

FINDING OF NO SIGNIFICANT IMPACT

DO NOT REMOVE

FOR PUBLIC
DISPLAY

STATE CONTRACT NO. P 695-101-37
F.A.P. M 5114-1

MARYLAND ROUTE 214

FROM WEST OF I-95 TO WEST OF U.S. ROUTE 301, AND
ADDITIONAL RAMPS AT THE I-95 /MARYLAND ROUTE 202
INTERCHANGE IN PRINCE GEORGE'S COUNTY



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 ROUTE 214
FROM WEST OF I-95 TO WEST OF
U.S. ROUTE 301, AND ADDITIONAL
RAMPS AT THE I-95/MD ROUTE 202 INTERCHANGE
PRINCE GEORGE'S COUNTY

The FHWA has determined that this project will not have any significant impact on the environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) and the attached information, which summarizes the assessment and documents the selection of Alternative 1 and Option F for MD Route 214 and Option 1 Modified at the I-95 /MD 202 Interchange. The minimal impacts, which will occur, are summarized in the attached Comparison of Alternatives Table and further discussed in this document and the EA. The FHWA has full responsibility under NEPA for the scope and content of the EA, which has been independently evaluated by FHWA and determined to adequately discuss the issues and impacts of the proposed project. The EA contains sufficient evidence for determining that an EIS is not required.

AUGUST 16, 1983
Date

Emil E. Lindsey
Division Administrator

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RECORD OF DECISION

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MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
FRIDAY, MAY 20, 1983

CONCURRENCE WITH PRIOR ACTION

In accordance with Chapter V of the Maryland Action Plan, an Environmental Statement (Finding of No Significant Impact) is being prepared on the project listed below. Location approval will be requested from the Federal Highway Administration for Alternate 1.

1. State Contract No. P-695-101-371
Maryland Route 214 (Central Avenue),
from I-95 to West of U.S. Route 301.

The decision to proceed in this manner was made by the Administrator at a staff meeting on April 14, 1983.

35 MAR 27 AM 8

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. G. E. Dailey
Mr. E. H. Meehan
Mr. H. Kassoff
Mr. W. F. Schneider, Jr. ✓
Mr. E. M. Loskot
SHA-Contract P-695-101-371



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

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MEMORANDUM

May 19, 1983

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

FROM: Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. P 695-101-371
Maryland Route 214
(Central Avenue)
I-95 to West of U.S. Route 301

The Bureau of Project Planning 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 June, 1983. The decision to proceed with the FONSI recommending Alternate 1 for Location Approval was made by Administrator Caltrider at a meeting on April 14, 1983.

A summary of this meeting, including the Project Management Team Recommendation of Alternate 1 and the concurrence of Administrator Caltrider is attached.

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

I concur with the above information.

CONCURRENCE:

5/20/83
Date

M. S. Caltrider
M. S. Caltrider
State Highway Administrator

HK:cms
Attachments

cc: Mr. Frederick Gottemoeller
Mr. William K. Lee, III
Mr. Gordon E. Dailey

Mr. Edward H. Meehan
Mr. Edward M. Loskot
Mr. Wm. F. Schneider, Jr.

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Maryland Department of Transportation

State Highway Administration

May 10, 1983

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

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MEMORANDUM

TO: Mr. Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

FROM: Donald G. Honeywell, Project Manager
Bureau of Project Planning

SUBJECT: Contract No. P 695-101-371
Maryland Route 214
(Central Avenue)
I-95 to West of U.S. Route 301

RE: SELECTION OF ALTERNATE

The Administrative Review for proposed improvement of Maryland Route 214 from I-95 (Capital Beltway) to west of U.S. Route 301 including the addition of ramp movements at the I-95/Maryland Route 202 interchange was conducted the morning of April 14, 1983 in the Administrator's conference room. Those in attendance were:

Mr. M. S. Caltrider	State Highway Administrator
Mr. Wm. K. Lee, III	Chief Engineer
Mr. Gordon E. Dailey	Deputy Chief Engineer-Development
Mr. Robert S. Tice	Bureau of Highway Design
Mr. Edward W. Smith	Bureau of Highway Design
Mr. Hal Kassoff	Director, Office of Planning and Preliminary Engineering (OP & PE)
Mr. Neil J. Pedersen	Deputy Director, OP & PE
Mr. Thomas L. Cloonan	Deputy Director, OP & PE
Mr. Wm. F. Schneider, Jr.	Chief, Bureau of Project Planning (BOPP)
Mr. S. Lewis Helwig	Assistant Bureau Chief (Management) BOPP
Mr. Louis H. Ege, Jr.	Assistant Bureau Chief (Environmental) BOPP
Mr. Donald G. Honeywell	BOPP
Mr. Robert E. Reese	BOPP
Mr. Nathaniel K. Brown	BOPP
Mr. K. Richard Koelbel	BOPP
Mr. Barry E. Ditto	Chief, Bureau of Acquisition Activities
Mr. Roland M. Rushworth	Chief, Utilities Section
Mr. Charles E. Rose	Bureau of Engineering Access Permits
Mr. Joseph F. Finkle	Traffic Inventory Section
Mr. James A. Hester	Chief, Equal Opportunity Section
Ms. Marisa Lynch	Equal Opportunity Section
Mr. Thomas Hicks	Assistant Chief Engineer, Division of Traffic
Mr. Edward H. Meehan	Acting District Engineer
Mr. Vernon J. Kral	Chief, District Office of Real Estate

My telephone number is 659-1136

Mr. Wm. F. Schneider, Jr.

May 10, 1983

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Mr. Douglas E. Mills	District Relocation Officer
Mr. Majid Shakib	District Traffic Engineer
Mr. James R. Keseling	District Utility Engineer
Mr. Roy D. Gingrich	Federal Highway Administration (FHWA)
Mr. Stephen K. Rapley	FHWA
Mr. Lester F. Wilkinson, Jr.	M-NCPPC
Mr. Alexander A. Fluery	Prince George's County
Mr. Mike A. Ruddo	Washington Suburban Sanitary Commission
Mr. R. Wayne Keeler	WSSC
Mr. Avinash Jain	WSSC

Subsequent to both location and design approval, this project will become eligible for inclusion in the Department's construction program. Both location and design approval are scheduled to be obtained during the Summer, 1983 followed by the final design phase beginning FY 1984.

The determinations on this project assume donations of right-of-way by major property owners on a donation basis with the presumption that donation agreements would provide for stipulated point(s) of access. Construction could possibly be initiated for the first improvement stage within 3 years after adequate right-of-way donation agreements are obtained through Prince George's County. The County is evaluating their capabilities to obtain adequate right-of-way donations. Should adequate donations fail to materialize in a timely manner, the project would be subject to deferral.

The recommended sequencing of project improvements are:

1. I-95/Maryland Route 202 interchange; add movements.
2. Reconstruction of Maryland Route 214 from west of I-95 to east of Campus Way; grade separation at Truman Drive; at-grade intersection at Maryland Route 202.
3. Reconstruction of Maryland Route 214 from east of Campus Way to dual highway west of U.S. Route 301.
4. Future construction of interchange at Maryland Route 214/202.

Following a brief summation of the project recommendation as transmitted to the Administrator and members of the Project Planning Team by memorandum dated April 8, 1983, discussion was held on the major aspects of the project. The discussions and decisions rendered by Administrator M. S. Caltrider were:

1. Alternate 1, the build alternate, was selected. The initial stage for an at-grade intersection at Maryland Route 202 will utilize the alignment of Option E as presented at the public hearing. Design of the ultimate interchange at Maryland Route 202 will utilize the alignment of Option F as presented at the public hearing dependent upon final interchange geometrics and maintenance of traffic requirements. Traffic at at-grade intersections throughout the length of the project will be channelized using free right turn lanes and standard geometrics.

An agreement is to be executed between the State Highway Administration and Prince George's County to establish responsibilities associated with two (2) local access roads connecting Maryland Route 214 with Truman Drive. These local roads are to be compatible with both initial and ultimate staging of Maryland Route 214 improvements. The capacity requirements of these local roads, their intersection geometrics and right-of-way requirements will be determined through coordination with the County during the design phase. These roads will be included in the construction of initial staging of Maryland Route 214. The agreement will stipulate that design (including right-of-way plats) and construction inspection will be performed by the State Highway Administration at County expense; right-of-way will be acquired through the County. Prince George's County share of Federal-aid urban systems funds may be applicable to these local roads.

The portion of Maryland Route 214 from I-95 to Maryland Route 202 shall be designed with access controls.

2. Option A, the rural typical section of improvement with a 30' flush median and outer 30' safety grading was selected for application throughout the study limits of Maryland Route 214, except as noted below. This section provides six (6) through lanes from west of I-95 to Campus Way and four (4) through lanes east of Campus Way. Restricted space under the I-95 bridge necessitates that widening occur in the median reducing median width in the vicinity of the I-95 bridge to approximately six (6) feet. A continuous concrete median barrier is to be considered wherever the median width is less than thirty (30) feet.

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3. This project is proceeding on the basis of an understanding between the State Highway Administration and Prince George's County whereby implementation of improvements to Maryland Route 214 are to be programmed by the State Highway Administration dependent upon timely County acquisition of donations of substantial portions of required right-of-way for any given stage. Although continuous access controls are not necessary throughout the Maryland Route 214 study limits, donations of right-of-way might not be accepted by the State Highway Administration unless adequate and appropriate access controls are included in the donation. Access controls obtained through donations are to take the form of deed covenants running with and binding on the land in perpetuity and referenced to pertinent right-of-way plats to be prepared by the State Highway Administration. Specified access point(s) may be granted to donating parties. Continuous and complete access controls are necessary from I-95 to, and including, the proposed Maryland Route 202 interchange. Access may be permitted in certain other areas as dictated by the design process, and limited in certain locations in accordance with specific safety requirements. The State Highway Administration will acquire properties and remnants not obtainable by donation; however, the cost factors involved with such action will affect implementation schedules. This strategy is expected to realize savings of several million dollars.

Crossover locations, as depicted on the public hearing exhibit for existing and future public streets were reviewed and found acceptable. The intervals between crossovers are not to be less than 1,300 feet.

4. The future partial cloverleaf interchange at Maryland Route 214/202, as presented at the public hearing, was selected. It was pointed out that length requirements of the weaving sections between loop ramps largely determine the interchange design. However, during the design phase, consideration will be given to: 1) use of three (3) centered loop ramps with the lesser radii of 270', 2) refinement of the alignment of Maryland Route 214 with a view toward a southerly shift, 3) the adequacy of the acceleration lane length along the northbound roadway of Maryland Route 202 in the northeast quadrant, and 4) maintenance of traffic requirements. It was suggested that this interchange be subjected to a value engineering review in the final design phase. Also, the northern local access road from Harry S. Truman Drive to westbound Maryland 214 will be located and designed to provide adequate merging distance along the outer connection in the northwest quadrant.

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Prince George's County is expected to preserve any of the controlled access right-of-way for the future interchange, which is not acquired in conjunction with initial stage improvements.

5. Option 1 was selected for improvement of the I-95/Maryland Route 202 interchange with post public hearing modifications to further reduce impacts to the Washington Suburban Sanitary Commission's utilities in the southeast quadrant, including the proposed 84" water transmission main. Modifications to proposed Ramp 'J' included:
- Ramp curve, sta. 13+ to 23+, sharpened from 4° 30' to 5° 00' (yellow).
 - Lowered grade due to changed take-off point.
 - Substitution of a parallel deceleration lane for angular break type.
 - Eliminated all safety grading for deceleration lane along Capital Beltway (a distance of approximately 1,000'). Federal Highway Administration representatives concurred with elimination of this safety grading.
 - Use of 2:1 embankment slopes.
 - Eliminated 6' wide bench at toe of slope contiguous to channel change. During the final design phase, gabion mattresses will be considered to protect the embankment.
 - Right of Way line of Through Highway pulled in as far as feasible. Where no defined channel, right-of-way line set at toe of slope. Perpetual easements upon the Washington Suburban Sanitary Commission's right-of-way are required to contain channel slopes.

Washington Suburban Sanitary Commission representatives were requested to revise plans of the proposed 84" water main to allow construction of Ramp 'J'. Washington Suburban Sanitary Commission representatives received study data for evaluation of impacts and indicated a response would be forthcoming.

Mr. Wm. F. Schneider, Jr.

May 10, 1983

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Discussion was held concerning the short weaving and acceleration distance along eastbound Maryland Route 202 approaching the signalized McCormick Drive/St. Josephs Drive intersection. As this problem is not expected to become acute until considerably more development takes place, it was determined that weaving should be permitted until Lottsford Road and Campus Way are constructed. At that time, dependent upon actual operating conditions, turning restrictions may be considered. It is expected that Prince George's County will obtain donations of controlled access right-of-way to allow implementation of these interchange improvements. Consideration should be given during final design to measures to further reduce the design speed on the ramp so as to increase the weave distance between the ramp terminal and McCormick Drive. It was also suggested that this interchange be subjected to a Value Engineering review during the final design phase.

Recipients of copies are requested to advise the writer immediately if their understanding of these proceedings is at variance with this communication.

DGH:cms

cc: Attendees

Mr. N. H. Rogers

Mr. C. W. Reese

Mr. C. Lee

Mr. P. S. Jaworski

Mr. J. L. White

Mr. W. L. Hanrahan

Mr. V. E. Barkdoll



Maryland Department of Transportation

State Highway Administration

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Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

MEMORANDUM

April 8, 1983

TO: Mr. M. S. Caltrider
State Highway Administrator

FROM: Hal Kassoiff, Director
Office of Planning and
Preliminary Engineering *HK*

SUBJECT: Contract No. P 695-101-371
Maryland Route 214
(Central Avenue)
I-95 to West of U.S. Route 301

RE: ADMINISTRATIVE REVIEW MEETING

This confirms the meeting scheduled in your conference room at 9:30 a.m. on Thursday, April 14, 1983 for presentation of the Project Planning staff recommendation. Attached for your use are:

- Brochure distributed for the combined location/design public hearing, and
- Project recommendation.

The staff's recommendations are summarized as follows:

1. Alternate 1, the build alternate, maximizing use of the historic (circa 1973) horizontal and vertical alignments used as basis for a number of dedications and reservations throughout the Maryland Route 214 corridor. This basic alternate requires bridges at Harry S. Truman Drive, Western Branch and two (2) structures over Northeast Branch. It is understood that initial staging will provide an improved at-grade intersection with Maryland Route 202. The following options were also selected as further definition of the recommended alternate:

Option A - the rural typical section with a 30' flush median and outer safety grading; provides six (6) lanes from I-95 to Campus Way and four (4) lanes east of Campus Way.

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Option C - Uncontrolled access. Although the Project Planning Team considered Option D whereby Maryland Route 214 would be designated a controlled access highway throughout the study limits on the basis that access controls would entail costs of only \$520,000, subsequent estimates reveal access controls could cost as much as \$8 million. The latter additional funding is not available for this project. Accordingly, Option C is recommended whereby Maryland Route 214 would remain an uncontrolled highway.

In view of the benefits of the project for area development, right of way dedications obtained by Prince George's County from property owners should be a necessary condition for this project to proceed to the construction phase. For the portion of Maryland Route 214 from I-95 to the future Maryland Route 202 interchange, deed covenants legally binding on heirs and assigns are necessary stipulating that all development back onto the State highway and no future access points will be requested by property owners or granted by the State Highway Administration. It would be highly desirable to gain such covenants on all dedications for the section east of Maryland Route 202 as well. It is expected that these commitments will be effected by Prince George's County at the time the County acquires right of way dedications for the project.

Option F - future construction of the partial cloverleaf interchange at Maryland Routes 214 and 202. It is expected that Prince George's County will take measures to protect the controlled access right of way for such interchange.

Option 1 - addition of the two (2) missing movements at the I-95/Maryland Route 202 interchange by means of an outer connection in the southeast quadrant and a signal controlled dual left turn into the southwest quadrant.

This recommendation is submitted with the understanding that Prince George's County will participate in implementing this Federal-aid project as follows:

1. The County, in conjunction with the Maryland-National Capital Park and Planning Commission, will provide most of the right-of-way required to support the recommended alternate/option combination within Fiscal Year 1985. The County has initiated preliminary activities to acquire the right-of-way through dedications;
2. The County will provide the local street system connecting Harry S. Truman Drive to reconstructed Maryland Route 214; and
3. The County is responsible for right-of-way protection of the proposed Maryland Route 214/Maryland Route 202 interchange.

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4. The I-95/Maryland Route 202 interchange ramps will proceed on the basis of right-of-way dedication from the property owner in the southeast quadrant.

It is suggested that consideration be granted to preparation of an agreement fixing responsibilities of the various parties of interest. A draft agreement was drawn during 1975.

The recommended alternate/option combination requires five (5) business displacements.

Continuing coordination is required with the Washington Suburban Sanitary Commission (WSSC) to avoid excessive delay in construction of their 84" water main along the east side of I-95 at Maryland Route 202. This item is scheduled for discussion with WSSC representatives in your conference room immediately following your selection of the project alternate.

Preliminary discussions with the Federal Highway Administration representatives indicate that this project may be processed as a Finding Of No Significant Impact (FONSI) on the basis of the Team recommendation.

A transcript of the Public Hearing, the Environmental Assessment, and other back-up information are available from the Project Manager, Mr. Donald G. Honeywell, 659-1136.

Those receiving copies of this memorandum or their designated representatives are requested to participate in this meeting.

HK:cms
Enclosures

cc: (w/encl.)

Mr. Wm. K. Lee, III
Mr. G. E. Dailey
Mr. E. M. Loskot
Mr. E. W. Smith
Mr. J. K. Gatley
Mr. C. W. Reese
Mr. B. E. Ditto
Mr. J. H. Grauer
Mr. V. J. Kral
Mr. D. E. Mills
Mr. E. H. Meehan
Mr. M. Shakib
Mr. C. R. Anderson
Mr. T. Hicks
Mr. J. A. Hester
Mr. P. S. Jaworski
Mr. S. R. McHenry
Mr. Roy D. Gingrich

Mr. T. L. Cloonan
Mr. N. J. Pedersen
Ms. B. K. Ostrom
Mr. J. L. White
Mr. W. L. Hanrahan
Mr. C. E. Rose
Mr. R. M. Rushworth
Mr. W. F. Schneider, Jr.
Mr. L. H. Ege, Jr.
Mr. R. J. Houst
Mr. R. E. Reese
Mr. S. Lewis Helwig
Mr. L. J. Saben
Mr. F. Derro
Mr. L. F. Wilkinson, Jr.
Mr. V. E. Barkdoll
Mr. R. W. Keeler

COMPARISON OF ALTERNATES

COMPARISON OF ALTERNATES

IMPACT CATEGORY	NO-BUILD ALTERNATE	OPT. A RURAL TYPICAL (SELECTED)	(SELECTED) ALTERNATE 1 WITH SELECTED MARYLAND ROUTE 202 CONNECTIONS	
			MD. RTE. 214 INTERCHANGE OPTION F	I-95 INTERCHANGE OPTION 1 MOD.
<u>SOCIO-ECONOMIC IMPACTS</u>				
1. Residences displaced	0	0	0	0
2. Number of people relocated	0	0	0	0
3. Minority families relocated	0	0	0	0
4. Businesses displaced	0	0	Up to 5	0
5. Farms displaced	0	0	0	0
6. Historic sites impacted	0	0	0	0
7. Archeologic sites impacted	0	1	0	0
8. Public Recreational Lands Affected	0	0	0	0
9. Effect on Residential Access	None	Improved	None	None
10. Consistent with Land Use Plans	No	Yes	Yes	Yes
<u>NOISE IMPACTS</u>				
1. Range Predicted (dBA)	48 to 71	60 to 74	60 to 74	N/A
2. Number of sites exceeding design noise levels:	1	8	8	
<u>AIR QUALITY IMPACTS</u>				
1. Sites exceeding National Ambient Air Quality Standards for Carbon Monoxide	1	None	None	None
<u>TRAFFIC LEVEL OF SERVICE (LOS)</u>	LOS F	LOS D	LOS D	LOS E

COMPARISON OF ALTERNATES (cont'd.)

IMPACT CATEGORY	NO-BUILD ALTERNATE	OPT. A RURAL TYPICAL (SELECTED)	(SELECTED) ALTERNATE 1 WITH SELECTED MARYLAND ROUTE 202 CONNECTIONS	
			MD. RTE. 214 INTERCHANGE OPTION F	I-95 INTERCHANGE OPTION 1 MOD.
<u>NATURAL ENVIRONMENTAL IMPACTS</u>				
1. Loss of Natural Habitat	None	Yes	Yes	Yes
2. Effect on Wildlife Populations	None	Minimal	Minimal	Minimal
3. Effect on Threatened or Endangered Species	None	None	None	None
4. Wetland Areas Affected (acres)	0	0.35 acres	0	0
5. Floodplain Areas Affected (acres)	0	14	0	0
6. Stream Crossings	0	3	0	5
7. Effect on prime agricultural land	0	56.8 acres	0	0

IMPACT CATEGORY	NO-BUILD ALTERNATE	(SELECTED) ALTERNATE 1 WITH SELECTED MARYLAND ROUTE 202 CONNECTIONS	
		MD. RTE. 214 INTERCHANGE OPTION F	I-95 INTERCHANGE OPTION 1 MOD.
<u>ESTIMATED COST (\$1,000)</u>			
1982 Dollars			
Estimated Right of Way	0	With Option A \$ 8,494	\$495
Estimated Relocated Costs			
Estimated Construction	0	With Option A \$17,616	\$3,435

SUMMARY OF ACTIONS AND RECOMMENDATIONS

I. BACKGROUND

A. The Problem and Purpose of the Project

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The Maryland Route 214 study corridor has been perceived by transportation planners for over a decade as having potential for urban development. From Washington, DC, Maryland Route 214 extends East Capitol Street across Prince George's County along the south edge of the City of Bowie to resorts along the western shore of the Chesapeake Bay. In addition to providing connections with major north-south arterials, the highway interfaces with the regional rapid rail system at the Addison Road Metro Station. By 1981, urbanization had necessitated reconstruction of Maryland Route 214 as a six (6) lane divided urban highway west of the Capital Beltway (I-95). In October, 1981, an interim four (4) lane improvement was completed from east of I-95 to Old Largo Road just east of Maryland Route 202.

During the past decade, traffic volumes along the study portion of Maryland Route 214 nearly tripled. Traffic operations are regularly over capacity during peak hours from Maryland Route 202 to Maryland Route 556 (Enterprise Road). The PM peak is often extended due to evening activities at the Largo Senior High School and the Prince George's Community College. Events at the Capital Centre arena occasionally cause severe congestion along Maryland Route 214 with extensive back-ups along I-95.

Several aspects of planned development contiguous to the study corridor indicate significant traffic volume growth (up to 160 percent) by the design year, 2005.

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These are:

- The proposed Largo Town Center and ongoing commercial development within the triangle formed by I-95, Maryland Route 202 and Maryland Route 214, including the Capital Centre arena and the Inglewood Business Park which is under construction.
- Extensive residential development along the corridor, particularly the Northampton community.
- Expansion of the Wild World tourist and recreational complex.
- Continuing development of the County's International Commerce Center and Foreign Trade Zone.

Development of these plans are contingent upon provision of adequate arterial highways as stipulated in the local master plans for the area.

In addition to these capacity deficiencies, the study portion of Maryland Route 214 is characterized by a number of geometric deficiencies resulting in substandard sight distances, roadside hazards and occasional flooding, which impedes travel within the extensive floodplain west of Maryland Route 556. Nine persons have been reported killed in traffic accidents along the study corridor of Maryland Route 214 since 1976.

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The absence of certain movements at the I-95/Maryland Route 202 interchange, approximately 1.7 miles north of Maryland Route 214 diverts additional trips onto Maryland Route 214. These traffic volumes contribute to occasional congestion along I-95.

The proposed highway improvements are intended to satisfy design year (2005) capacity and safety requirements by reconstructing Maryland Route 214 as a multi-lane dual highway and to reduce traffic volumes along Maryland Route 214 by provision of missing movements at the I-95/Maryland Route 202 interchange. Improvements for Maryland Route 214 have appeared in local master plans since the mid-1960's.

B. Project History

Needed improvement to the study portion of Maryland Route 214 first appeared in the Maryland State Roads Commission's Twelve Year Road Construction and Reconstruction Program - 1954 to 1965. The project was included in the 1968 Twenty Year Highway Needs Study and appears in the current 1980 Maryland State Highway Needs Inventory.

Initial studies of the Maryland Route 214 corridor began during the mid-1950's. In May, 1969, the State Roads Commission contracted with Daniel, Mann, Johnson, & Mendenhall (DMJM) for surveys and an engineering feasibility study from Addison Road to 2,500 feet east of Maryland Route 202, resulting in the preliminary engineering report

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of December, 1969. In March, 1972, the State Highway Administration contracted with Zollman Associates (later Baltimore Transportation Associates) for engineering design studies from 0.5 mile east of Maryland Route 202 to west of U.S. Route 301. During July, 1972, a supplemental agreement was executed with DMJM for engineering design. A public informational meeting was conducted by the Bureau of Highway Design on August 7, 1975. After development of considerable data, design activities were terminated. To qualify for Federal-aid participation, the Project Planning study was initiated during December, 1979 using Administration forces. A public informational meeting was conducted the evening of January 20, 1982 and the combined location/design public hearing was held the evening of December 13, 1982. The combined public hearing was preceded by an informational display. It is anticipated that both location approval and design approval will be received during the Summer, 1983.

Project Planning studies for the improvement of the I-95/Maryland Route 202 interchange were initiated during May, 1982 by Administration forces ancilliary to Maryland Route 214 studies.

The Maryland Route 214 project appears in the Secondary Development and Evaluation Program of the Consolidated Transportation Program, FY 1983-1988. The program indicates Engineering activities beginning during FY 1983 and extending thru FY 1986. The project will qualify for 75% Federal-aid funding.

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Improvements to the I-95/Maryland Route 202 interchange appear in the Interstate Development and Evaluation Program of the Consolidated Transportation Program, FY 1983-1988. Engineering activities are to begin during FY 1983 and extend to FY 1985. The project was not included in the 1983 Interstate Cost Estimate. It is anticipated that these improvements will be financed with County funds and 90% Federal-aid funding.

II. ALTERNATES

A. Description

1. Origins

The build alternate and options developed during this Project Planning study were essentially adaptations of the Maryland Route 214 design studies from 1969 to 1975. The horizontal and vertical alignment of the 1975 design studies were reflected in the build alternate and options presented at the December 13, 1982 combined location/design public hearing. The 1975 design studies proposed a four (4) lane highway divided by a 54' median with allowance for an additional roadway in each direction within the median area. During the Project Planning study, a general re-evaluation was conducted and the median width was reduced to 30' based on: 1) the sufficiency of the four lane highway to

satisfy design year capacity requirements east of Maryland Route 202, 2) the desire to reduce right of way impacts and, 3) the need to reduce project costs. Other variations of the typical section of improvement were considered and rejected.

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During development of local master plans (1966 to 1977) various interchange configurations were considered at the intersection of Maryland Route 214 and Maryland Route 202. Three (3) properties totaling approximately 21 acres were acquired to support a full cloverleaf interchange. A number of interchange configurations were considered during the Project Planning study.

2. TSM Alternates

Transportation Systems Management strategies were considered and presented at the Informational Public Meeting on January 20, 1982. These proposals consisted of widenings and shoulder improvements along Maryland Route 214 at the intersections with Campus Way, Kettering Drive/Newbridge Way, West Branch Drive, St. Michaels Drive, Staton Drive and Church Road. The existing substandard horizontal alignment and profile gradients would have been retained. Periodic flooding of the roadway would continue to occur in the vicinity of Enterprise Road.

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The operational characteristics of the TSM Alternate during the design year would approximate that of the No-Build Alternate (Level of Service 'F'). Although congestion would not be quite as severe as the No-Build, the highway would still be significantly capacity deficient. Accident rates may have increased commensurate with increased congestion. The Project Planning Team decided to discontinue consideration of the TSM Alternate following the Informational Public Meeting because it could not satisfy design year project objectives in terms of safety and capacity.

3. Special Projects

a. Special Projects improvements for Maryland Route 214 predicated on the TSM Alternate were selected by the District Engineer during the Fall of 1982 consisting of:

- Signalization adjustment at the Maryland Route 202 intersection, including exclusive permissive left turn phase; completed Fall 1982.
- Addition of lanes at the Newbridge Way/Kettering Drive intersection and the addition of lanes at the Maryland Route 556 intersection; these are candidate projects for inclusion in Special Projects Program for FY 1985.

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b. Four (4) other Special Projects elements were developed during December, 1982 for implementation in conjunction with the proposed Motor Vehicle Administration (MVA) facility at Largo at the southeast corner of Maryland Route 214 and Maryland Route 977 F (Old Largo - Marlboro Road). These elements are:

1. Construction of an intersection between Maryland Route 977 F and the northbound roadway of Maryland Route 202 north of Campus Way South;
2. Base widen and resurface Maryland Route 977 F from the proposed intersection with Maryland Route 202 (item 1) and Maryland Route 214 (approximately 1,530 L.F.);
3. Expansion of left turn storage lanes along Maryland Route 202 at Maryland Route 214; and,
4. Base widening and resurfacing of Maryland Route 214 from just east of Maryland Route 977 F to the entrance to Kettering Plaza Shopping Center (approximately 1,100 L.F.).

It is anticipated that these improvements will be advertised for construction bids during August, 1983 and a notice to proceed will be issued to the contractor during January, 1984. Should the proposed MVA facility prove economically unfeasible, these highway improvements may not be implemented by this Administration.

4. Alternates Presented at Public Hearing

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The alternates and options presented at the Combined Location/Design Public Hearing were:

- No-Build
- Alternate 1 - Build Alternate - proposing reconstruction of Maryland Route 214 as a dual arterial highway following existing roadway with minor deviations.
- Options A & B - Rural or urban typical sections of improvement, respectively.
- Options C & D - Uncontrolled or controlled access, respectively.
- Options E & F - At-grade intersection or interchange at Maryland Route 202, respectively.
- Options 1 & 2 - Providing missing movements at the I-95/Maryland Route 202 interchange by reconstruction in two (2) or three (3) quadrants, respectively.

These alternates are further described in the attached brochure.

B. Service Characteristics

1. Traffic Volumes and Service Levels

The current and forecast traffic service deficiencies associated with Maryland Route 214 were described with the transportation problem beginning on page 2. Additional information is contained in

the brochure. Further definition of current and forecasted traffic volumes along Maryland Route 214 is contained in the summary table on the following page.

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Reference to the summary table reveals the inadequacy of the present Maryland Route 214 roadway to accommodate current peak hour traffic volumes between Maryland Route 202 and Maryland Route 556 (Level of Service 'F'). The other roadway segments, I-95 to Maryland Route 202 and Maryland Route 556 to the dual highway west of U.S. Route 301, accommodate current traffic volumes by providing Level of Service 'D'.

As previously noted, events at the Capital Centre occasionally result in severe congestion along both Maryland Route 214 and I-95. Extreme peaks during the annual tag rush could conceivably result in significant congestion near the proposed MVA facility.

The traffic summary table indicates that forecasted traffic volumes within the Maryland Route 214 corridor are dependent upon both the alternate selected and planned growth in the study corridor. However, with the No-Build Alternate, the entire study corridor is predicted to reach peak hour Level of Service 'E' (capacity) conditions by 1990. This forecasted condition is attributable to traffic

TABLE
MARYLAND ROUTE 214 TRAFFIC SUMMARY

Highway Network Assumptions for Design Year Traffic are: No interchange on I-95 for Ritchie-Marlboro Road or Capital Centre Sports Arena; all movements provided at I-95/Md. Route 202 interchange; Largo Ring Road System (Campus Way) completed; Maryland Route 556 not continuously reconstructed between Maryland Route 202 and U.S. Route 50; and no continuous major County highway on location of former Intercounty Connector. (2005 Design Year)

Segments Intersections	(Percent Saturation if Level of Service F)										
	1981 (ADT)		2005 NO-BUILD			2005 ALTERNATE 1 Intersection Option			2005 ALTERNATE 1 Interchange Option		
	Volume	L/S	Volume	L/S	% Increase	Volume	L/S	% Increase	Volume	L/S	% Increase
I-95 to Md. 202	30,700	D	48,200	E/F	57	68,300	F ¹⁾	122	68,300	D ¹⁾	122
I-95 Interchange		B		E			E			E	
Truman Drive		A		E/F			-			-	
Md. 202 (Landover Rd.)		D		C/D			F(104)			D	
Md. 202 to Md. 556	17,200	F(104)	29,900	F(150)	74	37,400	D	117			
Campus Way		D		F(113)			D				
Kettering Dr./Newbridge Way		D		F(137)			D				
West Branch Drive		A		F(113)			-			-	
St. Michael Drive		A		F(100)			B			B	
Md. 556 (Enterprise Rd.)		D		F(135)			D			D	
Md. 556 to Church Road	13,700	D	27,700	F(137)	102	35,900	D	162			
Staton Drive		-		-			B			B	
Wild World		A		D			A			A	
Church Road		D		F(128)			B			B	
Church Road to U.S. 301	13,200	D	28,700	F(139)	117	32,800	D	148			
Proposed County Highway		-		-			-			-	
Md. 978 (Old Central Ave.)		B		A			A			A	

Level of Service along the various segments is determined by operating characteristics at the intersections and along the mainline within the segment.

L/S C: Speeds and maneuverability closely controlled by volumes. Most drivers restricted from selecting speeds, changing lanes or passing. Relatively satisfactory operating speeds.

L/S D: Beginning to tax capabilities of street section. Approaching unstable flow. Average overall speed 15 miles per hour. Delays at intersection.

L/S E: Volumes at capacity. Unstable flow. Speeds near 15 miles per hour. Continuous back-up at intersection approaches.

L/S F: Volumes near capacity. Forced flow. Speeds below 15 miles per hour. Continuous back-up at intersection approaches and extending back with excess distributed through the section.

1) 6 lanes from Brightseat Road to Md. 202 plus an auxiliary lane in each direction from I-95 east limit to local road connections.

3/

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volume contributions by "approved" development plans in the study corridor and other developments external to the study corridor "approved" prior to enactment of local adequate facility ordinances.

By the design year 2005, the entire corridor is predicted to regularly experience peak hour traffic volumes exceeding the highway's capacity under the No-Build Alternate.

Alternate 1, the Build Alternate, would satisfy project capacity objectives (Level of Service 'D') for the design year with Option F, the interchange at Maryland Route 202 (see page 25). An at-grade intersection at Maryland Route 202, Option E, could not accommodate forecasted traffic volumes resulting in Level of Service 'E' would be experienced by 2000 under Option E and would deteriorate to Level of Service 'F' by the design year. With either the No-Build Alternate or Alternate 1, Maryland Route 214 within the I-95/Maryland Route 214 interchange will operate at capacity (Level of Service 'E') by the design year. There are no solutions available to achieve the project objective of Level of Service 'D' through the I-95 interchange short of large scale reconstruction of the interchange; such remedies are beyond the scope of this study.

Some diversion of traffic volumes (10,000 ADT by design year) from Maryland Route 214 between I-95 and Maryland Route 202 is projected by providing the

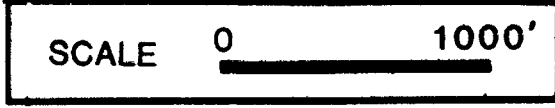
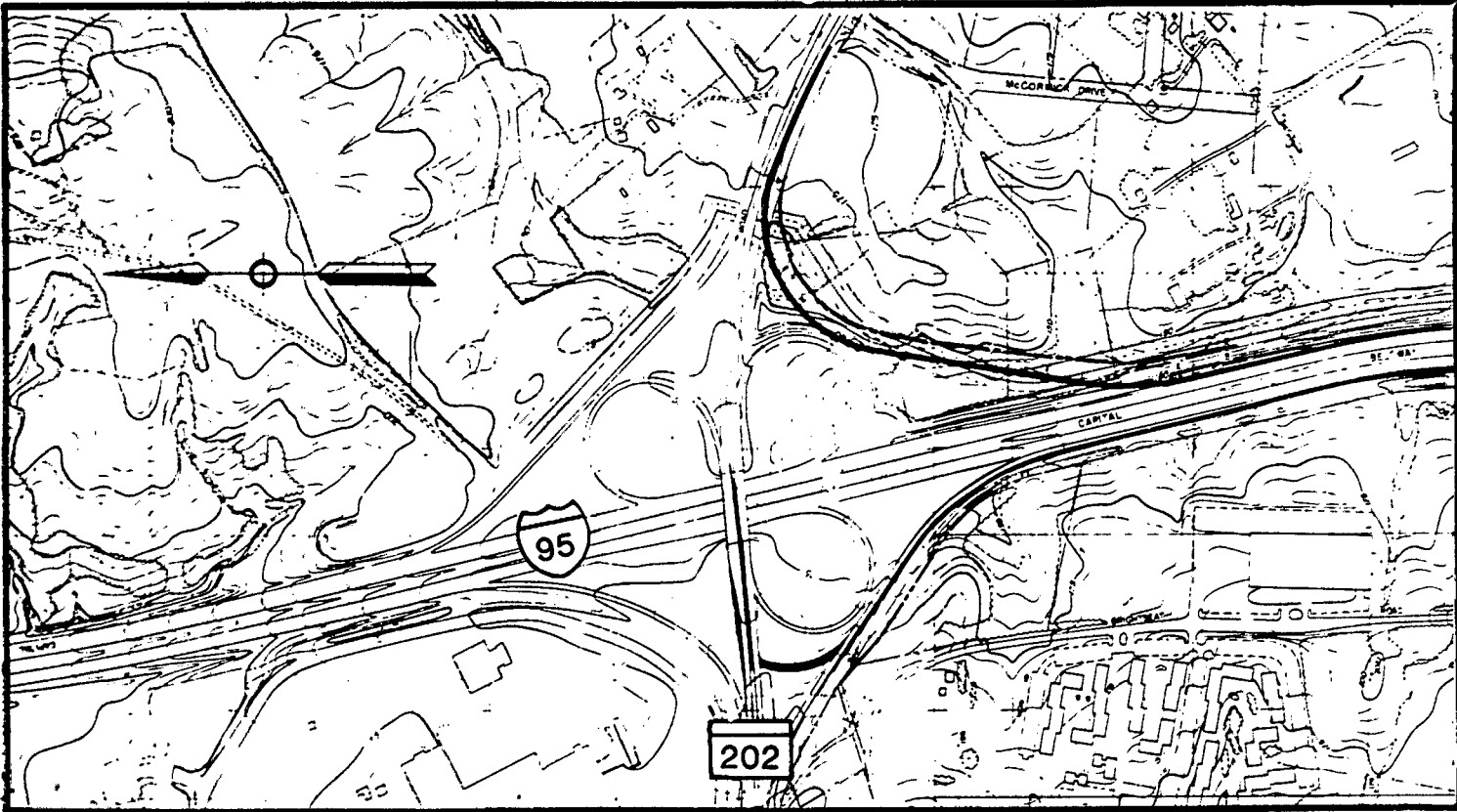
missing movements at the I-95/Maryland Route 202 interchange. There are no current operational problems at the I-95/Maryland Route 202 interchange (Level of Service C/D) other than the missing movements.

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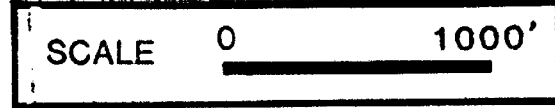
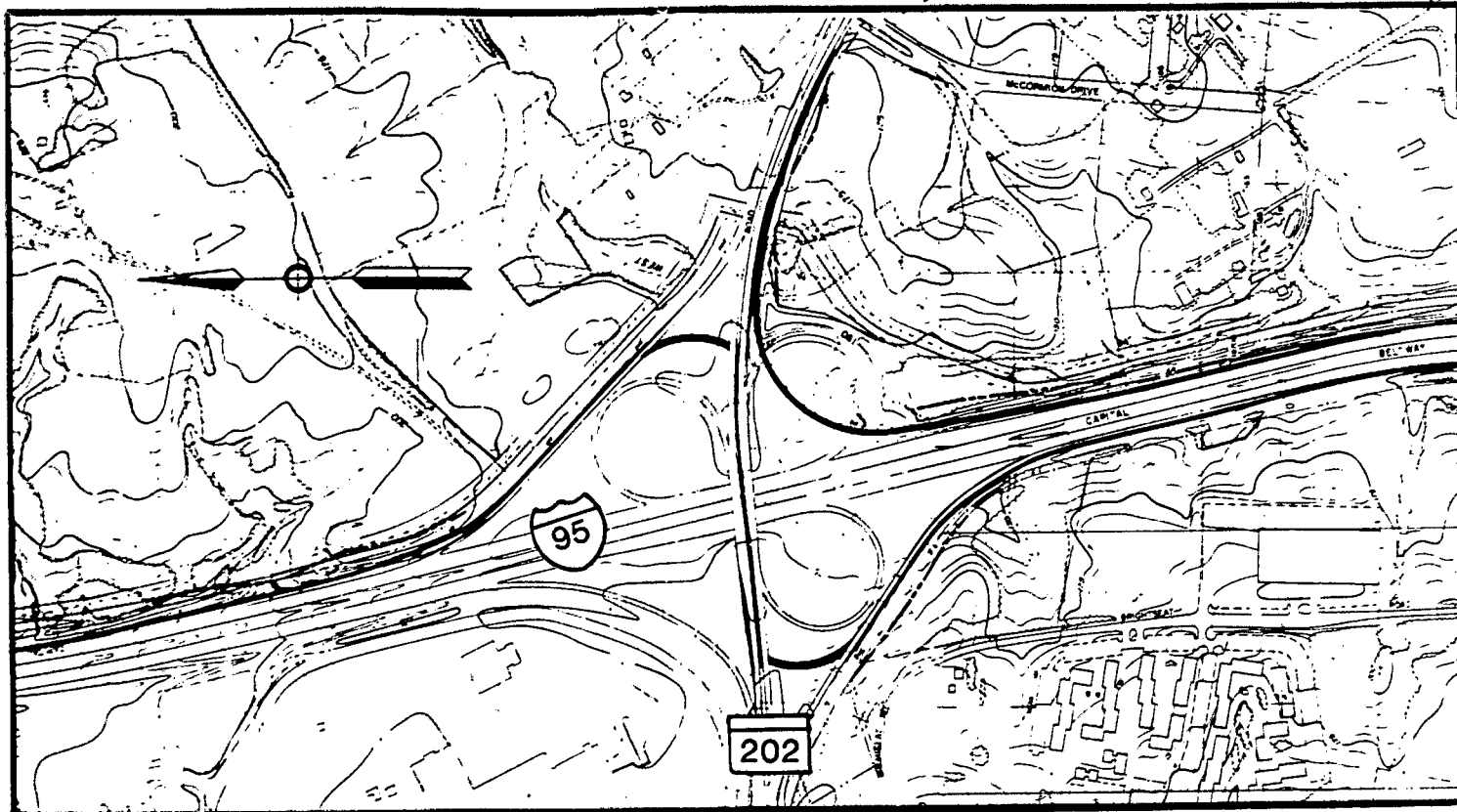
The No-Build Alternate at the I-95/Maryland Route 202 interchange is predicted to operate at Level of Service 'E' during design year (2005) peak hours along Maryland Route 202 and at Level of Service 'D' along I-95 due to weaving conditions.

Options 1 and 2 (see page 16) are likewise predicted to operate at Level of Service 'E' at this interchange along Maryland Route 202 during design year peak hours. There would be some advantage to design year weaving conditions along I-95 with Option 2 over Option 1 due to elimination of the loop ramp in the southeast quadrant. However, both Options would still operate at Level of Service 'D' along I-95.

Option 2 would also provide a greater weaving length (1,050' ±) than Option 1 (400' ±) in the eastbound approach along Maryland Route 202 to the McCormick Drive/ St. Josephs Drive intersection. By the design year this weaving zone is predicted to operate at Level of Service 'D' with Option 2 and Level of Service 'E' with Option 1.



OPTION 1



OPTION 2

35

These apparent advantages of Option 2 are outweighed by the disadvantage of insufficient median storage length for required back-to-back left turn lanes along Maryland Route 202. This inadequacy is predicted to result in storage lane overflow blocking through lanes by the design year, a condition that could result in Level of Service 'F'.

2. Accident Data

Collision data were reported in some detail in the Environmental Assessment (pages II-12 to 17) and were summarized in the project brochure circulated in advance of the public hearing. More current data are being requested to include calendar year 1981 and these data will be contained in the Finding Of No Significant Impact. The collision information in this recommendation has been updated through calendar year 1980. Collision reporting methods underwent change in Prince George's County during 1979, however, the data indicates that trends are continuing.

Two (2) segments of Maryland Route 214 have been designated High Accident Locations (HAL):

- I-95 interchange area (January, 1976 to June, 1979) - 257 accidents
- Maryland 214 from .30 miles east of Harry S. Truman Drive to .38 miles east of Maryland 977 F (Old Maryland 202) (1978 only) - 24 accidents

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Four (4) High Accident Intersections (HAI) have been designated along Maryland Route 214:

	1978	1979	1980
- Md. 202 at Md. 214	36	26	32
- Md. 214 at Harry S. Truman Drive	10	*	8
- Md. 214 at Md. 556	10	*	*
- Md. 214 at Church Road	8	*	*

* Did not qualify

Left turn collisions at the Maryland 214/202 intersection have increased since institution of exclusive permissive phases during September, 1982.

Ten traffic fatalities have been reported as a result of eight fatal accidents along Maryland Route 214 from 1976 through 1982.

The following chart indicates existing and projected collision rates for the No-Build and Build alternates for the Maryland Route 214 study corridor:

	Rate (Per 100 MVM)					
	Existing		Statewide Average			
	No Access Controls	No Access Controls	% Difference	Partial Controls	% Difference	
Md. 214 (1976-1980) 2 lane undivided (adjusted)	332					
No-Build (2005)	-	370*	-	-		
Alternate 1 (2005) 4 lane divided	-	437	+32	180	-46	

* It is expected that with the No-Build alternate, current collision rates would increase with growth in traffic volumes to a rate equal to or exceeding the Statewide average.

Accident experience within the Maryland Route 214 study corridor indicates an adjusted rate approximately 25 percent under the statewide average for similar design

State highways. This lower rate is probably attributable to the fact that this facility is essentially a commuter route and the familiarity of motorists with the standard highway conditions. 37

Collisions occur along I-95 in the vicinity of the Maryland Route 214 interchange at a rate (226/100 MVM) nearly double the Statewide rate (121/100 MVM) for similar design State highways. Most of these are rear end and other congestion related collisions associated with events at the Capital Centre Arena. The project objectives of increased capacity along Maryland Route 214 and provision of missing movements at the I-95/Maryland Route 202 interchange may have beneficial effects to operational safety along the Interstate system during heavy peaks associated with Capital Centre or other similar events.

Project accident projections indicate that the No-Build Alternate would probably result in increased collision rates along both I-95 and Maryland Route 214 by the design year (2005) due to anticipated congestion.

C. Environmental Consequences

1. Natural Environment

Minimal impacts on the natural environment in the study area would result from the build alternate. Minor loss of habitat for both vegetation and wildlife would result from right of way acquisition. The build alternate would require approximately 0.35 acres of wetlands. Because the wetland is located immediately adjacent to the existing roadway, it has been determined that there is no practicable alternate to avoid the minimum impact. The proposed action includes all practicable measures to minimize harm to the wetlands.

No known threatened or endangered plant or animal species inhabit the study area.

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Hydrologic studies have been performed to determine the extent of the floodplain and the effects of the proposed improvements on the floodplain. With proper hydraulic design, no significant impacts to the 100 year floodplain are expected to occur. Construction permits will be obtained from the Maryland Department of Natural Resources and the Army Corps of Engineers.

Standard State Highway Administration Erosion and Sedimentation control procedures will be used to minimize erosion and siltation during the construction phase.

Addition of a ramp in the southeast quadrant of the I-95/Maryland Route 202 interchange will require a realignment of West Branch, a tributary of Southwest Branch. This realignment will be coordinated with the Maryland Department of Natural Resources during final design and construction.

The Federal Highway Administration Noise Abatement criteria would be exceeded at eight sites under Alternate 1. It has been determined that noise barriers would not be feasible and/or cost effective at any of the sites. The dominant source of noise at one noise sensitive area is Maryland Route 202 rather than Maryland Route 214. Four (4) noise sensitive areas are sites of proposed

residential development. Since none of the proposed development has occurred, it is not feasible to recommend any type of noise mitigation at these areas. Another noise sensitive area consists of three residences. Highway Noise at this area exceeds the noise abatement criteria by 1 dba. The cost of a barrier at this area is estimated to cost approximately \$180,000. It would not be cost effective to construct the barrier. Noise abatement criteria is exceeded by 1 dba at the Kettering Community Park. It would not be cost effective to build a wall of sufficient length to protect the entire park. Yet another noise sensitive area is a single townhouse. Due to physical constraints, any type of barrier would have to be segmented, producing an ineffective barrier. Partial mitigation such as landscaping and planting will be considered during final design of the project for selected noise sensitive areas.

Based on a detailed Air Quality Analysis, no violation of the State or National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide is predicted to occur with the recommended alternate in the project completion year (1985) or design year (2005). In 1985, violation of the eight (8) hour carbon monoxide (CO) standard is predicted to occur at one air receptor under the No-Build Alternate. The project is included in a conforming Transportation Improvement Program and conforms with the State Implementation Plan.

2. Socio-Economic

40

The proposed project would have generally favorable social and economic impacts on the area due to consistency with planned land use. Reconstruction of Maryland Route 214 is in accordance with the Prince George's County area master plans and general plan. This development would enhance the economic base of the County. No historic sites on or eligible for the National Register would be affected. No public parks or recreational areas would be affected.

The recommended alternate would displace up to five (5) businesses and no residences. Adequate replacement sites are available within the general area for the displaced businesses. No known minority businesses would be impacted by the project.

A phase II archeological investigation is being performed at archeological site 18 PR 174 located in the vicinity of Kettering Park. The selected alternate would impact the site. The phase II investigation will determine whether the site meets the criteria for inclusion in the National Register and the exact limits of the site.

Beneficial impacts of the recommended alternate include improved traffic operation, improved access to the proposed Largo Town Center and to community facilities (Capital Centre, Prince George's Community College, Churches, etc.), conservation of energy through more efficient operating speeds, and improved access to the Washington Metrorail System.

D. Significant Features of the Alternates

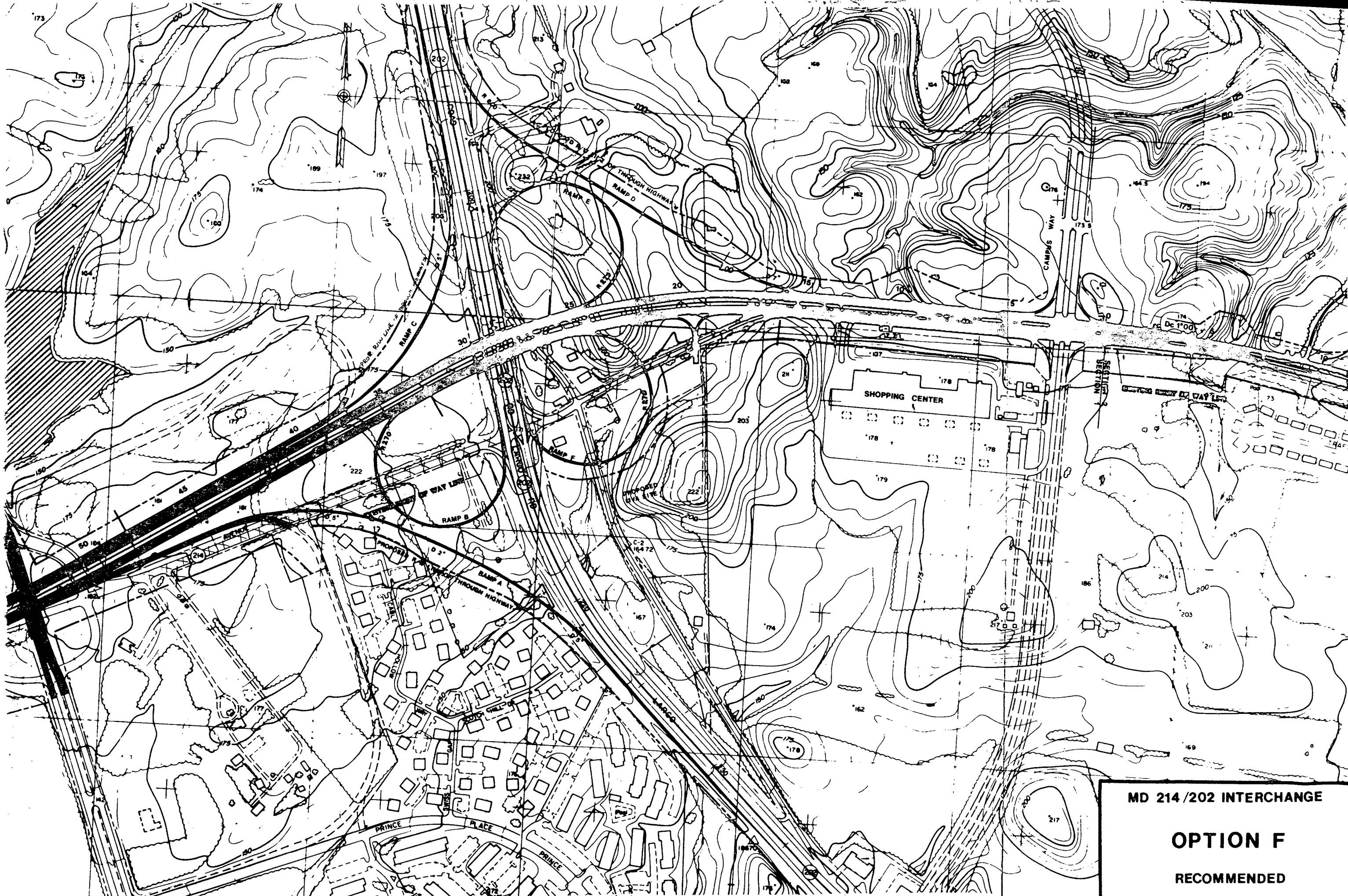
The build alternate contains several features worthy of notation.

First is the proposed accommodation of an existing 24"/36" longitudinal watermain along Maryland 214 from east of Maryland Route 202 to the dual highway west of U.S. 301. This watermain is located along the north edge of the existing roadway. The horizontal and vertical alignment of the proposed dualized Maryland Route 214 is positioned to accommodate this watermain within the median from east of Maryland Route 202 to west of Kettering Drive/Newbridge Way. From Kettering Drive/Newbridge Way easterly the watermain lies along the north edge of the proposed westbound roadway and mostly outside of the construction area. All reasonable adjustments have been applied to minimize relocation of this important utility. However, approximately 7,000 LF will require relocation due to vertical grade improvements.

A second significant feature is the necessity for a median as narrow as six (6) feet along Maryland Route 214 through the I-95 (Capital Beltway) interchange area. The present roadway consists of dual 27' urban roadways separated by a 16' raised median. Outside weaving lanes connect the loop ramps both sides of Maryland Route 214. The proposed roadway section provides three (3) through lanes in each direction plus auxiliary lanes between the existing loop ramps necessitating construction in the existing median and median width reduction. Wherever the median width is less than 30' a concrete median barrier is proposed.

The third significant feature is the provision of access to and from Maryland Route 214 and the proposed Largo Town Center and environs, including the Capital Centre Arena, by means of supplemental local roadways connecting to the proposed western outer connection ramps of the Maryland Route 214/Maryland Route 202 interchange. These roadway connections and the provision of appropriate access to the proposed town center have been the subject of discussion between local and State officials and developers since 1972. During 1973, a Six Party Memorandum of Understanding was executed defining various local responsibilities with regard to this access. During 1975, a Four Party Memorandum of Understanding and Agreement was drafted, including this Administration as a party; however, it was not executed due to remoteness of State Highway Administration construction. Responsibilities have not yet been finalized. The basic concepts and needs recognized or implied in the 1975 draft agreement and subsequent discussions were:

- appropriate and adequate access to the proposed town center and environs as addressed in the adopted and approved Largo-Lottsford master plan.
- the need for access controls along Maryland Route 214 between I-95 and Maryland 202.
- a bridge to carry Harry S. Truman Drive over Maryland Route 214 in lieu of the present signalized at-grade intersection.



MD 214/202 INTERCHANGE

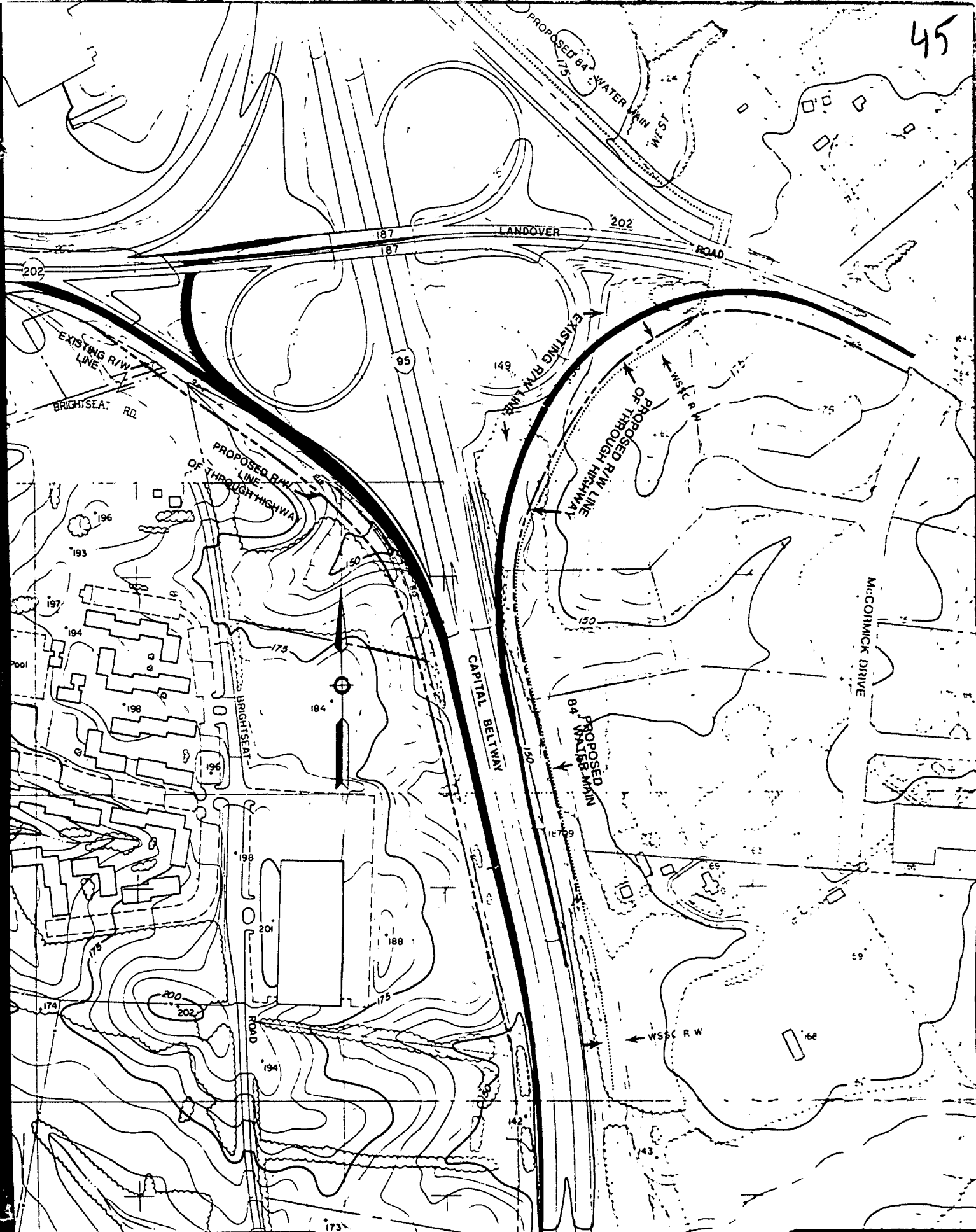
OPTION F

RECOMMENDED

- 44
- construction of local roadways by developer(s) connecting Harry S. Truman Drive to Maryland Route 214 as partial replacement of access to be removed at the present at-grade intersection.
 - right of way to support highway improvements and possible dedications.
 - development commitments by local government vis-a-vis local adequate public facilities ordinance.
 - maintenance of bridge and roadways.
 - inability of the State Highway Administration programs to implement highway improvements as soon as desired.

Notwithstanding these uncertainties, it has been determined that adequate access required to support the proposed Largo Town Center has been planned and demonstrated feasible, though the local roadway details remain conceptual.

A fourth significant feature of the build alternate is the conflict between the proposed ramp roadways in the southeast quadrant of the I-95/Maryland Route 202 interchange and the Washington Suburban Sanitary Commission's utilities, including the proposed 84" watermain along the east side of I-95 (Capital Beltway). The proposed 84" water main is scheduled for construction during the Fall of 1983 within the Washington Suburban Sanitary Commission's 50/55' right of way. Option 1, the recommended alternate at this location, encroaches upon the 50/55' utility right of way and certain segments of the existing 12" sanitary sewer and 16" water main, see page 25. Option 1 has been refined since the public hearing in attempt to reduce utility impacts.



SCALE 0' 500'

OPTION 1

E. Implementation Costs

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The estimated total costs of the build alternate in thousands of 1982 dollars, as presented at the public hearing, are reported in the project brochure.

III. POSITIONS TAKEN

A. Elected Officials

The need for this project has been recognized by local elected officials since initial inclusion of the project in the October, 1952 Twelve Year Road Construction and Reconstruction Program - 1954 to 1965.

Two (2) local delegates testified at the combined location/design public hearing of December 13, 1982. Delegate-elect Albert R. Wynn of the 25th Legislative District on behalf of Delegate Lorraine M. Sheehan and Senator B. W. Donovan endorsed the widening of Maryland Route 214 in view of the "very obvious need to develop this corridor". Delegate Joan B. Pitkin of the 23rd Legislative District supported the upgrading of Maryland Route 214 noting many constituent complaints and the tragedy of a death due to the flood problem.

As a result of circulation of the Environmental Assessment, Mayor Richard J. Logue, City of Bowie, recommended approval of: Alternate 1, reconstruction from east of I-95 to west of U.S. Route 301; Option B, urban typical section of improvement; Option D, access controls, and Option F, interchange at Maryland Routes 214 and 202.

By letter dated February 4, 1983, the County Executive and the Chairman of the County Council endorsed the proposed improvement of Maryland Route 214 and the addition of ramps at the I-95/Maryland Route 202 interchange. This endorsement is compatible with the Team's recommendation. 47

B. Citizens and Associations

The following citizen and association verbal comments were received at the combined location/design public hearing:

1. Ms. Leslie Moore, attorney for Northampton Corporation, ITR Properties of Maryland, Inc., and Washington National Arena Limited Partnership (Capital Centre Arena), endorsed the build alternate with Options F (interchange at Maryland Route 202), and completion of the I-95/Maryland 202 interchange. She also suggested revised signing for Harry S. Truman Drive and a connection from northbound I-95 to Arena Drive via a parallel service lane.
2. Mrs. Dorothy D. Hodges, Public Relations Chairman for the Oxon Hill Bicycle and Trail Club, Inc., requested proper accommodation of proposed bicycle trails along Western Branch and Harry S. Truman Drive, and bicycle access along the shoulders of Maryland Route 214 to Hampton Mall. She also requested a parking facility on Maryland 214 with access to the proposed trail at Western Branch.

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3. Mr. Randall D. MacCuaig, Manager, Development and Operations, McCormick Properties, Inc., endorsed Alternate 1, Option 1 with modifications to reduce impacts to the Washington Suburban Sanitary Commission utilities. He also furnished a letter including more detailed comments by Greenhorne and O'Mara.
 4. Mr. Louis Cohen, Engineering Administrator with the Knollwood Development Corporation, on behalf of owners of Largo Park (Edwards property) endorsed Option 1 and a westerly extension of Arena Drive connecting to I-95. After calling attention to the Largo-Lottsford Master Plan, he requested consideration of a modification of the master plan proposal referred to as Option G and consisting of access to and from northbound I-95 via a parallel service lane with connection to Capital Centre Way (Arena Drive).
 5. Mr. Richard M. Jacobs, President, Newbridge Civic Association, requested early installation of a traffic signal at Maryland 214 and Newbridge Way/Kettering Drive.
 6. Mr. Hiram Tanner, 811 Indian Wells Court, expressed concern about, 1) excessive delays in attempting to enter Maryland 214 from Newbridge Way and, 2) additional traffic volumes on Newbridge Way that would be generated by implementation of Alternate 1, Option F (Interchange at Maryland Route 202).

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7. Ms. Gloria Johnson, 811 Indian Wells Court, expressed opposition to the widening of Maryland Route 214 on the basis of, 1) increased traffic on Newbridge Way, 2) creation of an artificial barrier between communities, 3) probable changes in community character from rustic to urban and, 4) increased noise. She supported the No-Build Alternate between Maryland Route 202 and Maryland Route 556 with minor improvements.
 8. Ms. Susan M. Congour, Trail Riders of Today (TROT), supported Maryland 214 improvements with provision for equestrian trail at Western Branch.
 9. Mr. Timothy Brewington, 10710 Trafton Drive, requested early installation of a traffic signal at Newbridge Way/Kettering Drive.
 10. Ms. Pat Olivia, Trail Coordinator, Trail Riders of Today (TROT), requested provision for equestrian trail at Western Branch crossing.
 11. Mr. Jonathan I. Kipnis, Esq. (attorney for Bergmann, Inc.) requested project schedule information.
 12. Mr. Stephen Mozynski, One Staton Drive, opposed connecting Staton Drive to Maryland 214 with free right turn lanes based on proximity to his residence and the possibility of increased traffic volumes on Staton Drive similar to problems now experienced on Newbridge Way.

The following citizen and association written comments were received in conjunction with the public hearing:

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- Mr. Arthur N. Fuccillo, attorney, Landover Mall, supports improvements to the I-95/Maryland Route 202 interchange.
- Mr. Glenn T. Harrell, Jr., attorney for Washington National Arena Limited Partnership (Capital Centre), requests improved signing on local road system for traffic entering and exiting the Capital Centre be included in construction contract for Maryland Route 214. Advises of inadequate weaving section between Truman Drive and I-95, requests widening outer connection to two (2) lanes.
- Ms. Theresa L. Davis, Beau Monde Realty, Inc., suggested:
1) additional minority radio stations and newspapers for disseminating public notices, and 2) existing Harry S. Truman Drive northbound approach to Maryland Route 214 be designated one way northbound only (no left turn). She questioned the effects of proposed Maryland Route 214 improvements on Kettering Plaza's (western) entrance.
- Mr. David F. Jenkins, President, Mitchellville Citizens Association endorses Option F (Interchange at Maryland Route 214/202) with all movements to be made at the interchange.
- Mr. Edward T. Reilly, Chairman, Zoning Committee, Kettering Civic Federation, advised of results of a poll of Kettering residents. The community supports Alternate 1 (Build) with Options A (rural typical section), D (access controls), F (interchange at Maryland Route 214/202); they also requested fencing.

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- Mr. David C. Mitchell, 15707 Peach Walker Drive, endorsed the Build Alternate.
 - Mr. Norman D. Rivera & Ms. Lauren D. Arth, 10137 Prince Place, support Alternate 1 (Build) with Options A (rural typical section, if cheaper), D (controlled access), and cheaper Options E (at-grade intersection at Maryland Route 202) and Two (2) for the I-95/Maryland Route 202 interchange.
 - Mr. Jonathan I. Kipnis, attorney representing Bergmann's, Inc. supports the Build Alternate with Option C (uncontrolled access). He strongly recommends all of Bergmann's property be acquired if Option F, Interchange at Maryland Route 202, is selected.
 - Ms. Susan M. Congour, Representative of Trail Riders of Today (TROT) supports project and requests adequate clearances for the trail crossing at Western Branch.
 - Ms. Barbara Cannizzo, President, Trail Riders of Today (TROT), and six co-signers support proposed Maryland Route 214 improvements with provisions for equestrian trail at Western Branch.
 - Mr. Robert P. Moeller, President, Oxon Hill Bicycle and Trail Club, supports project improvements with provision for pedestrians and bicyclists at the proposed Harry S. Truman overpass and at Western Branch.

C. Agencies

The following agency comments were received as a result of circulation of the Environmental Assessment and the combined location/design public hearing:

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- Mr. David Hildebrand, Planner, City of Bowie, endorsed the Build Alternate with Options B, D, and F. Bowie will oppose additional development along the corridor until Maryland 214 is improved. He also suggested grade separating the railroad crossing at Hall.
- Mr. James Rogers, Prince George's Chamber of Commerce, supported project improvements.
- Mr. Robert Slade, Assistant Supervisor of Pupil Transportation, Prince George's County Public Schools, requested consideration of the 54 school buses which have daily difficulty turning left from Maryland 214 into Kettering Drive southbound.
- Mr. R. Wayne Keeler, P.E., Section Head, Water and Sewer Design Section, Washington Suburban Sanitary Commission, advised of the impacts of Option 1 improvements to the I-95/Maryland Route 202 interchange to existing and proposed utilities.
- Mr. Hugh B. Robey, Director of Parks & Recreation, Maryland-National Capital Park and Planning Commission, advised of public parkland along Maryland 214 and necessity for providing a hiker-biker trail at Western Branch.

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- Mr. Frank Derro, Chief, Transportation Planning Division, M-NCPPC. Favors Option 1 at the I-95/Maryland 202 Interchange with provisions for supplemental interchange at I-95/Capital Centre Road; recommends Option F (Interchange at Maryland 214/Maryland 202) with some downscaling, additional lanes along Maryland 214 and specific designs for ramps to Truman Drive, Option D (access controls) with 2,000' between crossovers; requests maintenance of existing flow conditions at Western Branch; poses five questions which have subsequently been answered in return correspondence.

IV. RECOMMENDATION

A. Recommendation and Supporting Reasons

1. General

The Project Planning Team met on January 20, 1983 to consider all comments received as a result of circulation of the Environmental Assessment and the combined location/design public hearing of December 13, 1982 and to formulate the project recommendation. After giving due consideration to comments received, the project objectives, and deliberation of the issues, the Team recommended reconstruction of Maryland Route 214 from west of I-95 to west of U.S. Route 301 as a 6/4 lane controlled access arterial highway with a future partial cloverleaf interchange at Maryland Route 202 and the addition of missing ramps at the I-95/Maryland Route 202 interchange. See pages 25 and 27. The Team's recommendation was referred to as Alternate 1, combined with

Options A, D, F, and 1. However, subsequent to the Project Planning Team's formulation of their recommendation, additional estimates were prepared which reveal that access control costs for the entire study length of Maryland Route 214 could be as much as \$8 million as compared to the \$520,000 estimated cost for access controls originally considered by the Team. Because these additional funds are not available, the recommendation has been amended by deletion of access controls. Therefore, this recommendation endorses Alternate 1 combined with Options A, C, F, and 1. Option 1 has been undergoing modifications since the public hearing to minimize impacts to utilities.

Alternate 1, the Build Alternate, was selected as the only alternate that could satisfy design year (2005) safety and capacity requirements. The build alternate is the only basic alternate consistent with local master plans. Alternate 1 is compatible both horizontally and vertically for the 60 MPH design speed.

The horizontal and vertical alignment of the recommended alternate was essentially established during design studies of the early 1970's. This alignment has been slightly modified in several areas to reduce impacts to abutting residential properties and the longitudinal watermain while utilizing dedications and reservations for highway purposes. The recommended alignment follows the existing roadway. In the vicinity of Maryland Route

Options A, D, F, and 1. However, subsequent to the Project Planning Team's formulation of their recommendation, additional estimates were prepared which reveal that access control costs for the entire study length of Maryland Route 214 could be as much as \$8 million as compared to the \$520,000 estimated cost for access controls originally considered by the Team. Because these additional funds are not available, the recommendation has been amended by deletion of access controls. Therefore, this recommendation endorses Alternate 1 combined with Options A, C, F, and 1. Option 1 has been undergoing modifications since the public hearing to minimize impacts to utilities.

Alternate 1, the Build Alternate, was selected as the only alternate that could satisfy design year (2005) safety and capacity requirements. The build alternate is the only basic alternate consistent with local master plans. Alternate 1 is compatible both horizontally and vertically for the 60 MPH design speed.

The horizontal and vertical alignment of the recommended alternate was essentially established during design studies of the early 1970's. This alignment has been slightly modified in several areas to reduce impacts to abutting residential properties and the longitudinal watermain while utilizing dedications and reservations for highway purposes. The recommended alignment follows the existing roadway. In the vicinity of Maryland Route

202, the alignment crosses Maryland Route 202 approximately 420 feet north of the existing intersection in order that the future interchange ramps will not encroach upon the condominium development in the southwest quadrant; the precise location here is subject to final design of the interchange. From the vicinity of Campus Way to 1/2 mile west of Church Road, the original position of the westbound roadway was retained and the median width was reduced to thirty feet to minimize residential impacts. From 1/2 mile west of Church Road to the dual highway west of U.S. Route 301, the original position of the eastbound roadway was retained and the westbound roadway was moved via reduction of the median width to minimize impacts to Belt Woods and the longitudinal 24" watermain. 36

The profile grade of Alternate 1 from Campus Way easterly is taken from preliminary construction drawings and reflects the recommendations of a final soils report dated July 22, 1974. The profile grade would be significantly improved throughout, including a 7 to 16 foot raise in elevation through the extensive floodplain area west of Maryland Route 556.

The recommended alternate includes five (5) structures:

- Harry S. Truman Drive over Maryland Route 214 proposed as a 52' urban roadway and two (2) 5' sidewalks; bicycles may be accommodated in 14' curb lanes.

- 57
- Maryland Route 214 over Maryland Route 202. Maryland Route 214 bridge to contain dual 36' rural roadways plus auxiliary lanes and shoulders (66' width each).
 - Maryland Route 214 over Western Branch and proposed trail system. Maryland Route 214 to consist of dual 24' rural roadways plus shoulders (38' width each).
 - Maryland Route 214 over Northeast Branch. Roadway section same as Western Branch.
 - Maryland Route 556 over Northeast Branch. Maryland Route 556 to consist of a 36' rural roadway, 10' shoulders and two (2) 5' sidewalks (66' width).

West Branch Drive is proposed to be severed from its intersection with Maryland Route 214 in accordance with the local master plan. A cul-de-sac will be provided within the 100 year floodplain. Alternative access to Maryland Route 214 will continue to be available via Kettering Drive. Closure must be implemented through local legal procedures. No objection has been received regarding this closure.

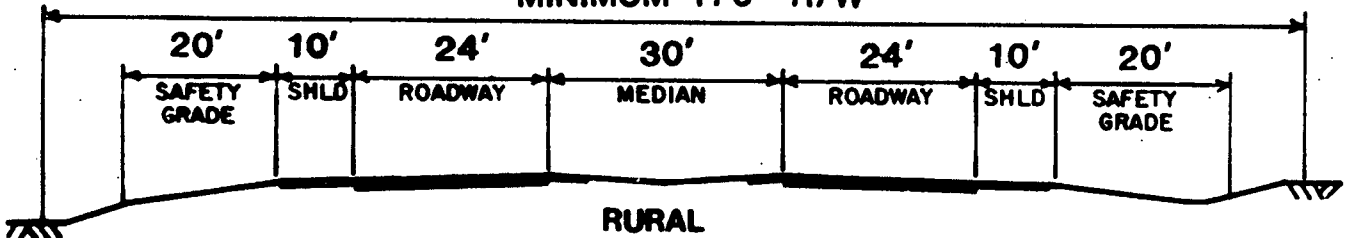
High capacity at-grade intersections with crossovers, median storage lanes, and free right turning lanes will be provided or improved at most existing intersections as well as with six (6) future public roadways. Staton Drive, which does not presently connect with Maryland Route 214, would be connected and provided with a crossover in accordance with the local master plan. Crossover spacing would not be less than 1,300'.

58

MD. ROUTE 214 TYPICAL SECTION

RECOMMENDED
OPTION A

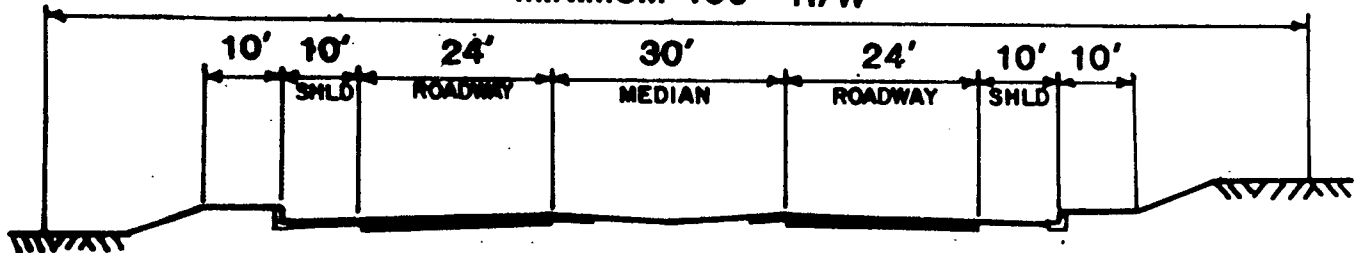
MINIMUM 170' R/W



RURAL

OPTION B

MINIMUM 150' R/W



URBAN

-FROM WEST OF I-95 TO CAMPUS WAY, AN ADDITIONAL 12' LANE IS REQUIRED IN EACH DIRECTION-

Dimensions shown are approximate and are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the design phase.

2. Typical Section of Improvement

The Project Planning Team recommends Option A, the rural typical section, for the entire length of the project, see page 39. Option A consists of a 6/4 lane arterial highway divided by a 30' flush median, 10' outer shoulders and 20' of safety recovery area beyond the outer shoulders. The requirement for additional lanes through the I-95 interchange area beneath the existing bridge necessitates the median width be reduced in this area to as little as 6'. A continuous median barrier is recommended through the interchange area where the median is less than 30 feet. A design exception has been requested for this typical section of improvement.

Option A is recommended for the following reasons:

- A curb contiguous to the outer shoulder with Option B is considered a hazard in view of the 60 MPH design speed.
- Option A eliminates the curb and provides a safety recovery area for errant vehicles, temporary refuge for disabled vehicles, and more storage area for snow removal while requiring only four (4) more acres of right-of-way.
- The total estimated cost associated with Option A is \$3 million less expensive than Option B due to construction of a closed drainage system associated with the urban section.

3. Access Controls

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Option C, allowing Maryland Route 214 to remain an uncontrolled highway, is recommended because of lower capital expenditure than the access control alternative. Access controls are estimated to cost as much as \$8 million more than the access control option. One party (attorney for Bergmann, Inc.) requested access be uncontrolled. In view of the benefits of the project for area development, right of way dedications obtained by Prince George's County from property owners should be a necessary condition for this project to proceed to the construction phase. For the portion of Maryland Route 214 from I-95 to the future Maryland Route 202 interchange, deed covenants legally binding on heirs and assigns are necessary stipulating that all development back onto the State highway and no future access points will be requested by property owners or granted by the State Highway Administration. It would be highly desirable to gain such covenants on all dedications for the section east of Maryland Route 202 as well. It is expected that these commitments will be effected by Prince George's County at the time the County acquires right of way dedications for the project.

Crossovers would be spaced along Maryland Route 214 at intervals not less than 1,300' in accordance with State Highway Administration Directive 5841.1.1. The project area is classified as "suburban" in context of this directive.

4. Interchange at Maryland Routes 214/202

The Project Planning Team recommends Option F, a partial cloverleaf interchange, be eventually constructed at the juncture of Maryland Routes 214 and 202, see page 25. The recommended interchange consists of: 1) an inner loop and an outer connection in the northeast quadrant, 2) a loop in the southeast quadrant, 3) an inner loop and an outer connection in the southwest quadrant, 4) an outer connection in the northwest quadrant, and 5) ramp stubs in the southwest and northwest quadrants to accept local streets connecting to Harry S. Truman Drive and the proposed Largo Town Center. Two movements are not provided: northbound Maryland Route 202 to eastbound Maryland Route 214, and the return, westbound Maryland Route 214 to southbound Maryland Route 202. These relatively light movements (250 ± DDHV) can be executed via proposed Campus Way South.¹ The elimination of the outer connection in the southeast quadrant (northbound to eastbound) allows construction of a regional Motor Vehicle Administration facility on state owned property in this quadrant.

¹It is indeterminate when Campus Way South will be constructed by others between Maryland Route 202 and Maryland Route 214. This construction is dependent upon general economic conditions and specific development proposals. It is believed that this facility will be in place prior to interchange construction.

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A design exception is being requested for a short acceleration/weaving lane along northbound Maryland Route 202 just south of Capital Centre Road/Newbridge Way at the northeast quadrant of the interchange.

The team also considered Option E, an at-grade intersection as well as an urban diamond interchange at the intersection of Maryland Route 214 and 202 with a signal controlled intersection on Maryland Route 214. The at-grade intersection was presented at the public hearing. The Team rejected Option E, the at-grade intersection, as the solution to the design year transportation problem on the basis that it could not satisfy design year capacity requirements. The intersection is predicted to experience level of service 'E' (capacity) by 2000 and level of service 'F' by the design year. Option E is recommended as a staging element in recognition of limited financial resources.

An urban diamond interchange was developed subsequent to the public hearing in attempt to reduce right of way requirements. After extensive deliberation, the urban diamond interchange was rejected in favor of Option F for the following reasons:

- The cloverleaf interchange rated better in terms of:
 - a) uniformity of configuration relative to the existing interchanges on I-95 at Maryland Route 214 and at Maryland Route 202, b) travel efficiency, as no signalization or stops are required, and c) anticipated collision rates, since no intersections are required;

- 63
- The reduced right of way acquisition cost associated with the urban diamond interchange (estimated at \$1,300,000) could not be credited to initial cash flow due to the absence of reasonable access to a residual parcel;
 - Potential initial cash flow savings associated with the urban diamond interchange were contingent upon court awards and were perceived as outweighed by user benefits associated with the partial cloverleaf interchange; and
 - The potential for another public hearing which could further delay this high priority project.

It is expected that Prince George's County will take measures to preserve the controlled access right of way for the future Maryland Routes 214/202 interchange.

4. I-95/Maryland Route 202 Interchange

The Project Planning Team recommends Option 1, as modified subsequent to the Public Hearing, see page 27. Option 1 provides the missing movements by proposing an outer connection in the southeast quadrant and a signal controlled two (2) lane left turn from westbound Maryland Route 202 into a widened outer connection in the southwest quadrant. The referenced modifications: 1) provide adequate separation (35') between opposing ramp roadways in the southeast quadrant, 2) reduce utility impacts in the southeast quadrant, and 3) provide 1,000 feet of wider (3 lane) merging distance along the outer connection in the southwest quadrant.

The Team selected Option 1 with modifications due to:

- Less disruption to travel;
- Better travel efficiency as only half as many vehicles would be required to stop for signals along Maryland Route 202;
- Option 1 was the only option able to provide sufficient storage capacity for left turning vehicles along Maryland Route 202.

The disadvantage of Option 1 is the lack of an adequate acceleration/weaving lane from the proposed outer connection in the southeast quadrant eastbound along Maryland Route 202 approaching the McCormick Drive/St. Josephs Drive signalized intersection. Several solutions to this problem have been explored without success. Accordingly, a design exception is being requested for this situation.

Subsequent studies have revealed that anticipated savings from reduced utility impacts may not materialize and Option 1 would continue to be more costly than Option 2.

Evaluation of requests for an additional access point on I-95 has concluded that such proposals should no longer be entertained due to: 1) lack of a demonstration of compelling need and consistency with operational safety requirements along the Interstate system, and 2) inadequate distance (1.8 miles) between the interchanges of Maryland Routes 214 and 202 to accommodate another interchange.

B. Cost Reduction Measures

An awareness of the necessity to minimize implementation costs has been prevalent throughout this Project Planning study. Cost reduction measures are recommended wherever consistent with project objectives in terms of safety, capacity, and environmental considerations. Such measures include:

1. Median width

Median width has been reduced from 54 feet to 30 feet. This measure involves direct reductions in right of way and earthwork requirements. No dollar value was required to demonstrate the obvious cost effectiveness of this measure.

2. Right of Way

Option C, retaining Maryland Route 214 as an uncontrolled facility could conceivably save as much as \$8 million in comparison to Option D, the controlled access option. Coordination is in progress with Prince George's County officials to effect timely acquisition of right of way by the County. As a number of dedications are expected to result from the Maryland-National Capital Park and Planning Commission and County efforts, right of way acquisition costs are expected to be further reduced.

3. Maryland Routes 214/202 Interchange

A number of efforts have been expended toward reduction of costs associated with this interchange with particular emphasis upon minimizing right of way requirements in the

northeast quadrant. These efforts have recognized that both routes are on the State Highway Administration's Secondary Highway System and included alternative configurations, reduction of ramp radii and shifting the alignment of Maryland Route 214 southerly. The result of these investigations is a finding that: 1) the potential savings are not sufficient to warrant finite reductions that may be superceded during a future (10 to 15 years) final design phase, and 2) the level of detail and magnitude of effort required to accurately define such potential savings is of questionable value considering the resources available in the development of this Project Planning study.

4. Earthwork

Ancilliary to this Project Planning study, coordination was initiated with the Department of General Services and the Motor Vehicle Administration relative to the proposed regional Motor Vehicle Administration facility at Largo. Should this proposed facility prove economically feasible, consideration will be given to stockpiling excess excavation on State owned land at the southwest corner of Maryland Routes 214 and 202. Such stockpiling of excavated material for highway purposes would reduce the borrow requirement for the recommended alternate (600,000 CY) and result in direct savings proportional to available materials. The volume of this material will remain indeterminate until construction of the proposed MVA facility. Borrow excavation is estimated at \$2.50 per cubic yard.

C. Staging

A number of staging opportunities are pertinent to this recommendation. 67

Improvement of the I-95/Maryland Route 202 interchange is perceived as the first order of permanent construction to be undertaken as partial financing of this improvement is contained in Prince George's County's Capital Improvement Program for Fiscal Years 1983-1988. That program indicates planning and design (\$26,000) for FY 1983, right of way acquisition (\$200,000) during FY 1984, and construction (\$316,000) during FY 1985. This Administration is to design this improvement. Current estimated costs are:

Right of Way	\$ 495,000
Roadway	<u>2,940,000</u>
Total Cost	\$3,435,000

Improvements to Maryland Route 214 proper are to be staged. The sequencing of the anticipated development stages are:

1. A Special Project for localized widening of Maryland Route 214 (approximately 1,100 L.F.) in conjunction with the proposed Motor Vehicle Administration facility including expansion of left turn lanes along Maryland Route 202 at Maryland Route 214; construction 1984. Estimated construction cost \$485,000 plus right of way.

68

- 2. Reconstruction of Maryland 214 as a six (6) lane divided arterial highway from west of I-95 to Campus Way intersecting Maryland Route 202 at-grade as per Option E; construction circa 1987. Right of way costs include the future interchange at Maryland Route 202 excluding access control costs.

Right of Way	\$ 8,494,000
Roadway	3,136,000
Structure (Truman Drive)	<u>1,079,000</u>
Total Cost	\$12,709,000

- 3. Reconstruction of Maryland Route 214 as a four (4) lane divided arterial highway from Campus Way to the dual highway west of U.S. Route 301.

Right of Way	\$ 2,345,000
Roadway	9,309,000
Structures (3 Streams)	<u>2,207,000</u>
Total Cost	\$13,861,000

- 4. Future construction of an interchange at Maryland Route 202 contingent upon funding.

Roadway	\$ 2,547,000
Structure (214 over 202)	<u>2,360,000</u>
Total Cost	\$ 4,907,000

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PUBLIC HEARING COMMENTS

HEARING SUMMARY

16

A Combined Location/Design public hearing was held for the project on December 13, 1982 at the Largo Senior High School, Largo, Maryland. The purpose of the hearing was to summarize the engineering and environmental analyses and to receive public comments on the project. Approximately 70 persons attended the hearing, and seventeen (17) offered public comments for the official record. These verbal comments are summarized below followed by responses to their statements or questions. A complete transcript of all comments made at the hearing is available for review at the Bureau of Project Planning, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland. Written comments received subsequent to the public hearing are discussed in the Correspondence Section of this FONSI.

1. Ms. Leslie Moore, Attorney for Northhampton Corporation, ITR Properties of Maryland, Inc. and Washington National Arena Limited Partnership (Capital Centre Arena) - Ms. Moore stated the Northhampton Corporation's support of Alternative 1, Option F. The Northhampton Corporation proposes that the proposed bridge and ramp system at Harry S. Truman Drive should be a part of the first phase of construction.

According to Ms. Moore, ITR Properties supports Alternative 1 and placed great significance on the proposed improvements to the Harry S. Truman/Central Avenue intersection and ramp system and should be among the first phase of construction. The Washington National Arena Limited Partnership (Capital Centre Arena) supports Alternative 1, with Options 1 or 2. They requested that the State Highway Administration give consideration to construction of a parallel service road to the east of northbound I-95, and improving signs on Harry S. Truman (local street system) for traffic exiting the Capital Centre on Maryland Route 214 and I-95.

RESPONSE:

The selected alternate includes a bridge carrying Harry S. Truman Drive over Maryland Route 214 and a local road network connecting to the proposed Maryland Route 214/Maryland Route 202 interchange ramps as suggested. The selected alternate also

includes Option 1 for providing missing ramp movements at the I-95/Maryland Route 202 interchange. Earlier Project Planning studies did not reveal a compelling need for a supplemental interchange on I-95 for the Capital Centre nor a parallel service road system along I-95. The previously mentioned roadway system is not consistent with interchange spacing requirements along the interchange system, and therefore, would not be supported by the State Highway Administration. As of yet, the staging of construction has not been determined. 71

Signing on a local road system (Harry S. Truman Drive) is the responsibility of parties other than the State Highway Administration.

2. Mrs. Dorothy D. Hodges, Public Relations Chairman for the Oxon Hill Bicycle and Trail Club, Inc. - Mrs. Hodges requested proper accommodation of proposed bicycle trails along Western Branch and Harry S. Truman Drive, and bicycle access along the shoulders of Maryland Route 214 to Hampton Mall. She also requested a parking facility on Maryland Route 214 with access to the proposed trail at Western Branch, good horizontal sight lines along the bike path, lighting at underpasses, and reticular grates on stormwater inlets.

RESPONSE:

(See letter from Mr. Robert P. Moeller in Correspondence Section). The selected alternate includes the design of Maryland Route 214 as a controlled access arterial highway. Present Maryland law precludes the use of such facilities by bicyclists.

It is the intention of this Administration to accommodate the proposed trail system along Western Branch beneath the proposed bridge to carry Maryland Route 214 over Western Branch. The details of this accommodation, including horizontal and vertical underclearances, and types of inlet grates, etc., will be determined during the final Design Phase in consideration of hydrologic and hydraulic requirements of the structure. A parking facility, for those wishing to access the trail system, cannot be provided on a highway designed as a controlled access arterial highway. The geometrics of the proposed trail system, as related to the proposed structures, will be coordinated with the Department of Parks and Recreation, Maryland National Capital Park and Planning Commission during the Final Design Phase.

Appropriate lane widths will be provided, for bicycle accommodation, on Harry S. Truman Drive bridge.

3. Mr. Randall D. MacCraig, Manager, Development and Operations, McCormick Properties, Inc. - Mr. MacCraig endorsed Alternate 1, Option 1 with modifications to reduce impacts to the Washington Suburban Sanitary Commission (WSSC) utilities. Modifications suggested by Mr. MacCraig include realigning the outer connecting ramp from northbound I-95 to eastbound Maryland Route 202 to avoid the WSSC utilities. 72

RESPONSE:

The selected alternate/option combination includes modifications, currently being coordinated with WSSC, to the outer connecting ramp to minimize impacts to WSSC utilities.

4. Mr. Louis Cohen, Engineering Administrator with the Knollwood Development Corporation, on behalf of owners of Largo Park (Edwards property) - Mr. Cohen endorsed Option 1 and a westerly extension of Arena Drive connecting to I-95. After calling attention to the Largo-Lottsford Master Plan, he requested consideration of a modification of the Master Plan proposal (referred to as Option G) which consists of access to and from northbound I-95 via a parallel service lane with connection to Capital Centre Way (Arena Drive).

RESPONSE:

(see response to Ms. Leslie Moore on page 50).

5. Mr. Richard M. Jacobs, President, Newbridge Civic Association - Mr. Jacobs requested early installation of a traffic signal at Newbridge Way/Kettering Drive.

RESPONSE:

Studies have concluded that a signal is not warranted during the present time at this location. However, plans for a signal are being prepared so that a signal can be erected as soon as warranted.

6. Mr. Hiram Tanner, 811 Indian Wells Court - Mr. Tanner expressed concern about 1) excessive delays in attempting to enter Maryland Route 214 from Newbridge Way, and 2) additional traffic volumes on

Newbridge Way that would be generated by implementation of Alternate 1, Option F (Interchange at Maryland Route 202).

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RESPONSE:

Project Planning studies assess the future conditions of Maryland Route 214 as a means to address existing problems of the roadway. Traffic studies have demonstrated that traffic volumes would increase on Newbridge Way at a greater rate under the No-Build Alternate than under Alternate 1, Option F. This is due to motorists seeking alternative routes because of congestion at the Maryland Route 214/Maryland Route 202 intersection.

7. Ms. Gloria Johnson, 811 Indian Wells Court - Ms. Johnson expressed opposition to the widening of Maryland Route 214 on the basis of 1) increased traffic on Newbridge Way, 2) creation of an artificial barrier between neighboring communities, 3) probable changes in community character from rustic to urban, and 4) increased noise.

Ms. Johnson also supported the No-Build Alternative with modifications which include straightening the road, improving the shoulders and resurfacing.

RESPONSE:

(See Tanner response relative to point on traffic volumes on Newbridge Way) Maryland Route 214 currently separates the communities that border the roadway on either side. The proposed project will not introduce a barrier that does not already exist. While it is true the existing road will be widened, signals will be provided at various intersections to allow for safe pedestrian crossing of the road.

The Master Plan calls for improvements to the highway, and changes to the community character will be the result of planned land uses as opposed to the transportation elements of the highway.

The noise analysis for the project indicates that eight noise sensitive receptors will experience noise levels which exceed the recommended Design Noise Abatement Criteria in the design year of 2005. The criteria would be exceeded from 1 to a maximum of 4dBA. Mitigation measures have been investigated and are discussed on page 21 of this document. Additional noise analyses will be completed during the final design of the project.

The minor highway improvements mentioned by Ms. Johnson would offer no contribution toward satisfying the identified need for the project concerning safety and capacity requirements.

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8. Mr. David Hildebrand, Planner, City of Bowie - Mr. Hildebrand, endorsed the Build Alternate with Option B, D, and F. The City of Bowie will oppose additional development along the corridor until Maryland Route 214 is improved. He also suggested grade separating the railroad crossing at Hall.

RESPONSE:

The selected alternate is Alternate 1, Option F. The railroad grade crossing at Hall is beyond the project limits. The rural typical section of improvement was selected rather than the urban typical section due to improved safety and an anticipated cost savings of approximately \$4,000,000.

9. Mr. James Rogers, Prince George's Chamber of Commerce - The Chamber of Commerce supported project improvements.

RESPONSE:

The comment is noted; no response necessary.

10. Ms. Susan M. Congour, Trail Riders of Today (TROT) - Mrs. Congour supported Maryland Route 214 improvements with provisions for an equestrian trail at Western Branch.

RESPONSE:

See response to Ms. Hodges, on page 51.

11. Mr. Timothy Brewington, 10710 Trafton Drive - Mr. Brewington questioned the need for a traffic signal at McCormick Drive rather than at Newbridge Way to Central Avenue.

RESPONSE:

The traffic signal at McCormick Drive was included in the plans for development of that area by McCormick Properties, Inc. Traffic volume studies did not reveal a strong enough need for a traffic signal to be installed on Newbridge Way at Maryland Route 214 (Central Avenue) at the present time.

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- 12. Ms. Pat Olivia, Trail Coordinator, Trail Riders of Today - Ms. Olivia requested provisions for an equestrian trail at Western Branch crossing.

RESPONSE:

(See response to Ms. Hodges on page 51).

- 13. Mr. Albert R. Wynn, Delegate-Elect from the 25th Legislative District (on behalf of Delegates Lorraine M. Sheehan, Dennis C. Donaldson and Senator B. W. "Mike" Donovan) endorsed the improvement of Maryland Route 214.

RESPONSE:

The comment is noted; no response is necessary.

- 14. Ms. Joan B. Pitkin, Delegate from the 23rd Legislative District - She noted fatal accidents in the flood area and invited citizen input. She also supported the upgrading of Maryland Route 214.

RESPONSE:

The comment is noted; no response is necessary.

- 15. Mr. Jonathan I. Kipnis, Esq. (attorney for Bergmann, Inc.) - Mr. Kipnis requested project schedule information.

RESPONSE:

It is anticipated that location and design approval will be received for the project in the summer of 1983. The project would then proceed to the Final Design Phase. Final design will take up to 24 months. Presently, there is no funding for right of way acquisition or construction.

- 16. Mr. Stephen Mozynski, One Staton Drive - Mr. Mozynski opposed connecting Staton Drive to Maryland Route 214 with free right turn lanes based on proximity to his residence and the possibility of increased traffic volumes on Staton Drive similar to problems now experienced on Newbridge Way.

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RESPONSE:

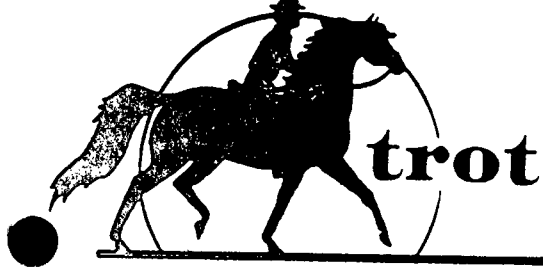
The local Master Plans indicate Staton Drive to be connected to Maryland Route 214. Traffic studies for that proposed intersection do not indicate a significant increase in traffic; the intersection would allow residents of that section of Kettering access to Maryland Route 214. The details of this intersection design will be determined during the Final Design Phase.

17. Mr. Robert Slade, Assistant Supervisor of Pupil Transportation, Prince George's County Public Schools - requested consideration of the 54 school buses which have daily difficulty turning left from Maryland Route 214 on Kettering Drive.

RESPONSE:

The proposed improvements of Maryland Route 214 include a high capacity at-grade intersection with left turn median storage lanes and free right turn lanes. This intersection will be signalized by the design year.

CORRESPONDENCE



John L. Hone	Legal Counsel
Pat Olive	Trail Chairman
Barbara Cannizzo	President
Jim Schoover	Vice President
Kay Gordon	Secretary
Alan Ungar	Treasurer

76

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

December 27, 1982

RECEIVED

DEC 29 1982

Gentlemen:

EXECUTIVE OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

I am writing to you concerning the proposed construction around MD Route 214 (Central Ave.) to Contract No. P 695-101-371.

I represent the Prince George's County Chapter of a trail riding club, Trail Riders of Today (TROT). We are concerned with losing trails as land is developed. Development is inevitable but our wish is that trails be preserved around and through projects such as those proposed. We support your efforts to improve the traffic conditions on Rt. 214. But as part of your development planning we ask you to consider the non-vehicular traffic attempting to cross Rt. 214, connecting communities and recreation areas.

As you plan Rt. 214 where it crosses the Western Branch of the Patuxent River please leave a way for people to walk, bike and ride horses underneath. Contrary to what some organizations say, our needs are very simple. A safe crossing is paramount. Adequate headroom, safe footing, wide enough to share with diverse activities.

Since the current plan calls for the roadway to be raised 10-12 feet in this vicinity our headroom is no problem. The main thing is that a path be made available for a crossing. The Maryland National Capital Park and Planning Commission is aware of our needs. Ms. Grace Fielder and Mr. Bruce Hancock (699-2517) of the Riverdale office have worked with TROT in the past. The Western Branch is part of a network of trails put forth in the Countywide Trails Plan of 1975.

I would be pleased to help in any way if you need to have questions answered, plans checked out or any other way I may be of service. You may contact me at the following address:

Prince George's Equestrian Center
 5600 Water Street
 Upper Marlboro, MD 20772
 (301) 952-3257 or 952-4740

Sincerely,
Susan M. Congour
 Susan M. Congour

22508 Griffith Drive, Laytonsville, Maryland 20879 (301) 253-4659



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

January 7, 1983

RE: Contract No. P 695-101-371
Maryland Route 214
I-95 to West of U.S. Route 301

19

Ms. Susan M. Congour
Prince George's County Chapter
Trail Riders of Today
Prince George's Equestrian Center
5600 Water Street
Upper Marlboro, Maryland 20772

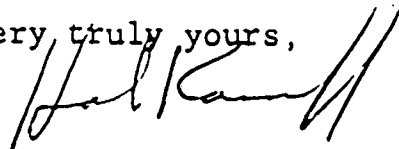
Dear Ms. Congour:

Thank you for your letter dated December 27, 1982 in support of the proposed improvement of Maryland Route 214 and requesting accommodation of a recreational crossing at Western Branch.

Our previous coordination with the Maryland-National Capital Park and Planning Commission established the need for accommodation of a proposed trail system along Western Branch. It is our intention to accommodate the proposed trail. Details of the trail accommodation will be determined together with hydraulic requirements during the subsequent design phase.

Your comments, including your testimony at the December 13, 1982 public hearing, will be considered by the Project Planning Team in the formulation of the project recommendation.

Very truly yours,



Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:cms

cc: Mr. Edward H. Meehan
Mr. Wm. F. Schneider, Jr.

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-482-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

STATE HIGHWAY ADMINISTRATION

80

QUESTIONS AND/OR COMMENTS

COMBINED LOCATION/DESIGN PUBLIC HEARING

Monday, December 13, 1982

Maryland Route 214
(Central Avenue)
I-95 to U.S. Route 301
Contract No. P 695-101-371

NAME: Robert P. Moeller Oxon Hill Bicycle+Trail Club

PLEASE
PRINT

ADDRESS: 1904 Border Dr

CITY/TOWN: FT. Washington STATE: MD ZIP CODE: 20744

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

It is my concern that with the increased use of controlled
access roads and intersections ie the beltway and now
MD 214 that areas like the proposed Largo town center
continue to be accessible by trails crossing these roads.
Thus the proposed bridge over MD 214 at Harry Truman Dr.
should allow ^{for} pedestrians and bicyclists. Also the bridge
over the Western Branch should be built in accordance with
ASSHTO guidelines to allow sufficient clearance for the
trail along its banks to pass under unrestricted.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List. added 12/14/82



Maryland Department of Transportation

State Highway Administration

December 16, 1982

Lowell K. Brudwell
Secretary

M. S. Cantor
Administrator

RE: Contract No. P 695-101-371
Maryland Route 214
I-95 to West of U.S. Route 301
TRAIL ACCOMMODATION

Mr. Hugh B. Robey
Director of Parks & Recreation
Maryland-National Capital Park
and Planning Commission
6600 Kenilworth Avenue
Riverdale, Maryland 20737

Dear Mr. Robey:

Thank you for your letter dated December 8, 1982 advising of your agency's ownership of public parkland along the Maryland Route 214 study corridor and request for accommodation of the proposed trail system along Western Branch.

I am pleased to advise you that it is the intent of this Administration to accommodate the proposed north-south hiker-biker trail along Western Branch under the proposed structure at this location. The details of this accommodation, including consideration of lighting, will be resolved during the subsequent design phase through coordination of our respective staffs and in accordance with pertinent AASHTO guidelines.

Thank you for your support of proposed improvements to Maryland Route 214.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:cms

cc: Mr. Lester F. Wilkinson, Jr.
Mr. Robert M. Arciprete
Mr. Wm. F. Schneider, Jr.
Mr. James K. Gatley
Mr. Edward M. Loskot

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

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6600 Kenilworth Avenue • Riverdale, Maryland 20737

699-2500

Department of Parks & Recreation

December 8, 1982

Mr. Hal Kassoff, Director
Office of Planning & Preliminary
Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

This Agency supports the proposed road development improvements to Maryland Route 214 (Central Avenue).

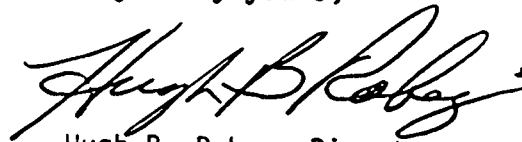
In particular, we wish our position to be duly recorded regarding the bridging of the Western Branch. This Agency holds public parkland of approximately 100 acres immediately north of Route 214 and approximately 400 acres south of Route 214 along Western Branch. These properties contain a wide range of public recreational facilities. Unimpeded access along this stream valley is important to the public.

The approved County Master Plan for Trails and Adopted Largo-Lottsford Master Plan (P.A. 73) identify recreational use of the Western Branch and hiker/biker trail access along this stream valley park. As the County's major north-south trail alignment, this Western Branch - Route 214 bridge must include provisions for trail linkage north and south.

We look forward to working with your fine design staff to this end. Please contact Larry Hill or Bruce Hancock of my staff at 699-2481 for assistance on this matter.

A representative of our Agency will be present at your Monday, December 13, 1982 hearing.

Very truly yours,



Hugh B. Robey, Director
of Parks & Recreation

RECEIVED

DEC 10 1982

RECEIVED OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

LAW OFFICES
O'MALLEY, MILES, FARRINGTON & McCARTHY

43

TWO METRO PLAZA
8240 PROFESSIONAL PLACE, SUITE 200
LANDOVER, MARYLAND 20785

1982 DEC 30 5:00 PM 2 03
December 27, 1982

TER F. O'MALLEY
JOHN RANDOLPH MILES
THOMAS A. FARRINGTON
KEVIN J. McCARTHY
GLENN T. HARRELL, JR.
DAVID A. LEVIN
WILLIAM B. SPELLMANN, JR.
ELLIS J. KOCH
TYLER G. WEBB

PAULA A. HACKNER
ALFRED J. DIRSKA
ALAN R. SICILIANO
JOHN F. X. COSTELLO
EDWARD C. BACON
M. EVELYN SPURGIN
LESLIE F. MOORE
JEFFREY R. DeCARO
W. SCOTT SONNTAG
WARREN D. STEPHENS
MICHAEL S. LEVIN
ANDREW E. VERNICK

Mr. Hal Kassoff
Director, Office of Planning &
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

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DEC 27 1982

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Re: 12/13/82 Combined Location/
Design Public Hearing -
Central Avenue (Md. Rte. 214)

Dear Mr. Kassoff:

The written statement for Washington National Arena Limited Partnership (Capital Centre) which my associate, Leslie F. Moore, Esquire, delivered on my behalf at the above hearing referred to further documentation which I planned to submit about signage issues relative to traffic entering and exiting the Capital Centre via Central Avenue at Harry S. Truman Drive. That information is transmitted herein for your consideration and hopeful inclusion in the project.

Since 1977 discussions have been held between representatives of the State Highway Administration, the Prince George's County Department of Public Works and Transportation, the Maryland-National Capital Park and Planning Commission, and the Capital Centre, pertaining to the improvement of traffic conditions at the Capital Centre by the more effective use of road signage. The meetings resulted in a joint recommendation by the County Department of Public Works and Transportation and the State Highway Administration, of several alternative signage proposals for the access roads to the Capital Centre, which everyone agreed would greatly improve the existing traffic situation and improve motorist safety.

The object of the proposed alternatives is to generate a smoother more efficient traffic flow into, and especially out of, Capital Centre. By the use of more easily understood and precise signage, this objective can be achieved. The new signage proposals would enable all visitors, but most importantly, the infrequent visitor, to plan their exit in advance of the intersection of the access roads and major arterial, and thus, avoid last minute lane switching which can result in traffic backups and accidents.

Mr. Hal Kassoff
Page Two
December 27, 1982

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The proposal recommends the installation of the following signs (see attached):

- 1) Two outbound matrix signs located at the beginning of the exit roads; one each for Harry S. Truman Drive and Arena Access Road;
- 2) Two outbound gore signs located just prior to the intersection of the two access roads and major arterials; and
- 3) Two inbound guide signs located on Harry S. Truman Drive, east of Central Avenue.

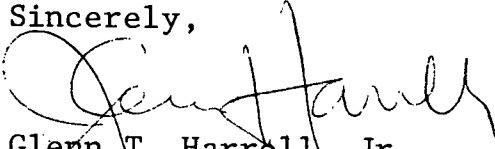
In addition to the installation of the foregoing, the proposal also recommended the following improvements.

- 1) Upon installation of the new signage, all existing guide signs should be removed;
- 2) Existing, overhead, lighted lane-use signs should be modernized to fibre-optic type;
- 3) The creation of overhead, lighted lane-use signs for Arena Access road leading to Maryland 202; and
- 4) Street lights should be erected on Arena Access Road.

Historically, the Prince George's County Park and Planning Commission, working via work orders to the County Department of Public Works and Transportation chargeable against the MNCPPC's budget, has been responsible for the maintenance and upkeep of all traffic signage along the Capital Centre access roads. This was provided for in the January 4, 1973 Six Party Memorandum of Understanding at paragraphs four (4) and six (6), of which the Washington National Arena Limited Partnership and the Park and Planning Commission were parties.

Though there has been agreement on all responsible State and county officials of the need for the implementation of the signage proposals for Capital Centre, the County has been unable financially to carry out the proposals. This has been due to the strain of the County budget brought on by the 1978 TRIM amendment.

Sincerely,


Glenn T. Harrell, Jr.

GTH/dhm
Enclosures

cc: Mr. Jerry Sachs
Mr. Gary Handleman
Mr. Joe McQuail



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

January 7, 1983

RE: Contract No. P 695-101-371
Maryland Route 214
I-95 to West of U.S. Route 301

Mr. Glenn T. Harrell, Jr., Esq.
O'Malley, Miles, Farrington & McCarthy
Two Metro Plaza
8240 Professional Place, Suite 200
Landover, Maryland 20785

Dear Mr. Harrell:

Thank you for your letter dated December 27, 1982 extending comments at the December 13, 1982 public hearing proposing improved signing to the Capital Centre arena.

These signing proposals, which appear to be related to the local road system, are being forwarded to our Division of Traffic Engineering for review and direct response to you as may be warranted. Certain sign messages may require revision if the proposed additional interchange movements are implemented at the I-95/Maryland Route 202 interchange. As it is our standard procedure to include signing in our construction contracts, signs pertinent to the State Highway system would be included with our construction.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:cms

cc: Mr. Edward H. Meehan
Mr. Majid Shakib (w/enclosure)
Mr. Thomas Hicks "
Mr. Wm. F. Schneider, Jr.

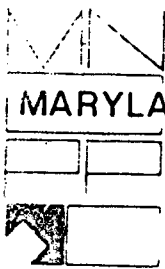
My telephone number is (301) 659-1110

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland, 20870

December 28, 1982

RECEIVED

JAN 1983

Mr. Hal Kassoff, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

DIRECTOR OF
PLANNING & PRELIMINARY ENGINEERING

Re: Maryland Route 214, Central Avenue
Contract no. P695-101-371

Dear Mr. ^{Hal}Kassoff:

We have reviewed the environmental assessment for the above referenced project and have the following comments.

I-95/Maryland Route 202 Interchange

This proposal would add the missing movements to the existing interchange. As you know, this proposal is not included on any County Master Plan, although a project to construct the ramps is included in the current County Capital Improvement Program for Fiscal Year 1983-88. The reason the project was never included in a Master Plan is that a demonstrated need had never been shown. Also, previous traffic studies had shown a need for additional capacity in a northerly direction to the Capital Beltway from the Largo area, especially from the "Triangle", an area bounded by Maryland Routes 202, 214 and the Capital Beltway. The Master Plan in response to that need proposed additional ramps at a location halfway between the Beltway interchanges at Maryland Routes 214 and 202. These two ramps for northbound traffic only were considered feasible only because of the missing ramp in the southeast quadrant of the interchange at Maryland Route 202 and the Capital Beltway. Adequate distance for weaving would be compromised if the proposed ramp at Maryland Route 202 were constructed.

The two ramps proposed by the County Master Plan are considered crucial to accommodate traffic volumes expected from the land uses proposed within the Triangle that would include a new Town Center. Elimination of the planned two ramps could mean a considerable reduction in the Town Center design since all other uses within the Triangle are committed.

A review of recent State traffic projections (2005 ADT) for Maryland Route 214 by your traffic forecasting section shows that distribution of traffic to the Capital Beltway at the interchanges with Maryland Routes 202 and 214 from the Largo area are based on the existing 1981 ADT distribu-



beautiful, historic . . . and progressive

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tion. We believe this distribution will change with development of the large employment centers in the area. Previous traffic studies by both this office and consultants for developers have shown the projected distribution to be 60-65% to the north and 35-40% to the south of the Beltway. If this distribution is realized, traffic from the south would be considerably less. At 35% from the south, the volume eastbound would be slightly more than 1,500 total and could be accommodated at one interchange. However, the 65% from the north would require additional access that could be accommodated with the ramps proposed by the Master Plan.

Additional comment with regard to option 2 is that deletion of the loop ramp in the southeast quadrant could have severe traffic operational problems. Observation of existing traffic on this loop reveals that it is used by a large number of tractor trailer trucks, also the left turn onto the ramp in the northeast quadrant would find it difficult to merge when the Arena is discharging its traffic. Backups could become a common event on Maryland Route 202 with this option. However, option 2 could become viable with the partial interchange proposed on the Master Plan. This interchange would accommodate many of the movements that could overload the ramp in the northeast quadrant at Maryland Route 202 under option 2.

In any case, we recommend that the design of the proposed ramp not preclude the addition of the two ramps to the Beltway as shown on our Master Plan. These ramps will be needed to divert a substantial number of trips from this interchange.

Maryland Route 214, Maryland Route 202 Interchange

A letter dated April 2, 1982 to Mr. Honeywell from this office generally outlined our position on this intersection. We believe an adequate case has been made to justify an interchange at this location. If an option is selected by the State that does not include an interchange, this area of Prince George's County would be faced with an impossible situation at some point in the future. Traffic projections by both our agencies have verified this. If we do not plan for this interchange now, the option would be forever lost and a serious injustice will have been inflicted on this County.

The interchange may not have the same priority for construction as Central Avenue, however, rights-of-way must be acquired as soon as possible to preserve the option for a later time. It is our opinion that option F includes design criteria that are excessive for this interchange. We do not believe that a radius of 300' is required for the loop ramps at this location. If a more reasonable radius of 230'-250' is used, the interchange could be designed around option E with a considerable reduction in right-of-way required (see attached). This would also allow staged construction and a reduction in overall costs. There may be other interchange designs that would further reduce right-of-way requirements and costs which we would be willing to explore with your staff.

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Harry S Truman Drive

The project includes an overpass for Harry S Truman Drive with no specific design for ramp connections at this location although the traffic projections show very heavy volumes for these movements. It would be inconceivable that Central Avenue would be constructed without constructing the ramps at Harry S Truman Drive. It is understood the ramps are to be funded by others, but they are integral to the project and should be designed with Central Avenue. It is difficult to understand how the ramps at the Maryland Route 202 interchange could be added to the project and not the ramps at this location, especially since the ramps at Harry S. Truman Drive are so essential to the adequate operation of Central Avenue.

Additionally, there is concern that there are an inadequate number of lanes on Central Avenue between Maryland Route 202 and the Beltway to accommodate the merging of heavy ramp volumes (2065 peak hour, a.m., 2005 build).

We strongly recommend that these ramps be designed as part of the Central Avenue project in order that the County will be able to construct them at the time Central Avenue is constructed.

Crossover Location and Access Control

We have for many years through our Master Plans maintained a 2000' interval for crossovers on Central Avenue from the Capital Beltway to the County line, with an absolute minimum of 1,500' only where severe access problems would result. We believe for adequate operation of Central Avenue this policy should continue. Most crossover locations have been established through the subdivision process complying with the above policy.

An objective of the Master Plan which is considered critical to the adequacy of public facilities is the control of access for several important highways. Central Avenue is one of those facilities and efforts to comply with this objective have met with varying results. Our successes have been in areas where the State has supported us in our efforts.

It is recommended that access controls be designated for the entire length of Central Avenue. Without the State's support, it is doubtful that the Planning Board will be able to prevent direct access from adjoining properties, except for single-family residential developments. Crossovers should be established at 2,000 foot intervals with a minimum of 1,500 feet only where it can be shown that a greater distance would cause operational problems.

Western Branch Bridge

The Prince George's County Storm Water Management Plan for Western Branch has been developed based on existing flow hydraulics of Central Avenue (see attached). Storm water detention facilities have been proposed and programmed for construction based on this condition. It is therefore recommended to maintain existing flow conditions when Central Avenue is constructed. The design of this structure should consider the above as well as the comments from our Department of Parks and Recreation by letter of December 16, 1982.

Again, as in the past, we emphasize the importance of improvements to Central Avenue. However, we want to strongly emphasize the importance of adequate design to the County. A project that ignores the long term needs of this corridor would indeed be shortsighted. The County has waited longer than it had ever anticipated for this improvement. It simply would not be reasonable or cost effective to construct a facility now that would be inadequate within 15-20 years.

As you can see from the above we have some concerns about some of the design decisions the State will make on this project because they will have serious impacts on the anticipated economic growth in the area. If some of the design options are selected we believe that the area plans and the County Transportation Plan will have to be amended.

Before we present these issues to our Planning Board it would be helpful if you would respond to our concerns as well as answer the following questions:

1. Would the comment regarding the distribution of traffic on the Beltway, if assumed valid by the State, affect the design and options for the interchange at the Beltway and Maryland Route 202?
2. If the proposed ramp in the southeast quadrant at I-95/Route 202 is constructed, could the proposed ramps with the Beltway as recommended in our Largo-Lottsford Plan and the County Transportation Plan be constructed at a later date by the State and/or the County?
3. Will an interchange option at the intersection of Route 214 and Route 202, which has been in our Plans and for which land has been placed in reservation, be dropped as part of the final design for Central Avenue?
4. Can the ramps at Harry S Truman Drive, which will connect with the proposed over-pass and are to be constructed by the county and/or others, be included in the State's design so that they can be constructed with the Central Avenue improvements?

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5. Will the State designate access controls along Central Avenue, as recommended in our Plans, so that the County, with the State's support, can protect the integrity of this facility through our development process?

We appreciate the opportunity to comment and are ready to discuss any of the above at your convenience.

Very truly yours,



Frank Derro, Chief
Transportation Planning Division

FD/fvh



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

JAN 4 1983

FILE: PG
Largo - Capital Centre

Mr. Frank Derro, Chief
Transportation Planning Division
The Maryland-National Capital Park
and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20870

Dear Mr. Derro:

Regarding Resolution No. 82-194 and Plat for highway reservation for the proposed interchange at Capital Centre Road Extended and I-95, please be aware that this proposal is not consistent with SHA plans and programs. I would also like to bring to your attention the following issues:

- a. The proposed interchange does not have access point approval onto I-95. Further, it is not part of the 1983 Interstate Cost Estimate and has not been approved as part of previous estimates; therefore, it is ineligible for regular Federal-Aid Interstate funding.
- b. An interchange with I-95 and Capital Centre Road was listed in the 1979-1998 Highway Needs Study as a means to provide access to a proposed terminus of the Addison Metrorail Route at Largo. Since this station did not become part of the Adopted Regional System for Metrorail, the 1980 Highway Needs Inventory and the 1982 update of the Inventory do not include the interchange.
- c. The proposed Capital Centre Road is designated as a collector facility (C-173) in the Master Plan for the Model Neighborhood Area (September, 1973). It is desirable to limit access from I-95, which is a principal arterial, to other arterial highways.
- d. The spacing between existing interchanges at Maryland 202 and at Maryland 214 is less than 1.8 miles. An additional interchange between these two would duplicate the service provided and violate the current minimum FHWA guidelines of 1.0 mile between adjoining interchanges in an urban area.

My telephone number is 659-1110

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

Mr. Frank Derro

JAN 4 1983

Page Two

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If you have any questions, please contact me.

Very truly yours,

Original Signed By:

HAL KASSOFF

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:v

cc: Mr. L. Saben
Mr. E. T. Camponeschi
Mr. E. H. Meehan
Mr. T. L. Cloonan
Mr. N. J. Pedersen
Mr. J. L. White
Mr. C. Lee



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

March 1, 1983

RE: Contract No. P 695-101-371
Maryland Route 214, Central Avenue

Mr. Frank Derro, Chief
Transportation Planning Division
Maryland-National Capital Park
and Planning Commission
County Administration Building
Upper Marlboro, Maryland 20870

Dear Mr. Derro:

Thank you for your letter of December 28, 1982 in which you raised a number of concerns related to the Maryland Route 214 project in response to our circulation of the Environmental Assessment.

As you are aware, the Project Planning Team discussed several of these issues at the meeting of January 20, 1983 with Mr. Wilkinson of your office in attendance. At this meeting, the Team selected an alternate/option combination which is being utilized as a basis for formulation of a project recommendation for presentation to Administrator M. S. Caltrider in the near future. You will receive a copy of the project recommendation and an invitation to the forthcoming meeting with the Administrator.

Interstate Route 95/Maryland Route 202 Interchange

The Maryland State Highway Administration's preferred alternative (Option 1, modified) at the interchange of Interstate 95 and Maryland Route 202 proposes that the presently missing north to east and west to south movements be added in this interchange. These ramps are believed to be justified because of substantial development which is presently occurring and is projected to continue to occur in the vicinity of the northern half of the triangle formed by Interstate 95 and Maryland Routes 202 and 214. By the design year 2005, 5,000 vehicles per day are expected to make each of these movements. We feel these volumes are more than enough to justify provision of these missing movements, particularly in light of the projected impacts on traffic operations within the Maryland Routes 202 and 214 corridors, if these ramps are not provided.

In your letter, you cite that the Master Plan calls for construction of a partial interchange along Interstate 95 between the Maryland Route 202 and 214 interchanges to serve development in the vicinity of the Capital Centre arena. The State Highway Administration is unable to support this interchange because there is inadequate distance between

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Teletypewriter for Impaired Hearing or Speech

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the interchanges of Maryland Route 202 and 214 to accommodate another interchange. The existing spacing of 1.8 miles between interchanges does not allow for the addition of another interchange without violating minimum FHWA and SHA standards for interchange spacing on an Interstate highway in an urban area. Preliminary discussions with FHWA representatives reveal that they, too, could not support this additional interchange on Interstate Route 95 without a demonstration of compelling need and consistency with operational safety requirements (including spacing considerations) along the Interstate system.

The SHA's traffic forecasts for the design year show that the north/south traffic split on Interstate 95 to the Largo area will be approximately 60%/40%. This is consistent with the findings of the studies you cite in your letter. Based upon these forecasts, it was concluded that traffic to and from the south on Interstate 95 could not be adequately handled by one interchange and therefore, the additional ramps proposed at Maryland Route 202 are warranted.

The Project Planning Team shares your concerns with regard to Option 2 at the Interstate 95/Maryland Route 202 interchange and will recommend to the Administrator that Option 1 with modifications be selected. Modifications suggested by the Team are presently under development.

Maryland Route 202/214 Interchange

With regard to your concerns that the loop ramps in the proposed interchange of Maryland Route 202 and 214 have a larger radius than is necessary, I have directed my staff to perform analyses of an interchange which would have lesser radii, but which could still accommodate projected weaving movements in the design year. This analysis will be completed prior to the decision meeting with the Administrator and will be presented as an option to the design that was shown at the public hearing.

As you are aware, the State Highway Administration is deeply concerned about the high costs associated with the right-of-way for an interchange at Maryland Route 202 and 214. We would expect the County to take measures necessary to preserve the right-of-way for the purpose of ultimately constructing an interchange at this location with full access control throughout the interchange area.

Harry S. Truman Drive

Regarding the proposed connections between Harry S. Truman Drive and Maryland Route 214, I believe it would be appropriate for you to raise the issue of whether these ramps should be incorporated as part of the design study for Maryland Route 214 with Administrator Caltrider at the decision meeting which will be held in the next few weeks.

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Crossover Location and Access Controls

The Project Planning Team is recommending to the Administrator that a long term goal of acquiring access controls along Maryland Route 214 be pursued. Should this recommendation be selected, SHA Directive 5841.1.1 would call for crossovers to be spaced at least 1,300 feet apart along the access-controlled portions of Maryland Route 214.

Western Branch Structure

As part of the design of the structure over Western Branch, the State Highway Administration is required to maintain existing flow conditions. We further intend to accommodate the proposed trail system under this structure as permitted by hydrologic/hydraulic considerations during the subsequent design phase.

In conclusion, I would like to thank you for your expression of concerns related to the Maryland Route 214 project and your input thus far on this important project. We look forward to your participation and input at the decision meeting to be held with the Administrator in the near future.

Please feel free to call me if you would like to further discuss any of these matters.

Very truly yours,

Neil J. Pedersen for

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:bh

- cc: Mr. E. Meehan
- Mr. T. Cloonan
- Mr. N. Pedersen
- Mr. J. Gatley
- Mr. E. Loskot
- Mr. T. Neukan
- ✓ Mr. W. Schneider, Jr.



Maryland Department of Transportation

State Highway Administration

August 25, 1983

Lowell K. Bridwell
Secretary

96

M. S. Caltrider
Administrator

Contract No. P 695-101-371

F.A.P. No. M 5114-1

Maryland Route 214 from West of I-95 to
West of U.S. Route 301, and additional ramps at the
I-95/Maryland Route 202 Interchange
in Prince George's County

Enclosed for your information and files is the approved Finding of No Significant Impact (FONSI) and the appropriate supporting material for the referenced project. This document has been prepared in accordance with the revised Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, the CEQ Regulations, and DOT Order 5610.1c.

Alternate 1, the Build Alternate has been selected and proposes reconstruction of Maryland Route 214 as a dual arterial highway following the existing roadway with minor deviations. Alternate 1 with "Option F" involves a partial cloverleaf interchange to be constructed at the juncture of Maryland Routes 214 and 202. "Option F" would consist of an inner loop and an outer connection in the northeast quadrant, a loop in the southeast quadrant, an inner loop and an outer connection in the northwest quadrants to local streets connecting to Harry S. Truman Drive and the proposed Largo Town Center.

"Option 1 Modified" would be also included with Alternate 1. This option provides the missing movements at the I-95/Maryland Route 202 interchange by proposing an outer connection in the southwest quadrant, and a single controlled two (2) lane left turn from west-bound Maryland Route 202 into a widened outer connection in the southwest quadrant.

The earliest possible date for construction would be Fiscal Year 1987.

Distribution of the FONSI is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:mc

Attachment

- cc: Mr. Wm. F. Schneider, Jr.
- Mr. Louis H. Ege, Jr.
- Mr. Donald G. Honeywell
- Mr. Nathaniel K. Brown, Jr.

RECEIVED

AUG 25 1983

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

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

BUR. OF LANDSCAPE
ARCHITECTURE

97

DISTRIBUTION LIST
Contract No. P 695-101-371
F.A.P. No. M 5114 (1)
Maryland Route 214
From West of I-95 to U.S. Route 301

FINDING OF NO SIGNIFICANT IMPACT

LOCAL GOVERNMENT AGENCIES

Mr. Lester F. Wilkinson, Jr.
Maryland National Capital Park
and Planning Commission
Transportation Planning Division
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20870

Department of Public Works
and Transportation
Mr. Vaughn E. Barkdoll, Director
County Administration Building
Upper Marlboro, Maryland 20870

Mr. James Cronk
Planning Director,
City of Bowie
2614 Kenhill Drive
Bowie, Maryland 20715

Mr. Burton W. Oliver, Director
Department of Program Planning
and Economic Development
County Administration Building
Upper Marlboro, Maryland 20870

Mr. Robert Schuler
Habitat Protection Program
Tidal Fisheries Division
Maryland Department of
Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

CIVIC ASSOCIATIONS

Mr. Richard M. Jacobs, President
Newbridge Civic Association
901 Woodmont Court
Mitchellville, Maryland 20716

Coalition of Central Prince George's
County Civic Associations
c/o Mr. Jerry Gallegos
11501 Bayard Drive
Mitchellville, Maryland 20716

98

CIVIC ASSOCIATIONS (cont'd.)

Mrs. Tina Badaczewski, President
Kettering Civic Federation, Inc.
12610 Princeleigh Street
Upper Marlboro, Maryland 20772

Mr. Joseph Haskell, President
Kettering Improvement Association
64 Herrington Drive
Upper Marlboro, Maryland 20772

Mr. George Labonnierson, President
Kingsford - Smithfield
Homeowners Association
P.O. Box 1455
Mitchellville, Maryland 20716

Mrs. Mary Campbell, President
Largo Civic Association
P.O. Box 716
Upper Marlboro, Maryland 20772

Mr. David F. Jenkins, President
Mitchellville Citizens Association
3603 Mitchellville Road
Mitchellville, Maryland 20716

Ms. Myrtle Sanchez, President
Pointer Ridge Citizen's Club
1211 Pensive Lane
Bowie, Maryland 20716

Ms. Brenda Leonard, President
Ridgely Townhouses Community
Association
332 Harry S. Truman Drive
Upper Marlboro, Maryland 20772

Mr. Robert P. Moeller, President
Oxon Hill Bicycle and Trail Club, Inc.
P.O. Box 81
Oxon Hill, Maryland 20745

Ms. Barbara Cannizzo, President
Trail Riders of Today
22508 Griffith Drive
Laytonsville, Maryland 20879

99

CIVIC ASSOCIATIONS (cont'd.)

Mr. Robert Mussler, President
Cinnamon Ridge Condominium, Inc.
80 Cable Hollow Way
Upper Marlboro, Maryland 20870

Mr. Daryle Buther
The Birther Buther Partnership
200 Monroe Street
Rockville, Maryland 20850

MARYLAND DEPARTMENT OF TRANSPORTATION

Director
Public Affairs
Maryland Department of Transportation

Mr. Clyde E. Pyers, Director
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STATE HIGHWAY ADMINISTRATION

Deputy Chief Engineer - Development
Assistant Chief Engineer - Design
District Engineer
Bureau of Highway Design
Bureau of Bridge Design
Bureau of Landscape Architecture
Office of Planning and Preliminary Engineering
Bureau of Project Planning
Bureau of Planning and Program Development
Office of Real Estate
Bureau of Relocation Assistance
Bureau of Acquisition Activities
Federal - Aid Section - Office of Real Estate
District Chief - Office of Real Estate
State Highway Administration Library
Equal Opportunity Section
Bureau of Highway Statistics