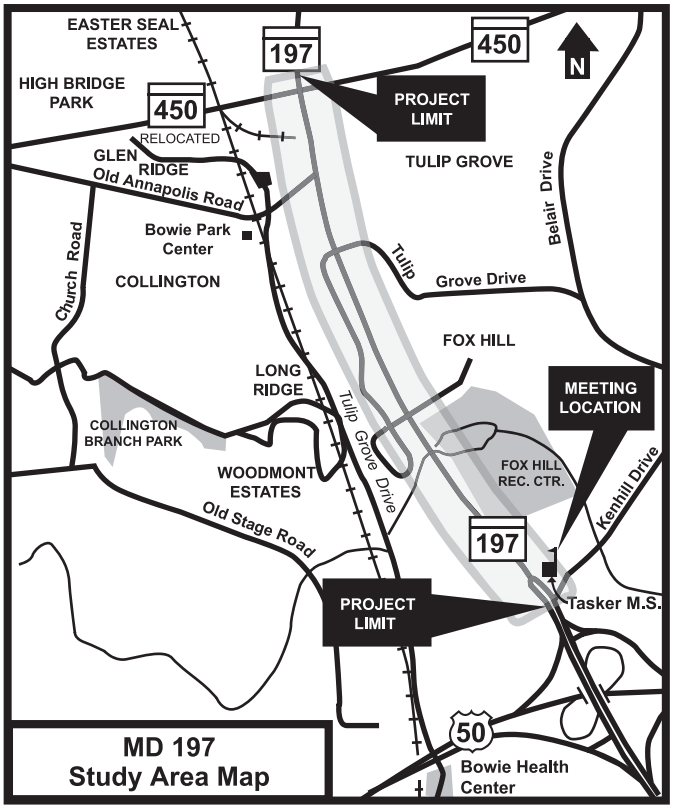
MD 197
Project Planning Study

LOCATION/DESIGN
Public Hearing



Wednesday
February 13, 2008
6:00 P.M. - Maps/Displays Available
7:00 P.M. - Presentation/Testimony

Snow Date: Thursday, February 21, 2008

Benjamin Tasker
Middle School
4901 Collington Road
Bowie, MD 20715

Project No. PG691A11

Maryland Department of Transportation
State Highway Administration

US Department of Transportation
Federal Highway Administration

PROJECT TEAM

Please direct your questions or concerns to any of the following project team members:

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

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

Ms. Karen Arnold, Environmental Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-8510
Toll-free within Maryland: (800) 548-5026
Email: karnold@sha.state.md.us

Mr. Darrell Mobley, District Engineer
District 3 (Montgomery and Prince George's Counties)
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7300
Toll-free within Maryland: (800) 749-0737

Mr. Phillip Bello, Area Engineer
Federal Highway Administration - Delmar Division
City Crescent Building
10 South Howard Street, Suite 2450
Baltimore, MD 21201
Telephone: (410) 779-7156

INTRODUCTION

The Maryland State Highway Administration (SHA) is conducting a Project Planning Study for MD 197 from Kenhill Drive to MD 450 Relocated (approximately 2.0 miles). The study area is located in the City of Bowie in Prince George's County, Maryland.

PURPOSE OF THE PROJECT

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

PROJECT BACKGROUND

The MD 197 Project Planning Study is currently listed in the Maryland Department of Transportation Consolidated Transportation Program (CTP) for 2007-2012. MD 197 was constructed in 1966 as a two-lane, undivided roadway from Kenhill Drive to MD 450. The existing lanes of MD 197 were originally intended to become the southbound roadway of a planned future undivided highway where the northbound lanes would be constructed to the east of the existing roadway. The project was included in previous versions of the CTP during the 1980s.

In 1986, general obligation bonds provided the funding for Prince George's County's design and construction of a four-lane divided highway on MD 197 between Kenhill Drive and MD 450. However, the project was put on hold at the request of area elected officials. In the mid-1990s, concrete medians were added to address safety concerns at several locations. The project is now a top priority for both Prince George's County and the City of Bowie. The project is consistent with the approved 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment, which states that improvements to MD 197 between US 50 and MD 450 should be limited to four lanes within the existing 150-foot right-of-way until forecasted travel demand warrants further expansion.

The MD 197 Project Planning Study is funded for project planning only and will be a candidate for the design, right-of-way acquisition, and construction phases when funding is available.

PURPOSE OF THE HEARING

The purpose of the Location/Design Public Hearing, which will be held on Wednesday, February 13, 2008 at the Benjamin Tasker Middle School, is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The Hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer verbal or written comments for the project record before an alternative is selected. In the event of inclement weather on February 13, the Hearing will be held on Thursday, February 21, 2008.

HEARING FORMAT

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

HOW TO COMMENT ON THE PROJECT

The public is encouraged to participate in the Hearing to ensure citizen input during the project planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments. Additional copies of these mailers will be available at the receptionist's desk during the Hearing. Written comments for inclusion in the project record and the Hearing transcript may be submitted until Wednesday, March 26, 2008.

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the Hearing. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already included on the project mailing list and do not need to resubmit.

PROJECT NEED

During the 20-year gap between the project's inclusion in the State's CTP in the 1980s and its current inclusion in the 2007-2012 CTP, tremendous growth has occurred within the project area. The development of Bowie Crossing, Bowie New Town Center, Bowie Gateway Center, and other commercial properties has resulted in increased regional traffic on MD 197 south of the project limits. Increased traffic volumes have also been impacted by residential development north of the project limits and by the following related projects:

- US 50 expansion from four lanes to eight (including the HOV lanes)
- Park-and-ride facility construction on Northview Drive approximately 1/4 mile south of the project corridor
- MD 450 relocation and upgrade at the northern end of the study corridor

Existing Conditions

The project area primarily consists of 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 most of the section 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 Lane and Lyle Lane/Faith Lane intersections. The posted speed limit on MD 197 is 40 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.

Traffic Operations

A Level of Service (LOS) analysis was conducted for existing (2007) 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 long delays at signalized intersections.

The 2007 LOS analysis shows that 29 percent (two out of seven) of the intersections have a failing LOS during the PM peak hours. In the 2030

2007 (Existing) and 2030 (No-Build) Intersection LOS Analysis Results

Intersection	2007 (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	B (0.64)	B (0.72)	E (0.99)	F (1.12)
MD 197 at Gallant Fox Lane	A (0.44)	A (0.61)	A (0.59)	C (0.80)
MD 197 at Old MD 450	A (0.51)	B (0.71)	D (0.84)	F (1.01)
MD 197 at Long Ridge Lane	C (0.74)	D (0.82)	E (0.98)	F (1.09)
MD 197 at Lyle Lane	C (0.78)	F (1.03)	F (1.03)	F (1.38)
MD 197 at Lerner Place	C (0.76)	F (1.01)	F (1.01)	F (1.35)
MD 197 at Kenhill Drive	B (0.64)	C (0.75)	D (0.85)	E (0.98)

Table 1

MD 197 Existing and Forecasted ADT Data

MD 197 Segment	2007 ADT	2030 No-Build ADT	Percent Increase
MD 450 Relocated to Gallant Fox Lane	32,375	43,075	33%
Gallant Fox Lane to Old MD 450	33,225	42,225	27%
Old MD 450 to Long Ridge Lane	33,650	44,775	33%
Long Ridge Lane to Lyle Lane	32,900	43,800	33%
Lyle Lane to Lerner Place	33,500	44,575	33%
Lerner Place to Kenhill Drive	33,625	44,750	33%

Table 2

design year, four of the seven intersections are projected to be at or beyond capacity in the AM peak hours, and six of the seven intersections are projected to be at or beyond capacity 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.

In 2007, Average Daily Traffic (ADT) volumes between Kenhill Drive and MD 450 Relocated ranged between 32,375 and 33,650 vehicles per day, including truck volumes. Based on approved future land uses, traffic volumes are forecasted to increase by the year 2030 to between 43,075 and 44,775 vehicles per day, an increase of approximately 33 percent. The existing and forecasted ADT ranges for roadway segments along MD 197 are shown in **Table 2**.

Further complicating the traffic operations in this corridor, the ADTs along some intersecting roadways are forecasted to increase significantly as well. The ADT volumes at specific intersections illustrate the need for additional capacity and intersection improvements within the project area. The intersecting roads with the greatest 2007 ADT were MD 450 Relocated (25,225) and Kenhill Drive (12,675). By 2030, these volumes are projected to be 43,125 at MD 450 Relocated and 16,325 at Kenhill Drive, an increase of 71 percent and 29 percent respectively.

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. 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 for the project area occurred at Gallant Fox Lane which is an unsignalized intersection approximately 650 feet north of Old MD 450. Left-turn collision rates at Gallant Fox Lane were greater than the statewide average for similar type roadways.

ALTERNATIVES RETAINED FOR DETAILED STUDY

Two build alternatives and the No-Build Alternative were retained for further detailed study. Both build alternatives include the widening of MD 197 and improving the intersections at MD 450 Relocated and Kenhill Drive. Alternatives 3 and 4 would also include Transportation System Management (TSM) components such as improved traffic signal synchronization and enhanced bus stop shelters and pedestrian safety. Transportation Demand Management (TDM) strategies such as telecommuting, staggered work hours, and carpooling are ongoing efforts that will be considered for the project area. In addition to the on-road improvements, both build alternatives include the reconstruction of the existing 10-foot-wide hiker/biker trail along the eastern side of MD 197.

Alternative 1: No-Build

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. Although this alternative has been retained, it does not address future traffic concerns or substantively meet the project purpose and need. It serves as a baseline for comparing the impacts and benefits associated with the build alternatives that have been retained for detailed study.

Alternative 3 – Five-Lane Typical Section

Alternative 3 is a five-lane undivided closed section that would closely match the section of MD 197 north of the project limits. This alternative includes a 13-foot-wide left-turn lane, 11-foot-wide inside travel lanes, and 16-foot-wide bicycle-compatible outside travel lanes (**see Figure 1**). An additional (third) southbound through-travel lane would be constructed at MD 450 Relocated and one additional lane would be constructed at Kenhill Drive to improve operations and safety. Westbound Kenhill Drive would also be widened to provide a triple left turn southbound onto MD 197. **Table 3** (page 5) summarizes the LOS adjustments associated with the Alternative 3 improvements.

Alternative 4 – Four-Lane Typical Section with Median

Alternative 4 is a four-lane divided closed section with a 20-foot-wide raised grass median, 11-foot-wide inside travel lanes, and a 16-foot-wide bicycle-compatible outside travel lane in each direction (**see Figure 2**). Left-turn lanes would be provided within the median at all intersections along MD 197.

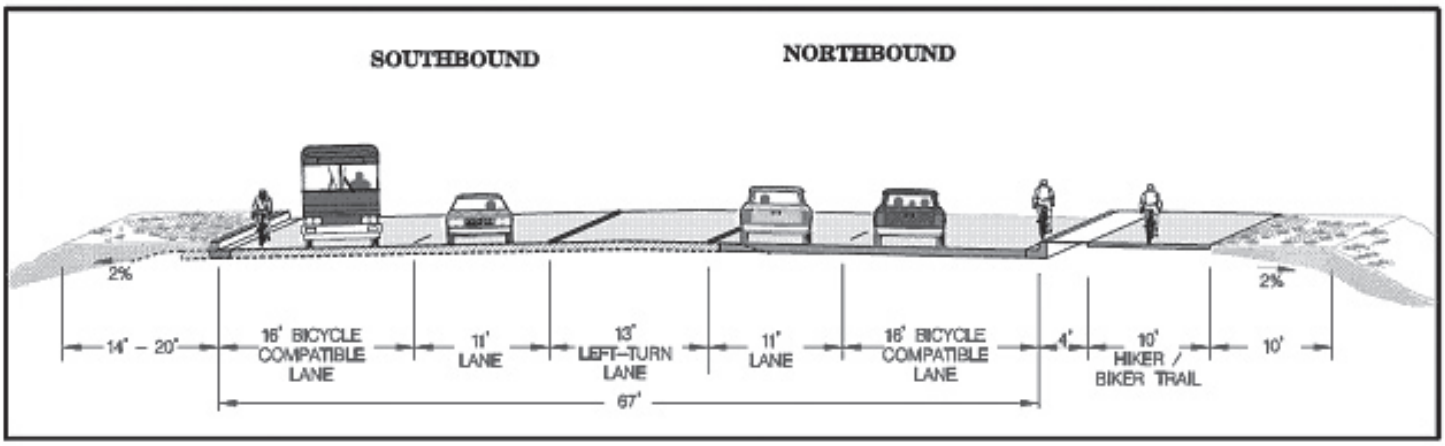


Figure 1: Alternative 3
Five–Lane Typical Section

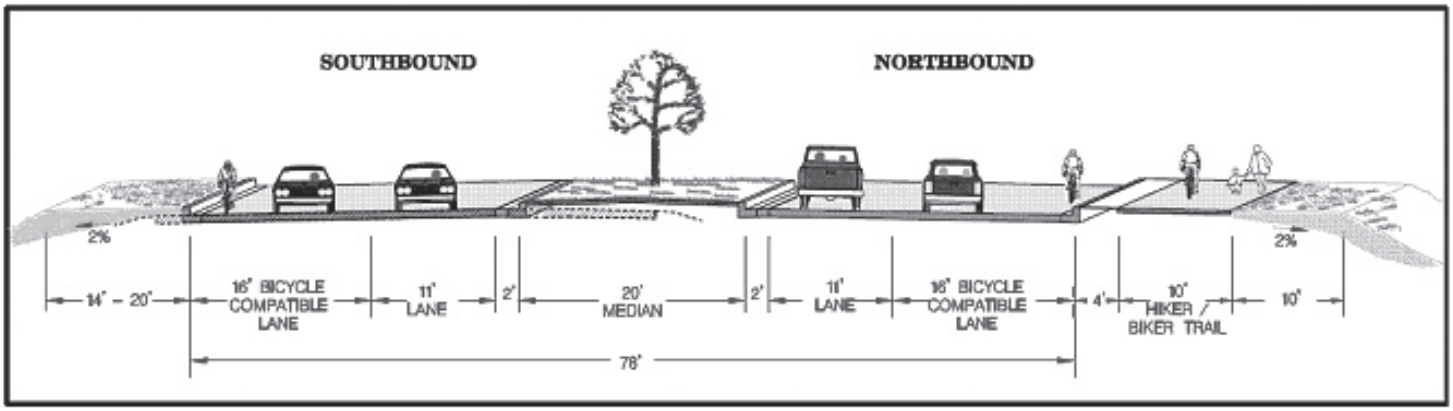


Figure 2: Alternative 4
Four–Lane Typical Section

2030 (Build) Intersection LOS Analysis Results

Intersection	Alternative 3		Alternative 4	
	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	E (0.92)	E (0.99)	E (0.92)	E (0.99)
MD 197 at Gallant Fox Lane	A (0.59)	A (0.60)	A (0.59)	A (0.60)
MD 197 at Old MD 450	B (0.63)	D (0.88)	B (0.63)	D (0.88)
MD 197 at Long Ridge Lane	B (0.64)	C (0.79)	B (0.64)	C (0.79)
MD 197 at Lyle Lane	A (0.59)	C (0.77)	A (0.59)	C (0.77)
MD 197 at Lerner Place	A (0.56)	C (0.75)	A (0.56)	C (0.75)
MD 197 at Kenhill Drive	C (0.75)	C (0.76)	C (0.75)	C (0.76)

Table 3

Alternative 4 also incorporates an additional southbound through lane at MD 450 Relocated and includes the improvements at Kenhill Drive listed under Alternative 3. **Table 3** (above) summarizes the LOS adjustments associated with the Alternative 4 improvements.

ENVIRONMENTAL SUMMARY

Detailed analyses were performed on the alternatives retained for detailed study to identify the potential for impacts to natural, cultural, and socioeconomic resources within the project area. A comparison and summary of potential impacts and costs for each alternative is included in **Table 4** (page 6).

Land Use

The proposed improvements to MD 197 are consistent with the 2006 Bowie and Vicinity Master Plan and Sectional Map Amendment. This plan includes expanding MD 197 to four lanes within the existing 150-foot right-of-way consistent with forecasted travel demands and reflects county land use and development pattern priorities established in the 2002 Prince George's County General Plan.

Existing land use within the study area is predominantly residential, with commercial and institutional uses. Residential land is located throughout the project limits, with commercial land use at the northern end and the institutional land use – Benjamin Tasker Middle School and Foxhill Park – at the southern end. A hiker/biker trail is located along the northbound side of MD 197. Future land use is not expected to change existing land-use patterns.

The Smart Growth Priority Funding Areas Act of 1997 was enacted to limit sprawl and direct state

Summary of Environmental Impacts and Costs

Features	Alternative 1: No-Build	Alternative 3: Five-Lane Section	Alternative 4: Four-Lane Section
Right-of-Way			
Number of Residential Properties Affected	0	49	58
Number of Commercial Properties Affected	0	1	1
Number of Residential / Commercial Displacements	0	0	0
Total Right-of-Way (acres)	0	2.3	3.2
Natural Environment			
Wetlands (acres)	0	0.6	.06
Streams (linear feet)	0	267	313
Floodplains (acres)	0	0.13	0.13
Parks (acres)	0	0	0
Forest (acres)	0	8.5	10.1
Specimen Trees (number)	0	12	12
Cost			
Right-of-Way Cost (millions)	$0	$8 - $12	$11 - $15
Construction Cost * (millions)	$0	$80 - $88	$85 - $93

**Cost estimates adjusted for inflation to 2020*

Table 4

funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). The MD 197 project is entirely contained within a PFA and is consistent with Smart Growth legislation.

Socio-Economic Resources

SHA owns a 150-foot-wide right-of-way corridor in the project area. A 25-foot-wide landscaping easement, part of the original residential housing development plan, is located adjacent to this right-of-way on the northbound side of the existing roadway and provides a wooded buffer to the back yards along this section of roadway. SHA may need to purchase additional minor strip right-of-way from 49-58 properties along both sides of MD 197 for slope adjustments and potential noise walls if a build alternative is selected. Although right-of-way acquisitions from property owners in Tulip Grove, Fox Hill, and Long Ridge total 2.3 - 3.2 acres, no business displacements or residential displacements are expected.

Foxhill Park is located within the study area. Approximately 2.3 acres of temporary construction easement are needed to increase the capacity of Foxhill Lake to handle the stormwater generated by the proposed build alternatives. No right-of-way is needed from Foxhill Park, and the pedestrian bridge over Foxhill Lake will not be affected. Portions of the hiker/biker trail located along northbound MD 197 will be reconstructed in conjunction with the proposed roadway improvements.

As a result of the greater accessibility provided by the build alternatives, emergency response time is expected to improve within the study area. SHA has initiated coordination with emergency service providers to identify potential traffic delays during construction and detour routes that may affect response times.

In compliance with Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,“ SHA will avoid disproportionately high and/or adverse effects to minority and low-income populations throughout the project area.

Identification of low-income and minority populations within the project area was achieved through the review of 2000 census data and coordination with local area organizations. Minority populations are located within the study area; however, no specific populations will be disproportionately or adversely affected. SHA will continue to address Environmental Justice requirements through mailing list notifications, public meetings, and presentations to interested groups or individuals.

Cultural Resources

In consultation with the Maryland Historical Trust (MHT) and other consulting parties, SHA has conducted a cultural resources survey of the study area. MHT has concurred with SHA's determination that there are no significant historic standing structures within the project area that are on or eligible for the National Register of Historic Places (NRHP). Detailed archeological studies have been completed and SHA has determined that, due to previous disturbance within the project area, no significant archeological sites exist. SHA has requested that the MHT concur with SHA's determination that no historic properties would be affected by this project and this information will be available at the Hearing. In accordance with the Section 106 procedures of the National Historic Preservation Act, this Hearing provides the opportunity for public input regarding impacts to 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 approximately one-half mile north of the US 50/MD 197 interchange. Coordination with the Maryland Department of Natural Resources (DNR) indicates that Collington Branch is used as a spawning ground for anadromous fish and that there is the potential for the presence of glassy and stripeback darters at this location. These fishery resources would be protected by the in-stream work prohibition from March 1 through June 15, and through typically used sediment and erosion control methods approved by the Maryland Department of the Environment (MDE).

The 100-year floodplain associated with Collington Branch is located on the west side of MD 197, where a culvert will be replaced. Approximately 0.13 acre of the floodplain could be impacted. Potential impacts to waterways could range from 267-313 linear feet depending on the build alternative. Potential impacts to wetlands at Foxhill Lake could amount to 0.6 acre. Adverse impacts to water quality during construction would be minimized through strict adherence to SHA's sediment and erosion control procedures. To minimize adverse impacts to the quality of water resources, plans for stormwater management and sediment and erosion control would be developed in accordance with MDE criteria. Those plans would include measures to implement quality and quantity controls to capture and treat runoff from storms.

Coordination with the DNR, Wildlife and Heritage Service and US Fish and Wildlife Service indicates that no federal- or state-listed rare, threatened or endangered plant or animal species are known to exist within the study area.

There are forested areas scattered throughout the project area, including forest buffers located on the northbound and southbound sides of MD 197 that would be impacted by the build alternatives. 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. Alternative 3 would have 8.5 acres of forest impacts. Alternative 4 would have 10.1 acres of forest impacts. Both of these alternatives would remove 12 specimen trees. Forest mitigation will occur as required by the MD Forest Conservation Act.

Air and Noise Impacts

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

Prince George's County is listed as being in "non-attainment" of the NAAQS for carbon monoxide,

nitrogen dioxide, sulfur dioxide, and lead. The county is listed as “moderate non-attainment” relative to the NAAQS for eight-hour ozone, and as “non-attainment” relative to PM2.5 (particulate matter 2.5 microns or smaller in size), and is therefore subject to conformity with the Maryland State Implementation Plan (SIP). Conformity with the SIP is determined through regional air quality analyses of the Transportation Improvement Plan (TIP), typically performed through the local Metropolitan Planning Organization. This project demonstrates conformity with the SIP as it was included as part of Maryland’s approved 2007-2011 TIP.

An air quality model analysis has estimated the potential for localized carbon monoxide and particulate matter emissions from incomplete vehicle combustion associated with this project. The carbon monoxide emissions in the peak one-hour and the maximum eight-hour concentration levels did not exceed the NAAQS. Particulate matter is associated with heavy-duty diesel engines, and since the project will not increase heavy-duty truck traffic, a project-level hot spot analysis was not required. Because it will decrease congestion, this project has been determined to have low potential for Mobile Source Air Toxics (MSAT) effects. Localized increases in MSATs, from locations where traffic is moving closer to homes and businesses, will be offset in other locations where traffic is shifted away from residential and commercial properties.

Seven Noise-Sensitive Areas (NSA) were identified in the project area. Six NSAs are predicted to experience build year noise levels that approach or exceed the FHWA noise impact criteria (67 decibels) and are being considered for noise abatement. Due to the multiple existing driveways, a noise barrier would not be effective, and does not appear to meet feasibility criteria at one NSA. A final determination of the feasibility and reasonableness of abatement measures will be made after SHA identifies a preferred alternative and additional final design information becomes available.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Evaluate and address public and agency input received at the Location/Design Public Hearing *(Winter/Spring 2008)*
- Receive the State Highway Administrator’s concurrence on a Preferred Alternative *(Spring 2008)*
- Receive FHWA approval of the project’s environmental documentation (*Fall 2008*)
- Receive Location Approval from the FHWA and Design Approval from the State Highway Administrator for the Selected Alternative *(Fall 2008)*

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

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

Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-406
Baltimore, MD 21202
Phone: (410) 545-0315
Toll-free within Maryland: (888) 545-0098
Email: jjenkins@sha.state.md.us

RIGHT-OF-WAY AND RELOCATION

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

Ms. Tess Fountain, Right-of-way Agent
Office of Real Estate, District 3
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7476
Toll-free within Maryland: (800) 749-0737
Email: tfountain1@sha.state.md.us

DOCUMENTS AVAILABLE FOR REVIEW

The Location/Design Public Hearing Transcript will be available for review by mid-April 2008, within approximately eight weeks of the Hearing. To confirm availability, please call ahead Monday through Friday at:

Maryland State Highway Administration
District 3 Office
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7476
Toll-free within Maryland: (800) 749-0737

Maryland State Highway Administration
Public Involvement Section
Project Planning Division
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202
Telephone: (410) 545-8522
Toll-free within Maryland: (800) 548-5026

Bowie City Hall
Department of Planning
and Economic Development
2614 Kenhill Drive
Bowie, MD 20715
Telephone: (301) 809-3047

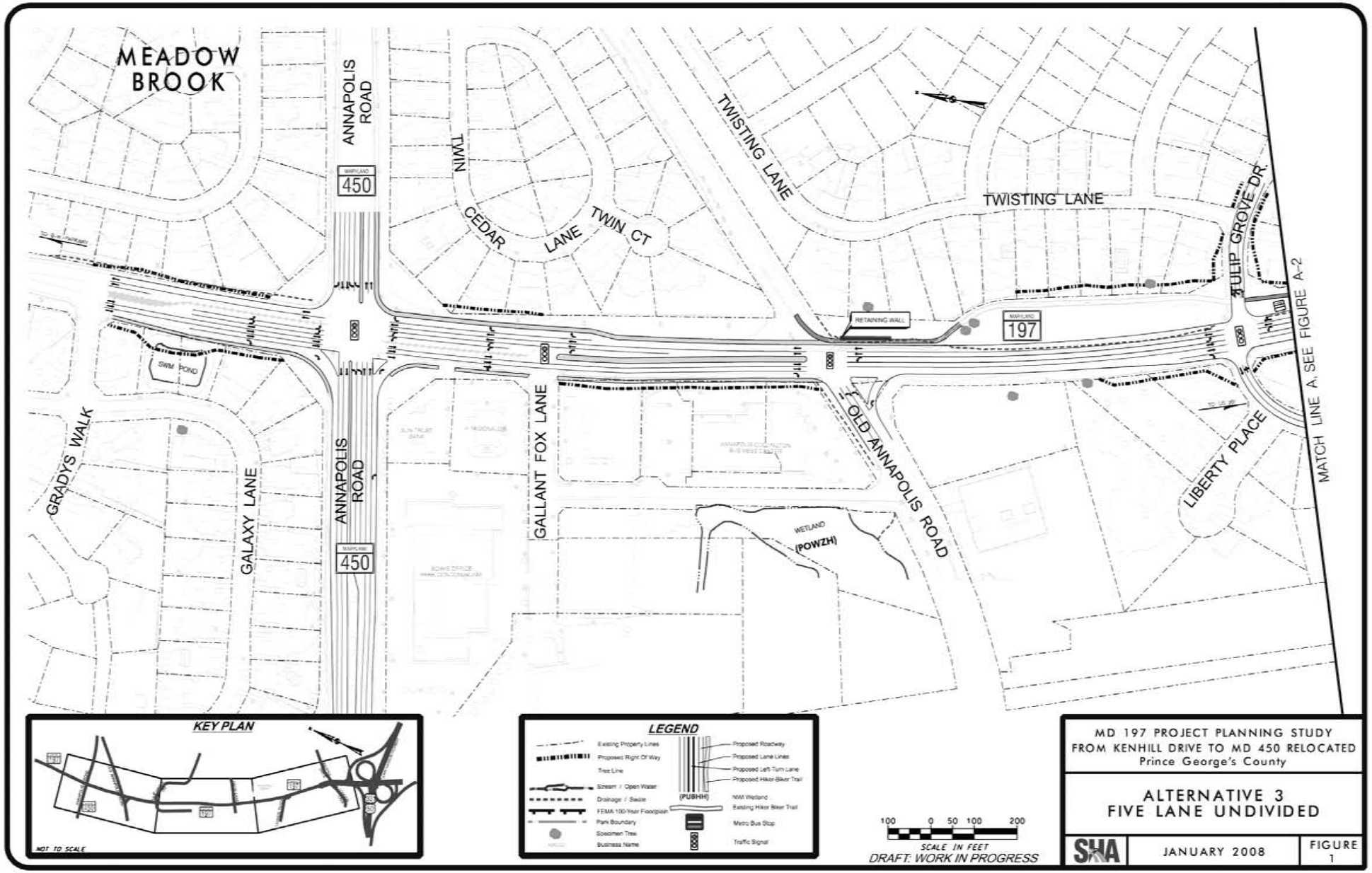
MEDIA USED FOR MEETING NOTIFICATION

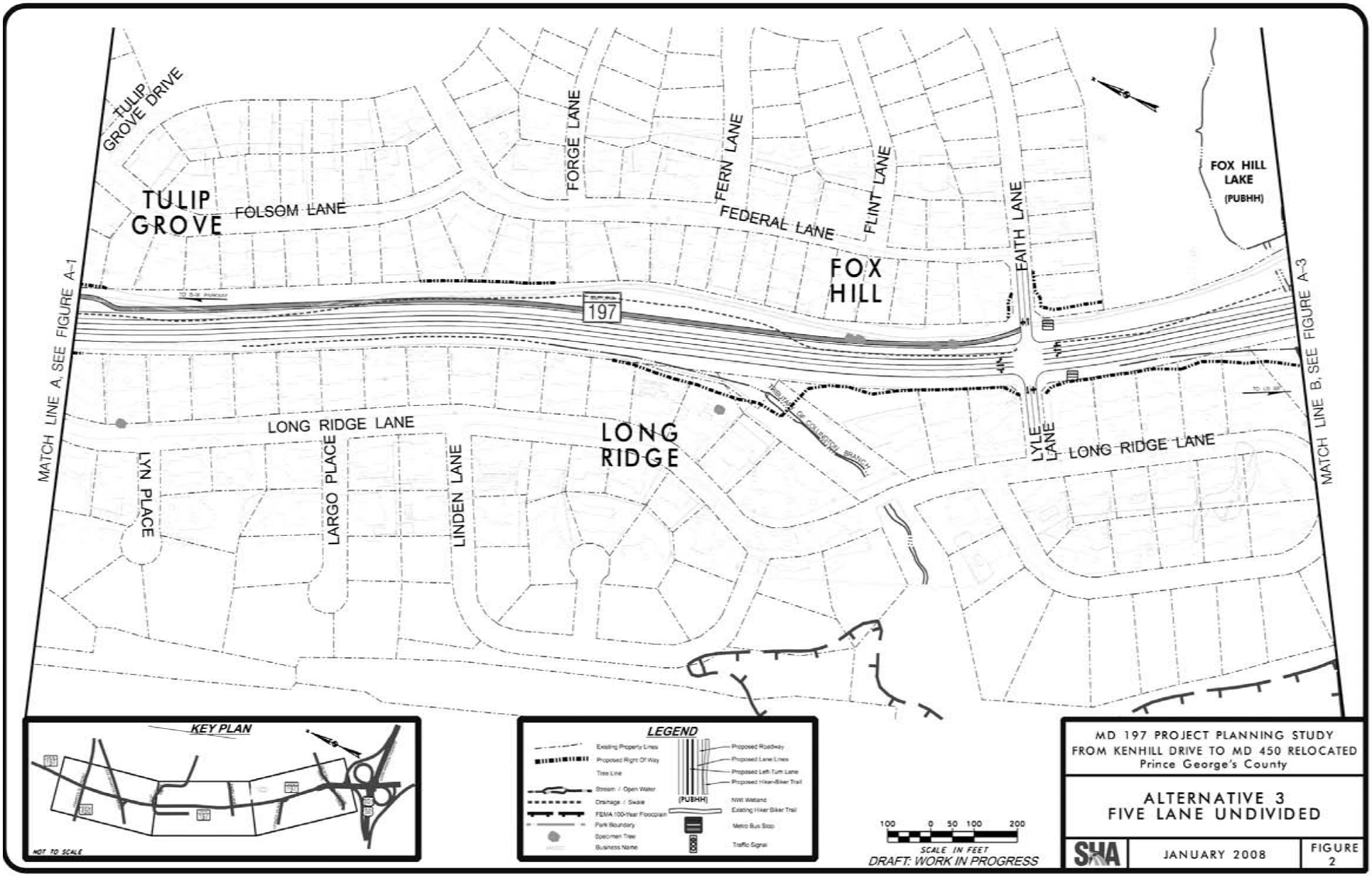
An advertisement appeared in the following newspapers to announce this Location/Design Public Hearing:

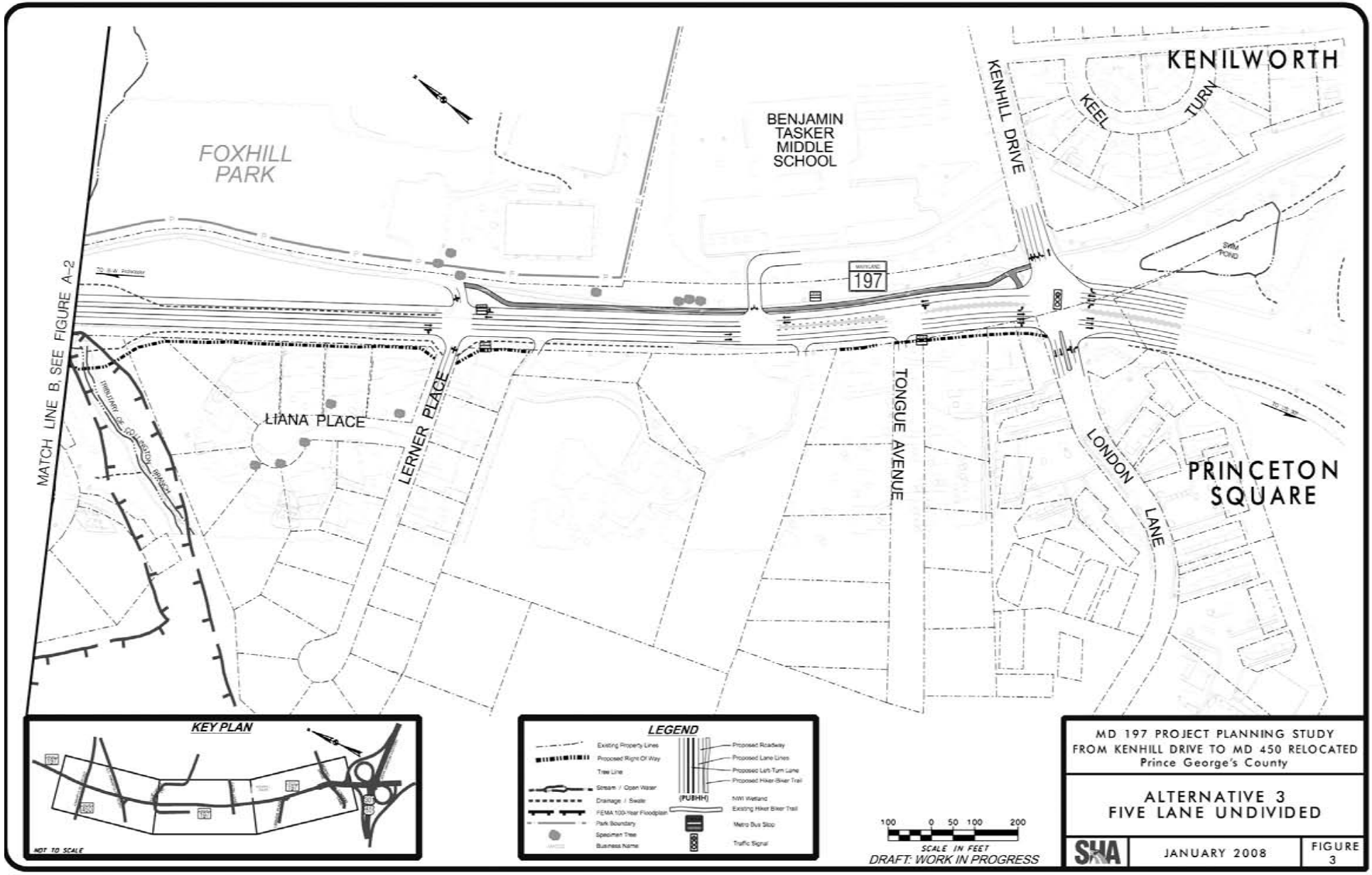
Bowie Blade News
The Gazette (A-Zone)
Prince George's Post
Washington Post

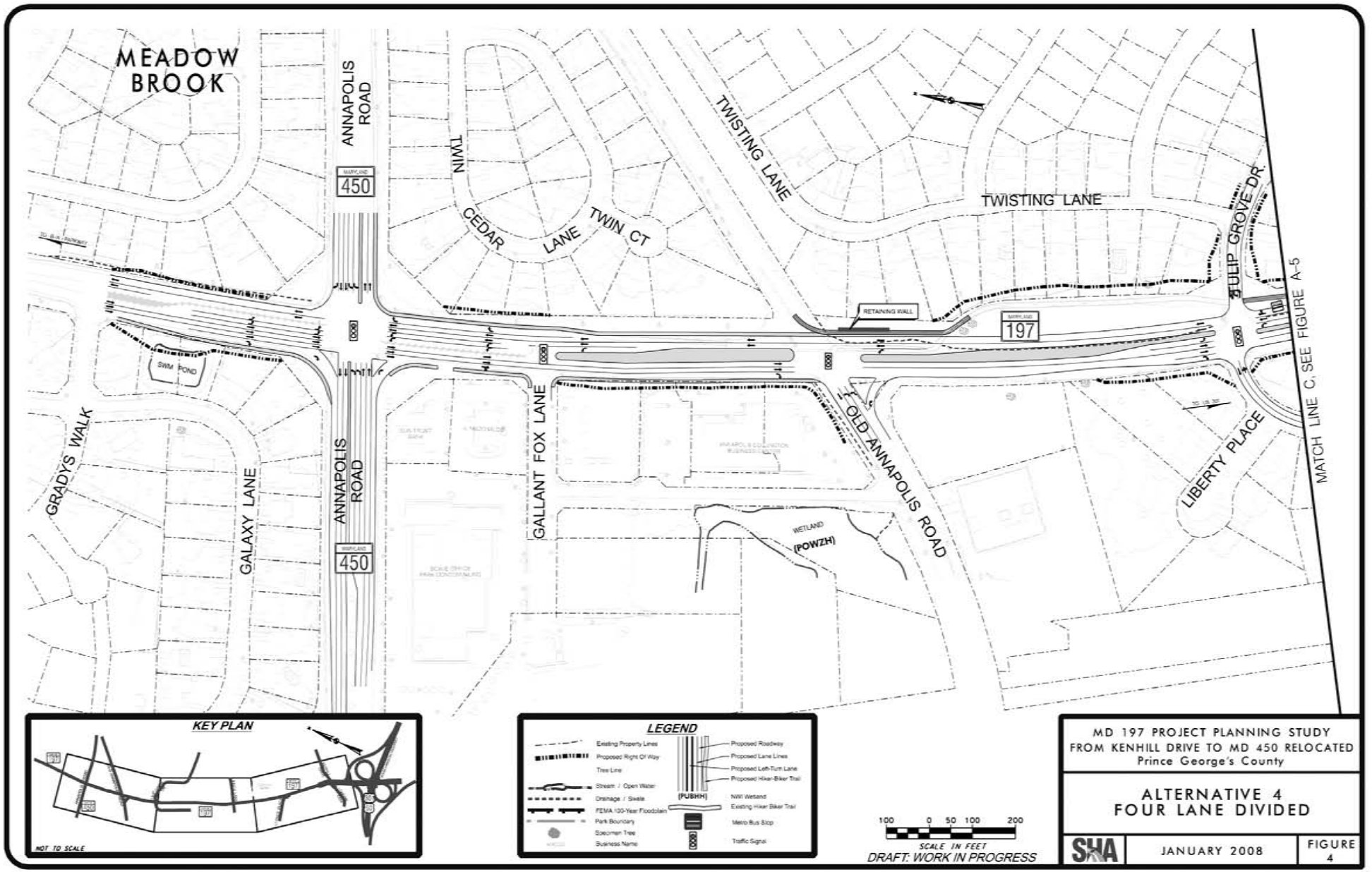
THANK YOU

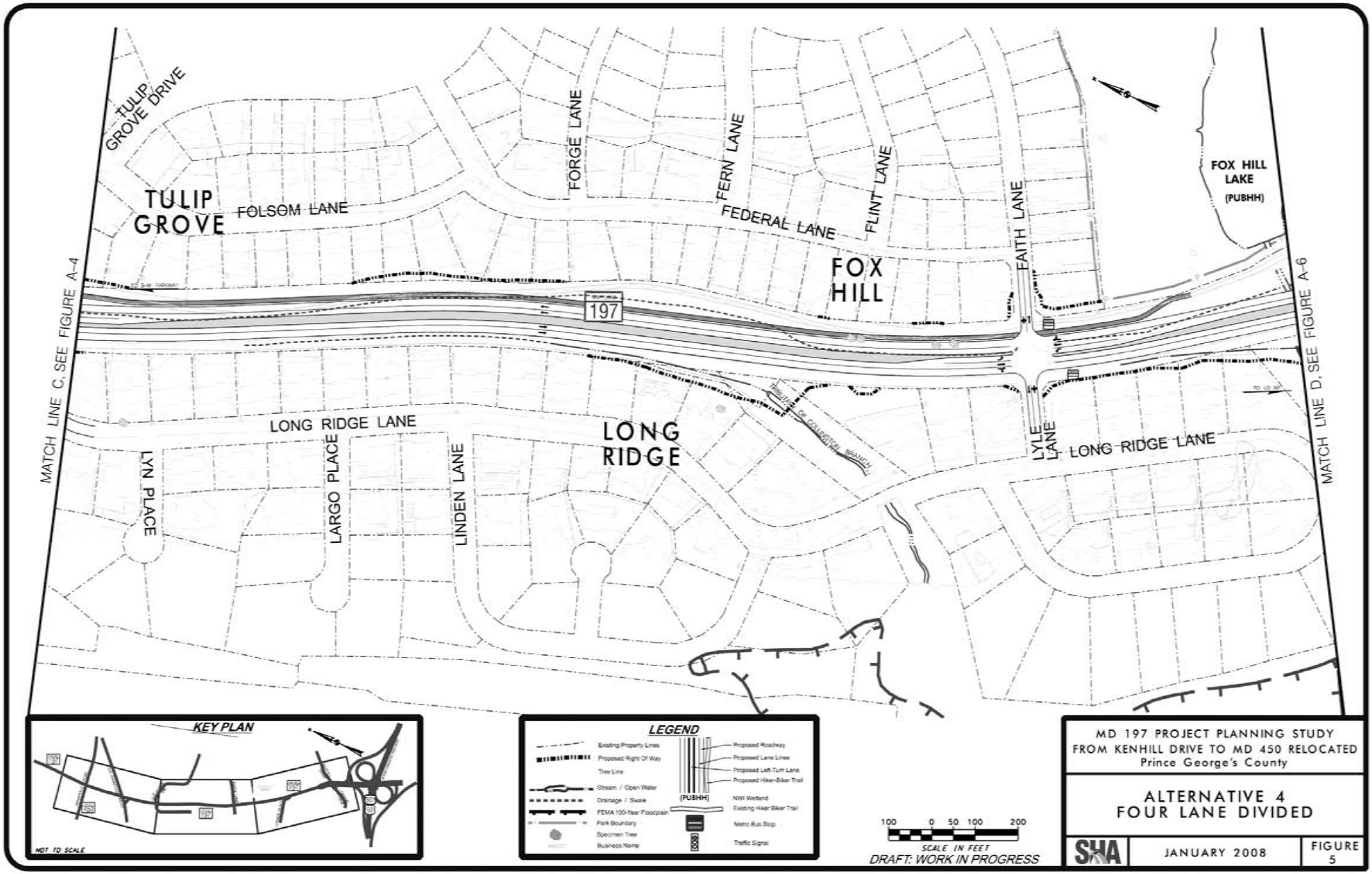
Thank you for taking the time to review these project materials and participate in the MD 197 Location/Design Public Hearing. Your comments are greatly appreciated! Should you have questions, please contact any of the project team members listed on the inside front cover of this brochure. Information about other SHA projects and services can be accessed at: www.marylandroads.com

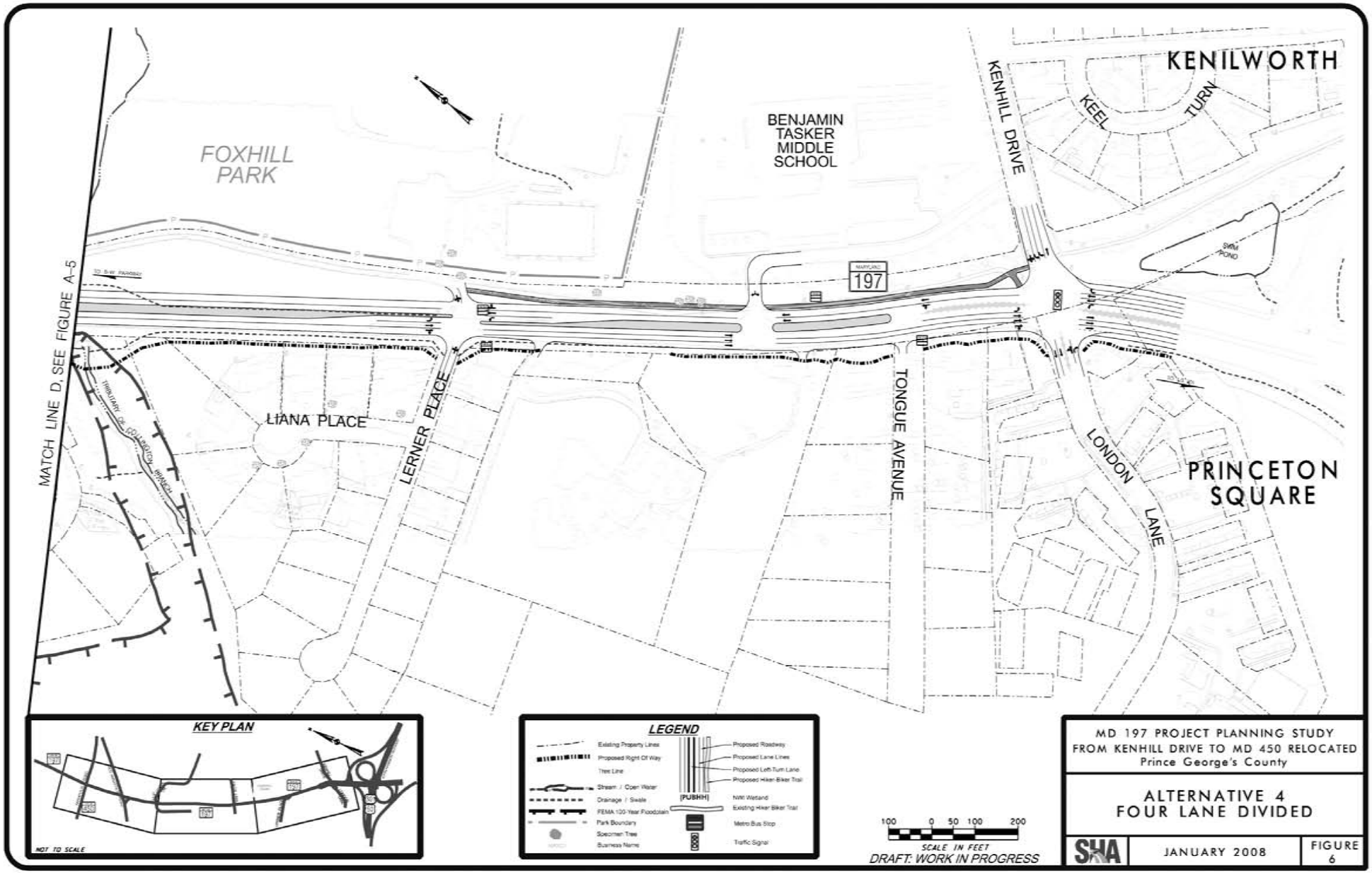

MEADOW BROOK
ANNAPOLIS ROAD
MARYLAND 450
TWIN CEDAR LANE
TWIN CT
TWISTING LANE
TWISTING LANE
TULIP GROVE DR.
RETAINING WALL
MARYLAND 197
SWM POND
GRADYS WALK
GALAXY LANE
ANNAPOLIS ROAD
MARYLAND 450
GALLANT FOX LANE
WETLAND
(POWZH)
OLD ANNAPOLIS ROAD
LIBERTY PLACE
MATCH LINE A. SEE FIGURE A-2
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left Turn Lane
Proposed Hiker-Biker Trail
(PUBHH)
NWI Wetland
Existing Hiker Biker Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 3
FIVE LANE UNDIVIDED
SHA
JANUARY 2008
FIGURE 1


TULIP GROVE DRIVE
TULIP GROVE
FOLSOM LANE
FORGE LANE
FERN LANE
FEDERAL LANE
FLINT LANE
FAITH LANE
FOX HILL
FOX HILL LAKE
(PUBHH)
197
MATCH LINE A, SEE FIGURE A-1
MATCH LINE B, SEE FIGURE A-3
LONG RIDGE LANE
LONG RIDGE
LYN PLACE
LARGO PLACE
LINDEN LANE
LYLE LANE
LONG RIDGE LANE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Hiker-Biker Trail
(PUBHH)
NW Wetland
Existing Hiker Biker Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 3
FIVE LANE UNDIVIDED
SHA
JANUARY 2008
FIGURE 2


KENILWORTH
FOXHILL PARK
BENJAMIN TASKER MIDDLE SCHOOL
KENHILL DRIVE
KEEL
TURN
MARYLAND 197
SWM POND
MATCH LINE B, SEE FIGURE A-2
TO U.S. Alternate
TRIBUTARY OF COLLINGTON BRANCH
LIANA PLACE
LERNER PLACE
TONGUE AVENUE
LONDON LANE
PRINCETON SQUARE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
(PUBHH)
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Hiker-Biker Trail
NWI Wetland
Existing Hiker Biker Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 3
FIVE LANE UNDIVIDED
SHA
JANUARY 2008
FIGURE 3


MEADOW BROOK
ANNAPOLIS ROAD
MARYLAND 450
TWIN CEDAR LANE
TWIN CT
TWISTING LANE
TWISTING LANE
TULIP GROVE DR.
RETAINING WALL
MARYLAND 197
SWM POND
GRADYS WALK
GALAXY LANE
ANNAPOLIS ROAD
MARYLAND 450
GALLANT FOX LANE
WETLAND
(POWZH)
OLD ANNAPOLIS ROAD
LIBERTY PLACE
MATCH LINE C; SEE FIGURE A-5
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Hiker-Biker Trail
(PUBHH)
NWI Wetland
Existing Hiker Biker Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 4
FOUR LANE DIVIDED
SHA
JANUARY 2008
FIGURE 4


TULIP GROVE DRIVE
TULIP GROVE
FOLSOM LANE
FORGE LANE
FERN LANE
FEDERAL LANE
FLINT LANE
FAITH LANE
FOX HILL
FOX HILL LAKE
(PUBHH)
MD 197
197
MATCH LINE C, SEE FIGURE A-4
MATCH LINE D, SEE FIGURE A-6
LONG RIDGE LANE
LONG RIDGE
LYN PLACE
LARGO PLACE
LINDEN LANE
LYLE LANE
LONG RIDGE LANE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Hiker-Biker Trail
(PUBHH)
NWI Wetland
Existing Hiker Biker Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 4
FOUR LANE DIVIDED
SHA
JANUARY 2008
FIGURE
5


KENILWORTH
FOXHILL PARK
BENJAMIN TASKER MIDDLE SCHOOL
KENHILL DRIVE
KEEL
TURN
SWM POND
MARYLAND 197
MATCH LINE D, SEE FIGURE A-5
TRIBUTARY OF COLLINGTON BRANCH
LIANA PLACE
LERNER PLACE
TONGUE AVENUE
LONDON LANE
PRINCETON SQUARE
KEY PLAN
NOT TO SCALE
LEGEND
Existing Property Lines
Proposed Right Of Way
Tree Line
Stream / Open Water
Drainage / Swale
FEMA 100-Year Floodplain
Park Boundary
Specimen Tree
Business Name
Proposed Roadway
Proposed Lane Lines
Proposed Left-Turn Lane
Proposed Hiker-Biker Trail
(PUBHH)
NWI Wetland
Existing Hiker Biker Trail
Metro Bus Stop
Traffic Signal
100 0 50 100 200
SCALE IN FEET
DRAFT: WORK IN PROGRESS
MD 197 PROJECT PLANNING STUDY
FROM KENHILL DRIVE TO MD 450 RELOCATED
Prince George's County
ALTERNATIVE 4
FOUR LANE DIVIDED
SHA
JANUARY 2008
FIGURE 6

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG691A11
LOCATION/DESIGN PUBLIC HEARING

MD 197
PROJECT PLANNING STUDY

WEDNESDAY, FEBRUARY 13, 2008
(Snow Date: Thursday, February 21, 2008)
6:00 P.M. - MAPS/DISPLAYS AVAILABLE
7:00 P.M. - PRESENTATION/TESTIMONY

BENJAMIN TASKER MIDDLE SCHOOL
4901 COLLINGTON ROAD
BOWIE, MD 20715

NAME _____ **DATE** _____

PLEASE

ADDRESS _____

PRINT

CITY _____ **STATE** _____ **ZIP**_____

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

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

☐ **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: _____

_____

_____

FIRST CLASS

Permit No. 17715
Baltimore, MD

BUSINESS REPLY MAIL

No Postage Necessary if Mailed in the United States. Postage will be paid by:

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
ATTN: Felicia Alexander
Project Manager
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

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
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

_____
_____
_____
_____

Which part of the brochure was least valuable?

_____
_____
_____
_____

How can we improve the brochure?

_____
_____
_____
_____

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

MD 197

From: _____

_____

_____

FIRST CLASS

Permit No. 17715
Baltimore, MD

BUSINESS REPLY MAIL

No Postage Necessary if Mailed in the United States. Postage will be paid by:

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
ATTN: Public Involvement Section
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

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

TO: