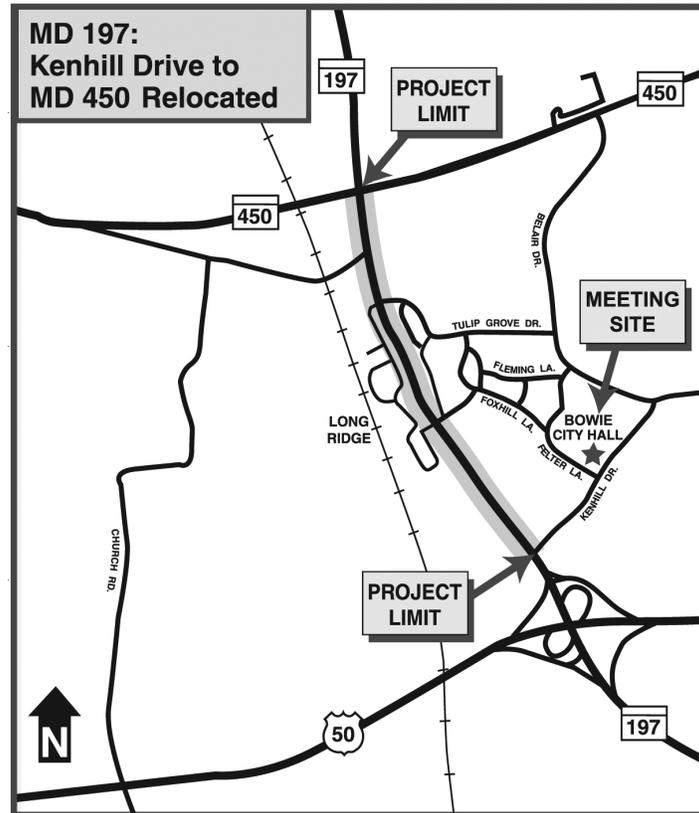


# MD 197 Project Planning Study

## Alternates Public Workshop



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

Bowie City Hall  
2614 Kenhill Drive  
Bowie, Maryland 20715

Snow Date  
Wednesday  
January 10, 2007

Project No. PG691A11



Maryland Department of Transportation  
State Highway Administration



US Department of Transportation  
Federal Highway Administration



## ***Introduction***

The Maryland State Highway Administration (SHA) is conducting a Project Planning Study for MD 197, from Kenhill Drive to MD 450 Relocated (approximately 1.4 miles). The Study Area is located in the City of Bowie in Prince George's County, Maryland.

## ***Purpose of the Workshop***

The purpose of this workshop is to familiarize interested citizens with the Project Planning process and the project's Purpose and Need Statement, present the findings of the environmental studies, and display preliminary alternatives.

The workshop is being conducted in an interactive open house format. Each attendee can conduct a self-paced review of important project information. You will have the opportunity to visit project information displays, which include maps depicting alternatives currently under consideration, traffic data, and environmental impacts, from 5:00 p.m. to 8:00 p.m. Project team representatives will be available to answer your questions and receive your comments; however, there will be no formal presentation at this workshop.

## ***How to Provide Comments on the Project***

The public is encouraged to participate in the workshop to ensure citizen input during the Project Planning process. These studies are preliminary, and appropriate changes can be made after comments from the public are received and evaluated. You may choose any or all of the following methods to provide suggestions to the project team:

- Provide verbal or written comments to project team representatives;
- Fill out the pre-addressed, postage paid comment form included in this brochure; or
- Call the SHA Project Manager, Ms. Felicia Alexander toll free at 1-800-548-5026, or email at [faalexander@sha.state.md.us](mailto:faalexander@sha.state.md.us)

If you would like to be added to the project mailing list, please include your name, address, and email address (if you would also like to receive project information via email) on the brochure comment card. You may also sign up to be on the mailing list with the receptionist at the welcome table located at the entrance to the workshop.

## ***Purpose of the Study***

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

## ***Project History***

Prior to this study, the project was last included in the State's Consolidated Transportation Program (CTP), the State's six-year programming report, in the 1980s. The MD 197 Project Planning Study is currently included in the CTP for 2006-2011, and is funded only for planning at this time. If a "Build" alternative is selected, the project may become eligible to receive funding for future phases, such as Final Design, Right-of-Way Acquisition, and Construction.

## ***Newsletter Survey***

In the summer of 2006, the SHA mailed the initial edition of the MD 197 Project Planning Study newsletter to nearly 10,000 residences in the Bowie area. The newsletter described the Purpose and Need for the planning study and elicited citizen feedback through a brief survey form. So far, more than a thousand citizens submitted their comments and suggestions for

the Project Area through the survey forms. As the study moves forward, SHA will continue to consider citizen feedback from the newsletter survey and other sources.

## **Context Sensitive Solutions**

As part of this project, SHA will consider suggestions from the public received at tonight's meeting and from comment cards, letters, and emails. SHA will continue to coordinate with Prince George's County representatives (M-NCPCC-PG and PG DPW&T) and the City of Bowie to further develop or refine the alternatives to incorporate "Context Sensitive Solution" concepts. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the Project Area.

These initiatives have been and will continue to be incorporated into the alternatives development with respect to:

- Pedestrian circulation and safety
- Trail improvements and relocation
- Local traffic circulation in and out of neighborhoods and businesses
- Reduction of right-of-way impacts
- Effects on police, fire and emergency rescue response time
- Bicycle access
- Aesthetic / landscape / streetscape opportunities
- Other specific community issues

We encourage you to comment on "Context Sensitive Solutions" using the comment card at the back of this brochure. Your comments will help ensure that the transportation alternatives developed to improve MD 197 reflect the local character and the aesthetic desires of the community.

## **Project Need**

### **Background**

MD 197 was constructed in 1966 as a two-lane, undivided roadway from Kenhill Drive to MD 450.

The existing MD 197 roadway was originally intended to become the southbound lanes of a planned future multi-lane undivided highway where the northbound lanes would be constructed east of the existing roadway. During the 1980s, the project was included in the CTP and had received funding for design and construction, but was put on hold at the request of elected officials from the area. To address safety concerns, concrete medians were added at several locations in the mid-1990s. The project is now a top priority for Prince George's County and the City of Bowie. The approved (2006) Bowie and Vicinity Master Plan and Sectional Map includes recommended improvements to MD 197, between US 50 and MD 450, while limiting these improvements to four (4) lanes within the existing 150-foot-wide right-of-way until forecasted travel demand warrants further expansion.

MD 197 serves dual functions: as a regional arterial serving commuter routes and as a local access connector to residential and commercial areas. As development continues in the Bowie Regional Center and in the area surrounding the project corridor, both of these roadway uses are likely to intensify.

### **Traffic Operations**

A Level of Service (LOS) analysis was conducted for existing (2005) and forecasted (2030) no-build conditions for seven intersections from Kenhill Drive/London Lane to MD 450 Relocated. The LOS is a measure of the congestion experienced by drivers, and ranges from A (free flow with little or no congestion) to F (failure with stop-and-go conditions). The LOS is normally computed for the peak periods of a typical weekday, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at capacity. Once an intersection passes over its theoretical capacity (i.e., a volume to capacity ratio (V/C) of 1.0), extensive delay begins. LOS F represents conditions where demand exceeds capacity and where there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections.

The 2005 LOS analysis shows that 43 percent (three out of seven) of the intersections are at or beyond capacity during the PM peak hours. In the 2030 design year, six of the seven intersections will fail in the AM peak hours, and all intersections are projected to have a failing LOS during the PM peak hours. A summary of the existing and future traffic conditions is shown in **Table 1**. Traffic operations within the Project Area are expected to worsen without significant improvements to roadway operations and capacity.

Intersection	2005 (Existing)		2030 (No-Build)	
	AM Peak LOS (V/C)	PM Peak LOS (V/C)	AM Peak LOS (V/C)	PM Peak LOS (V/C)
MD 197 at MD 450 Relocated	C (0.76)	E (0.96)	F (1.30)	F (1.73)
MD 197 at Gallant Fox Lane	A (0.59)	C (0.73)	D (0.82)	F (1.05)
MD 197 at Old MD 450	C (0.73)	D (0.87)	F (1.28)	F (1.25)
MD 197 at Long Ridge Lane	C (0.78)	C (0.81)	F (1.42)	F (1.41)
MD 197 at Lyle Lane	D (0.90)	F (1.15)	F (1.25)	F (1.52)
MD 197 at Lerner Place	B (0.70)	C (0.76)	F (1.23)	F (1.29)
MD 197 at Kenhill Drive	E (0.91)	E (0.96)	F (1.57)	F (1.62)

In 2005, Average Daily Traffic (ADT) volumes between Kenhill Drive and MD 450 Relocated ranged between 38,325 and 39,700 vehicles per day. Based on approved future land uses, traffic volumes are forecasted to increase by the year 2030 to a range of 56,025 and 58,150 vehicles per day, an increase of 46 percent. The existing and forecasted ADT ranges along MD 197 are shown in **Table 2**. Further complicating the traffic operations in this corridor, the ADTs along many of the intersecting roadways, such as MD 450 Relocated and Kenhill Drive, are forecasted to increase significantly as well.

MD 197 Segment	2005 ADT	2030 No-Build ADT
North of MD 450 Relocated	33,500	44,300
MD 450 Relocated to Long Ridge Lane	38,000 - 40,000	56,500 - 58,500
Long Ridge Lane to Kenhill Drive	38,500 - 40,000	56,000 - 57,000
South of Kenhill Drive	53,000	73,000

### Safety

An analysis of crashes along MD 197 within the project limits was conducted for a three-year period from 2001-2004. During this time, there were a total of 148 police reported crashes at locations from Kenhill Drive to Gallant Fox Lane. Within the segment between Kenhill Drive/London Lane to Faith Lane/Lyle Lane, there were a total of 50 police reported crashes, of which rear-end collisions (54 percent) were the most frequent type. None of the accident types had a rate that was significantly higher than the statewide average for that type. For the segment between Faith Lane/Lyle Lane and Gallant Fox Lane, there were a total of 98 police reported crashes, with rear-end (34 percent) and left-turn (24 percent) collisions being the most prevalent types. Over half of the left turn crashes in the Project Area occurred at Gallant Fox Lane which is an unsignalized intersection approximately 650 feet north of the Old MD 450. Left-turn collision rates at Gallant Fox Lane were greater than the statewide average for similar roadways.

### Existing Conditions

The Project Area consists of primarily residential and commercial uses. There are seven intersections, three of which are signalized (Kenhill Drive/London Lane, Long Ridge Lane/Tulip Grove Road and Old MD 450). There are also seven commercial, public, and private

driveways that have access to the road, including the entrances to Benjamin Tasker Middle School and Foxhill Park and a hiker/biker trail located on the east side of the roadway. The majority of the access points are located between Kenhill Drive and Lerner Place.

For the majority of the segment under study, MD 197 is a two-lane roadway with 12-foot-wide travel lanes, 10-foot-wide shoulders, and channelized left turn bays at the Tulip Grove Drive/Long Ridge and Lyle/Faith Lane intersections. The posted speed limit on MD 197 is 45 miles per hour. This segment of MD 197 ties into a five-lane section to the north at MD 450 Relocated and a six-lane section to the south at US 50. The transition to a two-lane section from the north and south constricts traffic flow.

## **Alternatives Currently Under Consideration**

Four alternatives are currently under consideration. They include the No-Build Alternative, a Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, a Five-Lane Alternative, and a Four-Lane Alternative. All four Alternatives are described below:

### **ALTERNATIVE 1 – No Build**

No major improvements are proposed with Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects. The No-Build Alternative serves as a baseline for comparison of other proposed alternatives.

### **ALTERNATIVE 2 – Transportation System Management / Travel Demand Management (TSM/TDM)**

The TSM/TDM Alternative consists of a series of modest improvements throughout the corridor to address the areas with greatest need at specific locations or segments of the roadway. TSM features are relatively low-cost improvements consisting of minor construction and operational enhancements. TSM strategies being considered include traffic signal improvements, intersection improvements,

and minor roadway widening. Currently the TSM Alternative includes intersection improvements at MD 450 Relocated and Kenhill Drive. TDM strategies are intended to reduce vehicle travel through voluntary partnerships between government, businesses, and communities. TDM programs are typically developed to encourage the use of transit, ridesharing, bicycling, and walking rather than driving alone. TDM strategies such as improvements to transit service, telecommuting, staggered work hours, and carpooling, are ongoing efforts in the study area.

### **ALTERNATIVE 3 – Five Lane Typical Section**

Alternative 3 is a five-lane section that would closely match the section of MD 197 north of the project limits (see Pages 9 and 11). This alternative includes a 13-foot-wide center-turn lane throughout with 11-foot-wide inside travel lanes and 16-foot-wide bicycle-compatible outside travel lanes. On the northbound side of the roadway, a minimum distance of four feet would separate the roadway from the existing or reconstructed 10-foot-wide hiker/biker trail. Additional improvements, including turning lanes and additional travel lanes have been added at MD 450 Relocated and Kenhill Drive to improve the operations and safety at those locations.

### **ALTERNATIVE 4 – Four Lane Typical Section with Median**

Alternative 4 is a four-lane divided section with a 20-foot-wide raised grass median (see Pages 10 and 12). This alternative includes an 11-foot-wide inside travel lane and a 16-foot-wide bicycle compatible outside travel lane for both the northbound and southbound directions of MD 197. Left turn lanes will be provided at the intersections within the 20-foot-wide median. Curb and gutter will be provided along the outside travel lanes and along the median. As with Alternative 3, on the northbound side of the roadway, a minimum distance of four feet would separate the roadway from the existing or reconstructed 10-foot-wide hiker/biker trail. This alternative also includes additional turning lanes and travel lanes at the intersections of MD 197 and MD 450 Relocated and MD 197 and Kenhill Drive to improve the operations and safety at those locations.

## Environmental Summary

In conjunction with the engineering studies, an environmental inventory was completed to identify socioeconomic, natural environmental, and cultural resources in the study area. A preliminary assessment of impacts associated with various alternatives under consideration is included in the Summary of Environmental Impacts (see **Table 3**). Detailed noise, air quality, stormwater management, maintenance of traffic, landscaping, socio-economic, and other analyses will be completed following the selection of alternatives retained for detailed study. Impacts to these resources will be further refined as the alternatives are developed in more detail.

**Table 3: Summary of Preliminary Environmental Impacts**

	Alt. 1: No- Build	Alt. 2: TSM	Alt 3: Five- Lane Section	Alt 4: Four- Lane Section
<b>Environmental Features</b>				
Wetlands (acres)	0	0.07	0.17	0.18
Streams (linear feet)	0	0	2,580	2,600
Floodplains (acres)	0	0	0.20	0.21
Parks (acres)	0	0	0	0
Forested Areas (acres)	0	1.5	8.8	9.5

### SOCIO-ECONOMIC RESOURCES

This project is consistent with the Prince George's County land use plans adopted for the area and with Maryland's Smart Growth guidelines. Land uses are primarily medium density residential, with low and high density residential concentrated at the southern end of the Project Area. Commercial land uses are concentrated at the northern end. The Benjamin Tasker Middle School and the Fox Hill Park/Recreation Center are located at the southern end and a hiker/biker trail is located along the northbound side of MD 197.

SHA owns a 150-foot-wide right-of-way corridor in the project area. In addition, a 25-foot-wide landscaping easement, which is part of the original residential housing development plan, is located adjacent to the right-of-way on the northbound side and provides a wooded buffer abutting the back yards. Impacts may occur within this easement area and SHA may need to purchase additional right-of-way along MD 197.

In compliance with Executive Order 12898, "Federal Actions to Address Environmental Justice in the Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionately high adverse effects on minority and low-income communities that may exist within the Project Area. To date, no Environmental Justice communities have been identified within the Project Area. SHA will continue to address Environmental Justice requirements through mailing list notifications, public meetings, and other community outreach efforts to any interested groups or individuals.

### CULTURAL RESOURCES

A preliminary archeological assessment has been completed for the entire Project Area, in consultation with the Maryland Historical Trust (MHT). One previously recorded archeological site was identified within the Project Area, with several other sites recorded within one-half mile of the Project Area. No historic standing structures are listed on or considered eligible for the "National Register of Historic Places" in the Project Area. As the project moves forward, the Project Area will be reassessed for archeological resources and historic structures, and coordination with the MHT will continue throughout the project regarding site eligibility and effects of the project on significant cultural resources.

### NATURAL ENVIRONMENTAL RESOURCES

The Project Area is located within the Patuxent River watershed. One stream crossing, a tributary to Collington Branch, crosses under MD 197 about a half mile north of the US 50/MD 197 interchange. Collington Branch is classified as Use 1 waters (Water Contact Recreation and Protection of Aquatic Life), which restricts in-

stream construction from March 1st through June 15th. The 100-year floodplain associated with Collington Branch falls on the west side of MD 197. Collington Branch feeds from Foxhill Lake on the east side of MD 197. In addition, an initial wetland review has identified the presence of wetlands in the Project Area. Proposed impacts to water resources may require permits from the Maryland Department of the Environment (MDE) and the US Army Corps of Engineers (COE).

There are forested areas scattered throughout the Project Area, including forest buffers located on both northbound and southbound sides of MD 197. The forest buffers along MD 197 contribute to the aesthetic quality of the corridor. Preserving the tree buffer was identified as one of the key issues for the community. No State or Federally-listed rare, threatened, or endangered species were identified in the Project Area.

### ***Other Transportation Projects***

There are several other transportation projects located in the study area listed in the 2006-2011 CTP and these are described below:

- MD 450 between Stonybrook Drive and west of MD 3 – upgrade of MD 450 to a multi-lane highway
- Old MD 450 (Annapolis Road) over CSX Railroad – reconstruction of existing bridge to meet current engineering standards, including wide shoulders for the installation of future pedestrian facilities
- MD 3 Project Planning Study from north of US 50 to MD 175 – operational and safety improvements to existing MD 3
- MD 197 North Median Landscaping from MD 450 Relocated to Rustic Hill Drive – Neighborhood Conservation Project to create a concept plan to convert the continuous center turn lane to a landscaped median
- MD 197 South Landscaping Plan between US 50 and US 301 – Neighborhood Conservation Project to install landscaping in the median of MD 197

- US 301 / MD 197 Transportation Study - upgrade of intersection to an interchange

### ***Remaining Steps in the Project Planning Process***

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from studies to date and from the Alternates Public Workshop (February 2007)
- Identify alternatives for detailed study and complete detailed engineering (Fall 2007)
- Complete Draft Environmental Document and hold a Location / Design Public Hearing (Spring / Summer 2008)
- Address Public Hearing comments
- Coordinate with Federal and State environmental resource agencies throughout the process
- Identify the SHA Preferred Alternative and Conceptual Mitigation (Fall 2008)
- Receive Location / Design Approval (Summer 2009)

### ***Non-Discrimination in Federally Assisted and State-Aid Program***

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

Ms. Jennifer Jenkins, Director  
Office of Equal Opportunity  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202  
Phone: (410) 545-0315  
Toll Free within Maryland: (888) 545-0098  
Email: [jjenkins@sha.state.md.us](mailto:jjenkins@sha.state.md.us)

## ***Right-of-Way and Relocation***

The proposed project may require acquisition of additional right-of-way. Residential and commercial relocations also may be required. For information regarding right-of-way and relocation assistance, please contact:

Mr. Douglas Mills, Chief  
Office of Right of Way, District 3  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770  
Telephone: (301) 513-7476  
Toll Free within Maryland: (800) 749-0737  
Email: [dmills@sha.state.md.us](mailto:dmills@sha.state.md.us)

## ***Media Used For Meeting Notification***

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

Bowie Blade News  
The Gazette – A Zone  
Prince George's Post  
Washington Post  
Washington Times

## ***Your Opinion Matters***

This workshop is intended to provide an opportunity for the public to discuss with the project team its thoughts and concerns about the project and to provide written comments to us. We will carefully review and consider the concerns and preferences expressed by the public at this meeting. To assist you in providing comments, we have included a pre-paid postage mailer as well as team member addresses and telephone numbers as part of this brochure.

## ***Project Planning Team***

If you should have any questions following tonight's Alternates Public Workshop, please feel

free to contact one of the team members listed below:

Mr. Raja Veeramachaneni  
Director, Office of Planning and Preliminary Engineering  
Maryland State Highway Administration  
Mailstop C-411  
707 North Calvert Street  
Baltimore, MD 21202

Ms. Felicia Alexander, Project Manager  
Project Planning Division  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8511  
Toll Free within Maryland: (800) 548-5026  
Email: [falexander@sha.state.md.us](mailto:falexander@sha.state.md.us)

Ms. Megan Blum, Environmental Manager  
Project Planning Division  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8563  
Toll Free within Maryland: (800) 548-5026  
Email: [mblum@sha.state.md.us](mailto:mblum@sha.state.md.us)

Mr. Darrell Mobley  
District Engineer, District 3  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Telephone: (301) 513-7300  
Toll Free within Maryland: (800) 749-0737

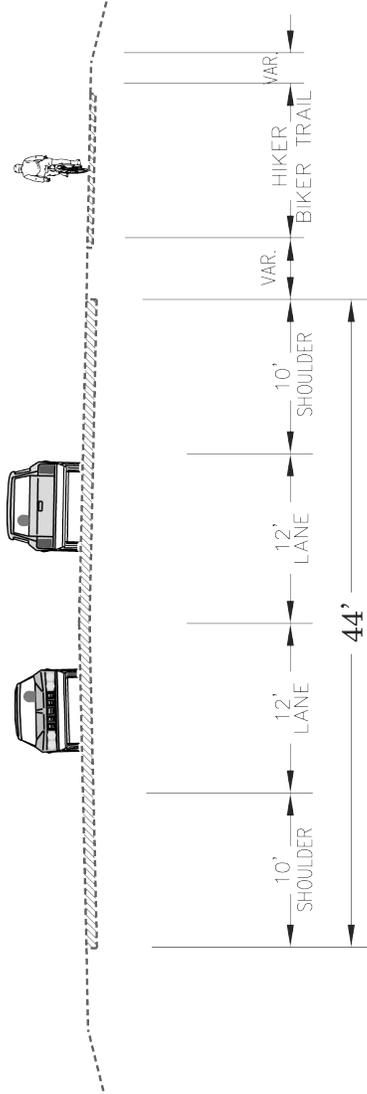
## ***Thank You***

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

For more information about this project and others, please visit our internet site at: [www.marylandroads.com](http://www.marylandroads.com)

# ALTERNATIVE 1 : NO-BUILD

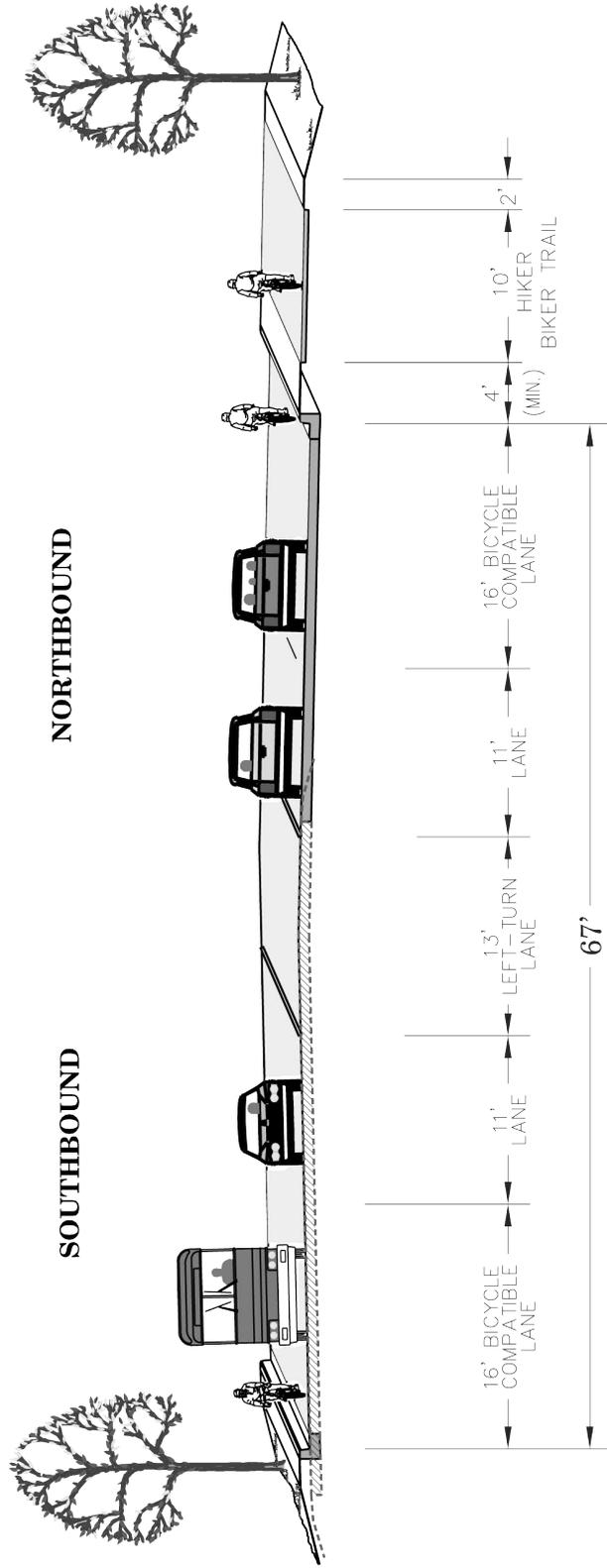
SOUTHBOUND NORTHBOUND



LEGEND	
	EXISTING ROADWAY

NOT TO SCALE

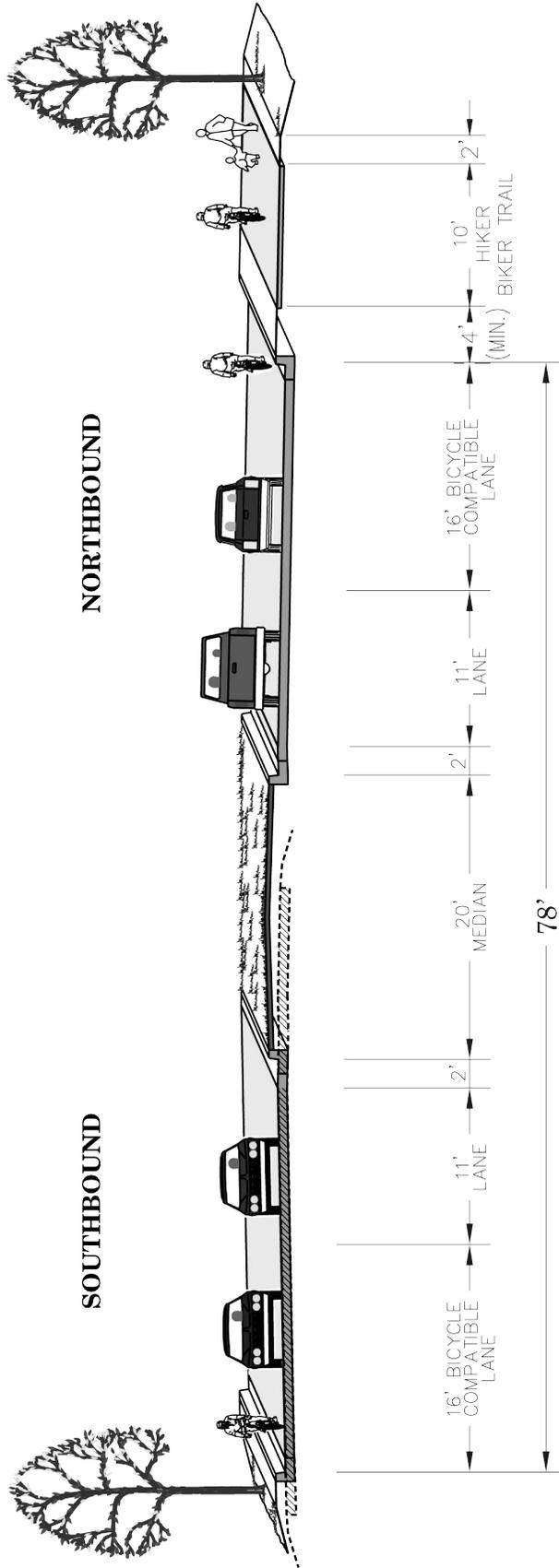
# ALTERNATIVE 3 : 5-LANE TYPICAL SECTION

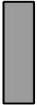


LEGEND	
	EXISTING ROADWAY
	PROPOSED ROADWAY

**NOT TO SCALE**

# ALTERNATIVE 4 : 4-LANE TYPICAL SECTION

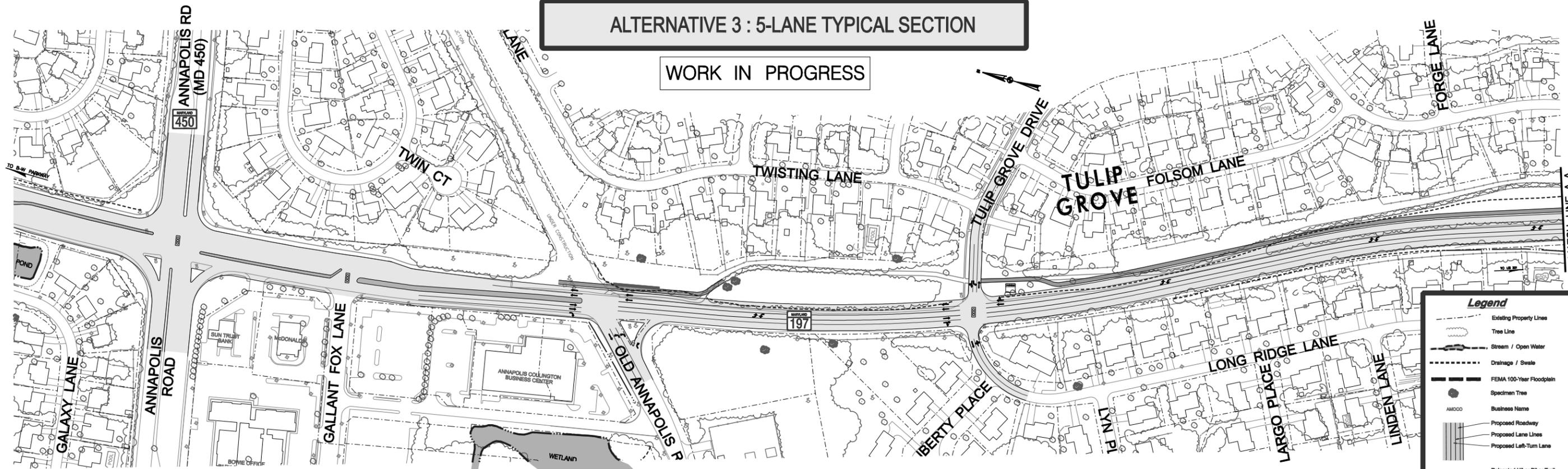


LEGEND	
	EXISTING ROADWAY
	PROPOSED ROADWAY

**NOT TO SCALE**

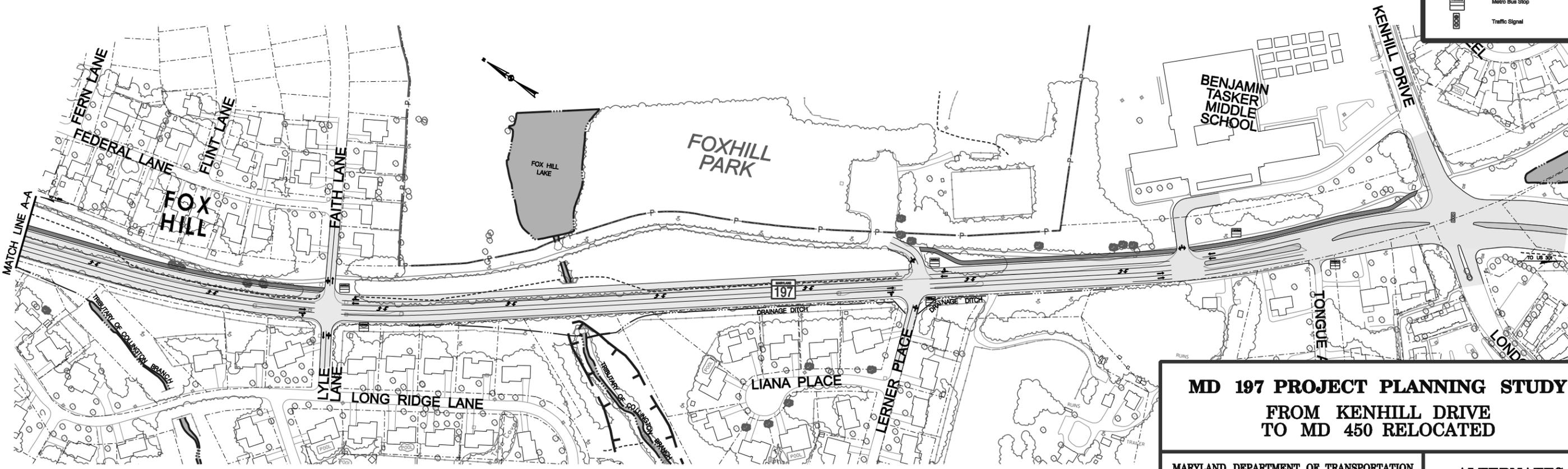
ALTERNATIVE 3 : 5-LANE TYPICAL SECTION

WORK IN PROGRESS



**Legend**

- - - Existing Property Lines
- Tree Line
- Stream / Open Water
- - - Drainage / Swale
- ▬ FEMA 100-Year Floodplain
- Specimen Tree
- AMCOO Business Name
- ▬ Proposed Roadway
- ▬ Proposed Lane Lines
- ▬ Proposed Left-Turn Lane
- ▬ Relocated Hiker Biker Trail
- ▬ Metro Bus Stop
- ⊞ Traffic Signal



**MD 197 PROJECT PLANNING STUDY  
FROM KENHILL DRIVE  
TO MD 450 RELOCATED**

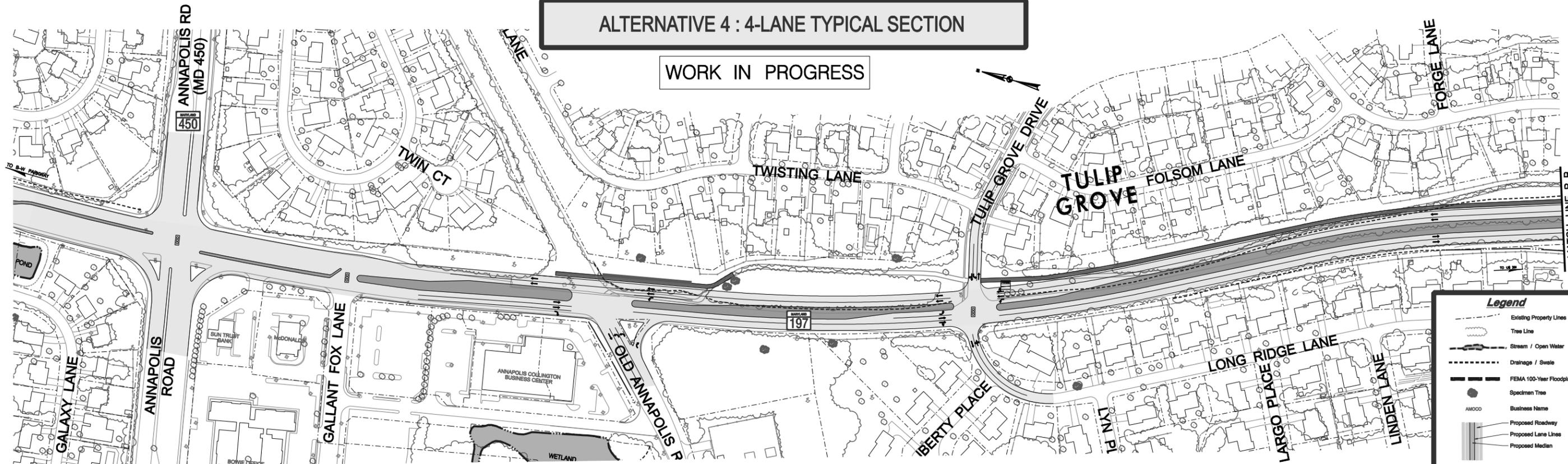
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
**SHA** PROJECT PLANNING DIVISION

**ALTERNATES  
PUBLIC WORKSHOP**  
NOVEMBER 2006

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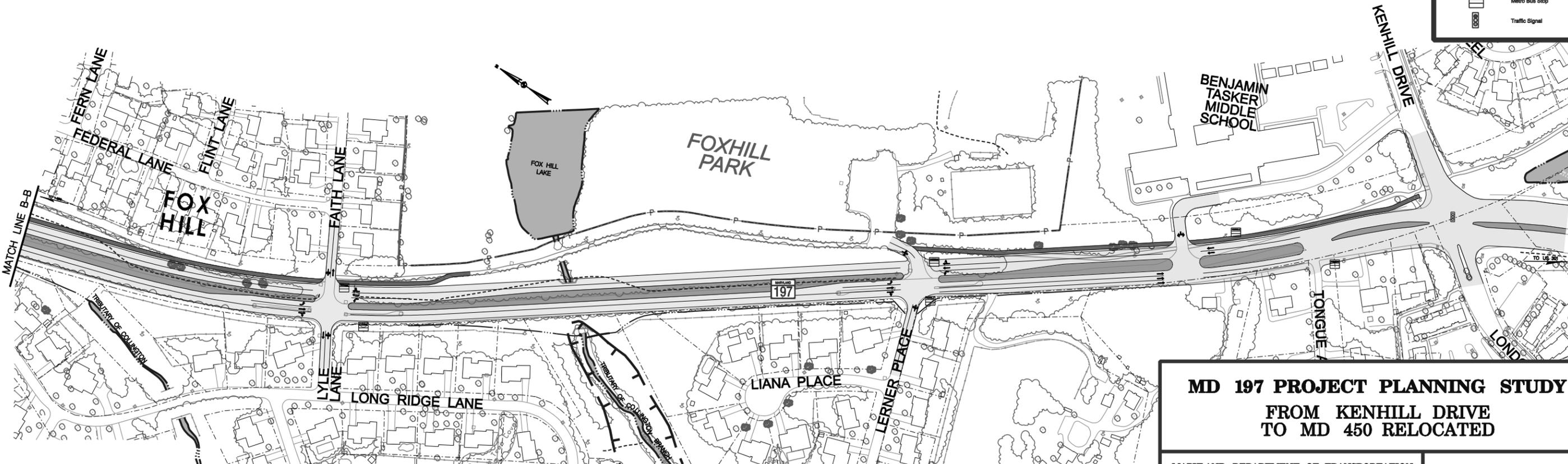
ALTERNATIVE 4 : 4-LANE TYPICAL SECTION

WORK IN PROGRESS



**Legend**

- - - Existing Property Lines
- Tree Line
- Stream / Open Water
- - - Drainage / Swale
- █ FEMA 100-Year Floodplain
- Specimen Tree
- AMCOO Business Name
- ▬ Proposed Roadway
- ▬ Proposed Lane Lines
- ▬ Proposed Median
- ▬ Relocated Hiker Biker Trail
- Metro Bus Stop
- ⊠ Traffic Signal



**MD 197 PROJECT PLANNING STUDY**  
**FROM KENHILL DRIVE**  
**TO MD 450 RELOCATED**

MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION

**SHA** PROJECT PLANNING DIVISION

**ALTERNATES**  
**PUBLIC WORKSHOP**

NOVEMBER 2006

NOT TO SCALE

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG691A11  
ALTERNATES PUBLIC WORKSHOP  
MD 197 PROJECT PLANNING STUDY

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

BOWIE CITY HALL  
2614 KENHILL DRIVE  
BOWIE, MARYLAND 20715

NAME \_\_\_\_\_ DATE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

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

Please provide any additional comments here: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

From: \_\_\_\_\_  
\_\_\_\_\_  
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# Help Us Improve

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

*Please circle the most appropriate number.*

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

Which part of the brochure was most valuable?

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Which part of the brochure was least valuable?

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How can we improve the brochure?

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

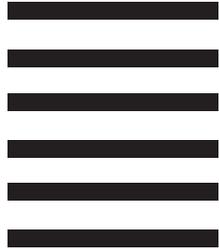
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