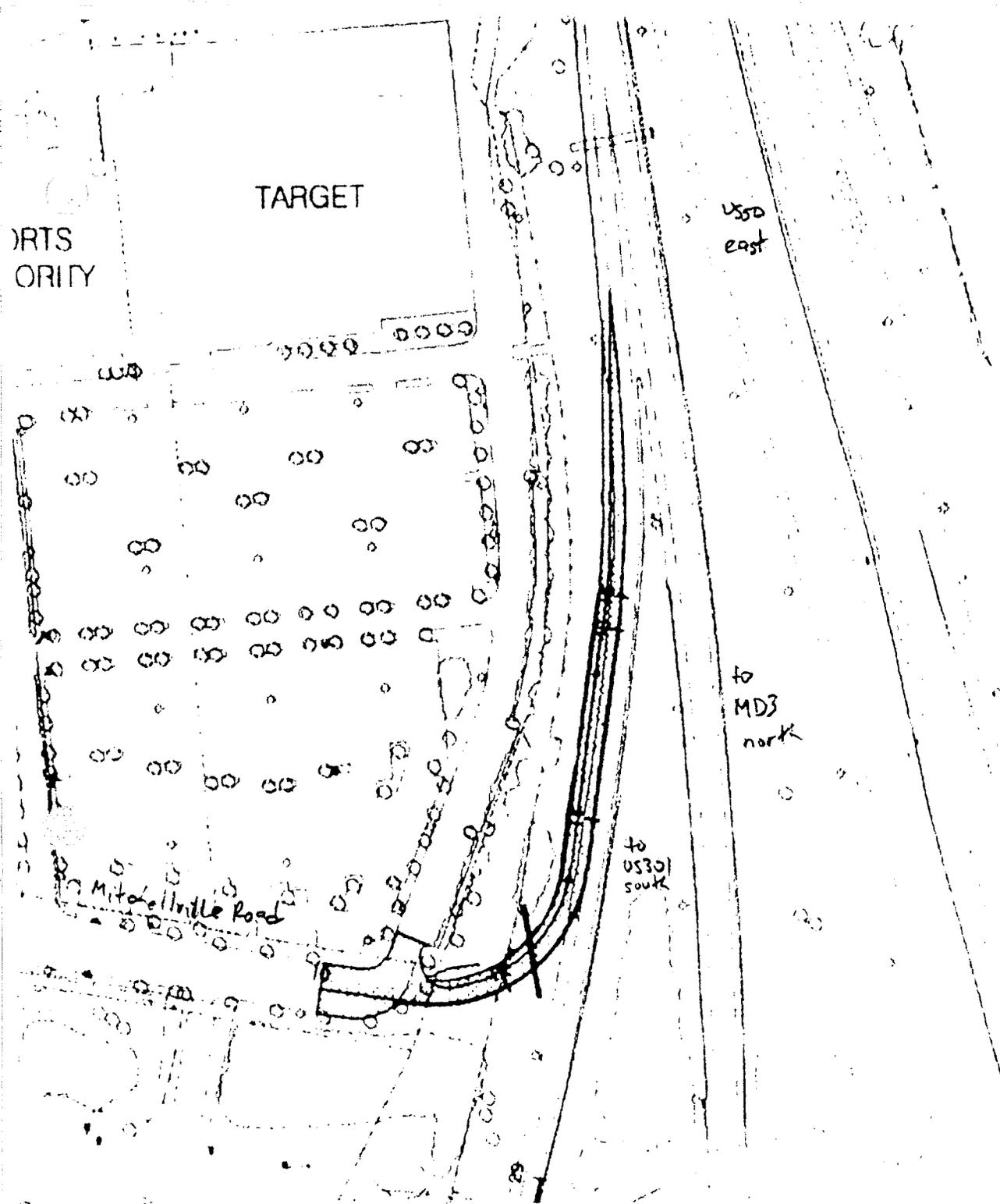
to
US301
south

Connecting Road

Mitchellville Road

Mitchellville Road
No Eastbound USSD Exit
(No Build Alternative)





East bound US 50 to Mitchellville Road
 Proposed in Alternate 2 Modified
 Left Turn to Connecting Road Crosses Exit Ramp Curve