

FINDING OF NO SIGNIFICANT IMPACT

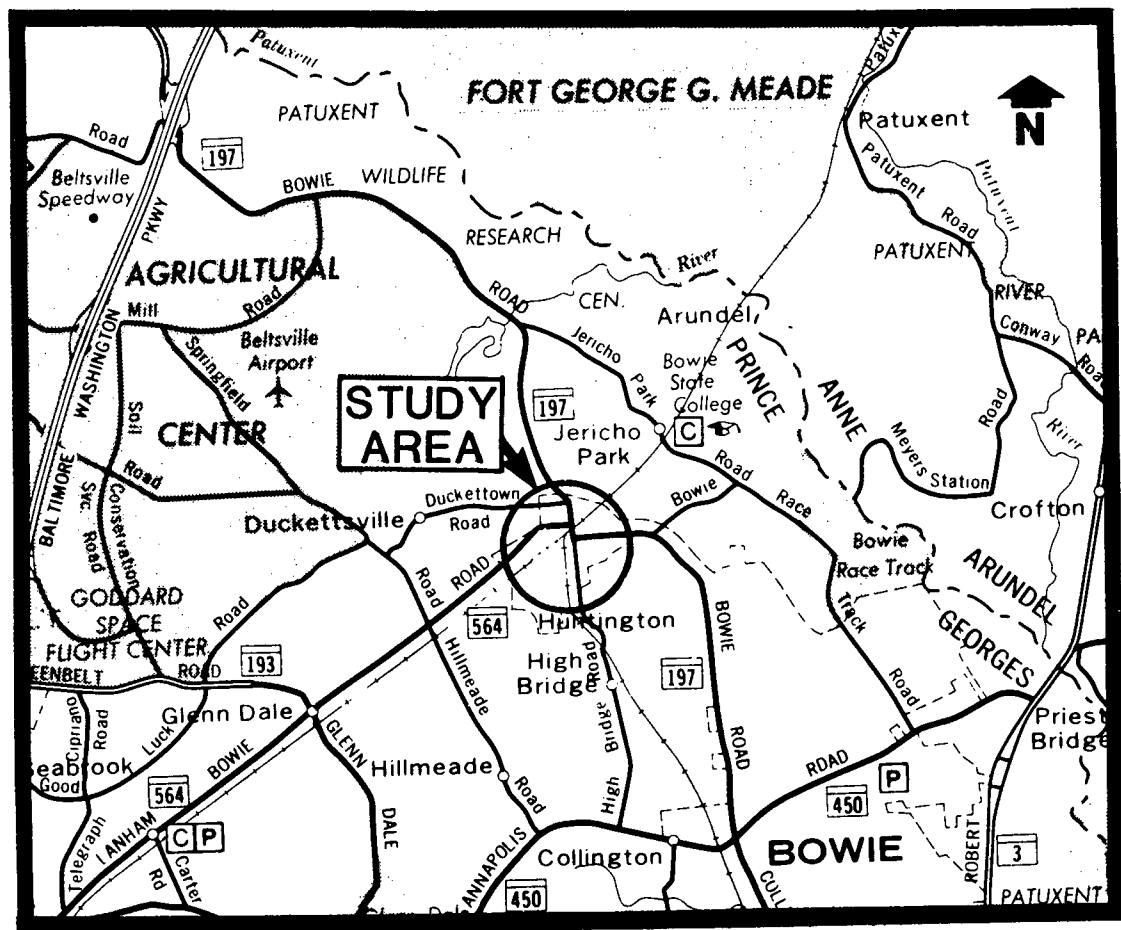
FOR

CONTRACT NO. P 802-101-371

MARYLAND ROUTE 197

BRIDGE OVER AMTRAK

PRINCE GEORGES COUNTY, MARYLAND



prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

MARYLAND 197 BRIDGE OVER AMTRAK
PRINCE GEORGE'S COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of Alternate 1a. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

8/15/86

Date

for 
Division Administrator

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I.
RECORD
OF
DECISION

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
THURSDAY, MAY 29, 1986

* * *

6
PROJECT DEVELOPMENT DIVISION
JUN 5 9 46 AM '86

Concurrence with Prior Action

The State Highway Administration is preparing an Environmental Document - Finding of No Significant Impact (FONSI) - for the project listed below. Location approval will be requested from the Federal Highway Administration for Alternate 1a.

State Contract No. P-802-101-371 - Md. Rte. 197 - Bridges over AMTRAK

The decision to proceed in this manner was made by the Administrator at a Staff meeting held on April 14, 1986.

Copy: Mr. J. A. Agro, Jr.
Mr. W. R. Clingan
Mr. E. M. Loskot
Mr. E. S. Freedman
Mr. A. M. Capizzi ✓
Mr. L. H. Ege, Jr. ✓
Mr. M. Snyder
Contract P-802-101-371



Maryland Department of Transportation

State Highway Administration

May 26, 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering *Neil J. Pedersen*

SUBJECT: Contract No. P 802-101-371
Maryland Route 197
Bridges over AMTRAK
P.D.M.S. No. 163265

RE: SELECTION OF ALTERNATE

The Project Development Division is preparing a Finding Of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of May, 1986. The decision to proceed with the FONSI recommending Alternate 1a for location approval was made by Administrator Kassoff at a meeting on April 14, 1986.

A summary of this meeting including the Project Planning Team recommendation of Alternate 1a and the concurrence of Administrator Kassoff is attached.

This information is being sent to you as part of the procedure by which you submit the action to Mr. Kassoff, receive his approval, formally record and file this action.

I concur with the information:

Hal Kassoff, Administrator

5/24/86

Date

NJP:cd

Attachment

cc: Mr. John Agro Mr. Wayne R. Clingan
Mr. Edward Loskot Mr. Earl S. Freedman
Mr. Anthony M. Capizzi Mr. Michael Snyder
Mr. Louis H. Ege, Jr.



Maryland Department of Transportation

State Highway Administration

April 28, 1986

William K. Heilmann
Secretary

Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division

FROM: Sue Rajan *SR*
Project Manager

SUBJECT: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

RE: Project Planning Team
Recommendation Meeting

The administrative review meeting was conducted on April 14, 1986 in the Administrator's Conference Room to present the Project Planning Team Recommendation to Administrator Kassoff.

ATTENDING:

Mr. Hal Kassoff	Administrator
Mr. Neil J. Pedersen	Director, Office of Planning and Preliminary Engineering
Mr. Michael Snyder	District Engineer, District #5
Mr. James Cronk	Planning Director, City of Bowie
Mr. Ed Schatz	Bureau of Highway Design
Mr. Paul Matys	Bureau of Bridge Design
Ms. Melanie Belt	Bureau of Accident Design
Mr. Robert Martin	Bureau of Planning and Program Development
Ms. Cynthia Simpson	Project Development Division
Mr. Robert Houst	" " "
Mr. Don Sparklin	" " "
Mr. Dennis Simpson	" " "
Mr. Carl Bialecki	" " "
Ms. Sue Rajan	" " "

Mr. Louis H. Ege, Jr.
April 28, 1986
Page 2

The project overview and staff recommendation was presented to the Administrator as outlined in the Project Planning Recommendation.

Administrator Kassoff selected Alternate 1a as recommended by the Project Planning Team. Alternate 1a as selected by the Administrator, proposes to construct a bridge immediatley to the west of the existing bridge. It would have a minimum vertical clearance of 22 feet 6 inches.

The next step in Project Planning is to complete the FONSI and carry the project through to Design Approval.

SR:as

cc: Attendees

Mr. E. Elinsky
Mr. A. A. Fleury
Mr. L. Wilkinson
Mr. W. Flitzgerald
Mr. W. Freedman
Mr. A. Hawkins

II.
COMPARISON
OF
ALTERNATIVES

TABLE 1

Comparison of Alternates

Maryland Route 197 Bridge over AMTRAK

Analysis Item	(SELECTED)				No-Build
	Alt. 1	Alt. 1a	Alt. 3	Alt. 4b	
<u>Socio-economic Impacts</u>					
1. Number of Families Relocated	0	0	1	3	0
2. Minorities Relocated (Families-Businesses)	0	1	1	1	0
3. Business Displacements	3	4	0	0	0
4. Farm Displacements	0	0	0	0	0
5. Total Properties Affected (Right-of-Way)	12 (18) ^a	14 (17) ^a	14 (16) ^a	32	0
6. Historic Sites Affected	0	0	0	0	0
7. Archeological Sites Affected	0	0	0	0	0
8. Public Recreational Lands Affected	0 (1) ^a	0 (1) ^a	0 (1) ^a	0	0
9. Effect on Residential Access	Impr.	Impr.	Impr.	Impr.	Remains the same
10. Consistency with Land Use Plans	Yes	Yes	Yes	Yes	No
<u>Natural Environmental Impacts</u>					
1. Loss of Natural Habitat (Woodland acres)	<.10	.14	<.10	2.42	0
2. Effect on Threatened or Endangered Species	None	None	None	None	None
3. Stream Crossings	0	0	0	0	0
4. Wetland Areas Affected	0	0	0	0	0
5. 100-Year Floodplain Affected (Acreage)	0	0	0	0	0
6. Prime Farmland Soils Affected (Acreage)	0	0	0	.50	0
7. Air Quality Impacts (Sites exceeding S/NAAQS)	0	0	0	0	0
8. Noise Sensitive Areas (NSAs exceeding Federal Noise Abatement Criteria)	0	0	0	0	0
<u>Costs (1985 dollars in thousands)</u>					
TOTAL	\$3,000	\$3,200	\$3,500	\$5,500 ^b	0 (minimal)

^aUtilizing 25 mph design speed (30 mph design speed)

^bIncludes cost of pedestrian bridge - \$550

III.
SUMMARY OF
ACTIONS AND
RECOMMENDATIONS

III. SUMMARY OF ACTIONS AND RECOMMENDATION

A. Background

This Project Planning study was undertaken to develop feasible alternates for the replacement of the Maryland Route 197 Bridge over AMTRAK in the Huntington section of Bowie, Maryland (see Figures 1 and 2). The existing bridge was built in 1931 by the Railroad, and the State Highway Administration later assumed ownership. The bridge is supported by timber piers and abutments. Vertical and horizontal clearances are below current criteria for a bridge over a railroad. The humpback vertical alignment impairs roadway sight distance. Deterioration has affected both the substructure and the superstructure to the extent that the bridge is beyond effective long-term rehabilitation. The bridge is currently posted for 20,000 pounds and a speed limit of 20 miles per hour.

This project is listed in the Secondary Highway portion of the Development and Evaluation Program of the fiscal year 1986-1991 Maryland Department of Transportation Consolidated Transportation Program. Project Planning is scheduled to be completed this year, followed by the start of engineering. If a build alternate is selected, the project will become a candidate for right-of-way and construction funding in a future program.

Project Planning, Engineering, and Right-of-Way Acquisition will be state-funded. Federal participation is anticipated in the cost of construction.

B. Alternates

1. Description

a. Alternates Studied But Dropped

Several preliminary alignments were considered prior to the Alternates Public Meeting which was held in February 1985. Four of these alternates (A, B, C, and D) were eliminated from further study, prior to the Alternates Public Meeting.

Alternate A consisted of the relocation of Maryland Route 564 from 9th Street to 8th Street and the construction of a parallel bridge immediately to the west or east of the existing bridge. This alternate was eliminated due to impacts to a church, a community center, and several residences.

The relocation of Maryland Route 564 from 9th Street to 7th Street, extending across Chestnut Avenue, was proposed for Alternate B. Alternate B would have continued to the end of 7th Street, curved to the south through a wooded area, and bridged AMTRAK approximately 1,200 feet east of the existing bridge. Then

it would have continued along Elm Avenue and tied into existing Maryland Route 197. This alternate was eliminated due to the resulting disruptions to the local community along 7th Street and Elm Avenue and because the bridge would have been constructed at a location less accessible to local vehicle and pedestrian traffic.

Alternate C would have extended existing Maryland Route 564 east through the Chestnut Avenue intersection and parallel to AMTRAK. Then it would have continued along the same alignment as Alternate B. This alternate was eliminated for the same reasons as Alternate B and was replaced with Alternate 4a.

Alternate D proposed an alignment south of the study area. This relocation would have begun just west of the Huntington South Park and utilized segments of 14th Street and Zug Road. Differences in elevations made this concept impractical. Also, it would have created an at-grade crossing of the Conrail Railroad.

Six other build alternates and a No-Build Alternate were presented at the Alternates Public Meeting on February 21, 1985. Two of these alternates were eliminated from further study subsequent to this date.

Alternate 2

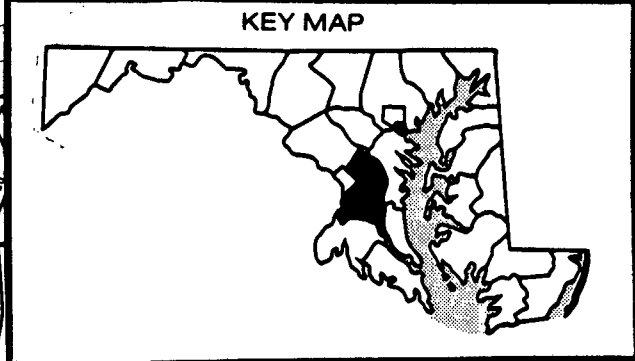
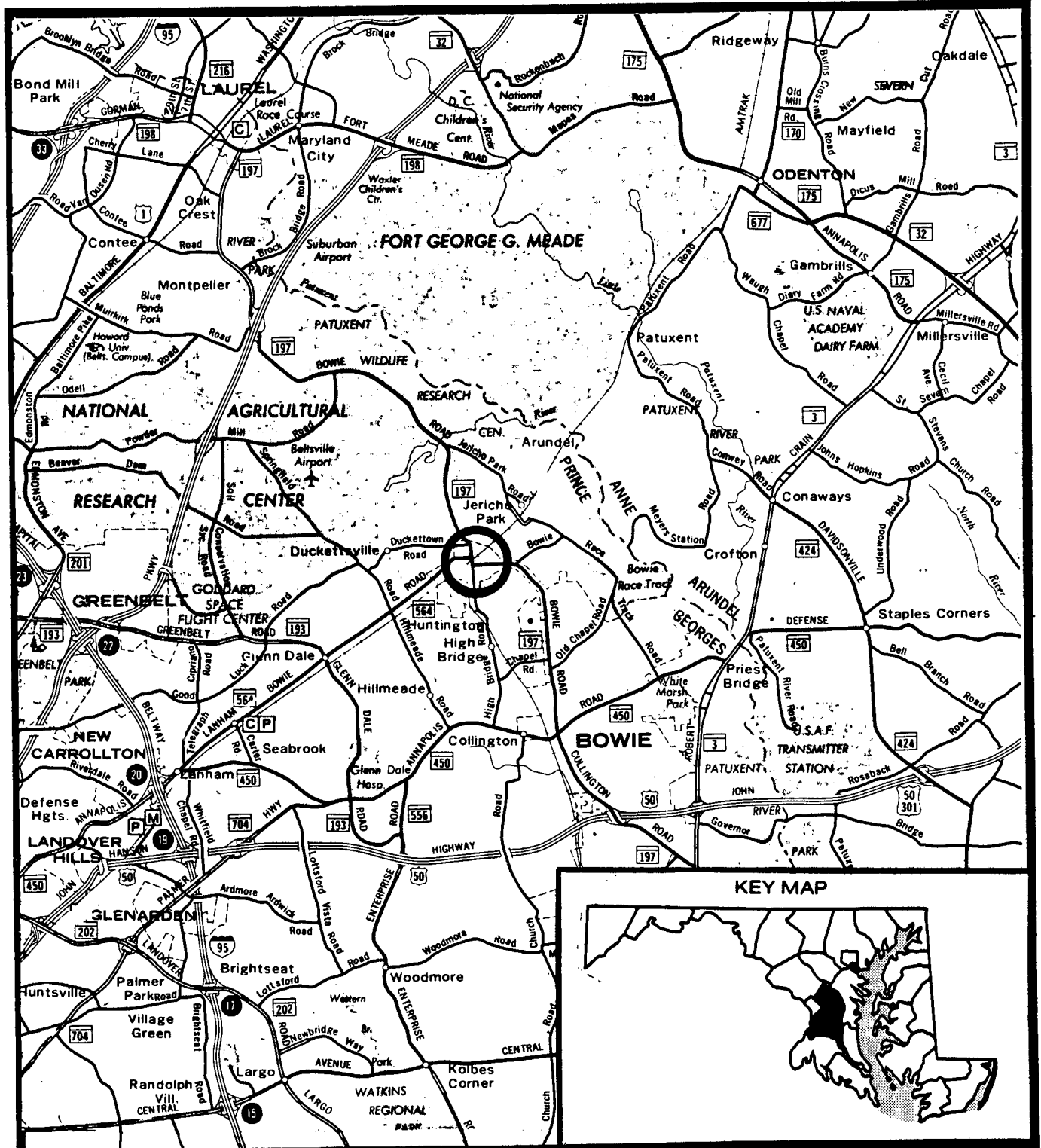
Alternate 2 consisted of the replacement of the bridge at its present location. The bridge would have been approximately 200 feet long and consisted of a two-lane, 24-foot roadway with 3-foot shoulders and one 5-foot sidewalk on the west side. The cost for Alternate 2 for both the bridge and approaches was approximately \$3.5 million.

Alternate 2 would have required a traffic detour of 4.5 miles, one way, for a period of approximately 18 months. The majority of comments received at the Alternates Public Meeting indicated that citizens objected to any significant detour. Therefore, Alternate 2 was eliminated from further consideration.

Alternate 4

Alternate 4 proposed a major relocation of the present bridge. This alternate consisted of the extension of Maryland Route 564 across Chestnut Avenue. It bridged AMTRAK, continued along 9th Street, and utilized Elm Avenue to its terminus with existing Maryland Route 197 in a T-intersection. Alternate 4 was identical to Alternate 4a (discussed later) except at its terminus with Elm Avenue.

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SCALE

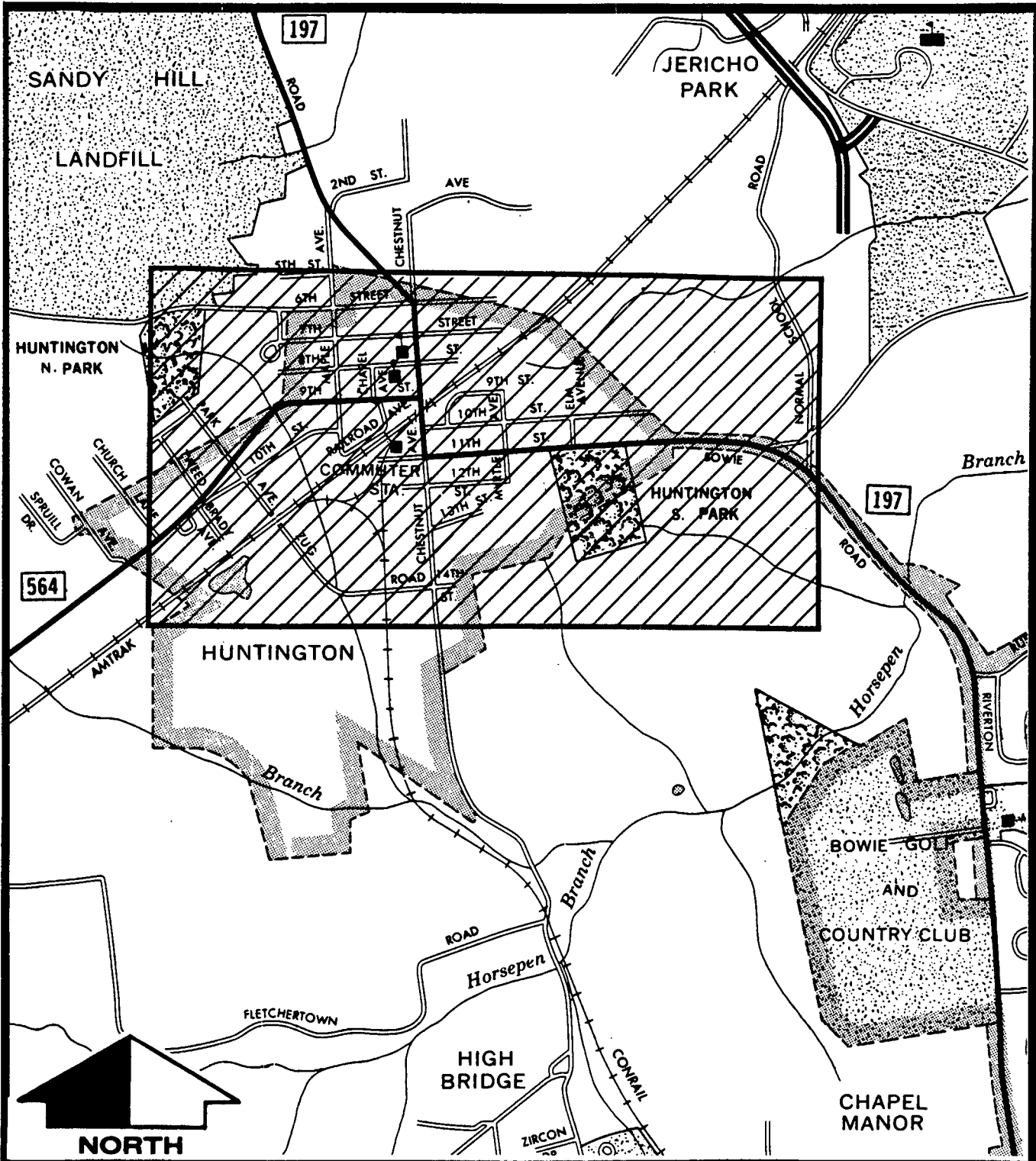


**MARYLAND ROUTE 197
Bridge Over AMTRAK**

PROJECT LOCATION

FIGURE 1

16



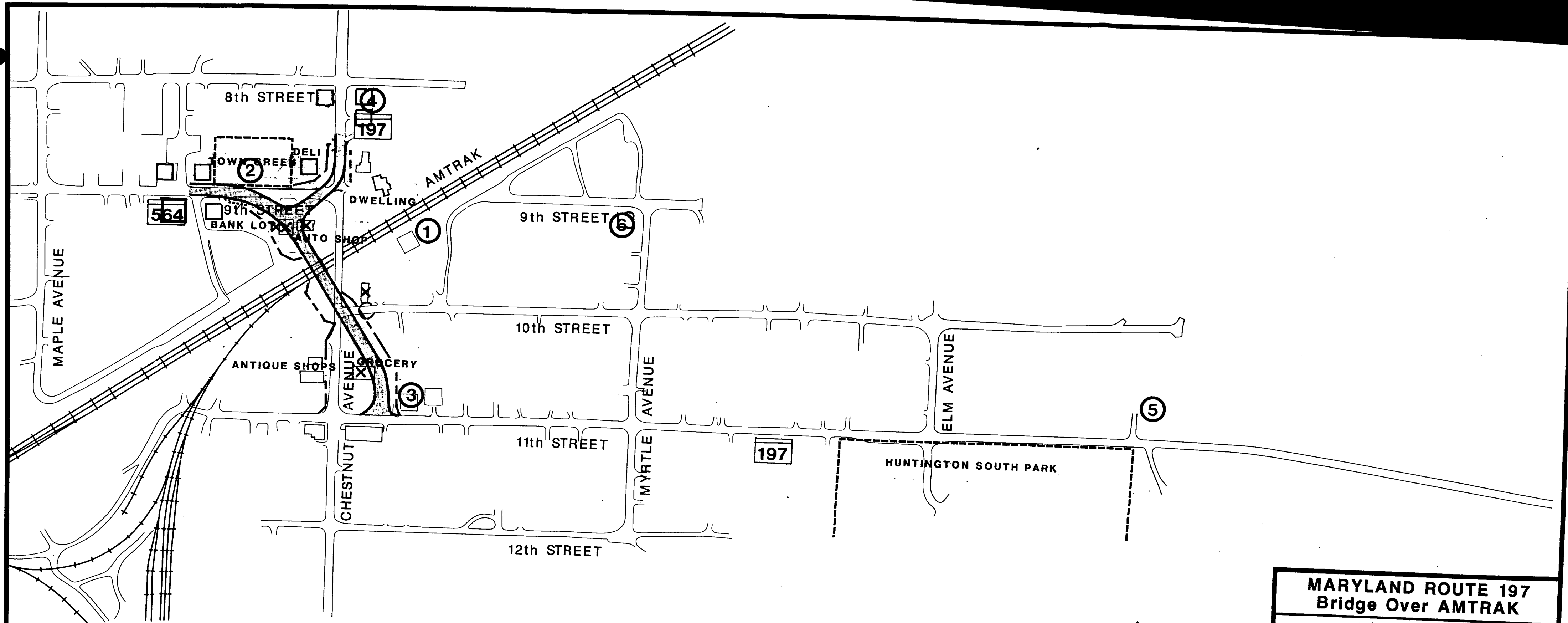
SCALE

0 2000 4000 FEET

**MARYLAND ROUTE 197
Bridge Over AMTRAK**

STUDY AREA

FIGURE 2



----- PROPOSED RIGHT OF WAY
 X PROPERTY TO BE ACQUIRED

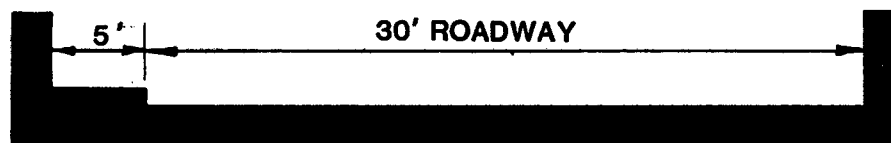
..... RETAINING WALLS
 ↑ N
 ① Air + Noise Receptor Sites

MARYLAND ROUTE 197 Bridge Over AMTRAK	
SELECTED ALTERNATE 1a	
NOT TO SCALE	FIGURE 3

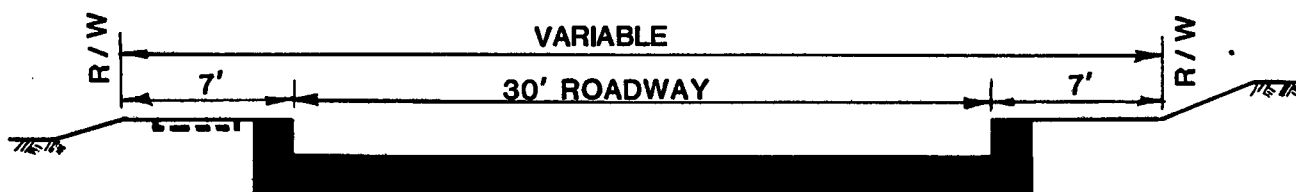
PROPOSED TYPICAL SECTIONS

MD. RTE. 197

BRIDGE OVER AMTRAK



BRIDGE



APPROACH ROAD

NOT TO SCALE

NOTE:

The dimension shown are for the purpose of determining cost estimates and environmental impacts and are subject to change during the final design phase

FIGURE 4

eliminate the retaining wall. This would also help in providing a temporary detour road for traffic maintenance during construction. 10th Street would be terminated in a cul-de-sac at Chestnut Avenue.

For Alternate 1a, an option of providing a free movement for the major traffic flow (to and from Maryland Route 564) at its intersection with 11th Street was considered. It was found that this option would require the acquisition of two additional buildings. Furthermore, it was evident from the comments received at the Public Hearing that the majority of local residents was opposed to any factor which would increase speeding at that intersection. Also, from a design standpoint, a free flow movement would encourage vehicles to speed across the bridge and create safety problems at the intersection of Maryland Routes 197 and 564, just north of the proposed bridge. For these reasons, this modification was dropped from further investigation.

The construction cost for Alternate 1a is \$3.2 million.

Alternate 3

Alternate 3, as presented at the Alternates Public Meeting, consisted of the construction of a new bridge immediately east of the existing bridge. The bridge would have a typical section of two or three lanes and a vertical clearance of 24 feet, 3 inches over the railroad.

Following the Alternates Public Meeting, Alternate 3 was reevaluated. As in the case of Alternate 1, the bridge height was lowered by reducing the girder depth and vertical clearance. At the Location/Design Public Hearing, a bridge typical section was proposed for Alternate 3, consisting of two 12-foot lanes, 3-foot shoulders, and one 5-foot sidewalk on the west side. The improvements are consistent with a 25 mph design speed. This alternate would retain the T-intersection configuration at the 9th Street/Chestnut Avenue intersection. Free movement of traffic would be provided for the vehicles approaching the intersection from the south proceeding west on Maryland Route 564 and vice versa. Vehicles approaching from the north on Chestnut Avenue would have to stop at this intersection.

With Alternate 3, retaining walls would be required on both sides of Chestnut Avenue on the north and south approaches and also at the corner of 9th Street and Chestnut Avenue. To maintain traffic on the existing bridge during construction, staged construction of the new bridge would be necessary. As in the case of Alternate 1, 10th Street access to Chestnut Avenue would be denied.

Construction cost for the bridge and approach roads for Alternate 3 would be approximately \$3.5 million.

Alternate 4b

Alternate 4b is a modified version of Alternate 4a, which was presented at the Alternates Public Meeting. Alternate 4a involved the extension of existing Maryland Route 564 across Chestnut Avenue and the bridging of AMTRAK. Continuing along 9th Street past Myrtle Avenue, Alternate 4a would have joined existing Maryland Route 197 just east of Elm Avenue in a free flow merge movement. Two-lane and three-lane typical sections and a vertical clearance of 24 feet, 3 inches over the railroad were proposed for the bridge.

Alternate 4b was presented at the Location/Design Public Hearing, and would have the same alignment as Alternate 4a along 9th Street. Unlike Alternate 4a, Alternate 4b extends past Elm Avenue to join existing Maryland Route 197 approximately 1,000 feet east of Elm Avenue. This extension further reduces the residential impacts associated with Alternate 4a. At its tie-in point, the major traffic flow would have a free movement and 11th Street would end in a T-intersection. A typical section of two 12-foot lanes with 3-foot shoulders and one 5-foot sidewalk for the bridge is proposed with Alternate 4b. Approach roads would have a 30-foot curbed section with a sidewalk up to Elm Avenue and an open section of two 12-foot lanes with 10-foot shoulders for the roadway section east of Elm Avenue. The design speed for the bridge and west approaches would be 30 mph. East of the bridge, the alignment is consistent with a 40 mph design speed.

Alternate 4b involved a major relocation for the new bridge. It would have crossed AMTRAK at an acute angle, required the longest structure, and was the most costly alternate of all the build alternates presented at the Public Hearing. A vertical clearance of 22 feet, 6 inches over the railroad was proposed under this alternate. Retaining walls would be constructed along both sides of the west approach and at the northeast corner of 9th Street and Chestnut Avenue. A pedestrian overpass in the vicinity of the existing bridge would be considered in conjunction with Alternate 4b.

The construction cost for Alternate 4b is \$4.9 million. This cost does not include the cost of a pedestrian bridge, which would be approximately \$550,000.

2. Service Characteristics

a. Traffic

	<u>1984</u>	<u>1995</u>	<u>2015</u>
- Average Daily Traffic (ADT)	12,000	9,000*	13,000
- Design Hour Volume (DHV) (%)	10	8	9
- Directional Distribution of DHV (%)	67	60	65
- Level of Service (LOS)	E/F	C/D	C/D
- Percent of Trucks ADT	2.5	5	5
- Percent of Trucks DHV	3	3	3

*This reflects the reduction in traffic resulting from the opening of Relocated Maryland Route 197 to the east of Bowie State College.

TRAFFIC MAINTENANCE

- The No-Build Alternate represents the future closing of the bridge. The detour route could be as much as 4.5 miles long, one way, at an estimated annual cost to motorists of over \$1 million.
- All build alternates would allow traffic to be maintained on the existing bridge during construction of a new bridge.

b. Accident Summary

Maryland Route 197 from 10th Street to Maryland Route 564 experienced 10 reported accidents during the 3-year period from 1982 through 1984. The accident numbers and severity, by year, are listed below:

<u>Severity</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>Total</u>
Fatal Accidents	0	0	0	0
Injury Accidents	1	3	1	5
Property Damage Accidents	3	1	1	5
Total Accidents	4	4	2	10

The number of accidents for each collision type are listed below:

<u>Collision Type</u>	<u>Number of Accidents</u>
Angle	5
Rear End	2
Fixed Object	1
Opposite Direction	2

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Factors contributing to accidents:

- (1) Close proximity of the 9th and 10th Street intersections with Chestnut Avenue.
- (2) Poor sight distance caused by the humpback vertical alignment of the bridge.
- (3) The volume of truck traffic (2.5% on the bridge, 8% at the 9th Street/Chestnut Avenue intersection).

C. Environmental Consequences

The following discussion summarizes the environmental impacts of Alternate 1a, the selected alternate.

1. Socio-economic and Land Use Impacts

Alternate 1a would require the displacement of four businesses (Bowie Auto Glass, Metro Electrical Contractors, The Country Mug, and The Grocery). The Grocery business is operated by minorities. One additional, vacant, commercial building would be required. No residences would be acquired under this alternate. The selected alternate would not adversely impact any elderly or handicapped individuals. It is estimated that a lead time of 12-18 months would be necessary to complete all relocations in a timely, orderly, and humane manner. These relocations will be accomplished in accordance with the requirements of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" (see Appendix). However, a scarcity of available business space in the immediate area will make the business relocations difficult. Other factors difficult to duplicate may be favorable rents and good accessibility for the businesses. In addition, other State Highway Administration projects in the area in the future may affect the pool of available business space.

Nearly 2 acres of right-of-way would be required under Alternate 1a, affecting 14 properties.

Access would be maintained to all properties and community facilities. Emergency vehicle response time would not be affected. Retaining wall construction would not interfere with residential or commercial entrances.

The selected alternate would not affect the access to or require property from any public park or recreational area.

Alternate 1a is consistent with Prince George's County's and the City of Bowie's plans for the area.

2. Historical and Archeological Sites

The State Historic Preservation Officer has determined that there are no historic sites on or eligible for the National Register of Historic Places in the study area. The Ingersoll House may be eligible, but is not in the project's immediate vicinity. No significant archeological sites would be impacted (see Section V, Correspondence).

3. Natural Environment

These impacts are minimal due to the urbanized nature of the study area. No floodplains, wetlands, streams, wildlife habitat, or prime farmland soils would be affected under Alternate 1a. No threatened or endangered plant or animal species exist in the area. Stormwater management and sediment and erosion control measures would be strictly adhered to during construction.

4. Noise and Air Quality

The results of the detailed noise analysis indicated that the Federal Noise Abatement Criteria would not be exceeded and noise levels would not increase by 10 dBA or more above ambient conditions at any noise sensitive areas under Alternate 1a; thus, noise abatement measures are not warranted.

The detailed air quality analysis indicated that Alternate 1a would not result in any violations of the 1-hour or 8-hour State and National Ambient Air Quality Standards for carbon monoxide in the completion year (1995) or the design year (2015). The project is consistent with the State Implementation Plan.

D. Summary of Public Involvement

1. Alternates Public Meeting

Approximately 115 people attended the Alternates Public Meeting on February 21, 1985. Alternates 1, 1a, 2, 3, 4, and 4a, and the No-Build Alternate, as previously described, were presented to the public for their review and comment.

Most of the comments received were in opposition to any significant detour during construction. The major issue was the high retaining walls proposed for all the alternates. Several persons requested that the alternates be revised to reduce retaining wall impacts.

Four petitions were received with support divided between Alternates 1a and 4a. Supporters of Alternate 4a also requested that a pedestrian overpass be included to retain the link between the two sections of the community on opposite sides of the railroad tracks.

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The City of Bowie suggested combining Alternates 1 and 1a to reduce impacts to businesses along 9th Street. They also asked that the bridge height be reduced and the approach road grades be increased to minimize retaining wall heights.

2. Interim Coordination

On two occasions prior to the Public Hearing, State Highway Administration personnel presented the Stage II detailed study alternates to the Mayor and Council of the City of Bowie.

- On November 12, 1985, the proposed alternates were presented at the Bowie City Council Meeting. The Mayor and Council, Town Administration and staff, and several citizens attended the meeting. Maps showing the four alternates and the proposed retaining walls were displayed. A comparison chart of retaining wall heights (before and after modifications to the alternates) (see Table 2) was handed out to the attendees. The various measures taken to reduce the heights of the proposed bridge and approach roads under all the build alternates during the Stage II studies were explained (reducing the design speed, vertical clearance and girder depth, and increasing the approach road grades).
- On January 6, 1986, another presentation was given at the Bowie City Council meeting. Walls displays of alternates, costs, and retaining wall heights were presented. The city conducted their Public Hearing and recommended Alternate 1a for selection.

3. Combined Location/Design Public Hearing

Approximately 65 persons attended the Public Hearing on January 30, 1986. Alternates 1, 1a, 3, and 4b, and the No-Build Alternate, as previously described, were presented.

4. Positions Taken

Twelve persons testified at the hearing. Thirteen written comments were submitted for the record. The following summarizes the positions taken:

- For Alternate 1a:
 - Bowie Mayor and Council
 - Maryland-National Capital Park and Planning Commission
 - Five individuals

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TABLE 2
 APPROXIMATE RETAINING WALL HEIGHTS
 (Representative heights, in feet)
 25 mph (30 mph) design speeds

Locations*	1	1a	3	4b
Grocery Store	6 (9)	y (y)	8 (9)	x (x)
Antique Shops	5-8 (10)	x (x)	4 (6)	x (x)
Dwelling	x (6)	x (9)	11-15 (17)	10 (3-14)
Deli	x (5)	x (5-8)	8 (5-11)	6 (4-6)
Metro Electrical Auto Shop Country Mug	y (y)	y (y)	8 (9-10)	4 (4-6)
Bank Parking Lot	x (4)	0-3 (6)	x (2)	x (x)
Park	x (5)	x (5)	x (7)	x (x)

x - Indicates no retaining wall.
 y - Indicates displacement.

*These locations are presented on Figure 3.

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- For Alternate 1:
 - Five individuals
 - For Alternate 3:
 - None
 - For Alternate 4b:
 - Four individuals

Other Comments:

- The Prince George's County School System and the Prince George's County Fire Department support any alternate that does not require a detour.
- Signalize the 9th Street/Chestnut Avenue intersection.
- Build a parallel bridge and roll in place.
- No super highway required.

E. Recommendation

The Project Development Team recommended that Alternate 1a be selected for Location/Design Approvals. Alternate 1a is preferred over the other alternates for the following reasons. At the Public Hearing, the local residents preferred a new bridge in the immediate vicinity of the existing bridge. That eliminates Alternate 4b, which would have been a major relocation for the bridge. Also, the cost for Alternate 4b would be \$1.7 million more than the cost for Alternate 1a. Concurrent with Alternate 4b, a bridge to maintain pedestrian access would cost an additional one-half million dollars. Of the three other alternates, Alternate 1a would have the least amount of retaining wall impacts, and it is the second cheapest of all the alternates.

IV.
PUBLIC
HEARING
COMMENTS

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IV. Public Hearing Comments

A Combined Location/Design Public Hearing was held for the project on January 30, 1986, at 7:30 p.m. at the Rockledge Elementary School in Bowie, Maryland, to present the results of the engineering and environmental analyses and to receive public comment on this project.

The following is a summary of the public statements made and the responses by the State Highway Administration. A complete transcript of the hearing is available for review at the Project Development Division, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments and concerns received subsequent to the Public Hearing are included in the Correspondence Section (Section V) of this document.

1. Walter Planet, Bowie City Councilman:

He summarized the Bowie City Council's review of the revised alternates and their recommendation. The Council supports Alternate 1a as the most feasible alternate to retain the link between the two sections of Huntington while easing existing traffic problems. The new bridge should be centrally located with retaining wall heights kept to a minimum.

SHA Response: Alternate 1a is the selected alternate for replacing the deteriorated bridge over AMTRAK. The location of a new bridge near the existing bridge would maintain existing travel patterns. In addition, engineering modifications have reduced the heights of several retaining walls associated with this alternate, which will minimize impacts to adjacent properties.

2. John Keylus, Transportation Department of the Prince George's County School System:

He summarized data regarding the number of bus trips that cross the existing bridge. The school system supports any alternate that does not require the bridge to be closed. A detour would cause scheduling problems and increase service costs.

SHA Response: Under Alternate 1a (selected), traffic flow across the bridge would not be disrupted during construction of a new bridge.

3. Eunice Utterback, 13322 Lanham Road:

She opposed Alternate 4b due to right-of-way acquisition from her property.

SHA Response: Alternate 1a is the selected alternate. No right-of-way acquisition is required from the Utterback property.

4. Clarence Tyler, 13310 10th Street:

He felt that a replacement bridge is all that is needed, not a super highway.

SHA Response: Alternate 1a, the selected alternate, consists of a new bridge near the location of the existing bridge. Alternate 1a was chosen over Alternate 4b because of greater support for a new structure near the existing bridge, lower costs, fewer property impacts, and less disruptions to the community travel patterns and social interaction.

5. Wade G. Hay, 13125 10th Street:

He supported Alternate 4b, revised to minimize effects to adjacent properties. He believed that the other three alternates would not solve traffic problems in central Huntington. Alternate 4b would serve as a bypass of this area for through traffic.

SHA Response: See the response to number 4. In addition, the relocation of Maryland Route 197 to a location near Bowie State College would divert some of the through traffic, greatly reducing the potential traffic growth in the Huntington area.

6. Michael O'Brien, Metro Electrical Contractors:

He stated that Alternate 4a would resolve commuter traffic problems in Huntington and facilitate the movement of vehicles through the area, especially during peak hour periods.

SHA Response: Selected Alternate 1a best serves local needs and results in fewer disruptions than Alternate 4b. In addition, the planned relocation of Maryland Route 197 will slow the potential growth of area commuter traffic volumes.

7. Mary Rapczynski, 8710 Maple Avenue:

She was concerned about the traffic utilizing Maple Avenue to avoid the intersection of Maryland Route 564 and Chestnut Avenue. She stated that it made sense to align the bridge with Maryland Route 564 with Alternate 4b because it moves traffic away from most of the homes in Huntington.

SHA Response: Alternate 1a is the selected alternate (see response number 4). An improved bridge and approach road alignment and a slowing in the growth of area traffic as a result of the relocation of Maryland Route 197 to the north would facilitate traffic movement through the area.

8. Dorothy DiGregory, 7800 Chestnut Avenue:

She supported Alternate 1a because it would not split the community, whereas Alternate 4b would create an "expressway" condition through Huntington. She also requested that temporary access across the bridge be provided for the fire department during construction.

SHA Response: Alternate 1a is the selected alternate (see response number 4). Emergency vehicle movement across the bridge would not be affected because traffic circulation would be maintained during construction.

9. William Wildman, 8609 Maple Avenue - Huntington Residents Association:

He advised that east-west travel through Bowie is shorter utilizing Maryland Route 450, instead of Maryland Routes 564 and 197 through Huntington. Other bridge options to be considered are the reconstruction of the bridge, construction of a new bridge next to the existing structure and rolling it in place, and replacing the deteriorated wood supports with steel. He further stated that the SHA had not fully considered the impacts the project has on the community.

SHA Response: The alternates recommended by Mr. Wildman are not feasible. The bridge is beyond effective long-term rehabilitation, and total replacement is warranted.

Replacing the timber supports with steel alone would not solve the problem, because recent inspections revealed deterioration in the bridge superstructure. In addition, a replacement bridge could not be rolled in place because the existing bridge does not meet current criteria for vertical clearance over the railroad. The difference in elevation between the existing and new bridge would require extensive work to the approach road and impacts to adjacent properties.

The Environmental Assessment prepared for this project addresses all proposed alternates and their impacts to the community.

10. Roger Goll, 13314 Vanessa Avenue:

He supported maintaining the bridge at its current location for local traffic. He stated that several intersections will require signalization.

SHA Response: Alternate 1a, the selected alternate, maintains existing travel patterns. Traffic studies indicate that projected traffic volumes do not warrant the need for intersection signalization.

11. Judy Frizzell, Thompson Road, Bowie:

She opposed Alternate 1a because of her intent to buy and develop the vacant property next to The Grocery. She also mentioned that costs in the 1986

31

Public Hearing brochure are 50 percent higher than the costs in the 1985 Alternates Meeting brochure. She favored Alternate 1, Alternate 2, or rolling a new bridge in place.

SHA Response: Alternate 1a is the selected alternate. It was selected due to the support of local officials and the public, less retaining wall impacts, and relatively low cost. Alternate 2 would necessitate an 18-month traffic detour during construction and this has been eliminated as a viable alternate.

The costs in the Public Hearing brochure do not reflect a 50 percent cost increase since the Alternates Meeting the previous year. Costs at the Alternates Meeting were only preliminary and did not include the AMTRAK cost estimate.

12. Betty Anadale, 13011 9th Street:

She said that the town does not want anything done, so that the community may remain as it is. However, since the No-Build is not a feasible option, she urged that incentives for early completion be included in the contract to ensure that construction be completed as quickly as possible.

SHA Response: Alternate 1a is the selected alternate. This alternate would not significantly disrupt the community, travel patterns, or social interaction during construction.

V.
CORRESPONDENCE

A. Written Comments Received Subsequent to the Location/Design
Public Hearing and Responses

34

BUREAU OF
PROJECT PLANNING

DEC 23 12 20 PM '66

Dear Sir

I would like a chance
to ask a few questions at the
meeting in Bowie on JAN 30
about the bridge in old Bowie

#389

ARTHUR H. MERTZEL
9441 MERTZEL FARM RD
Bowie, Md.
20715

P.S. Has any one gave
the idea a thought of finishing
the rest of 197 over the
new bridge at Jericho Park
then the traffic would be
a lot less over the old
bridge in Bowie & we
would have a nice highway
& you would not have to
cut up the streets &
buildings in old Bowie.
Take this money & use it
on the new route of
197 over the Jericho Park
bridge



Maryland Department of Transportation

State Highway Administration

35

William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 6, 1986

RE: . Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Mr. Arthur H. Merkel
9441 Merkel Farm Road
Bowie, Maryland 20715

Dear Mr. Merkel:

Thank you for your recent letter regarding the Maryland Route 197 Bridge Replacement project.

The construction of the Relocated Maryland Route 197 project is scheduled to begin in summer, 1987. Once this project is completed, some of the traffic using the old bridge would be rerouted to this highway, but the Relocated Maryland Route 197 project would not eliminate the need for the existing bridge to be replaced.

Based on the age and condition of the existing bridge, continuous and costly maintenance would be required to keep the bridge open for traffic. Maintenance activities, even to the extent being performed in recent years, will not prolong the life expectancy of the existing bridge. If, as a result of the project planning study, the No-Build Alternate is selected, the bridge would have to be closed to traffic in the future.

Thank you again for expressing your concerns. Your name has been added to the project mailing list through which you will be kept informed of the project developments.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. M. Snyder
Mr. L. Ege, Jr.
Mr. R. Houst

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

310

Additional Information:

Alternate 1a is the selected alternate. Construction activities associated with the building of a new bridge just west of the existing structure would be confined to the area surrounding the present bridge. Four commercial buildings near the bridge would be acquired for right-of-way purposes, but residential areas and the remainder of the commercial sector would not be adversely affected.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

BUREAU OF
PROJECT PLANNING

FEB 4 10 37 AM '86

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME IRA S. PHELPS DATE 1/25/86

PLEASE
PRINT

ADDRESS P.O. Box 125 - 12908 9th St.

CITY/TOWN Bowie STATE MD. ZIP CODE 20715-0125

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

State Highway Admin
Dear Sir:

Please be advised that I will
recommend that the alternate 1, will be the most
essential place to use for the new Bridge over
Contract RR. on R-197 and R-564.

I believe this location will not destroy as much
property both Commercial and Residential Houses,
and will be sufficient to take care of all traffic
using this route.

I have lived here for 79 years. Thank you

yours truly
Ira S. Phelps
P.O. Box 125

12908 - 9th St. & 564.

Bowie, Md. 20715-0125

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

38
William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 26, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Ms. Ira S. Phelps
Box 125
12908 9th Street
Bowie, Maryland 20715

Dear Ms. Phelps:

Thank you for your January 26, 1986 comments, expressing your preference for Alternate 1. Your suggestions will be considered in the decision making process for the Maryland Route 197 project.

Once we have had the opportunity to evaluate all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Rajan
Sue Rajan
Project Manager

LHE:SR:ds

cc: Mr. Michael Snyder (W/Attach.)

Additional Information:

Alternate 1a is the selected alternate. This alternate was chosen over Alternate 1 due to the support of local officials and the public for Alternate 1a, fewer retaining wall impacts, comparable cost to Alternate 1, and allowance for complete maintenance of traffic during construction.

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Wade G. Hay DATE 1/28/86

PLEASE PRINT

ADDRESS 13125 10th Street

CITY/TOWN Bowie STATE Maryland ZIP CODE 20715

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

To the Planning Team:

I thank you for this opportunity to express my concerns regarding the bridge on MD Route 197 over AMTRACK at Bowie, Maryland. I've been a resident here for most of my life and have noticed the poor traffic flow thru this little town during the rush hour. Many accidents have happened due to the congestion.

I feel that Alternate 4b will do more to alleviate this problem than the other proposals. The first 3 proposals would just dump the problem where it's been for years, i.e., Chestnut Avenue and 11th Street and 9th Street and Chestnut Avenue.

Please give Alternate 4b your sincerest consideration.

Wade G. Hay

I am currently on the Mailing List.

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

*The original handwritten letter was typed so that it was legible.



Maryland Department of Transportation

State Highway Administration

40

William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 7, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Mr. Wade G. Hay
13125 10th Street
Bowie, Maryland 20715

Dear Mr. Hay:

Thank you for your January 28, 1986 comments and expressing your preference for Alternate 4b. Your suggestion will be included in the decision making process for the Maryland Route 197 project.

Once we have had an opportunity to carefully consider all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director -
Project Development Division

by: Sue Rajan
Sue Rajan
Project Manager

LHE:SR:ds

cc: Mr. Michael Snyder

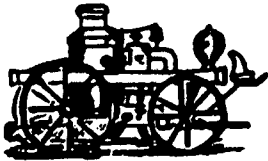
Additional Information:

Alternate 1a is the selected alternate. This alternate was chosen over Alternate 4b because of greater public support for a new bridge in the immediate vicinity of the existing structure. In addition, it is nearly \$1.7 million less costly, maintains existing travel patterns, and affects less property.

My telephone number is 659-1138

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383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

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BOWIE
VOLUNTEER FIRE DEPARTMENT
AND RESCUE SQUAD, INC.
BOWIE, Md. 20715

CO. 19 - Huntington
301-262-0501
CO. 39 - Belair
301-262-0502
CO. 43 - Mitchellville/So. Bowie
301-249-6525

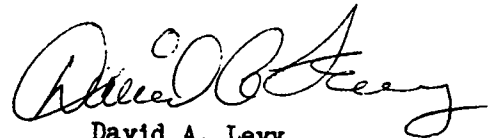
January 29, 1986

Statement of the Bowie VFD on the Replacement of the Maryland Route 197 Bridge Over Amtrak

The Bowie VFD is vitally interested in the replacement of the Route 197 bridge over AMTRAK in the Huntington section of Bowie. Our Company 19 is located on 9th Street just one block northwest of the bridge. The engines and ambulance at that station are due to respond on many calls within the City of Bowie south of the bridge. In addition, other Bowie units are due to assist Company 19 on the north side of the bridge. The periodic closing of the bridge for repairs has disrupted normal response patterns and has resulted in a longer time required for emergency units to reach certain areas.

Any of the alternate plans involving replacement of the bridge and meeting the following criteria will meet our needs:

1. The old bridge must remain open during the construction of its replacement.
2. Construction of retaining walls must in no way obstruct the front ramp at Company 19.
3. The new bridge must have a sufficient weight capacity for all fire apparatus.


David A. Levy
Chief

SHA Response to Bowie VFD:

Alternate 1a is the selected alternate. A new bridge would be built near the site of the existing structure and construction activities would not interfere with the maintenance of traffic. The response time and movement of emergency vehicles would not be affected under Alternate 1a and retaining walls would not be built near the firehouse on 9th Street. The replacement of the existing structure would eliminate the need for the frequent repairs, which in the past have hampered the movement of fire engines and ambulances.

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STATE HIGHWAY ADMINISTRATION BUREAU OF PROJECT PLANNING
QUESTIONS AND/OR COMMENTS

FEB 6 2 24 PM '86

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Abbie Banks DATE 2/1/86

PLEASE PRINT ADDRESS 12413 Winding Ln.

CITY/TOWN Bowie STATE Md ZIP CODE 20715

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

The section of Bowie, called
Huntington or Old Bowie, ~~is~~ is
an entity all to itself. It is an
area which should be preserved.
The town should not be severed. A
bridge must be built in place of
or next to the existing bridge.
For this reason I support
the selection of 1A.

SHA Response

Alternate 1a is the selected alternate. The new bridge would be built adjacent to the existing structure with a realignment of the northerly and southerly approaches. Traffic continuity would be maintained while the new bridge is being constructed.

I am currently on the Mailing List.

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

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Ms. Julia C. Raucheisen DATE 2/2/86

PLEASE PRINT ADDRESS 12803 10th Street

CITY/TOWN Bowie STATE Maryland ZIP CODE 20715

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

First of all I would like to think that other alternatives are possible - "rolling into place", "steel supports", or whatever engineers could find possible to eliminate the effect the proposed alternatives might create.

Alternative #1 (second choice being 1A) appears to be the closest to our present plan of traffic. Statements made by several people at the January 30th meeting reflect my feelings. No private property will be affected, it will not divide the community and it will not produce a super "speedway" as I feel 4B would do nor will it become a convenient highway between two points - there are my reasons for favoring Alternate 1.

I would like to think we could keep the bridge and retaining walls as low as possible and the entire project as attractive as possible.

I appreciate the opportunity that you have extended to the public to speak out.

Intersection at 193 and 564:

I should also like to take this opportunity to ask if in the future any peripheral lighting is planned at this intersection. I find it difficult to see the curbing at night with just car headlights. Additional lighting would also let persons unfamiliar with the area know they are approaching a larger intersection. A left hand turn signal for all directions makes it safer

- I am currently on the Mailing List. for all at this turn too.
- Please add my/our name(s) to the Mailing List. Julia Camfield Raucheisen

A typed copy of the handwritten original which was not legible.



Maryland Department of Transportation

State Highway Administration

44
William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 25, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Ms. Julia C. Raucheisen
12803 10th Street
Bowie, Maryland 20715

Dear Ms. Raucheisen:

Thank you for your February 2, 1986 letter concerning the referenced project. Your preference of Alternate 1 or 1a is acknowledged and will be given serious consideration in the decision making process.

I am sorry to point out that the other alternatives, such as "rolling into place" and "steel supports", which you mentioned, are not feasible in this case. Our last inspection of the bridge revealed deterioration not only in the timber supports, but also in the superstructure. Therefore, replacing the timber with steel supports alone will not solve the problem. Considering the age and condition of the bridge, a total replacement of the bridge is necessary. Since the existing bridge does not meet the current criteria for vertical clearance over the railroad, a replacement bridge could not simply be rolled into place. The difference in elevation between the existing bridge and a new bridge would require extensive work to the approach roads.

As you suggested, we are attempting to keep the bridge and retaining walls as low as possible and to make the entire project as attractive as possible.

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

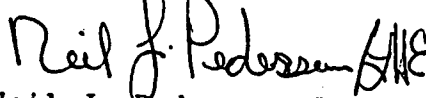
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Ms. Julia C. Raucheisen
February 25, 1986
Page Two

As to your comments regarding the Maryland Routes 197 and 564 intersection, no lighting is planned at the present time. A study conducted recently as to the need for highway lighting concluded that lighting was not warranted. Adding left turn signals at this intersection is being investigated. I am sending a copy of your letter to our District Traffic Engineer, Mr. Majid Shakib, who will further review these matters.

Thank you again for your comments. Your name has been added to the project mailing list for the Maryland Route 197 project and you will be informed of future developments of the project.

Very truly yours,



Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

Attachment

cc: Mr. M. Snyder
Mr. M. Shakib
Mr. L. H. Ege, Jr.

Additional Information:

Alternate 1a was chosen instead of Alternate 4b due to fewer disruptions to the community and travel patterns; the acquisition of less right-of-way; more public support for a bridge closer to the existing bridge; and lower overall costs. Alternate 1a was preferred over Alternate 1 because of the support of local officials for this alignment, less retaining wall impacts, and complete traffic maintenance during construction.

STATE HIGHWAY ADMINISTRATION OF
QUESTIONS AND/OR COMMENTS PLANNING

Contract No. P 802-10 FEB 76 2 27 PM '86
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Harry Marder DATE 2-2-86
PLEASE PRINT ADDRESS 8604 Chestnut Ave.
CITY/TOWN Bowie STATE Md ZIP CODE 20715

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

Owner of above property.

I support 1A only.

Feel other alternates
will split town and not
have easy flow of traffic

- I am currently on the Mailing List.
- Please add my/our name(s) to the Mailing List.



Maryland Department of Transportation

State Highway Administration

47

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 31, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over Amtrak
PDMS No. 163265

Mr. Harry Marder
8604 Chestnut Avenue
Bowie, Maryland 20715

Dear Mr. Marder:

Thank you for your February 2, 1986 comments concerning Maryland Route 197. Your support for Alternate 1A will be considered in the decision making process for this project.

Once we have had an opportunity to carefully review all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Rajan
Sue Rajan
Project Manager

LHE:SR:bh

cc: Mr. Michael Snyder

Additional Information:

Alternate 1a is the selected alternate. Traffic flow across AMTRAK would not be disrupted during construction of the new bridge under Alternate 1a, and thus the community of Huntington would not be altered.

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203 - 0717

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STATE HIGHWAY ADMINISTRATION **BUREAU OF PROJECT PLANNING**
QUESTIONS AND/OR COMMENTS

FEB 13 2 07 PM '86

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Wittback John Gibson Jr DATE 2-4-86

PLEASE PRINT

ADDRESS 8710 Chestnut ave

CITY/TOWN Bowie STATE Maryland ZIP CODE 20715

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

I would like to see the bridge left in
in present location but widened.
A stop light would also be a help.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

49
William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 24, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over Amtrak
PDMS No. 163265

Mr. John G. Utterback, Jr.
8710 Chestnut Avenue
Bowie, Maryland 20715

Dear Mr. Utterback:

Thank you for your February 4, 1986 comments concerning Maryland Route 197. Your suggestions will be considered in the decision making process for this project.

Once we have had an opportunity to carefully review all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Rajan
Sue Rajan
Project Manager

LHE:SR:bh
Attachments

cc: Mr. Michael Snyder

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203 - 0717

50

Additional Information:

Alternate 1a is the selected alternate. Alternate 2, which proposed to construct a new bridge at the existing location, was deleted from further consideration after the Alternates Public Meeting because it involved a temporary detour as much as 4.5 miles long, one way, for approximately 18 months. Comments generated at this meeting indicated significant public opposition to any traffic detour.

The roadway on the proposed new structure will be 10 feet wider than the present roadway width. Sight distance would also be improved from one end of the bridge to the other. Studies of the intersection of Maryland Route 564 and Chestnut Avenue indicate that traffic signals are not warranted.

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STATE HIGHWAY ADMINISTRATION BUREAU OF
QUESTIONS AND/OR COMMENTS PROJECT PLANNING

Contract No. P 802-101-371 FEB 13 11 22 AM '86
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Adde Stareby DATE 2/5/86

PLEASE PRINT

ADDRESS 3931 Winchester Ln.

CITY/TOWN Bowie STATE Md. ZIP CODE 20715

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

I would like to say that as an antique dealer I am much in favor of plans I.H. I have visited space in Bowie for the last 6 years & must admit that the bridge way is of utmost importance to many people traveling over it every day to and from work and especially so that the main town will not be ruined as it would present a hardship for the local residents.

I am currently on the Mailing List.

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

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Maryland Department of Transportation
State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

February 26, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Ms. Addie Staveley
3931 Winchester Lane
Bowie, Maryland 20715

Dear Ms. Staveley:

Thank you for your February 5, 1986 comments expressing your preference for Alternate 1A. Your suggestions will be considered in the decision making process for the Maryland Route 197 project.

Once we have had an opportunity to carefully consider all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Rajan
Sue Rajan
Project Manager

LHE:SR:ds

cc: Mr. Michael Snyder (W/Attach.)

Additional Information:

Alternate 1a is the selected alternate for replacing the deteriorated bridge over AMTRAK. This alternate is less disruptive, has fewer effects to nearby properties, and has the support of local officials and the public compared with all the other alternates.

My telephone number is 659-1138

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME Elizabeth M. DeMar DATE 2/6/86

PLEASE PRINT ADDRESS 12805 10th Street

CITY/TOWN Bowie STATE Maryland ZIP CODE 20715

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

It appears that Alternate 1 is least disruptive; it also keeps Chestnut
Avenue as it is at present, and seems less hazardous than 1a. I would hope
you will compromise as much as possible on retaining walls to do as little
harm as possible to businesses.

I am currently on the Mailing List.

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

(A retyped copy of the original, which was not legible.)



Maryland Department of Transportation

State Highway Administration

54
William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 31, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over Amtrak
PDMS No. 163265

Ms. Elizabeth M. DeMar
12805 10th Street
Bowie, Maryland 20715

Dear Ms. DeMar:

Thank you for your February 6, 1986 comments concerning Maryland Route 197. Your support for Alternate 1 will be considered in the decision making process for this project.

Once we have had an opportunity to carefully review all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Rajan
Sue Rajan
Project Manager

LHE:SR:bh

cc: Mr. Michael Snyder

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calver Street — Baltimore, Maryland 21203 · 0717

53

Additional Information:

Alternate 1a was selected over Alternate 1 because of the support of local officials and the public, less retaining wall impacts, and comparable costs. Additionally it allows for complete maintenance of traffic during construction.

The selected alternate was modified after the Alternates Public Meeting to reduce retaining wall heights and impacts to adjacent properties. These modifications included reducing the design speed, vertical clearance over the railroad, and girder depth, and increasing the approach road grades.

56

February 6, 1986

Ms. Sue Rajan
Project Manager
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Mr. Kenneth B. Fleming
15004 Narrows Lane
Bowie, MD 20716

RE: MD Route 197 over AMTRAK

Dear Ms. Rajan:

After review of the proposed Alternates for the bridge replacement, the testimony of the concerned citizens at the Location/Design Hearing, personal observation and consideration as a commuter who regularly traverses the existing bridge, I offer the following comments and suggestions.

For the reason stipulated in the hearing publication, "...The major traffic would have free movement..." Alternate 4b is the only logical selection for construction. This is the primary function of highway design.

Alternate 1, 1a and 3 serve only to satisfy the immediate concern of bridge replacement and although alignment improvements are included, a source of congestion would be inherent at the intersection south of the bridge for each of these alternatives.

The geometry of Alternate 4b appears to promote the greatest pedestrian and operational safety within the City of Huntington. This alternate allows increased horizontal and vertical sight distances through the city on the north side of the railroad and eliminates the through traffic movement from the city on the south side of the railroad.

Although future traffic patterns have not been publicly addressed, I'm sure that it has been considered. With the planned development in Bowie, Crofton and Highbridge, the quantity of traffic traversing the bridge can only be expected to increase. To this end, Alternate 4b appears to be the only option designed to relieve future congestion.

The testimony offered during the Location/Design Hearing left an impression of the residents' concerns as:

- o There is a general concensus that the bridge requires replacement.
- o There is a resentment towards the quantity of traffic traversing their town.
- o As always, no one wants to be displaced.

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While the first and third categories require no explanation, the second category should be addressed.

The traffic traversing Huntington is a fact that the residents must accept. Therefore, they must accept the alternative which will move traffic through the town efficiently. This eliminates the incentive to drive on side streets to avoid congestion, allows increased efficiency of emergency vehicles and with the introduction of a strictly enforced speed restriction assist to deter the impression of a "super highway".

Alternative 4b, therefore, is the only option that should be considered for selection. The additional cost of this alternative is justified by its suitability to future traffic density. To adopt this realigned alternative now will preclude this inevitable costlier realignment in the near future.

To offset a portion of the cost of the overall project, I suggest that the local authorities be approached to provide planning and budgetary assistance in conjunction with the proposed pedestrian overpass. In this manner the City of Huntington can enjoy a long needed face lift.

Yours truly,



Kenneth B. Fleming



Maryland Department of Transportation

State Highway Administration

58

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 13, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Mr. Kenneth B. Fleming
15004 Narrows Lane
Bowie, Maryland 20716

Dear Mr. Fleming:

Thank you for your February 6, 1986 letter to Sue Rajan, our Project Manager, regarding Maryland Route 197 Bridge Replacement Project. Your comments and suggestions have been included in the public hearing record. Your strong support for Alternate 4b has likewise been noted.

After we have had an opportunity to review all the comments we have received during the public hearing process, we will select an alternate. You will be notified of our selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Rajan
Sue Rajan
Project Manager

LHE:SR:ds
cc: Mr. M. Snyder (W/Attach.)

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203 - 0717

Additional Information:

Alternate 1a is the selected alternate. It was chosen instead of Alternate 4b because it has greater public support for a new bridge in the immediate vicinity of the existing structure, is nearly \$1.7 million less costly, maintains existing travel patterns and community structure, and affects less property.

To minimize congestion and facilitate movement under Alternate 1a, left turn lanes are being provided at the intersection of 9th Street and Chestnut Avenue. At the new intersection of 11th Street and Chestnut Avenue south of the bridge, the major directional traffic flows would be granted certain free movements, while other traffic would have a stop condition. Major increases in area traffic do not seem to be a problem.

The planned relocation of Maryland Route 197 to the east of Bowie State College would divert some traffic (mostly through traffic) off Maryland Routes 197 and 564 in Huntington. Taking into consideration the removal of some traffic to the relocation, the ADT on the Maryland Route 197 bridge through Huntington would only increase by 8 percent, or 1,000 to 13,000 vehicles, by the design year 2015.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

BUREAU OF
PROJECT PLANNING

60

FEB 13 11 21 AM '86

Contract No. P 802-101-371
Maryland Route 197
Bridge No. 16020 over Amtrak
Combined Location/Design Public Hearing
7:30 p.m., Thursday, January 30, 1986

NAME John G & Eunice M. Utterback DATE 1-2-86

PLEASE PRINT ADDRESS 13322 11th St

CITY/TOWN Bowie STATE Md ZIP CODE 20715

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

I have lived my entire life here John and
I (Eunice) as my parents before me. We have
spent everything we had to save the property
when the county sold it illegal for property
taxes, it took eight (8) years to get the
matter resolved (1971-1979)

We had the property subdivided in 1984
so two of our children could build here
for our protection against neighbors across 19
one house is being built now and
my daughter will build on the east side
as soon as possible.

I hope you see fit not to take this
altercate in property.

Save our safety. Thanks
Eunice M. Utterback

Eunice M. Utterback
13322 11th Street
Bowie, MD 20715

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 18, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Mr. & Mrs. John Utterback
13322 11th Street
Bowie, Maryland 20715

Dear Mr. & Mrs. Utterback:

Thank you for your February 8, 1986 comments concerning the Maryland Route 197 Bridge replacement project. We understand that your opposition is to Alternate 4b, as you stated at the Public Hearing, since this alternate would directly affect your property. Your comments are included in the project record and will be given consideration during the decision making process.

Once we have had an opportunity to carefully evaluate all the comments that we received during the Public Hearing process, we will select an alternate. You will be notified of our selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Sue Rajan
Sue Rajan
Project Manager

LHE:SR:ds

cc: Mr. Mike Snyder (W/Attach.)

Additional Information:

Alternate 1a is now the selected alternate, which would involve the construction of a new bridge to the west of the existing structure. No right-of-way would be acquired from the Utterback property.

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Center Baltimore, Maryland 21203 - 0717



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 31, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over Amtrak
PDMS No. 163265

Mr. Mark A. Petersen
13122 11th Street
Bowie, Maryland 20715

Dear Mr. Petersen:

Thank you for your February 11, 1986 comments concerning Maryland Route 197. Your support for Alternate 1 will be considered in the decision making process for this project.

Once we have had an opportunity to carefully review all comments, we will advise you of the State Highway Administration's selection.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Sue Rajan
Sue Rajan
Project Manager

LHE:SR:bh

cc: Mr. Michael Snyder

Additional Information:

Alternate 1a was chosen over Alternate 1 because Alternate 1a has the support of local officials, less retaining wall impacts, is cost comparable to Alternate 1, and allows for complete maintenance of traffic during construction.

My telephone number is 659-1138

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Cal Baltimore, Maryland 21203 - 0717

B. Elected Officials



CITY HALL • BOWIE, MARYLAND 20715 • 262-6200

RECEIVED

JAN 17 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING


January 14, 1986

BUREAU OF
PROJECT PLANNING
JAN 17 2 54 PM '86

65

Mr. Hal Kassoff, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Re: Maryland Route 197 Bridge over AMTRAK

Dear Mr. Kassoff 

At its meeting of January 6, 1986, the Bowie City Council reviewed five (5) alternatives for the Maryland Route 197 Bridge over AMTRAK as presented by your staff. The City appreciates the sensitivity to local concerns reflected in the revised alternatives presented.

As you are aware, the City previously supported the construction of a new bridge that is centrally located and is designed to reduce to an absolute minimum, the height of all retaining walls. Upon Council review of the revised alternatives, Alternative la was unanimously found to be the most feasible alternative to retain the vital link between the two sections of Huntington while easing the existing traffic problems.

The City understands Alternative la represents a two (2) lane, 30 foot wide bridge with one (1) five (5) foot sidewalk. The speed limit designed for this alternative will be 25 miles per hour so that no retaining walls will be required. The height of the bridge will be 22'6" with an approach road slope of 7.5%.

MAYOR
RICHARD J. LOGUE

**MAYOR
PRO TEM**
WALTER G. PLANET

COUNCIL
BRIAN W. CLARKE • MICHAEL F. DIMARIO • JACK D. JENKINS
EUGENE F. KILEY • RICHARD D. PADGETT

CITY MANAGER
G. CHARLES MOORE

66

Again, the City appreciates the revisions made to the alternatives and urges SHA selection of Alternative 1a for the new bridge alignment. The City is confident this alternative represents the best alignment in keeping the Huntington community whole while easing existing local traffic concerns.

Sincerely,



Bowie City Council
Richard J. Logue
Mayor

RJL:JGM:kbk

cc: Leo E. Green, Senator of Maryland
Gerard F. Devlin)
Joan P. Pitkin) Maryland House of Delegates
Charles J. Ryan)
Richard J. Castaldi, Prince George's County
Council
Neil J. Pederson, Director, Office of Planning
and Preliminary Engineering
Sue Rajan, Project Manager



Maryland Department of Transportation

State Highway Administration

FEB 05 1986

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William K. Hellmann
Secretary

Hal Kassoff
Administrator

Re: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

The Honorable Richard J. Logue, Mayor
City of Bowie
City Hall
2614 Kenhill Drive
Bowie, Maryland 20715

Dear Mayor Logue:

Thank you for your January 14, 1986 letter advising us of the Bowie City Council's support for Alternate 1(a).

As you noted, Alternate 1(a) proposes a typical section of a two lane, 30 foot roadway with one 5 foot sidewalk. The minimum vertical underclearance proposed is 22 feet 6 inches. This matter is being coordinated with AMTRAK. As a point of clarification, under Alternate 1(a), two small retaining walls are proposed: one wall approximately 3 feet in height, in front of the parking lot adjacent to the bank and another wall, which begins at the south end of the bridge extending to near the building at the northeast corner of the Chestnut Avenue/10th Street intersection. Given the present condition of this building, acquisition of this property and elimination of this retaining wall is under consideration.

This Administration does not have a preferred alternate at this time. Since all the four build alternates were modified to reduce impacts following the Alternates Public Meeting, we feel that an official preference for any particular alternate should wait until after all Public Hearing comments have been received and analyzed.

Thank you again for notifying us of the City of Bowie's preference for Alternate 1(a). If you have any questions related to the project, please do not hesitate to contact me or Mr. Pedersen,

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

The Honorable Richard J. Logue

Page Two

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FEB 05 1986

Director, Office of Planning and Preliminary Engineering, at
659-1110.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

cc: ~~Mr. Neil J. Pedersen~~
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

Additional Information:

Alternate 1a is the selected alternate for replacing the deteriorated bridge over AMTRAK. It was chosen based on the support of you and other local officials, fewer impacts and disruptions to surrounding properties and travel, and low cost compared with other alternates.

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C. Agency Coordination



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Maryland Historical Trust

January 2, 1985

Ms. Cynthia D. Simpson
Acting Chief, Environmental Management
State Highway Administration
P.O. Box 717/707 N. Calvert Street
Baltimore, Maryland 21203-0717

Re: MD 197 Bridge Replacement
Bridge No. 16020 over Amtrak
P-802-101-371
P.D.M.S. No. 163265

Dear Ms. Simpson:

We have completed our evaluation of the seventeen sites identified by your office and the M-NCPPC in the vicinity of the above-referenced project.

We believe the following sites to be not eligible for the National Register I, II, III, V, VI, VII, VIII, X, XI, XII, XIII, XIV, XV, XVI, XVII. Although a number of fine, Victorian period, middle-class houses are scattered throughout it, the Old Bowie Historic District does not appear to be eligible. The district, due to non-historic infill, is fragmented and lacks cohesive historic street-scapes.

We concur with your opinion that the Ingersoll House (site IV) may be eligible for the Register. More information will be necessary to properly assess the significance of the HayHouse (site IX) and the Fabian House (8519 Md. Rt. 197).

If you have any questions or comments, please call Kim Kimlin at 269-2438.

Sincerely,

J. Rodney Little
Director
State Historic Preservation Officer

JRL/KEK/bjs

cc: Mrs. Sara Walton
Mr. W. Dickerson Charlton
Ms. Rita Suffness

11



Maryland Historical Trust

July 3, 1985

Ms. Cynchia D. Simpson
Acting Chief, Environmental Management
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203 - 0717

RE: MD 197 Bridge Replacement
Bridge No. 16020 over Amtrak
Bowie, Prince George's County

Dear Ms. Simpson:

We believe the Hay House (Site IX) and the Fabian House (8519 Md. Rt. 197) are inventory-quality sites and not eligible for the National Register.

Sincerely,

J. Rodney Little
Director
State Historic Preservation
Officer

JRL/KEK/hec

cc: Mrs. Sara Walton
Mr. W. Dickerson Charlton



72

TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY

EMERY T. CLEAVES
DEPUTY DIRECTOR

OCT 22 11 52

Division of Archeology
338-7236

19 October 1984

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
707 N. Calvert Street, 3rd Floor
Baltimore, Maryland 21203

RE: MD 197 - Old Bowie
Bridge Replacement

Dear Mr. Ege:

In response to your request of 5 October 1984 concerning the subject project, we have examined our site files and note no recorded archeological sites in the study area indicated on the map you provided. With the possible exception of archeological resources associated with any historic standing structures in Old Bowie, the archeological potential of the study area is quite low. Please let me know if I can provide any additional information on this matter.

Sincerely yours,

Dennis C. Curry
Dennis C. Curry
Archeologist

DCC:lw

cc: Cynthia D. Simpson
Rita M. Suffness



Maryland Historical Trust

August 14, 1985

Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning
State Highway Administration
Maryland Department of Transportation
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203 - 0717

RE: Contract No. P 802-101-371
P. D. M. S. No. 163265
Bridge No. 16020
MD Rt. 197 over Amtrak
Prince George's County, Maryland

Dear Mr. Ege:

We concur that the above-referenced project should have no effect upon significant archeological resources. Therefore, no archeological investigations are warranted for this particular project.

Sincerely,

Richard B. Hughes
State Administrator
of Archeology

RBH/BCB/hec

cc: Ms. Rita Suffness
Mr. Tyler Bastian
Mrs. Sara Walton
Mr. W. Dickerson Charlton

73



1.5.0.1
851217

OFFICE OF ENVIRONMENTAL PROGRAMS
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 ~~303~~ 225-5275

TTY FOR DEAF: Balto. Area 383-7555
D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

December 17, 1985

Ms. Cynthia D. Simpson, Acting Chief
Environmental Management
Bureau of Project Planning (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

DEC 19 2 13 PM '85
BUREAU OF
PROJECT PLANNING

RE: Contract No. P 802-101-371
Maryland Route 197 Bridge
over Amtrak
P.D.M.S. No. 163265

Dear Ms. Simpson:

We have reviewed the Draft Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely,

Edward L. Carter, Chief
Division of Air Quality Planning
and Data Systems
Air Management Administration

ELC:cw

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

February 21, 1986

BUREAU OF
PROJECT PLANNING
FEB 27 2 51 PM '86

Mr. Neil J. Pedersen, Director
Office of Planning & Preliminary
Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Re: Maryland Route 197
Bridge Over Antrak
Contract P802-101-371

Dear Mr. Pedersen:

This is in response to your transmittal of the environmental assessment document referenced above and a request for comments.

Our initial review prior to the last public hearing resulted in a preference toward a project similar to Alternate 4. However, there are several factors that have changed this preference toward an alternate more in the vicinity of the existing bridge. These factors are:

1. Alternate 4b would cost nearly twice that of any other alternate when considering a pedestrian bridge.
2. Would affect considerably more residences that are not now affected or with other alternates.
3. Maryland Route 197 will be relocated prior to the reconstruction of this project diverting much of the through traffic.
4. Traffic increases over the project bridge is expected to increase less than 10% over the next 30 years.
5. It was evidenced after the public hearings that residents would prefer the bridge to be reconstructed in the vicinity of the existing bridge.

For these reasons it is our recommendation that consideration be given to the selection of Alternate 1a. However, we would recommend that Alternate 1a be modified slightly to better accommodate traffic exiting and entering the bridge from Eleventh Street. Traffic movements indicate that the predominant movement is from Eleventh Street (Maryland Route 197) to Lanham-Severn Road (Maryland Route 564). The modifications would connect the bridge approach south of Antrak directly to Eleventh Street (Md. Route 197) in the eastbound direction. Eleventh Street from the west including

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- 2 -

Chestnut Avenue traffic would intersect the bridge approach through a "T" intersection. One additional home would need to be acquired to accomplish this modification. This home would be placed in an undesirable location in any case with the construction of Alternate 1a. It is anticipated that Alternate 1a with the proposed modification would provide more efficient traffic flow, especially for the predominant direction.

Attached is a sketch showing the proposed modification in red. If you have any questions please let me know at any time.

Sincerely,

Lester F. Wilkinson, Jr.
Transportation Planning Division

LFW/lg

cc: Sue Rajan, S.H.A. ✓
Ike Fluery, P.G. County
Jim Cronk, City of Bowie

ALTERNATE 1a

MODIFICATIONS PROPOSED
BY MNCP&PC 2/20/86



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
ADMINISTRATION BLDG. - UPPER MARLBORO, MD.
20870 TEL. 952-3631
LESTER F. WILKINSON, JR.
Transportation Planning Division

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Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 17, 1986

RE: Contract No. P 802-101-371
Maryland Route 197
Bridge over AMTRAK
PDMS No. 163265

Mr. Lester F. Wilkinson, Jr.
Transportation Planning Division
The Maryland-National Capital Park
and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Mr. ^{Les} ~~Wilkinson~~:

Thank you for your February 21, 1986 letter informing us of Maryland-National Capital Park and Planning Commission's preference of Alternate 1a and the reasons for shifting the preference from Alternate 4 to Alternate 1a.

As to your recommendation to modify the south approach of Alternate 1a, a similar modification was investigated earlier and found that this modification would require the acquisition of two residences. We agree with you that the major traffic flow, from Maryland Route 564 to Maryland Route 197 and vice versa, would be served better by this modification; but from the comments received, the majority of local residents are against any factor that would lead to an increase in speed of the vehicles traveling in that location. Therefore, this modification was eliminated from further investigation.

Thank you again for your comments. If you have any questions, please do not hesitate to contact me.

Very truly yours,

Neil

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. M. Snyder (w/attach.)
Mr. L. H. Ege, Jr.
~~Ms. C. D. Simpson~~

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calverton Baltimore, Maryland 21203 - 0717

19

Additional Information:

Alternate 1a is now the selected alternate for replacing the deteriorated Maryland Route 197 bridge over AMTRAK.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 841 Chestnut Building
 Philadelphia, Pennsylvania 19107

80

FEB 27 50 PM '86

BUREAU OF
 PROJECT PLANNING

FEB 17

Mr. Louis Ege, Jr.
 Bureau of Project Planning
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21202

Re: Maryland Rt. 197 Bridge over Amtrack, Prince Georges Co.
 FHW-MD-6002-RD

Dear Mr. Ege:

Thank you for forwarding a copy of the Environmental Assessment for the above referenced project in response to our December 31, 1985, comments on the Air Quality Analysis. We have reviewed the document in accordance with the authority delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act, and have assigned it a rating of LO-1 on EPA's reference scale. A copy of the rating categories is enclosed for your reference.

Although we offer no objections to any of the options presented in this EA, we prefer these documents to present a "selected" alternate to which the others are compared. This facilitates the review process, especially in some of the more detailed projects by allowing for specific mitigation measures to be evaluated early in the review process. In this case, we recommend that consideration be given to selecting an alternate that not only accomplishes the goals of the project, but which minimizes environmental impacts as well. Alternate 4b appears to be the least desirable option since it requires the destruction of more forest habitat, acquisition of more right-of-way and the relocation of more people than the other alternates.

Should you have any questions, or if we can be of any further assistance, please contact Jeffrey Alper of my staff at 215-597-7817.

Sincerely,

Richard V. Pepino
 Richard V. Pepino, Chief
 NEPA Compliance Section

Enclosure

SUMMARY OF RATING DEFINITIONS
AND FOLLOW-UP ACTION*Environmental Impact of the Action

LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

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SHA Response to EPA:

An alternate is not selected until after the Public Hearing and all comments, concerns, and impacts have been reviewed and evaluated. The selected alternate is addressed more fully and specifically in the final environmental document (FEIS or FONSI). Once identified as such, the selected alternate can still be compared with the other alternates that received consideration and more specific mitigation can be evaluated. Selecting an alternate prior to the Public Hearing would not allow for any public input.

In addition, the State Highway Administration does not always have a preferred alternate. An official preference is usually reserved until all comments from the public and local officials have been received. This is done so as not to focus attention only on the preferred alternate. If a preferred alternate was identified, those who oppose the other alternates might not attend the public hearing because of a belief that the preferred alternate would be built. Therefore, only those who oppose the preferred alternate would attend the hearing.

Alternate 1a is the selected alternate. This alternate was chosen because of greater public support for a new bridge in the immediate vicinity of the existing structure, it costs nearly \$1.7 million less than Alternate 4b, and is less disruptive to travel patterns and the community.



BUREAU OF PROJECT PLANNING
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107
JAN 3 9 23 AM '86

DEC 3 1 1985

Louis Ege
Bureau of Project Planning
Maryland Department of Transportation
Box 717
707 N. Calvert Street
Baltimore, Maryland 21203

Re: MD Route 197 Amtrack Bridge

Dear Mr. Ege:

EPA Region III has completed its review of the Air Quality Analysis Report for the above referenced project. The plan appears to be adequate in that it addresses our major concern with regard to air quality. Subsequently, our comments are limited to the following:

Page 12: EPA feels that additional detail regarding the assumption behind the background CO concentrations should be provided. Please indicate the methodology utilized by the State Highway Administration in establishing these levels.

Our review of the Air Quality Analysis has also raised some questions associated with other aspects of the project. However, our logs do not indicate that we have received a copy of the draft EIS as referenced on page 4. Please advise us of the status of this document and forward a copy to this office at your earliest convenience.

Should you have any questions regarding EPA's position on this project, please contact Jeffrey Alper at 215-597-7817.

Sincerely,

Richard V. Pepino, Chief
NEPA Compliance Section

SHA Response to EPA:

Rollback techniques were applied to the Air Management Administration's Quarterly Report of Air Pollution Measurements in Maryland (August 1985) to establish background CO concentrations resulting from area-wide emissions from all sources.

A copy of the draft environmental document was transmitted to the EPA for their review and comments.

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APR 23 1986

EWIII/bc

PROJECT DEVELOPMENT DIVISION
APR 31 9 37 AM '86

Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning
Maryland Department of Transportation
P. O. Box 717
707 North Calvert Street
Baltimore, MD 21203-0717

Subject: Bowie, Maryland, Contract No. P 802-101-371
OH. Bridge No. 120.48, Maryland Route 197
State Bridge No. 16020, PDMS No. 163265

Dear Mr. Ege:

We are in receipt of a letter of transmittal from your office dated April 14, 1986 submitting prints of Alternate la relative to the subject project. It is our understanding that this alignment was chosen based on the public hearings.

Pursuant to the State-Railroad meeting held March 31, 1986, Amtrak verbally approved a 22'-6" minimum vertical clearance (MVC) for Alternate la in lieu of our previous request of 24'-3" MVC. The alignment of Alternate la as presented at the meeting showed that an MVC in excess of 22'-6" would require extensive grade adjustments, cause considerable modifications to adjacent properties, and greatly increase construction and traffic control costs.

This letter will serve as confirmation of our verbal approval.

Amtrak's current list of qualified electrification consultants is enclosed, per your request.

Very truly yours,

K. P. Felsburg, Jr.
Senior Director
Engineering Construction

Attachment.

VI.
APPENDIX

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Attachment for Environmental
Impact Documents
Revised: November 29, 1985
Bureau of Relocation Assistance

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

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The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

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In lieu of the payments described above, the business may elect to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner during the two taxable years prior to displacement.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future along with required preliminary notice of possible displacement.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.