

FINDING OF NO SIGNIFICANT IMPACT

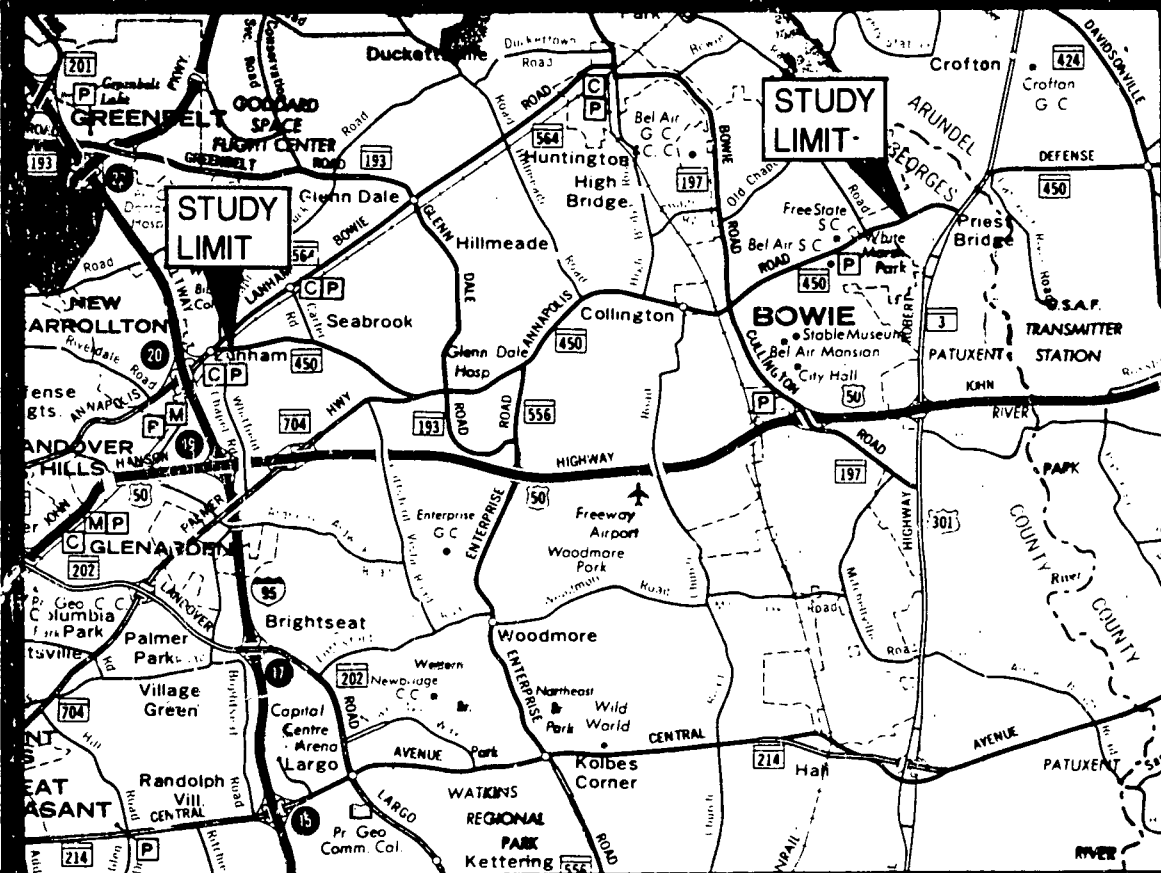
Section 4(f) Evaluation

FOR:

CONTRACT NO. P 844-102-371

MARYLAND ROUTE 450

WHITFIELD CHAPEL ROAD
TO WEST OF MARYLAND ROUTE 3
PRINCE GEORGE'S COUNTY, MARYLAND



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION

2

FINDING OF NO SIGNIFICANT IMPACT, AND
PROGRAMMATIC SECTION 4(f) APPROVAL
FOR

MARYLAND ROUTE 450, WHITFIELD CHAPEL ROAD TO WEST OF
MARYLAND ROUTE 3; PRINCE GEORGE'S COUNTY, MARYLAND

The FHWA has determined that Selected Action, a combination of 4 and 6 lanes divided highway, will have no significant impact on the environment. (Pages III-13 to III-16 of the attached documentation further describes the Selected Action.) This Finding of No Significant Impact is based on the Environmental Assessment, and the attached documentation which summarizes the assessment and documents the selection of the four and six lanes alternative. It provides a five-lane undivided transition roadway from Whitfield Chapel Road to Greenwood Lane, a four-lane divided highway between Greenwood Lane and MD 704 and from east of MD 197 to west of MD 3, and a six-lane divided highway between MD 704 and east of MD 197. The proposed improvements to this portion of MD 450 have logical termini at Whitfield Chapel Road where improvements will tie into a new interchange at MD 450 and MD 564, and west of MD 3 where the proposed improvements will connect to improvements to MD 3. In addition, the Selection Action conforms with the Clean Air Act Amendments of 1990, in accordance with the US DOT/EPA June 7, 1991 Guidance.

The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the need, environmental issues and impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Section 4 (f): The Selected Action uses approximately 0.27 acres of land from the Archer Tract Neighborhood Park. There are no approved plans for park development and future development will be coordinated and take into consideration recreational and highway needs. Therefore, noise, air quality, visual and aesthetic impacts will be minor. Avoidance alternatives and measures to minimize harm are discussed on pages IV-1 to IV-7 of the attached documentation. Based on this analysis, it has been determined that the Selected Action is the only feasible and prudent alternative which minimizes impacts to the Section 4(f) property. In addition, we have reviewed the seven criteria for applying the Programmatic 4(f) approval process and found that all criteria are met. Therefore, we are approving the Section 4(f) determination for use of land from the Archer Tract Neighborhood Park under the Programmatic Section 4(f) procedures.

The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

11/15/91
Date

Herman Rodigo
For Division Administrator

3

TABLE OF CONTENTS

	<u>PAGE NO.</u>
I. RECORD OF DECISION	I-1
II. COMPARISON OF ALTERNATES	II-1
III. SUMMARY OF ACTIONS AND RECOMMENDATIONS	III-1
A. BACKGROUND	III-1
1. Project Location	III-1
2. Purpose and Need for the Project	III-1
3. Planning History	III-2
4. Current Perspective	III-4
B. ALTERNATES	III-5
1. Alternates Considered but Dropped	III-5
2. Alternates Retained for Detailed Study and Presented at the Location/Design Public Hearing	III-7
a. No Build	III-7
b. Build Alternates	III-7
1) MD Route 450	III-7
a) 4-Lane Divided Alternate	III-7
b) 6-Lane Divided Alternate	III-8
2) Build Options for Major Roadways Intersecting Maryland Route 450	III-9
a) MD 704 at MD 450	III-9
i. Option A	III-9
ii. Option C	III-9
iii. Option D	III-9
b) MD 197	III-10
i. Option 2A	III-11
ii. Option 2B	III-11
iii. Option 3	III-11

4

TABLE OF CONTENTS (cont.)

	<u>PAGE NO.</u>
c) Existing MD 450: Highbridge Road to MD 197	III-11
i. Option W1 - Bridge Closure	III-11
ii. Option W2 - Bridge Rehabilitation	III-12
iii. Option W3 - Bridge Reconstruction	III-12
d) Existing MD 450: MD 197 to Moylan/Trinity Drives	III-12
i. Option E1	III-12
ii. Option E2	III-12
iii. Option E3	III-12
iv. Option E4	III-12
3. The Selected Alternate	III-13
a. MD 450	III-13
b. MD 704 at MD 450	III-14
c. MD 197	III-15
d. Existing MD 450, Highbridge Road to MD 197: The Conrail Bridge	III-15
e. Existing MD 450, MD 197 to Moylan/Trinity Drives	III-15
f. Other Design Elements	III-16
1) Multi-Use Trail	III-16
2) Sidewalks	III-16
3) Landscaping	III-16
4. Service and Design Characteristics of the Selected Alternate	III-17
a. Level of Service	III-17
b. Functional and Design Characteristics	III-18
c. Accident Data	III-22
5. Environmental Consequences	III-24
a. Social, Economic and Land Use Impacts	III-25
1) Social Impacts	III-25
2) Summary of the Equal Opportunity Policy of the Maryland State Highway Administration	III-27
3) Economic Impacts	III-27
4) Access Impacts to Churches and Community Facilities	III-32
5) Land Use Impacts	III-33

5

TABLE OF CONTENTS (cont.)

	<u>PAGE NO.</u>
b. Public Park and Recreational Area Impacts	III-33
c. Historical and Archeological Resources Impacts	III-37
d. Natural Environmental Impacts	III-38
1) Prime Farmland Soils	III-38
2) Floodplains	III-39
3) Surface Water	III-40
4) Wetlands	III-41
- Wetland Finding	III-51
5) Wildlife, Habitat and Aquatic Ecology	III-51
e. Noise Impacts	III-54
1) Noise Summary	III-54
a) Noise Abatement Criteria	III-54
b) Description of Noise Sensitive Areas	III-55
c) Ambient Noise Levels	III-55
d) Prediction Methods	III-57
e) Summary of Traffic Parameters	III-57
f) Results of Analysis	III-59
g) Noise Impact Assessment	III-59
h) Mitigation Measures	III-61
i) Noise Abatement Considerations at Specific Receptors	III-63
j) Conclusions	III-66
k) Construction Impacts	III-67
f. Air Quality Analysis	III-67
6. Estimated Costs	III-70
C. SUMMARY OF PUBLIC INVOLVEMENT	III-72
D. POSITIONS TAKEN	III-73
1. Elected Officials	III-73
2. Citizens and Community Associations	III-73
3. Agencies	III-74
E. TEAM RECOMMENDATIONS	III-74

6

TABLE OF CONTENTS (cont.)

	<u>PAGE NO.</u>
IV. SECTION 4(f) EVALUATION	IV-1
1. Introduction	IV-1
2. Description of Proposed Action	IV-1
3. Description of Section 4(f) Resources	IV-2
a. Proposed Archer Tract Neighborhood Park	IV-2
4. Description of Impacts	IV-3
5. Avoidance Alternatives	IV-5
a. Alignment Shift	IV-5
b. Retaining Walls	IV-5
c. No-Build or Partial No-Build Alternate	IV-6
6. Mitigation Measures	IV-6
7. Coordination	IV-7
8. Concluding Statement	IV-7
V. PUBLIC HEARING COMMENTS	V-1
VI. CORRESPONDENCE	VI-1
A. WRITTEN COMMENTS RECEIVED SUBSEQUENT TO THE COMBINED LOCATION/DESIGN PUBLIC HEARING AND RESPONSES	VI-1
B. ELECTED OFFICIALS COMMENTS	VI-145
C. AGENCY COORDINATION	VI-165
1. Comments Prior to Public Hearing	VI-166
2. Comments following Environmental Assessment Publication with Responses	VI-187
VII. APPENDIX	

LIST OF FIGURES

<u>FIGURE NO.</u>	<u>TITLE</u>	<u>AFTER PAGE</u>
1	Location Map	III-1
2	Project Area Map	III-1

LIST OF FIGURES (CONT.)

<u>FIGURE NO.</u>	<u>TITLE</u>	<u>AFTER PAGE</u>
3	Conceptual Layout of Alternates Presented at the Location/ Design Public Hearing	III-8
4	MD 704 Option A As Presented at the Location/Design Public Hearing	III-9
5	MD 704 Option C As Presented at the Location/Design Public Hearing	III-9
6	MD 704 Option D As Presented at the Location/Design Public Hearing	III-9
7	MD 197 Options Presented at the Location/Design Public Hearing	III-10
7a	Options for Existing MD 450 Between MD 197 and Moylan/Trinity Drives Presented at the Location/ Design Public Hearing	III-12
8	Selected Alternate Typical Sections	III-15

MAPPING SECTION

9	Selected Alternate 4-Lane Divided Sta. 34+60 to Sta. 54+	III-15
10	Selected Alternate 4-Lane Divided Sta. 54+ to Sta. 89+	III-15
11	Selected Alternate 4-Lane Divided Sta. 89+ to Sta. 122+	III-15
12	Selected Alternate 4-Lane Divided Sta. 122+ to Sta. 139+ 6-Lane Divided Sta. 17+50 to Sta. 43+95 (Sta. 43+95 Bk = Sta. 146+90 AHD) and Sta. 146+90 to Sta. 151+	III-15

4

LIST OF FIGURES (CONT.)

<u>FIGURE NO.</u>	<u>TITLE</u>	<u>AFTER PAGE</u>
13	Selected Alternate 6-Lane Divided Sta. 151+ to Sta. 190+	III-15
14	Selected Alternate 6-Lane Divided Sta. 190+ to Sta. 229+	III-15
15	Selected Alternate 6-Lane Divided Sta. 229+ to Sta. 267+	III-15
16	Selected Alternate 6-Lane Divided Sta. 267+ to Sta. 300+67 (Sta. 300+67 Bk = Sta. 118+82 AHD) and Sta. 118+82 to Sta. 122+	III-15
17	Selected Alternate 6-Lane Divided Sta. 122+ to Sta. 153+	III-15
18	Selected Alternate 6-Lane Divided Sta. 153+ to Sta. 176+ 4-Lane Divided Sta. 176+ to Sta. 187+	III-15
19	Selected Alternate 4-Lane Divided Sta. 187+ to Sta. 193+28 (Sta. 193+28 Bk = Sta. 493+28 AHD) and Sta. 493+28 to Sta. 523+	III-15
20	Selected Alternate 4-Lane Divided Sta. 523+ to Sta. 558+	III-15
21	Selected Alternate 4-Lane Divided Sta. 558+ to Sta. 582+	III-15
22	Average Daily Traffic and Level of Service Map	III-17
23	Air Receptors and Noise Sensitive Areas	III-55
24	Parks and Recreation Areas	IV-3
25	Plan - Selected Alternate at Future Archer Tract Neighborhood Park and Whitemarsh Park	IV-7

LIST OF FIGURES (CONT.)

<u>FIGURE NO.</u>	<u>TITLE</u>	<u>AFTER PAGE</u>
26	Future Archer Tract Neighborhood Park 4-Lane Divided Impacts As Presented at the Location/Design Public Hearing	IV-7
27	Future Archer Tract Neighborhood Park 6-Lane Divided Impacts Presented at the Location/Design Public Hearing	IV-7

LIST OF TABLES

<u>TABLE NO.</u>	<u>TITLE</u>	<u>PAGE NO.</u>
1	Comparison of Alternates	II-1
2	Summary of Intersection Levels of Service	III-17
3	MD 450 Accident Severity 1987-June 1990	III-22
4	MD 450 Accidents by Collision Type 1987-June 1990	III-23
5	Parking Impacts	III-31
6	Park Area Noise Levels	III-34
7	Wetlands Affected	III-43
8	MD 704 Alignment Options to Reduce or Avoid Impacts to Wetland W-5A	III-47
9	Woodland Impacts	III-52
10	Noise Abatement Criteria and Land Use Relationships	III-56
11	Air Sensitive Receptors, Noise Sensitive Areas and Ambient Noise Levels	III-58

LIST OF TABLES

<u>TABLE NO.</u>	<u>TITLE</u>	<u>PAGE NO.</u>
12	Leq Noise Levels (dBA) No-Build and Selected Alternates	III-60
13	Summary of Noise Impact Analysis	III-62
14	CO Concentrations at Each Site (PPM)	III-71
15	Impacts to the Proposed Archer Tract Neighborhood Park	IV-4

I

**RECORD OF
DECISION**



Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

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

DATE: August 28, 1991

SUBJECT: Contract No. P 844-102-371
Maryland Route 450
Whitfield Chapel Road to
West of Maryland Route 3
PDMS No. 163300

RE: ALTERNATIVE RECOMMENDATION

The Project Planning Division has completed project planning studies for improvements to MD 450 between Whitfield Chapel Road and MD 3 in Prince George's County.

The study has concluded with the recommendation of a build alternative for the entire corridor. The recommendation includes a five-lane undivided closed section from Whitfield Chapel Road to Greenwood Lane, a four-lane divided closed section with twelve-foot outside shoulders between Greenwood Lane and MD 704 and between MD 197 and Race Track Road, a six-lane divided closed section roadway between MD 704 and 700 feet east of MD 197, and a four-lane divided open section from Race Track Road to the project terminus west of MD 3. A summary of the selected typical sections is attached.

The impact associated with the recommended alternative was presented at the Location/Design public hearing on February 2, 1989. The project is supported by the Prince George's County Delegation, M-NCPPC and the City of Bowie. As you are aware, intensive coordination with the City of Bowie has occurred and continues to occur to assure a mutually satisfying design. The recommended alternative is consistent with the land use plans as outlined in the 1977 Glenn Dale, Seabrook and Vicinity Master Plan and the 1990 Bowie, Collington, Mitchellville and Vicinity Master Plan.

My telephone number is 333-1110

13

Mr. Hal Kassoff
Page Two

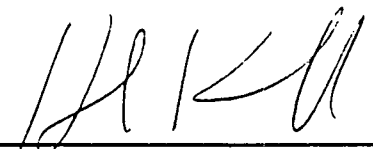
The recommended alternative affects 170 properties resulting in 109 acres of right-of-way. The suggested alternative also would result in eight residential, three minority and two business displacements. The action would not result in an adverse effect to any historic or archeological resources.

Currently, a total of 7.3 acres of wetlands would be affected. However, a recent field review indicated that several of the wetland areas have been disturbed. In combination with the new wetland definitions, the impact is likely to be reduced. The current cost estimate for the recommended alternative, including design, right-of-way and construction is \$109.1 million.

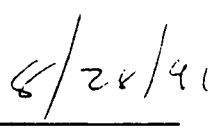
The team recommendation meeting was held on November 21, 1990. I feel that an additional recommendation meeting is not necessary since you are familiar with the project and its issues. I have included a copy of the minutes from the team recommendation meeting, a summary of the value engineering exercise and a set of recommended alternative mapping as presented in the Finding of No Significant Impact. We are requesting your concurrence on the contents of this recommendation package and the selection of the recommended alternative.

I concur with the team recommendation and hereby select the alternative described above for the improvements to MD 450 between Whitfield Chapel Road and west of MD 3 in Bowie.

CONCURRENCE:



Hal Kassoff
Administrator



Date

Attachment

- cc: Mr. Robert D. Douglass
- Mr. Louis H. Ege, Jr.
- Mr. Robert Finck
- Mr. Earle S. Freedman
- Mr. John H. Grauer
- Ms. Angela B. Hawkins
- Mr. Thomas Hicks
- Mr. Creston J. Mills, Jr.
- Mr. C. Robert Olsen
- Mr. Jack F. Ross



Maryland Department of Transportation
State Highway Administration

14
O. James Lighthizer
Secretary
Hai Kassoff
Administrator

MEMORANDUM

TO: Mr. William Slacum, Secretary
State Roads Commission

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

DATE: October 7, 1991

SUBJECT: Contract Number P 844-102-371
Maryland Route 450
Whitfield Chapel Road to
West of Maryland Route 3
PDMS Number 163300

The Project Planning Division is preparing a Finding of No Significant Impact (FONSI) for the above referenced project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of October 1991. The decision to proceed with the FONSI recommending a combination four to six-lane section was made by the Administrator on August 28, 1991. The selected alternative consists of a five-lane undivided closed section from Whitfield Chapel Road to Greenwood Lane, a four-lane divided section with twelve-foot closed outside shoulders from Greenwood Lane to MD 704 and from 700 feet east of MD 197 to Race Track Road. Between MD 704 and 700 feet east of MD 197, a six-lane divided section is proposed. Finally, between Race Track Road and the project terminus, a four-lane divided open section with outside shoulders has been selected. Location and Design Approvals will be requested for this alternative.

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

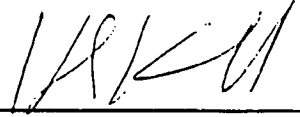
My telephone number is 333-1110

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

15

Mr. William Slacum
Page Two

I concur with the above information:



Hal Kassoff, Administrator

10/11/00

Date

NJP:eh

- cc: Ms. Liz Homer
- Mr. Robert Douglass
- Mr. C. Robert Olsen
- Mr. Earle S. Freedman
- Mr. Anthony M. Capizzi
- Mr. Creston J. Mills, Jr.
- Mr. Louis H. Ege, Jr.
- Mr. Charles Kolsky
- Mr. Ronald Rye
- Mr. Jack Ross
- Mr. John D. Bruck
- Ms. Cynthia Simpson
- Mr. James Wynn
- Mr. Alan Straus

16

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
FRIDAY, OCTOBER 11, 1991

A Finding of No Significant Impact (FONSI) is being prepared on the project listed below. Location approval will be requested from the Federal Highway Administration, recommending a diamond roundabout, whose configuration is that of a diamond interchange.

Contract No. P-844-102-371
MD-450 Whitfield Chapel Road
to West of MD Rte. 3
PDMS# 163300

The decision to proceed in this manner was made by the Administrator at a team meeting held on August 28, 1991.

/vdl

- cc: E. L. Homer
 - R. Olsen
 - C. Mills
 - R. Douglas
 - N. Pedersen
 - L. Ege
 - E. Freedman
 - A. Capizzi
 - C. Simpson
 - ✓ A. Straues
- SRC-Prince's George's County File

II

**COMPARISON OF
ALTERNATES**

18

TABLE 1

II. COMPARISON OF ALTERNATES

MD 450 From Whitfield Chapel Road to West of MD 3

<u>Analysis Item</u>	<u>No-Build Alternate</u>	<u>Selected Alternate</u>	<u>4-Lane Divided</u>	<u>6-Lane Divided</u>
<u>Social, Economic and Land Use Impacts</u>				
1. Residential Displacements	0	8	8	8
2. Minority Displacements	0	3	3	3
3. Business Displacements	0	2	2	2
4. Total Properties Affected	0	170	170	170
5. Historic Sites Impacted (Acreage Required)	0	0	0	0
6. Archeological Sites Affected	0	0	0	0
7. Public Recreational Lands Affected - Number (Acres)	0	1(0.27)	3(0.62)	3(1.06)
8. Farms Affected	0	1	1	1
9. Effect on Residential Access	Not Improved	Improved	Improved	Improved
10. Consistency with Land Use Plans	No	Yes	Yes	Yes
11. Right of Way Required (Acres) ¹	0	109	88.0	95.4
<u>Natural Environmental Impacts</u>				
1. Woodlands Affected (Acres) ²	0	38.5	24	24
2. Effect on Wildlife Populations	None	Negligible	Negligible	Negligible
3. Effect on Threatened or Endangered Species	None	None	None	None
4. Stream Crossings ³	0	4	4	4
5. Wetland Acres Affected	0	7.31	6.99	7.54
6. 100-Year Floodplain Acres Affected	0	3.94	3.72	3.94
7. Prime Farmlands Soils Affected (Acres)	0	6.4	6.4	6.4
8. Air Quality Impacts (sites exceeding S/NAAQS)	1	0	0	0
9. Noise Sensitive Areas Impacted	5	15	15	15
<u>Costs (1991 Dollars)⁴</u>				
Engineering	0	6,355,000	6,644,000	8,173,000
Right-of-Way	0	22,184,000	10,278,000	14,010,000
Construction	0	<u>80,548,000</u>	<u>60,950,000</u>	<u>74,980,000</u>
Total Cost	0	\$109,087,000	\$77,822,000	\$97,163,000

NOTE: See page II-2 for notes pertaining to the above comparison of Alternates.

Notes pertaining to Table 1 - COMPARISON OF ALTERNATES

- 1 The estimated acreage of right-of-way impact for the Selected Alternate (a combination of the 4-Lane and 6-Lane Alternates) exceeds estimates for the 4-Lane and 6-Lane Alternates as a result of alignment and other engineering refinements made in the latter portions of the study, refinements to right-of-way estimates and the inclusion of less land dedications from adjacent land owners than what was assumed in the previous estimates.
- 2 The estimated acreage of Woodlands Affected for the 4-Lane and 6-Lane Alternates did not include impacts from the portion of the project between MD 193 and Moylan/Trinity Drives, which until recently was to be funded by Prince George's County.
- 3 Although the No-Build Alternate would not require any new stream crossings, the four streams crossed by the Selected Alternate are crossed by existing MD 450 and three of the four stream crossings of the Selected Alternate are widening of existing MD 450 crossings.
- 4 The cost for the Selected Alternate exceeds that of either the 4-lane or 6-lane Alternates. These differences result from refinements to the a) engineering studies; b) assessment of right of impacts and costs; c) assessment of utility impacts and costs; and d) cost estimating procedures and contingency allowances.

III

**SUMMARY OF ACTIONS
AND RECOMMENDATIONS**

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. BACKGROUND

1. Project Location

MD 450, an arterial highway, extends in a west-east orientation from just northeast of Washington, D.C. to Annapolis in north central Prince George's County. (See Figure 1 on the following page)

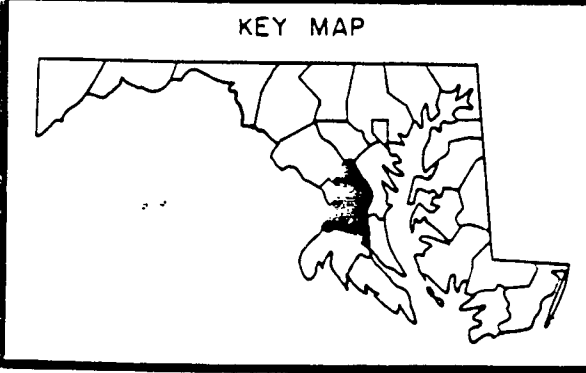
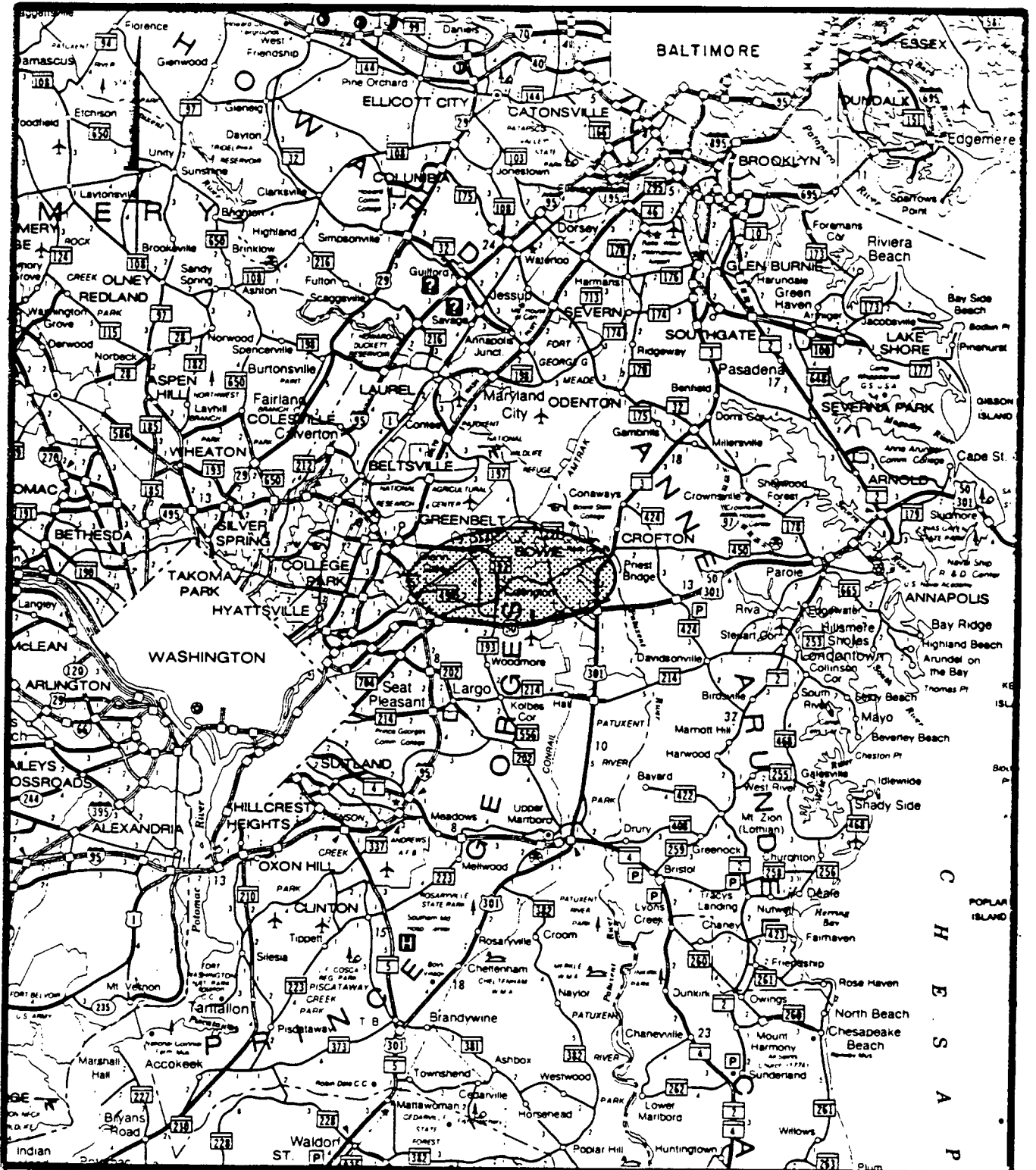
The project consists of providing an improved arterial highway for an 8.5 mile segment of MD 450 from Whitfield Chapel Road to approximately 3000' west of MD 3. Included within the project scope is a 0.6 mile long portion of MD 704 in the vicinity of MD 450 and a 0.5 mile long portion of MD 197 in the vicinity of the proposed MD 450 Relocation. (See Figure 2 following the next page)

2. Purpose and Need for the Project

The primary purpose of the proposed improvements to MD 450 is to increase highway safety and improve the overall flow of traffic by increasing capacity of the highway. The need for these improvements arises from the projected growth in and near the study corridor and the existing roadway's substandard features with regard to pavement and shoulder width, horizontal curvature and sight distance. The improved roadway will continue to serve the dual roles of carrying through traffic and providing access to adjacent properties.

The project area's high growth in terms of employment and residential and commercial development is exemplified by the expansion of the Bowie City limits, the approximately 110 development proposals in the Bowie area, several of which are under construction, and the continuing requests for rezoning in the corridor. During the period between 1975 and 1986, traffic volumes on MD 450 between Whitfield Chapel Road and MD 3 increased approximately 30 percent. Average Daily Traffic (ADT) ranged from approximately 10,000 to 23,000 vehicles in 1986. During the peak hour, over one half of the study segment is operating at or beyond capacity. Based on current traffic projections, all but two of the project's 16 major intersections would operate beyond capacity by the year 2015 at which time ADT's are projected to be as high as 40,000 vehicles. A detailed discussion of levels of service and accident rates is contained in Section III.B.4.

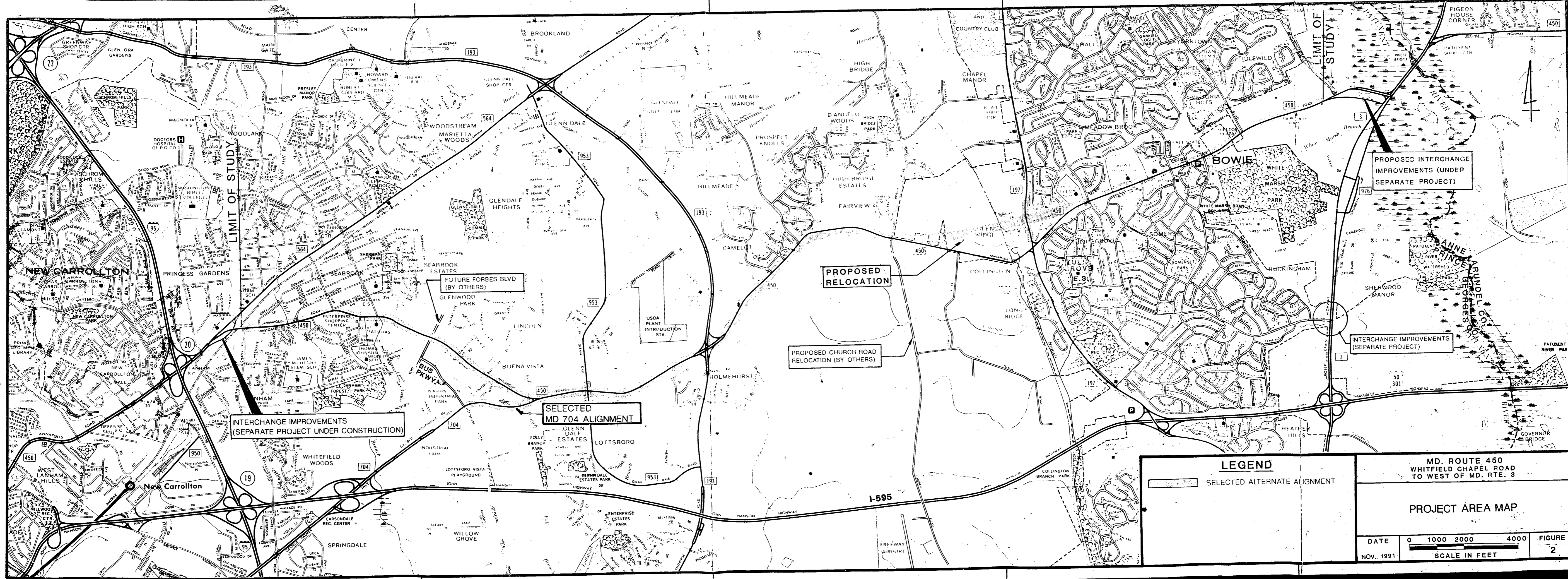
Within the study area, MD 450 is predominantly a two-lane roadway with auxiliary lanes provided at some business entrances, shopping centers and intersecting roads. The posted speed limits for the existing roadway range from 25 mph to 45 mph. Two locations do not meet American Association of State Highway and Transportation



MARYLAND ROUTE 450
 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

LOCATION MAP

DATE NOV., 1991		FIGURE 1
---------------------------	--	--------------------



INTERCHANGE IMPROVEMENTS
(SEPARATE PROJECT UNDER CONSTRUCTION)

FUTURE FORBES BLVD
(BY OTHERS)

PROPOSED
RELOCATION

PROPOSED CHURCH ROAD
RELOCATION (BY OTHERS)

SELECTED
MD 704 ALIGNMENT

PROPOSED INTERCHANGE
IMPROVEMENTS (UNDER
SEPARATE PROJECT)

INTERCHANGE IMPROVEMENTS
(SEPARATE PROJECT)

LEGEND

— SELECTED ALTERNATE ALIGNMENT

MD. ROUTE 450
WHITFIELD CHAPEL ROAD
TO WEST OF MD. RTE. 3

PROJECT AREA MAP

DATE: NOV. 1991

SCALE IN FEET: 0 1000 2000 4000

FIGURE: 2

Officials (AASHTO) criteria for a 50 mph design speed: east of Hillmeade Road and at the Conrail Railroad Bridge where 6°30' and 13° curves exist, respectively. There are approximately eight additional locations on the 8.5 mile long project which approach the allowable limit for 50 mph design criteria, having a 4°30' or greater degree of curvature. The existing shoulder widths, lateral clearances to utility poles and roadside safety grading are generally substandard throughout the project.

The existing vertical alignment on MD 450 fails to meet AASHTO minimum requirements for 40 mph at 27 locations, SHA acceptable criteria for 40 mph at 35 locations and SHA acceptable criteria for 50 mph at 42 locations. The most severely substandard conditions occur east of Morley Road, east of Seabrook Road, at the W.B. & A. Railroad Bridge, west of Sir Lancelot Drive and east of Race Track Road where the alignment is not acceptable for 30 mph under either AASHTO or SHA criteria. The poor vertical alignment imposes conditions where driver sight distance may not be sufficient to allow adequate time to react to stopped or turning vehicles, pedestrian activity or other conditions requiring driver decision.

The existing roadway's substandard features with regard to geometrics and capacity contribute to collision rates which are higher than the statewide average for similar roadways at four intersections and four roadway segments amounting to 1.6 miles of the project area. Without major highway improvements, the problem would only worsen in the future as traffic volumes increase.

The Selected Alternate will assure adequate highway capacity through the design year 2015 for the study section by providing two or three lanes in each direction. The provisions for right and left turning traffic with the Selected Alternate will contribute to safer highway conditions by not requiring traffic to slow down appreciably or stop in a travel lane in order to turn. Horizontal and vertical alignment improvements will improve safety as compared to the existing conditions.

3. Planning History

a. Program History

Consolidated Transportation Program (CTP) History

MD 450 was programmed for project planning in 1974. Conceptual improvements from east of Whitfield Chapel Road to east of MD 704 were presented at a Public Informational Workshop in September, 1978. Studies were not completed and the project was removed from the Planning Program in 1982 due to budget limitations.

The project reappeared in the CTP for Fiscal Years 1986-1991 and remains in the current (1991-1996) CTP (Development and Evaluation portion), funded for planning only. Following location and design approvals, the project will be eligible for inclusion in future programs of the CTP for engineering, right-of-way acquisition and construction.

Prince George's County Department of Public Works and Transportation Capital Improvement Program (CIP) History

The Prince George's County Department of Public Works and Transportation had identified funds in the Capital Improvement Program for fiscal years 1988-1993 for design, right-of-way acquisition and construction of the portion of MD 450 from MD 193 to Moylan/Trinity Drives. Based on a shift in funding priorities, this project was removed from the CIP in 1990.

The improvement of MD 450, including relocation between Highbridge Road and Moylan/Trinity Drives, has been included on the two area master plans governing the project area -- the Adopted and Approved Master Plan for Glenn Dale, Seabrook and Vicinity, dated October, 1977 and the Adopted Master Plan for Bowie, Collington, Mitchellville and Vicinity, dated September, 1990.

Highway Needs Inventory (HNI) History

MD 450 has been listed in all SHA Highway Needs Studies and Inventories since 1968, including the 1988 Needs Update.

b. Project History

Combined planning efforts by the State Roads Commission, Prince George's County, M-NCPPC and local developers were initiated in the early 1960's to reserve a corridor that would accommodate ultimate Maryland Route 450 requirements. With the recordation of subdivision plats for Meadowbrook at Belair, in 1964, Tulip Grove at Belair, in 1967 and Glenridge at Belair in 1968, the corridor for Relocated Maryland Route 450 was established with right-of-way dedications by Levitt and Sons, Inc. Additional dedications by Levitt, associated with various subdivisions in Bowie, established a corridor along the existing roadway from Moylan/Trinity Drives to west of Superior Lane. Spot location studies completed in 1966 by the State Roads Commission resulted, by the early 1970's, in the acquisition of a corridor from west of Superior Lane to east of Race Track Road.

Throughout most of the remainder of the project area, M-NCPPC subdivision requirements over the last several decades have secured the reservation or dedication of right-of-way from proposed developments having Maryland Route 450 frontage. Examples include Westgate Woods, Glensford, Silverbrook, Holmehurst West, Red Willow

26

and Collington Cluster. The results of these combined planning efforts was the preservation of a corridor which follows the existing road, except between Highbridge Road and Moylan/Trinity Drives, and varies in width from 120' to 150'.

Project planning studies for the MD 450 corridor have been ongoing since 1986. Stage I studies concluded in June of 1987 with an Alternates Public Workshop, held in Bowie.

Detailed project planning studies followed the Workshop and included coordination meetings with various agencies, civic groups, area residents and merchants. An Environmental Assessment/Section 4(f) Evaluation was published on December 23, 1988.

A Location/Design Public Hearing was held on February 2, 1989, in Bowie.

Following the Public Hearing and after an evaluation of public and agency comments, extensive coordination took place, particularly with the City of Bowie, to resolve many design issues. Several workshops were held with the Bowie City Council, the last of which was on July 11, 1990.

4. Current Perspective

Logical Termini/Related Projects

The termini of this project planning study were determined based on three separate projects which are either in the planning or construction phases. This project planning study has been coordinated with these other projects to maintain typical section and functional continuity. The related projects are:

- MD 450/564 Interchange

Under construction since Spring, 1990, the MD 450/564 Interchange project extends from the Capital Beltway to east of Whitfield Chapel Road. In addition to providing a grade separation at the MD 450/564 junction, this project includes reconstruction of the MD 450 bridge over the Amtrak Railroad and its approach roadways, resulting in a 4-lane divided typical section west of Whitfield Chapel Road. East of Whitfield Chapel Road, a 5-lane undivided typical section is proposed for approximately 500 feet.

- MD 704

MD 704 is currently under reconstruction by Washington Business Park developers from Forbes Boulevard to Lottsford Vista Road. The roadway will be 6-lane divided with a 16 foot median.

- MD 3

At the eastern end of the study area is a project for the reconstruction of MD 3 to interstate standards, including an interchange with a partial relocation of MD 450. A Final Environmental Impact Statement for MD 3 (proposed I-297) from US Route 301 to Maryland Route 32 was approved by the Federal Highway Administration (FHWA) on July 5, 1983 (Report No. FHWA-MD-EIS-81-02-F). This project remains in the Development and Evaluation portion of the 1991-1996 CTP.

B. ALTERNATES

1. Alternates Considered but Dropped

Subsequent to the Alternates Public Workshop on June 2, 1987, the conceptual alternates were evaluated by the Project Planning Team for consistency with project objectives. The results are summarized below.

The 5-Lane Undivided Alternate was dropped because of the many advantages of the divided alternates in terms of safety and capacity without a substantial increase in impacts or costs as compared to the 5-Lane Undivided Alternate. This typical section would have provided two lanes in each direction separated by a continuous 13' wide turn lane, resulting in an overall curb-to-curb roadway width of 65 feet.

Also dropped from consideration was widening the existing roadway as a 4-lane undivided section along existing alignment between MD 193 and Highbridge Road. This alternate would have resulted in severe utility impacts without providing the capacity, expandability and improved geometrics which were adjuncts of the other Build Alternates.

All grade separated interchange alternatives at the MD 450/MD 704 intersection were dropped from further consideration due to substantial right-of-way impacts and the availability of less costly at-grade solutions which provide adequate capacity. MD 704 Option B was also eliminated from detailed consideration because of its intrusion into the Buena Vista Subdivision.

Alternates for improvement along the existing alignment of MD 450 between Highbridge Road and Moylan/Trinity Drives were dropped from consideration based on:

- Substantial right-of-way impacts, utility costs and conflicts with private development associated with widening along the existing road as compared to the northern relocation, where adequate right-of-way has been reserved. Improvement along the existing road would have required right-of-way acquisition from 16 residences and 10 businesses and displacement of two residences. At three locations, the proposed right-of-way along the existing road would encroach to within 25' of existing residences. The costs of utility relocations were estimated to be approximately \$1.5 million higher along existing alignment. A total of approximately 0.40 acre of right-of-way from 10 residences with no displacements will be required for improvement along the relocated alignment, saving approximately \$0.75 million in right-of-way costs in comparison to the existing alignment.
- Greater wetland impacts along the existing roadway (1.81 ac.) as compared to the new alignment (0.69 ac.).
- Inconsistency with decades of planning as illustrated by the northern relocation alignment included in the Bowie-Collington Master Plan.

Another option between Highbridge Road and Moylan/Trinity Drives which was evaluated but dropped was the one-way couplet option. The one-way couplet would have consisted of improvement along the existing roadway to carry eastbound traffic and new construction along the relocation alignment to handle westbound traffic. Two or three lanes would have been required in each direction to meet design year capacity requirements. This option was dropped primarily for the following two reasons:

- A 40-residence portion of the Tulip Grove Subdivision would be located in the median of 4 to 6-lanes of arterial traffic, resulting in possible noise impacts to this community and potentially confusing and circuitous access to these homes. A condition resulting in houses in the median of a highway has proven undesirable in other examples around the state. Community residents requested that this option not be considered.
- Several north-south connectors, up to 1500' in length, would be required between the eastbound and westbound roadways to serve areas north of the relocation and south of the existing roadway, resulting in increased cost and impacts. Roadway(s) to provide a connection between the two alignments would need to be located in future park property and would need to span Wetland W-9.

29

2. Alternates Retained for Detailed Study and Presented at the Location/Design Public Hearing

a. No Build

The No-Build Alternate would not include any substantial improvement to MD 450 within the study area. This alternate would provide no major improvements or construction to the existing roadway that would measurably affect the ability of the highway to accommodate increased traffic volumes predicted for the design year 2015. Normal maintenance, such as shoulder modifications, signing, resurfacing, and safety improvements, would be completed as warranted but capacity would not be increased. The projected traffic volumes and capacity deficiencies (levels of service) associated with the No-Build Alternate are discussed in Section III-B-4. As indicated in this discussion, the No-Build Alternate is not an acceptable alternative.

b. Build Alternates

1) MD 450

Two build alternates were presented at the Location/Design Public Hearing along with the No-Build Alternate.

The Build Alternates for MD 450 consisted, with minor exceptions, of typical section alternates along one horizontal and vertical alignment. With the exception of the portion from Highbridge Road to Moylan/Trinity Drives and other much shorter segments, the horizontal alignment closely followed the existing roadway utilizing established right-of-way reservations and dedications wherever possible. The proposed alignment included a slight relocation to the south near Holy Trinity Church. Between Highbridge Road and Moylan/Trinity Drives, the project alignment departed from existing MD 450 as much as 1500' to the north. This relocation made use of land adjacent to the Glenridge, Bowie Business Park, Meadowbrook and Tulip Grove subdivisions, which was dedicated in the early 1960's for highway purposes. The proposed vertical alignment represented a substantial improvement over the existing roadway in order to provide a 50 mph design speed.

a) 4-Lane Divided Alternate

The 4-Lane Divided Alternate was comprised of two different typical sections of improvement. The 4-lane Divided Urban section (See Section A on Figure 3) was suggested for application to the urbanized portions of the project area: from Whitfield Chapel Road to approximately Seabrook Road and from Moylan/Trinity Drives to Race Track Road, as shown on Figure 3. The section consisted of two 28' wide roadways, curbed on

both sides, separated by a 20' wide raised median. A multi-use trail, generally on the north side of the road, was provided, as was sidewalk in areas where it currently is in place. Curbing was considered appropriate in these portions of the project area to channelize frequent residential and commercial entrances and intersecting streets and to separate vehicles and pedestrians. This typical section would not provide emergency refuge for broken down vehicles, turn lanes at entrances, or adequate pavement width for vehicles to make U-turns.

The 4-lane Divided Rural typical section was applied to the currently more rural portions of the project area: from east of Seabrook Road to Moylan/Trinity Drives and from east of Race Track Road to the project limit, 3000'+ west of MD 3. This section consisted of two 26' wide roadways with 10' wide paved outer shoulders and open section grading. A 20' wide raised median would separate the roadways.

b) 6-Lane Divided Alternate

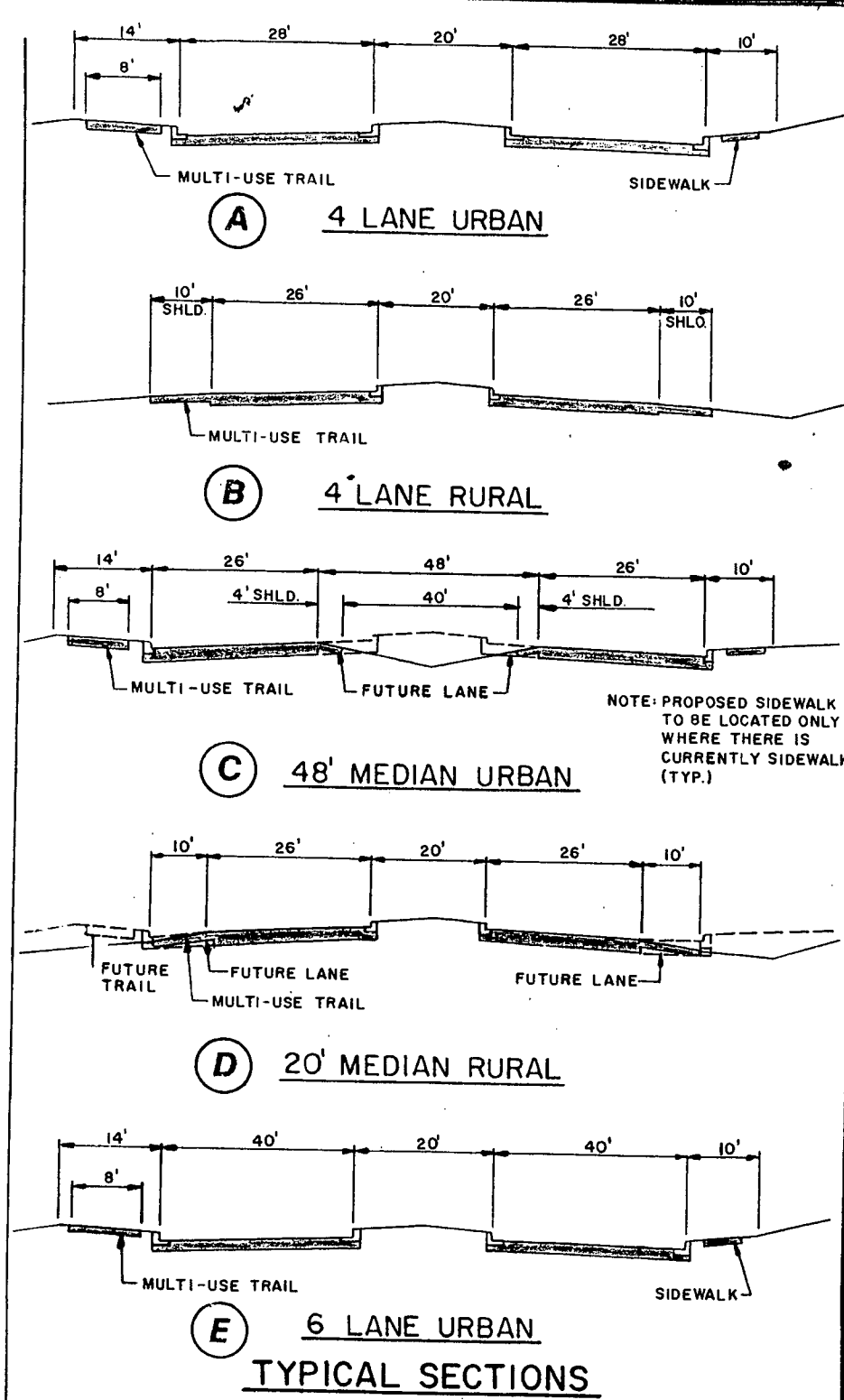
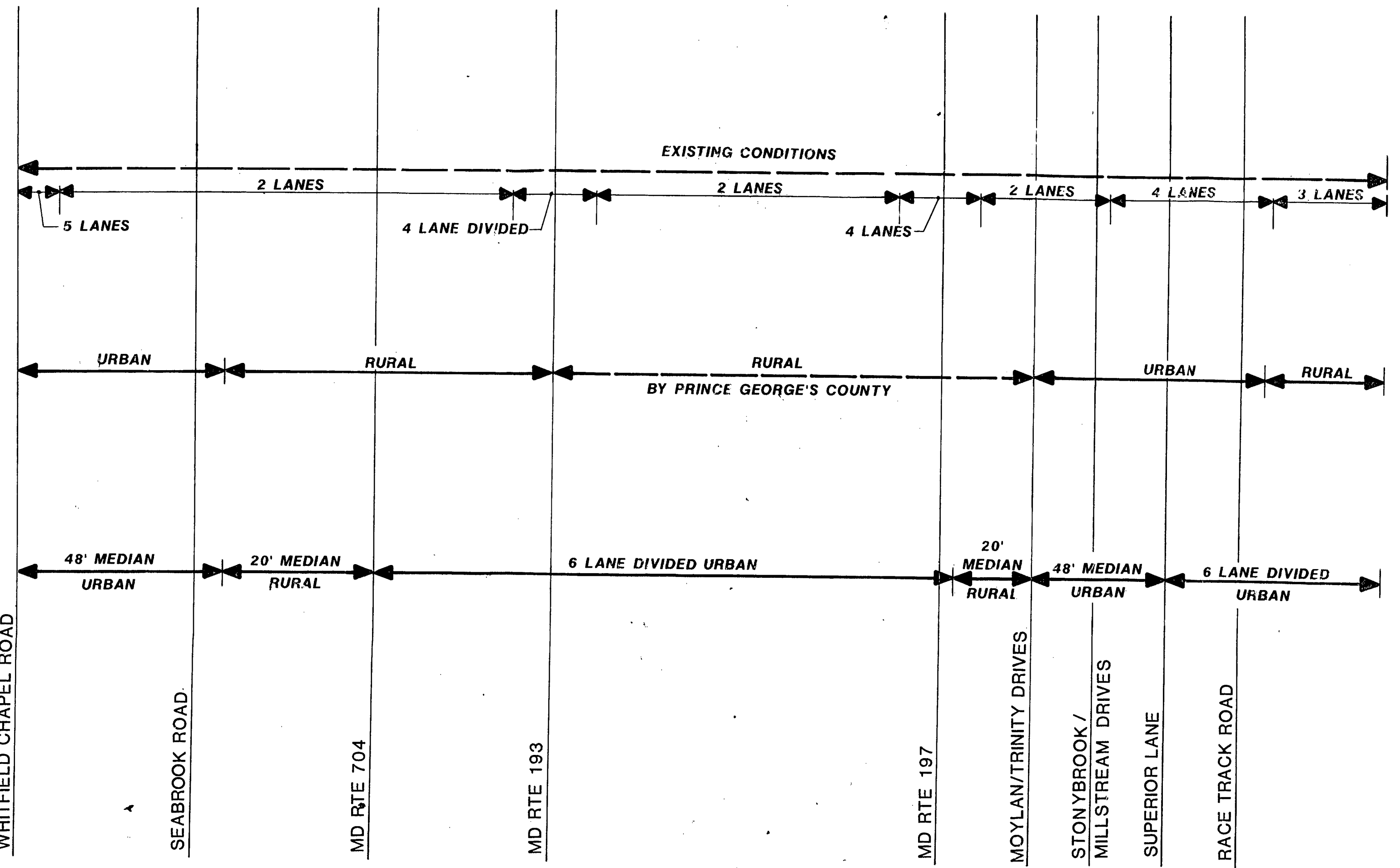
The 6-Lane Divided Alternate provided the potential for an ultimate improvement consisting of three through lanes (plus auxiliary lanes) in each direction on MD 450 throughout the project area. However, based on available traffic projections, portions of the project were determined to require only two through lanes (plus auxiliary lanes) in each direction to provide adequate levels-of-service through the design year 2015. Therefore, detailed studies for this alternate were performed using a construction staging arrangement which would have provided a combination of 6-lane and 4-lane (expandable to 6-lane) typical sections to meet design year traffic requirements. The three typical sections which comprised the 6-lane Alternate are as follows and were applied as shown on Figure 3.

The 48' Median Urban typical section consisted of two 26' wide roadways with curbing outside each roadway and a 48' wide depressed median. The median included a 4' wide paved shoulder adjacent to each roadway. Provision was made in the median for the future fifth and sixth lanes. All future widening would have occurred within the median, minimizing disruption to abutting properties. This section was suggested for application from Whitfield Chapel Road to Seabrook Road and from Moylan/Trinity Drives to Superior Lane.

NO-BUILD
NO. OF LANES
(EXCLUDING
TURN LANES)

**4 LANE
DIVIDED
ALTERNATE**

**6 LANE
DIVIDED
ALTERNATE**



MARYLAND ROUTE 450 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
CONCEPTUAL LAYOUT OF ALTERNATES AS PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING		
DATE NOV., 1991	NO SCALE	FIGURE 3

The 20' Median Rural typical section consisted of two 26' wide roadways separated by a 20' wide raised median. A 10' wide shoulder was located outside each roadway where the provision for the future fifth and sixth lanes was made. This section was identical to the 4-lane Divided Rural section and was suggested for application from Seabrook Road to MD 704 and from east of MD 197 to Moylan/Trinity Drives.

The 6-Lane Urban typical section consisted of two 40' wide roadways, curbed on each side and separated by a raised 20' median. This section was suggested for application from MD 704 to east of MD 197 and from Superior Lane to west of MD 3.

2) Build Options for Major Roadways Intersecting MD 450

a) MD 704 at MD 450

MD 704 was studied for reconstruction as a 6-lane divided closed section roadway (See typical section E on Figure 3) from Lottsford Vista Road to MD 450. South of Lottsford Vista Road, MD 704 has been constructed as a 6-lane divided closed section by the developer of the Washington Business Park. Three options were studied for the MD 704 intersection with MD 450 for both the 4-Lane and 6-Lane Alternates. The options were as follows:

- Option A (See Figure 4)

This option proposed the relocation of MD 704 to just west of Electric Terrace, intersecting MD 450 at-grade opposite Baltimore Lane. This option closely followed the master plan alignment. Double left turns were provided from westbound MD 450 to southbound MD 704.





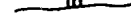
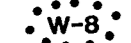

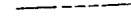

- Option C (See Figure 5)

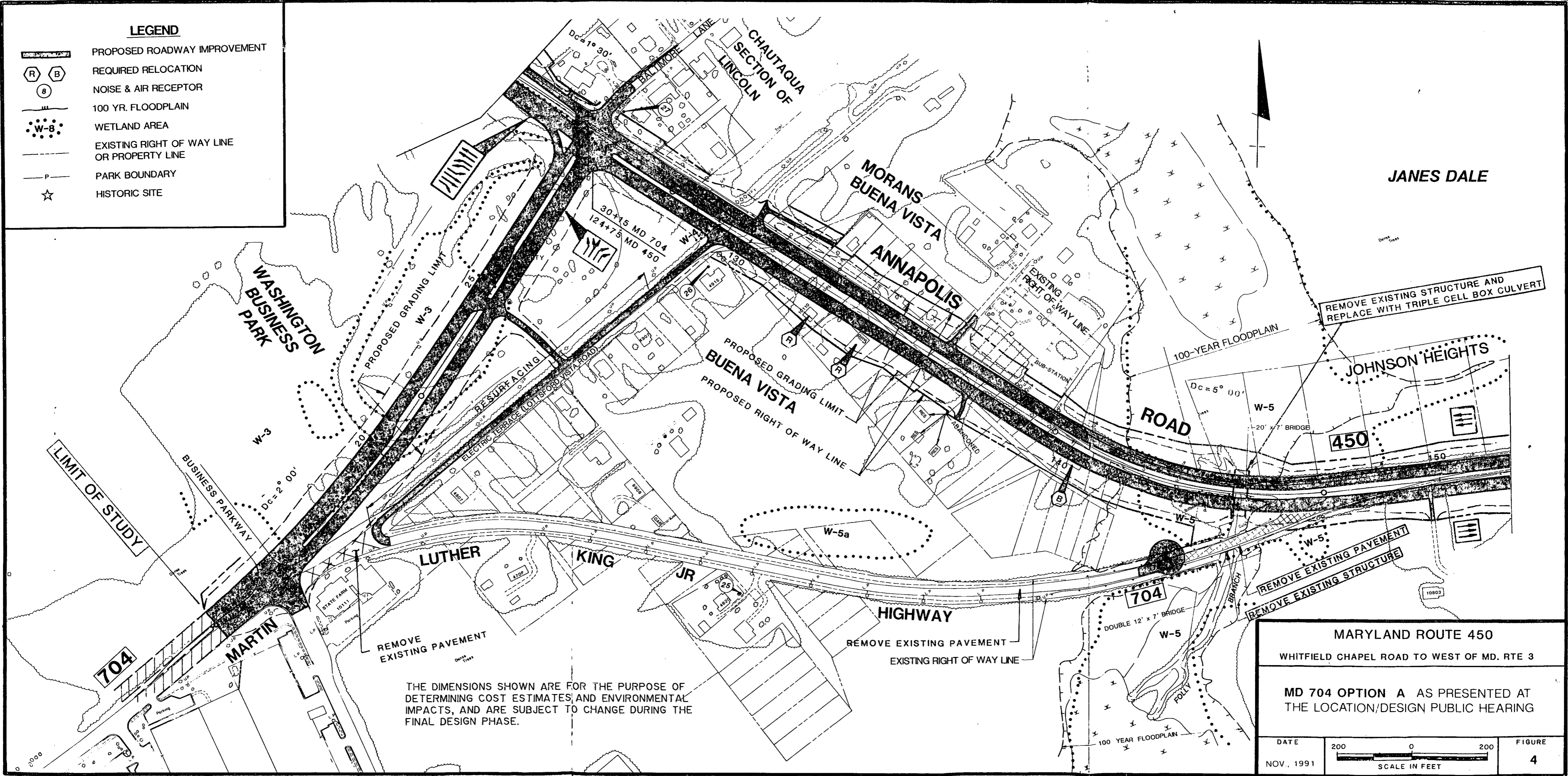
This option proposed the reconstruction of MD 704 generally along existing alignment. The intersection of MD 450 and MD 704 would have been relocated approximately 600' west of the existing intersection to reduce wetland and floodplain impacts and to improve intersection geometrics. Double left turns would have been provided from westbound MD 450 to southbound MD 704.

- Option D (Presented as the preferred Option at the Location/Design Public Hearing - See Figure 6)

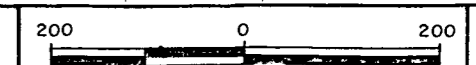
This option proposed the slight northern relocation of MD 704 and reorientation of the MD 450/704 intersection to give preference as a through movement to the traffic from westbound MD 450 to southbound MD

LEGEND

-  PROPOSED ROADWAY IMPROVEMENT
-   REQUIRED RELOCATION
-  NOISE & AIR RECEPTOR
-  100 YR. FLOODPLAIN
-  WETLAND AREA
-  EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
-  PARK BOUNDARY
-  HISTORIC SITE



THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

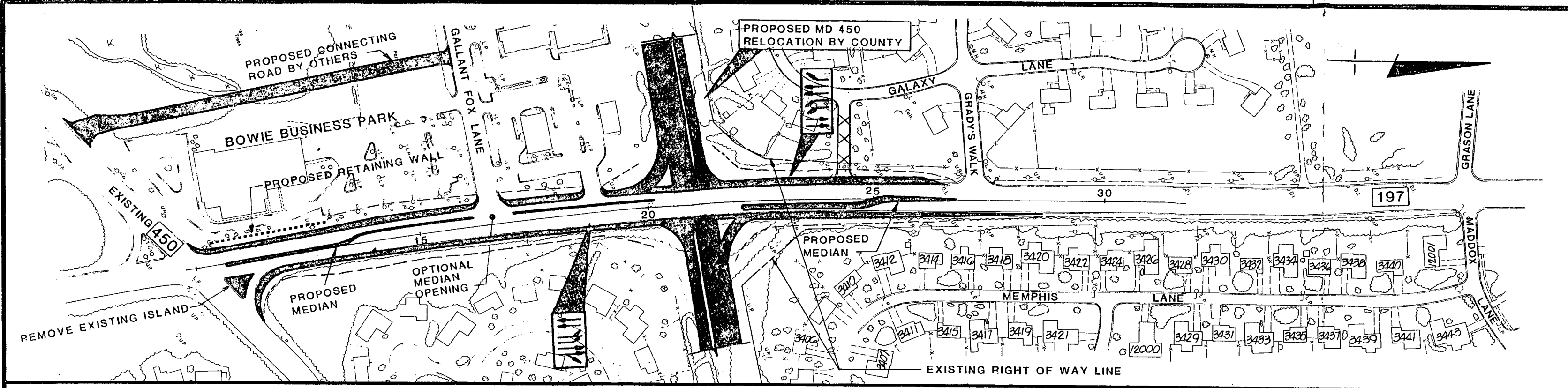
MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
MD 704 OPTION A AS PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING		
DATE		FIGURE
NOV., 1991	SCALE IN FEET	4

704 and from northbound MD 704 to eastbound MD 450. Westbound MD 450 traffic would flow uninterrupted across the intersection by means of a one lane ramp. Eastbound MD 450 would go through the right angle intersection using double left turns. A connecting roadway would be constructed between Electric Terrace and Reloc. MD 704 along the established Pennsylvania Avenue right-of-way to provide access for Electric Terrace residents. The basis for this option was the accommodation of the heavy projected volume of traffic intending to travel from westbound MD 450 to Southbound MD 704 (1900 veh./hr in the a.m. peak) as compared to the volume of eastbound MD 450 traffic (965 veh./hr in the p.m. peak). This design requires the lower volume movement to turn left through the intersection.

b) MD 197 - Options (See Figure 7)

Three build options for the improvement of MD 197 in the vicinity of Relocated MD 450 were studied in detail. The options were developed to address two issues in the vicinity of the Relocated MD 450/197 intersection:

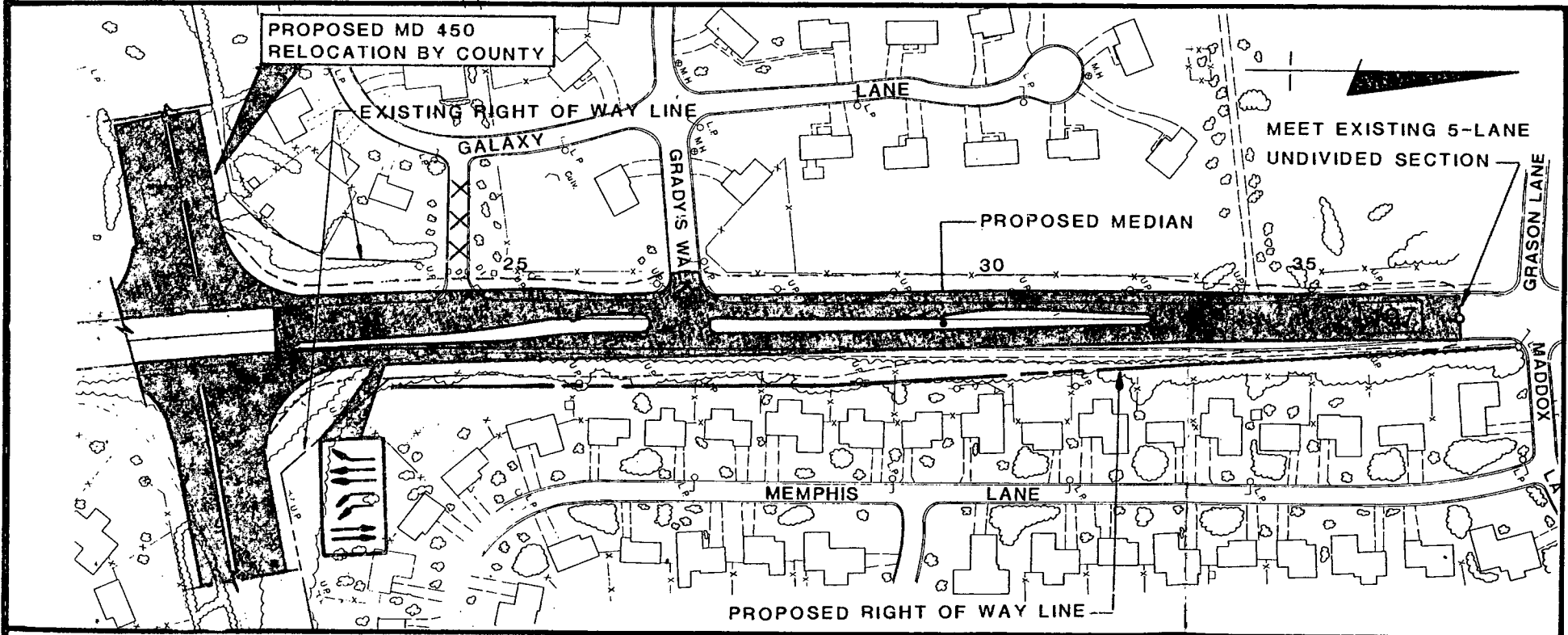
- The need for double left turns on the northbound and southbound MD 197 approaches to the relocated intersection to obtain acceptable levels of service.
- A substandard existing profile condition approximately 900' north of Relocated MD 450 which provides sight distance at the crest adequate for only approximately 38 mph. Residents of the Grady's Walk subdivision have three access points from MD 197. The southern entrance (Galaxy Lane), just 300' north of the relocated intersection, will be closed following construction of the relocation. The middle entrance (Grady's Walk) is positioned just south of the existing crest of the vertical curve so that the sight distance to the north is somewhat limited. The northern access point is Grason Lane which will be able to accommodate left turns that were being made from the southern entrance, resulting in as much as 0.3 mile additional travel for neighborhood residents.



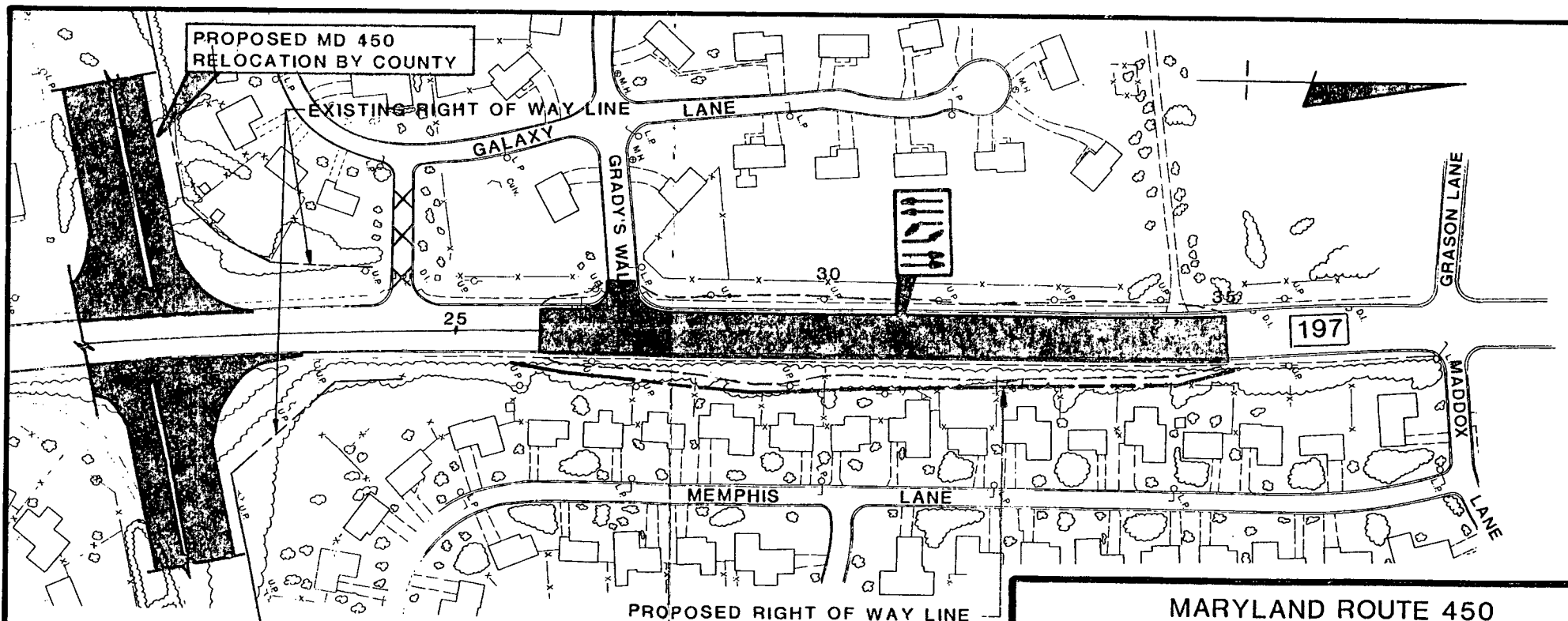
OPTION 2A - 4 LANE DIVIDED WITH EXISTING PROFILE

LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- REQUIRED RELOCATION
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- HISTORIC SITE
- TEMPORARY ENTRANCE TO BE CLOSED



OPTION 2B - 4 LANE DIVIDED WITH REVISED PROFILE



OPTION 3 - 5 LANE UNDIVIDED WITH REVISED PROFILE

The dimensions shown are for the purpose of determining cost estimates and environmental impacts and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

MD 197 OPTIONS AS PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING

DATE NOV., 1991	<p>SCALE IN FEET</p>	FIGURE 7
--------------------	----------------------	-------------

The options were as follows:

- Option 2A - 4-Lane Divided Typical Section with Existing Profile

Under this option, MD 197 would be widened symmetrically from Existing MD 450 to approximately 800' north of Relocated MD 450 to provide two through lanes in each direction with a 6' wide median and double left turns at the northbound and southbound approaches to Relocated MD 450.

- Option 2B - 4-Lane Divided Typical Section with Grade Revision

Under this option, similar improvements to those proposed under Option 2A would be constructed on MD 197 with a lowered profile (up to 3'), on a 900' long portion of the roadway just north of the MD 450 relocation. A vertical crest meeting SHA acceptable criteria for 50 mph would result from the grade reduction.

- Option 3 - Grade Revision North of MD 450 Relocation with 5-Lane Undivided Typical Section

Under this option, a grade reduction of as much as 3' would be constructed as with Option 2B. The roadway would be replaced using the 58' wide 5-lane undivided typical section which exists on MD 197 from Existing MD 450 to well north of the proposed relocation.

- c) Existing MD 450: Highbridge Road to MD 197 -- The Conrail Bridge

As a result of the proposed MD 450 relocation between Highbridge Road and Moylan/Trinity Drives, three options for the disposition of Existing MD 450 at the Conrail Railroad Bridge have been developed and are described as follows:

Option W1 - Bridge Closure

With closure of the Conrail Bridge (#16017) to vehicular traffic, cul-de-sacs would be constructed east and west of the railroad. Access to the businesses west of the railroad and to residences and the electrical sub-station east of the railroad would be maintained by means of existing MD 450. The bridge could be maintained for use by bicyclists and pedestrians.

Option W2 - Bridge Rehabilitation

Under this option, structural rehabilitation would be performed. The work would include removing deteriorated portions of the substructure and replacing with pneumatically applied mortar, sealing the roadway joints, and cleaning and epoxy-coating the superstructure. The geometrics and posted capacity of the bridge (15 tons) would not be improved with the rehabilitation.

Option W3 - Bridge Reconstruction

Under this option, the existing bridge would be removed and a new bridge constructed slightly to the north. The roadway would be realigned on a 4°45' curve to correct the existing substandard geometrics (approximate 13° curve). The new bridge would accommodate HS-20 loadings (36 Tons).

d) Existing MD 450: MD 197 to Moylan/Trinity Drives (See Figure 7A)

Four basic options were developed for existing MD 450 between MD 197 and Moylan/Trinity Drives, described as follows:

Option E1

Existing MD 450 would remain open east of MD 197, intersecting the proposed relocation approximately 800' west of Moylan/Trinity Drives. Twin Cedar Lane residents would retain access similar to the existing conditions.

Option E2

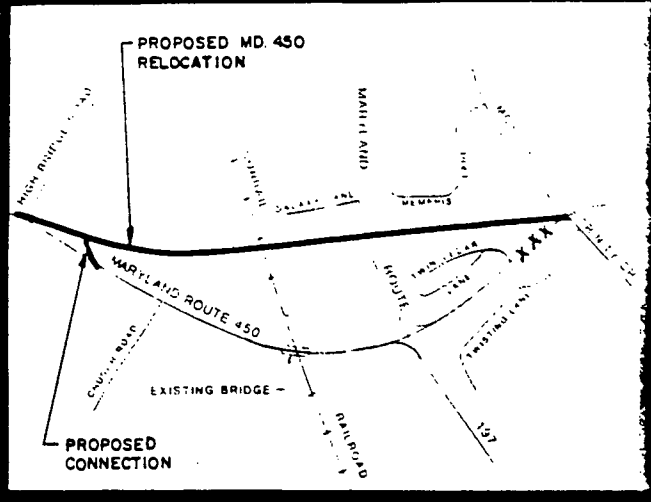
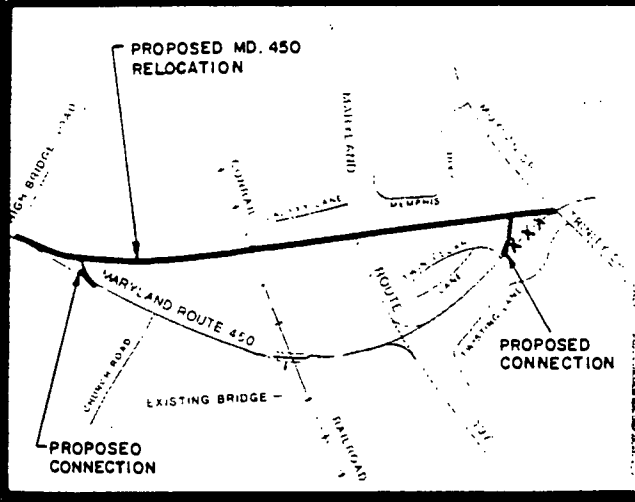
Existing MD 450 would not be connected to the relocation at any location east of MD 197. Access to Twin Cedar Lane would be maintained via existing MD 450 and MD 197.

Option E3

Existing MD 450 would be closed from Twin Cedar Lane to MD 197; access to Twin Cedar Lane would be by means of a connection with Relocated MD 450.

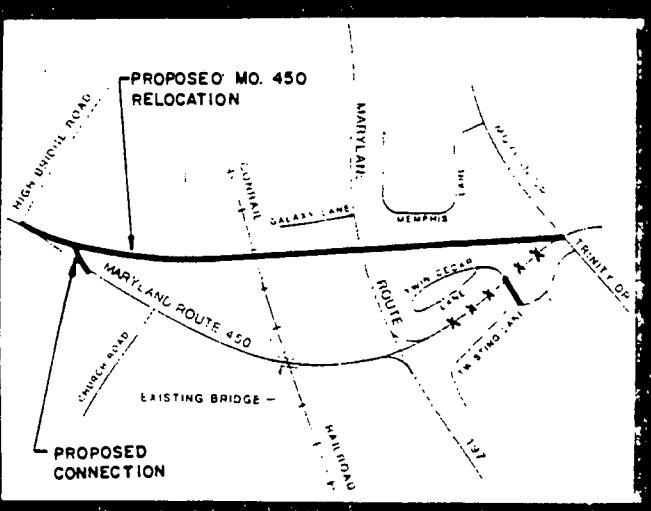
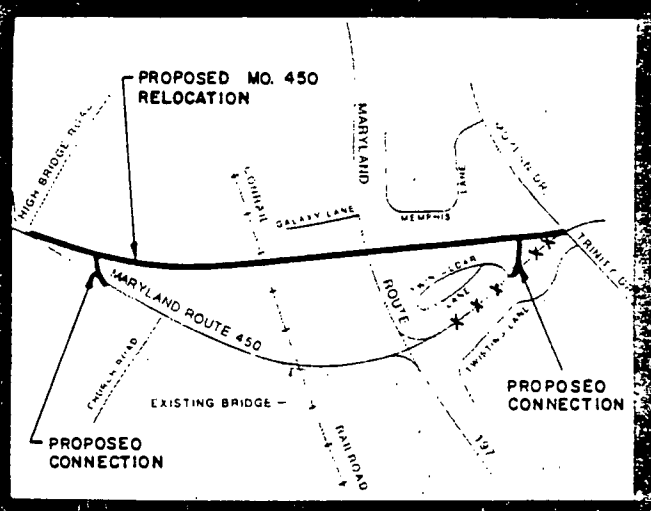
Option E4

Existing MD 450 would be closed from MD 197 to Moylan/Trinity Drives. Twin Cedar Lane would be extended to intersect with Twisting Lane as proposed in the Tulip Grove subdivision's original master plan.



E1: Existing MD Route 450 would remain open along its full length.

E2: Existing MD Route 450 would be closed east of Twin Cedar Lane, access to Twin Cedar Lane would be maintained from MD Route 197.



E3: Existing MD Route 450 would be closed from Twin Cedar Lane to MD Route 197, access to Twin Cedar Lane would be by means of a connection with Relocated MD Route 450.

E4: Existing MD Route 450 would be closed from MD Route 197 to Moylan/Trinity Drives, Twin Cedar lane would be extended to intersect with Twisting Lane.

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
OPTIONS FOR EXISTING MD 450 BETWEEN MD 197 & MOYLAN/TRINITY DRIVES AS PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING		
DATE		FIGURE
NOV., 1991	NO SCALE	7A

3. The Selected Alternate

a. MD 450

Based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements, the MD 450 Selected Alternate has been developed. The Selected Alternate has the following features:

- closed section throughout (except east of Race Track Road) to provide channelization for the numerous driveways, entrances and intersecting streets, and to provide separation of vehicles and pedestrians.
- six through lanes from MD 704 to just east of MD 197 to provide adequate capacity in the most heavily travelled portion of the corridor.
- a median, of varying width throughout, to provide partial control of access, thereby providing safer and more efficient service.
- four through lanes plus a 12' closed shoulder from east of Whitfield Chapel Road to MD 704 and from east of MD 197 to Race Track Road. In areas where entrances are more than 1200' apart, the shoulder will be dropped. Elsewhere, the shoulder will provide:
 - o room for vehicles to turn into and out of entrances without posing a hazard to through traffic
 - o refuge for errant and disabled vehicles
 - o adequate room for U-turns at cross-overs. The shoulder adjacent to each roadway combined with two lanes will result in an overall curb to curb roadway width of 38' in each direction. Combined with the 10' median along left turn bays, the two lanes with shoulder will provide adequate width for the U-turning radii of passenger cars, single unit trucks and buses.

The MD 450 Selected Alternate is shown on Figures 9 through 21. The typical sections (See Figure 8) of the various segments are as follows:

PROJECT SEGMENT

TYPICAL SECTION

- | | | |
|----|--|--|
| 1. | Whitfield Chapel Road to Greenwood Lane (0.10 mile) | 5-Lane Undivided, closed section (Transition from existing 5-Lane undivided Section to 4-Lane divided section) |
| 2. | Greenwood Lane to 400' East of Seabrook Road (0.84 mile) | 4-Lane Divided, 20' median, 12' wide closed shoulders. Multi-use trail on north side |
| 3. | East of Seabrook Road to MD 704 (1.06 mile) | 4-Lane Divided 20' median, 12' wide closed shoulders
Multi-use trail on north side |
| 4. | MD 704 to 700'+ East of MD 197 including MD 704 from Business Parkway to MD 450 (4.45 miles) | 6-Lane Divided, 20' median**, closed section, multi-use trail on north side |
| 5. | East of MD 197 to 750'+ East of Race Track Road (1.61 miles)* | 4-Lane Divided, 20' median, 12' wide closed shoulders, multi-use trail on north side* |
| 6. | East of Race Track Road to 3000'+ West of Route 3 (0.47 mile) | 4-Lane Divided, 20' median, 10' wide open shoulders |

* Within this segment, the proposed curb line will taper to the edge of the through lane, thereby eliminating the shoulder, at four locations:

- Eastbound MD 450: east of MD 197, east of Trinity Drive and east of Belair Drive
- Westbound MD 450: west of Millstream Drive

** NOTE: Median will taper to 16' from 1700' west to 100' east of the Conrail Bridge

b. MD 704 at MD 450

Option D has been selected for the MD 450/704 intersection. Subsequent to the Location/Design Public Hearing, the connection between Electric Terrace and MD 704 was deleted and Electric Terrace was extended to form a right-in, right-out connection with MD 704 (See Figure 12). As can be seen in comparing Figure 12 with Figure 6 (MD 704 Option D as presented at the Location/Design Public Hearing), design refinements subsequent to the hearing to arrive at the Selected Alternate included revision to the alignment of the westbound ramp across the intersection to provide improved access to the Buena Vista Community north of MD 450.

Although Option C had the least wetland impacts, it was rejected on the basis of traffic operations. (Option C has 0.63 acre greater wetland impact than Option A and 0.96 acre less than Option D.) Analysis showed that Options A and C could operate at LOS D for the year 2015 with double left turns for WB MD 450 to SB MD 704, but would require prohibitive signal phase lengths (75 sec. ± for the WB to SB Phase) even with triple left turns. Given that the westbound approach to the intersection would only have one lane available to feed auxiliary lanes, triple left turns would be undesirable. Option D accommodates the heaviest movements (1900 veh/hr -- WB MD 450 to SB MD 704 and 1700 veh/hr -- NB MD 704 to EB MD 450) at this intersection as through movements, not turning movements as would Options A and C, resulting in feasible signal cycle lengths and less vehicle delay. Option D will result in LOS D for year 2015 traffic. Consequently, the overall benefits of Option D outweigh the impacts associated with it.

c. MD 197

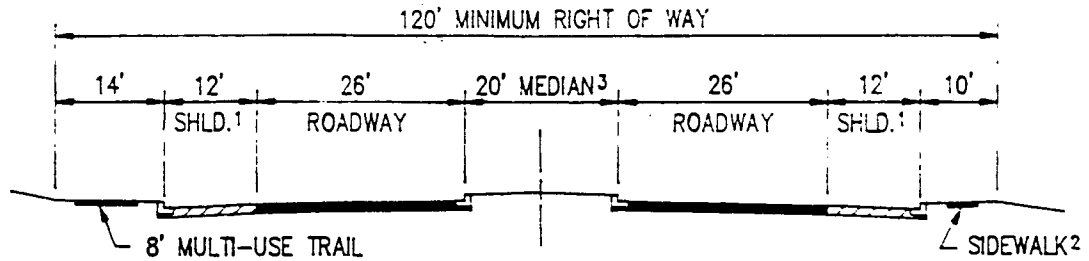
Option 2A, providing a 4-lane divided section with existing profile, has been selected for MD 197 between Existing MD 450 and Grady's Walk (500'± north of Relocated MD 450). Double left turns are included for this Option on all approaches to the Relocated MD 450 intersection. (See Figure 18)

d. Existing MD 450 - Highbridge Road to MD 197: The Conrail Bridge

Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. (See Figure 18) The bridge will remain under the jurisdiction of the State Highway Administration. Maintaining use of Existing MD 450 is necessary to provide needed supplementary capacity to Relocated MD 450 and to provide access to businesses just west of the Conrail Railroad. Option W2 accomplishes these goals with much lower cost (\$400,000 vs. \$1.7 million) and impacts as compared to Option W3.

e. Existing MD 450 - MD 197 to Moylan/Trinity Drives

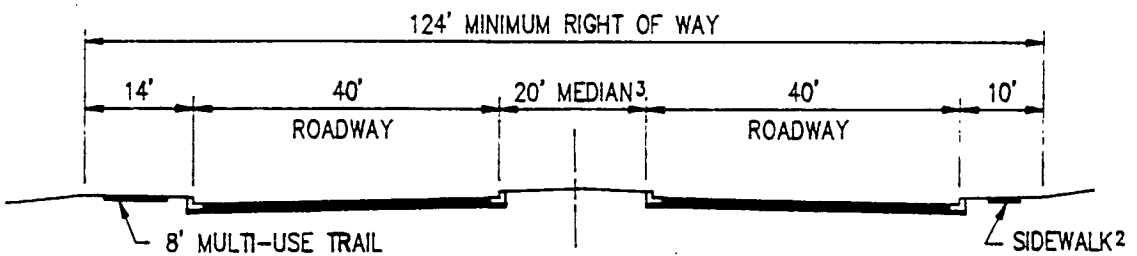
Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197. (See Figure 18)



I. 4-LANE DIVIDED WITH 12' WIDE CURBED SHOULDERS

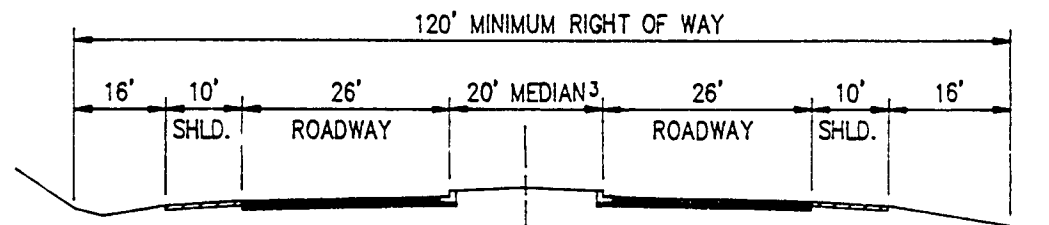
APPLICATION: 1) GREENWOOD LANE TO MD. 704
 2) 700'± EAST OF MD. 197 TO RACE TRACK RD.

¹SHOULDER IS ELIMINATED FOR SEVERAL SEGMENTS BETWEEN MD. 197 AND STONYBROOK/MILLSTREAM DR. AS INDICATED ON FIGURES 18 AND 19.



II. 6-LANE DIVIDED

APPLICATION: MD. 704 to 700'± EAST OF MD. 197



III. 4-LANE DIVIDED WITH OPEN SHOULDERS

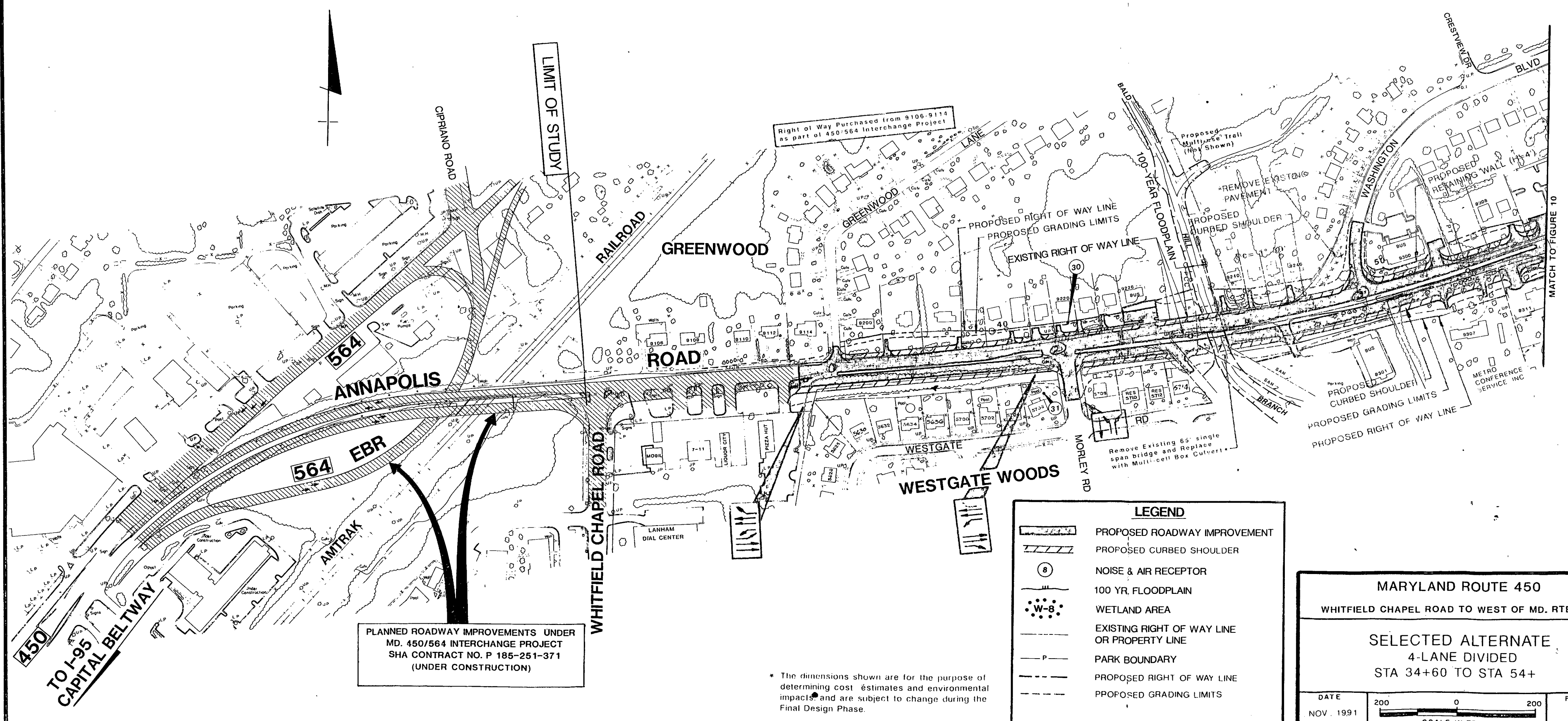
APPLICATION: EAST OF RACE TRACK RD. TO 3000' WEST OF MD. 3

² SIDEWALK TO BE LOCATED:
 - BETWEEN MD. 197 AND RACE TRACK RD.
 - WEST OF MD. 197 WHERE SIDEWALK CURRENTLY EXISTS

³ MEDIAN WIDTH INCREASES TO 30' TO ACCOMMODATE DOUBLE LEFT TURNS AT MARYLAND ROUTE 197 AND RACE TRACK ROAD.

THE DIMENSIONS SHOWN ARE APPROXIMATE, FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

MD. ROUTE 450 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE. 3		
TYPICAL SECTIONS SELECTED ALTERNATE		
DATE NOV., 1991	NOT TO SCALE	FIGURE 8



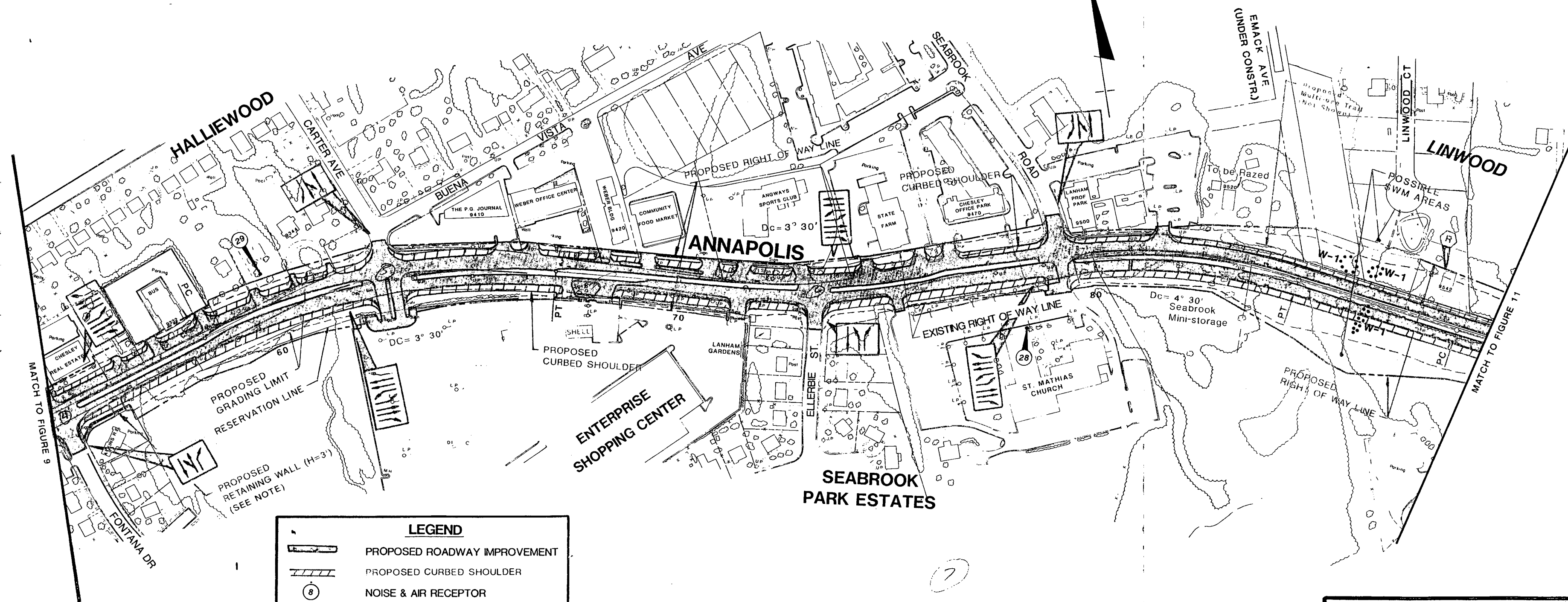
PLANNED ROADWAY IMPROVEMENTS UNDER
 MD. 450/564 INTERCHANGE PROJECT
 SHA CONTRACT NO. P 185-251-371
 (UNDER CONSTRUCTION)

* The dimensions shown are for the purpose of determining cost estimates and environmental impacts and are subject to change during the Final Design Phase.

LEGEND	
	PROPOSED ROADWAY IMPROVEMENT
	PROPOSED CURBED SHOULDER
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PARK BOUNDARY
	PROPOSED RIGHT OF WAY LINE
	PROPOSED GRADING LIMITS

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
4-LANE DIVIDED		
STA 34+60 TO STA 54+		
DATE	200 0 200	FIGURE
NOV. 1991	SCALE IN FEET	9

MATCH TO FIGURE 10

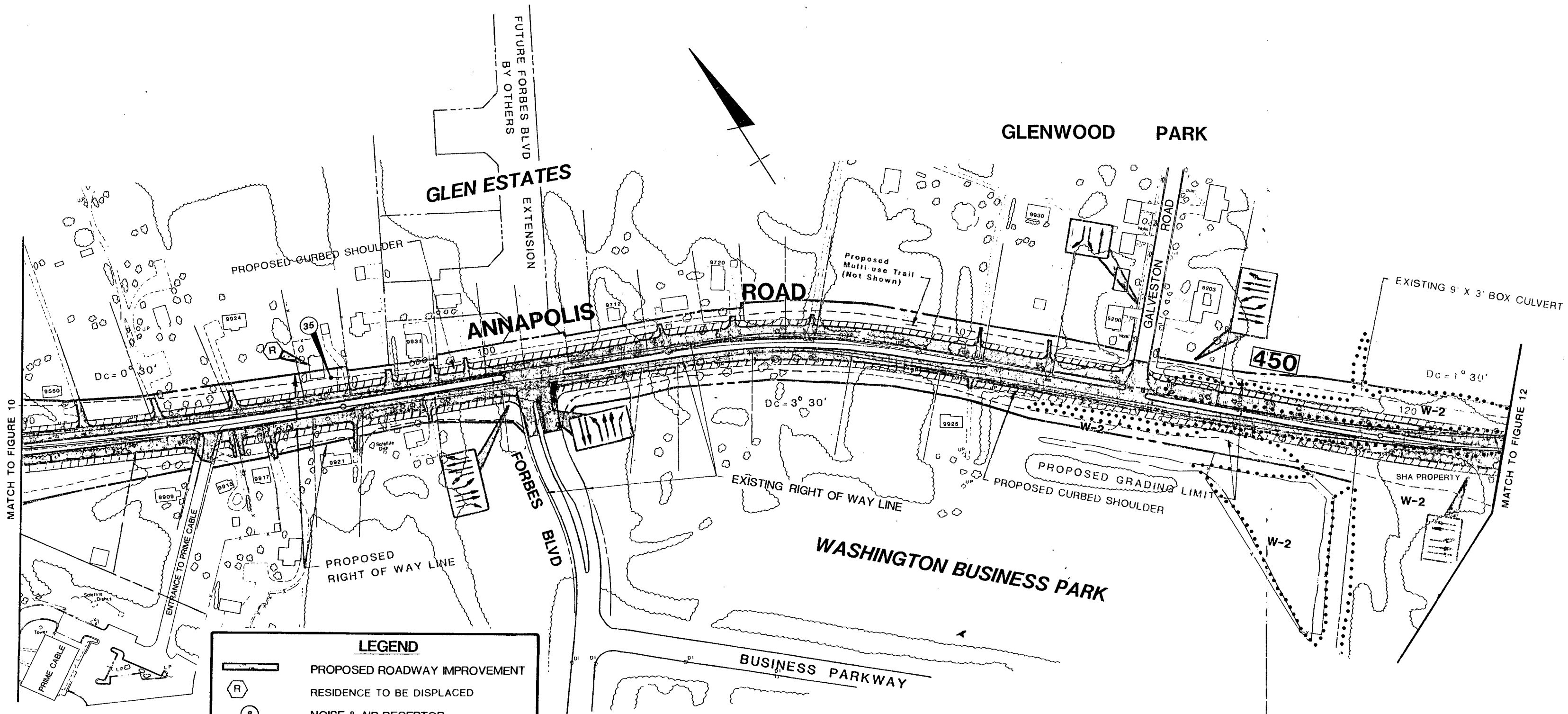


NOTE:
 SEE TABLE 5 REGARDING PARKING IMPACTS AT ATKINS REAL ESTATE. THE PROPOSED RETAINING WALL WOULD AVOID PARKING IMPACTS BUT WOULD ELIMINATE ACCESS FROM MD 450, LEAVING ONLY THE FONTANA DRIVE ACCESS.

LEGEND	
	PROPOSED ROADWAY IMPROVEMENT
	PROPOSED CURBED SHOULDER
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PARK BOUNDARY
	PROPOSED RIGHT OF WAY LINE
	PROPOSED GRADING LIMITS
	RESIDENCE TO BE DISPLACED

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
4-LANE DIVIDED		
STA 54+ TO STA 89+		
DATE	200 0 200	FIGURE
NOV., 1991	SCALE IN FEET	10








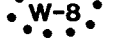


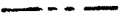

LEGEND

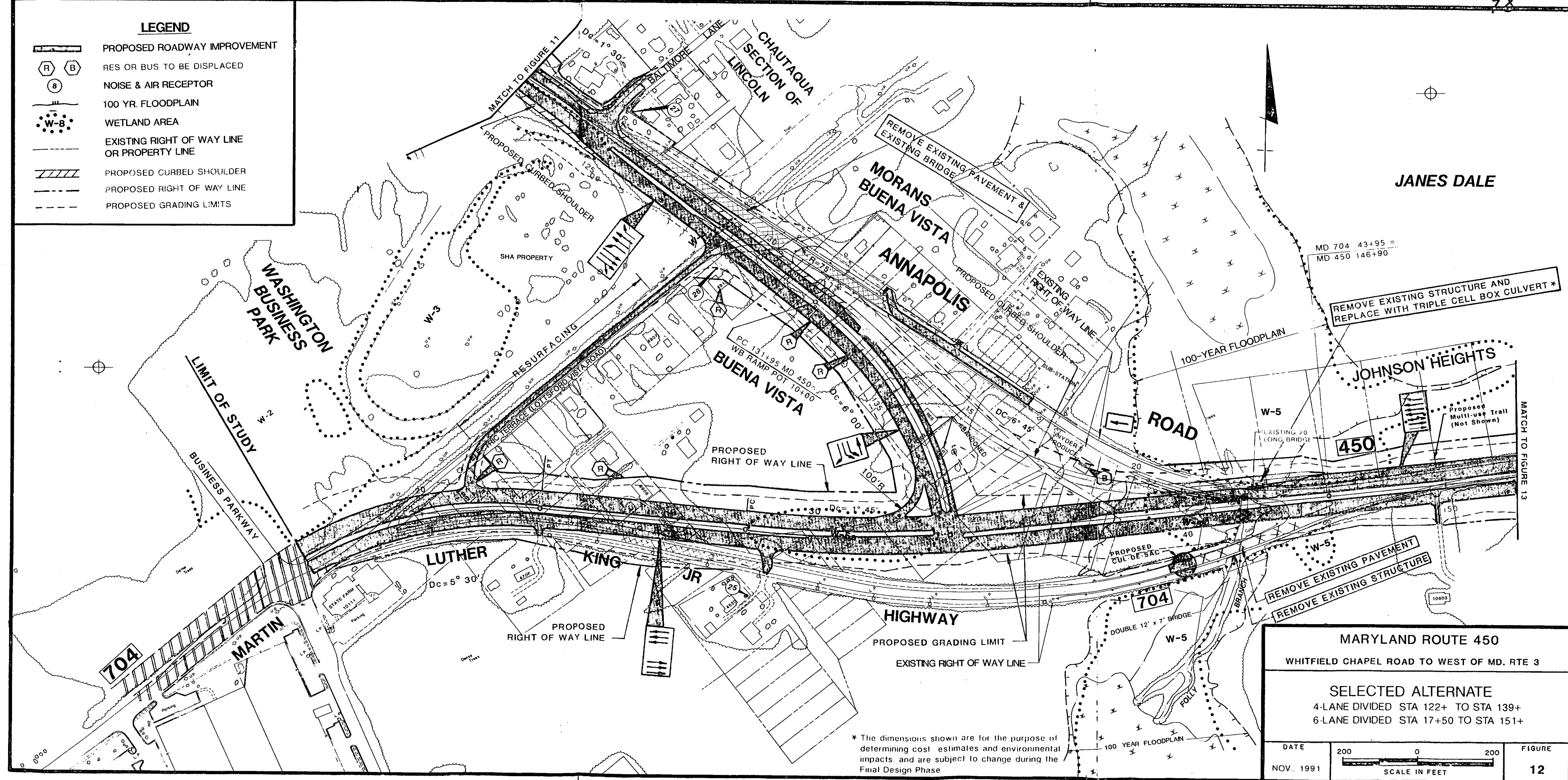
	PROPOSED ROADWAY IMPROVEMENT
	RESIDENCE TO BE DISPLACED
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PROPOSED CURBED SHOULDER
	PROPOSED RIGHT OF WAY LINE
	PROPOSED GRADING LIMITS

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
4-LANE DIVIDED		
STA 89+ TO STA 122+		
DATE NOV., 1991	 SCALE IN FEET	FIGURE 11

LEGEND

-  PROPOSED ROADWAY IMPROVEMENT
-  RES OR BUS TO BE DISPLACED
-  NOISE & AIR RECEPTOR
-  NOISE & AIR RECEPTOR
-  100 YR. FLOODPLAIN
-  WETLAND AREA
-  EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
-  PROPOSED CURBED SHOULDER
-  PROPOSED RIGHT OF WAY LINE
-  PROPOSED GRADING LIMITS



REMOVE EXISTING BRIDGE
 REMOVE EXISTING PAVEMENT & EXISTING BRIDGE

REMOVE EXISTING STRUCTURE AND REPLACE WITH TRIPLE CELL BOX CULVERT *

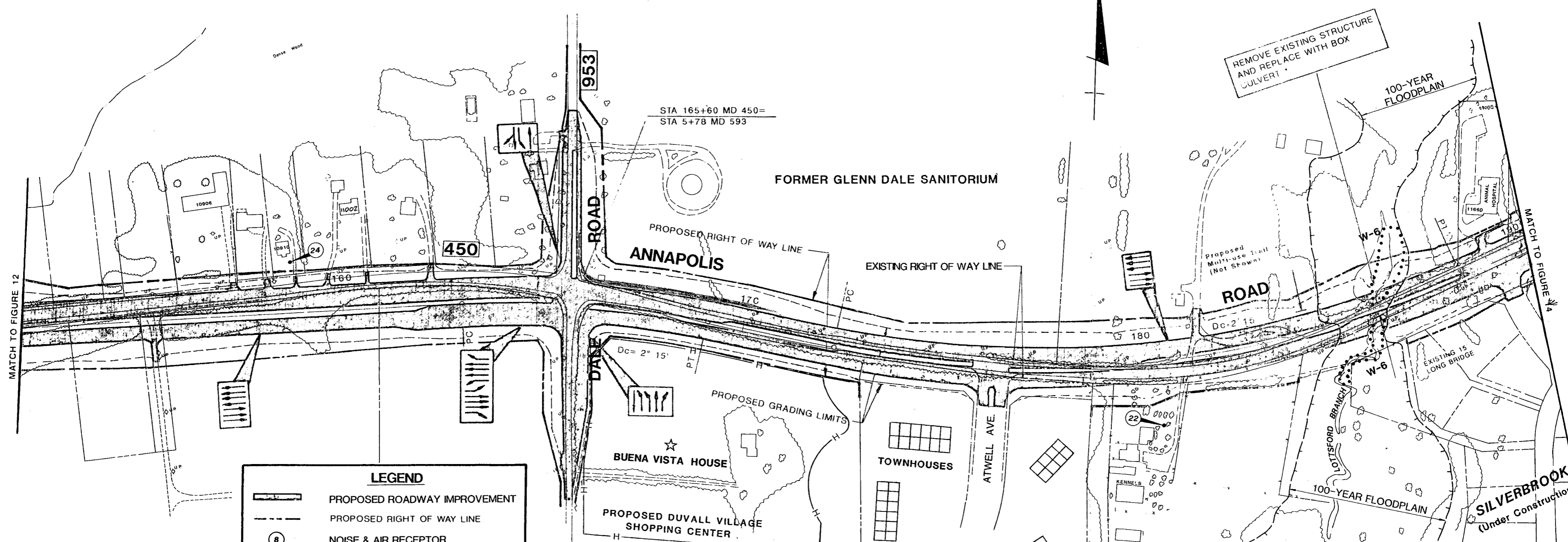
REMOVE EXISTING PAVEMENT
 REMOVE EXISTING STRUCTURE

MARYLAND ROUTE 450
 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

SELECTED ALTERNATE
 4-LANE DIVIDED STA 122+ TO STA 139+
 6-LANE DIVIDED STA 17+50 TO STA 151+

DATE	200 0 200	FIGURE
NOV. 1991	SCALE IN FEET	12

* The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase

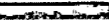
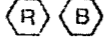


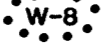


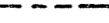


LEGEND	
	PROPOSED ROADWAY IMPROVEMENT
	PROPOSED RIGHT OF WAY LINE
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PROPOSED GRADING LIMITS
	HISTORIC SITE
	HISTORIC BOUNDARY

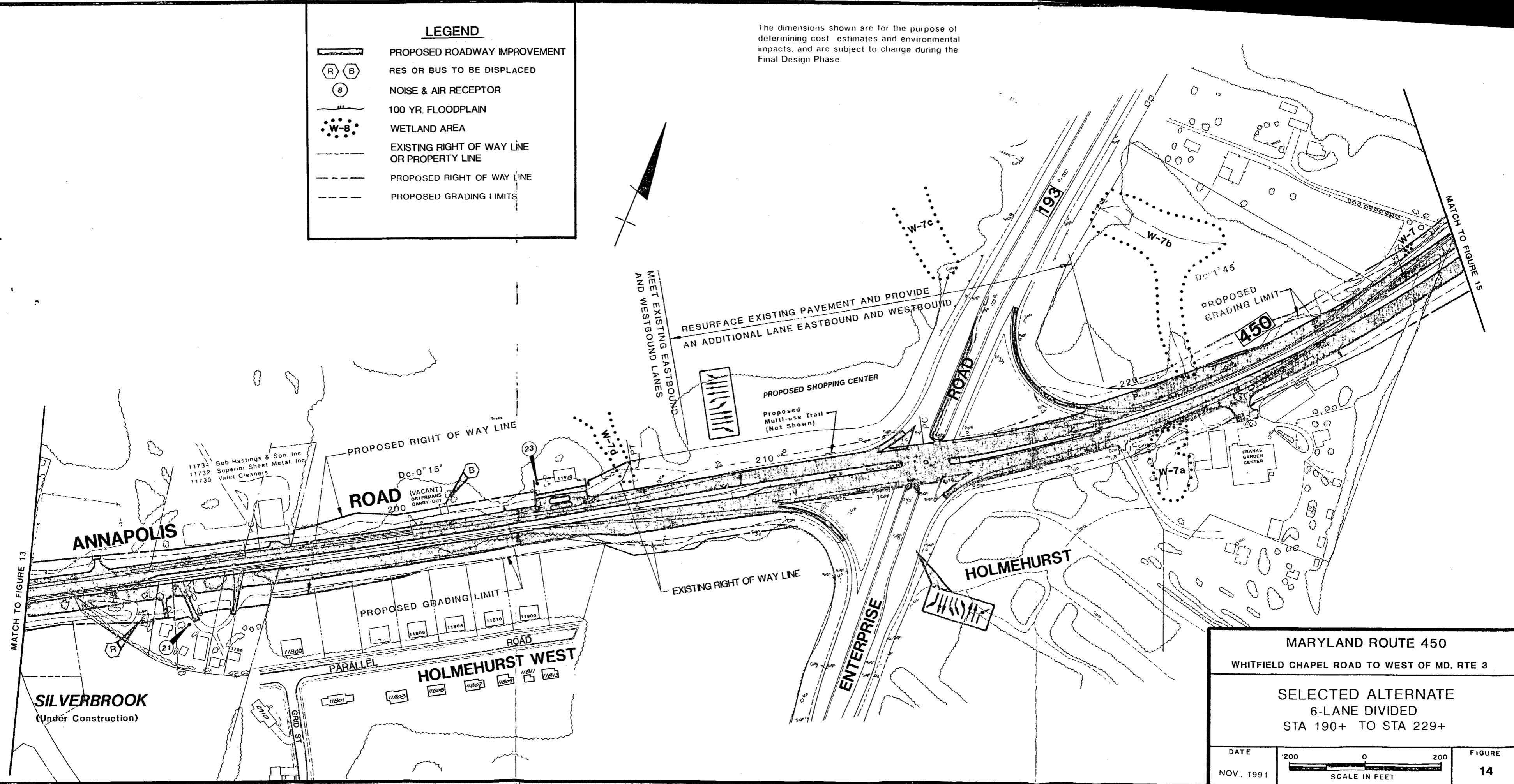
* The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.


MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
6-LANE DIVIDED		
STA 151+ TO STA 190+		
DATE	200 0 200	FIGURE
NOV., 1991	SCALE IN FEET	13

LEGEND

-  PROPOSED ROADWAY IMPROVEMENT
-  RES OR BUS TO BE DISPLACED
-  NOISE & AIR RECEPTOR
-  100 YR. FLOODPLAIN
-  WETLAND AREA
-  EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
-  PROPOSED RIGHT OF WAY LINE
-  PROPOSED GRADING LIMITS

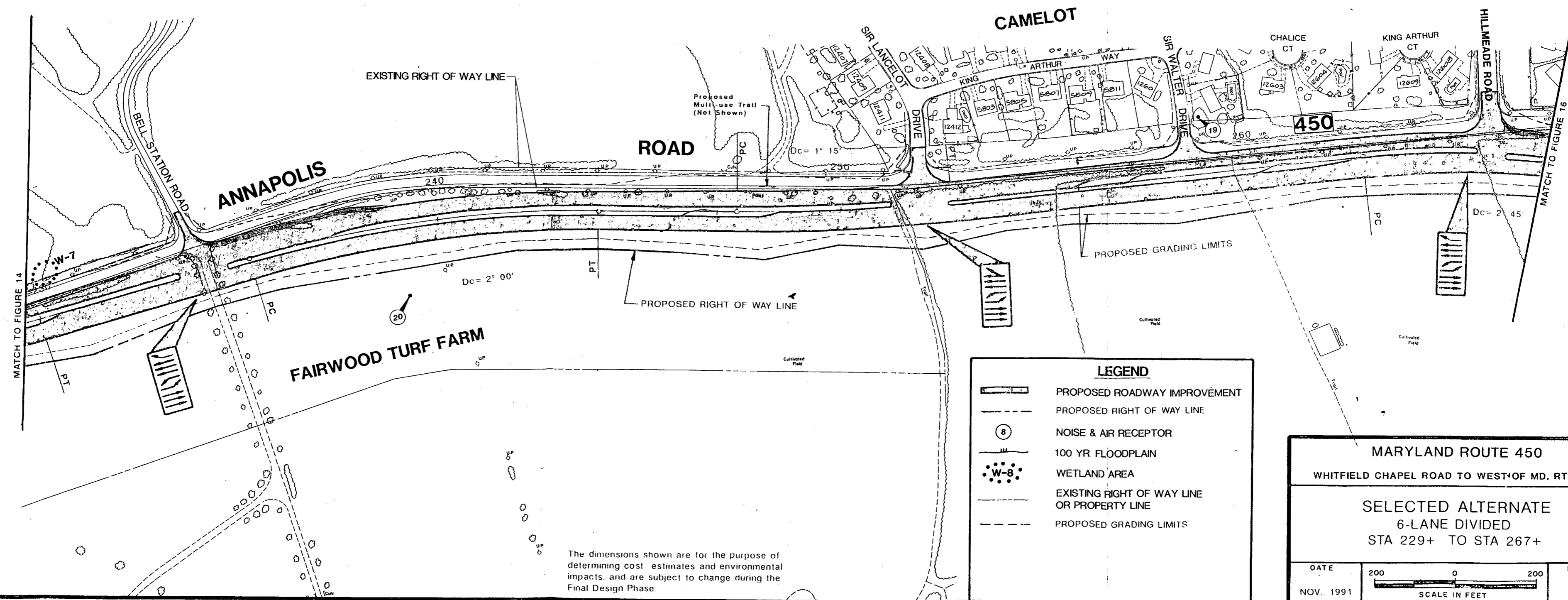
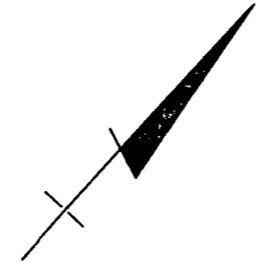
The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.



MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
6-LANE DIVIDED		
STA 190+ TO STA 229+		
DATE		FIGURE
NOV. 1991	SCALE IN FEET	14

MATCH TO FIGURE 13

MATCH TO FIGURE 15



MATCH TO FIGURE 14

MATCH TO FIGURE 16

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

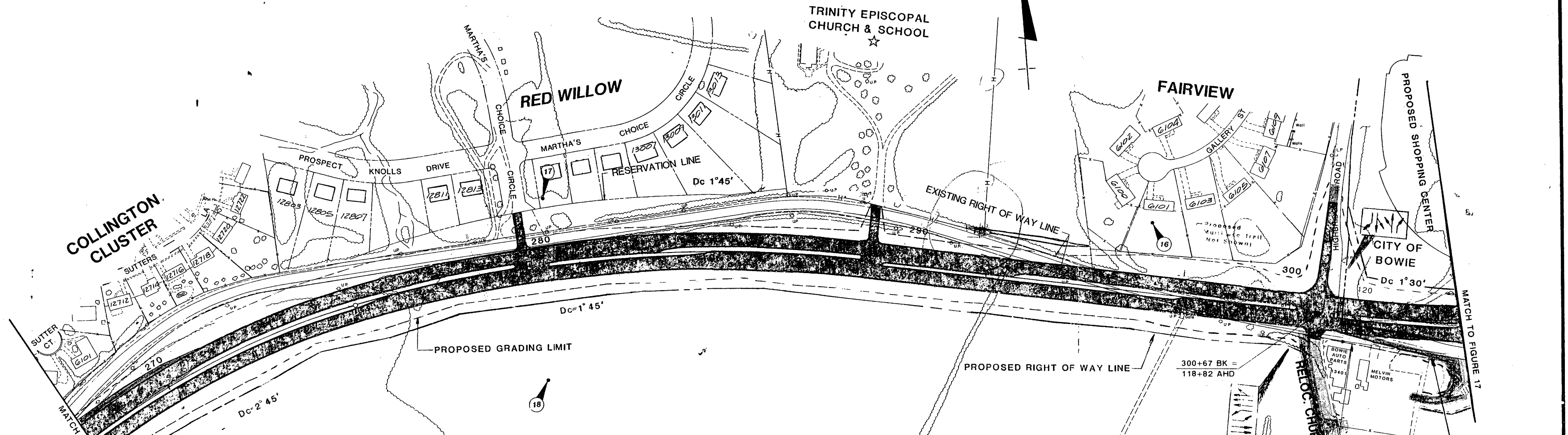
LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- PROPOSED RIGHT OF WAY LINE
- NOISE & AIR RECEPTOR
- 100 YR FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PROPOSED GRADING LIMITS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

SELECTED ALTERNATE
6-LANE DIVIDED
STA 229+ TO STA 267+

DATE		FIGURE
NOV., 1991	SCALE IN FEET	15



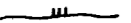
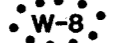


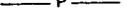
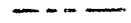


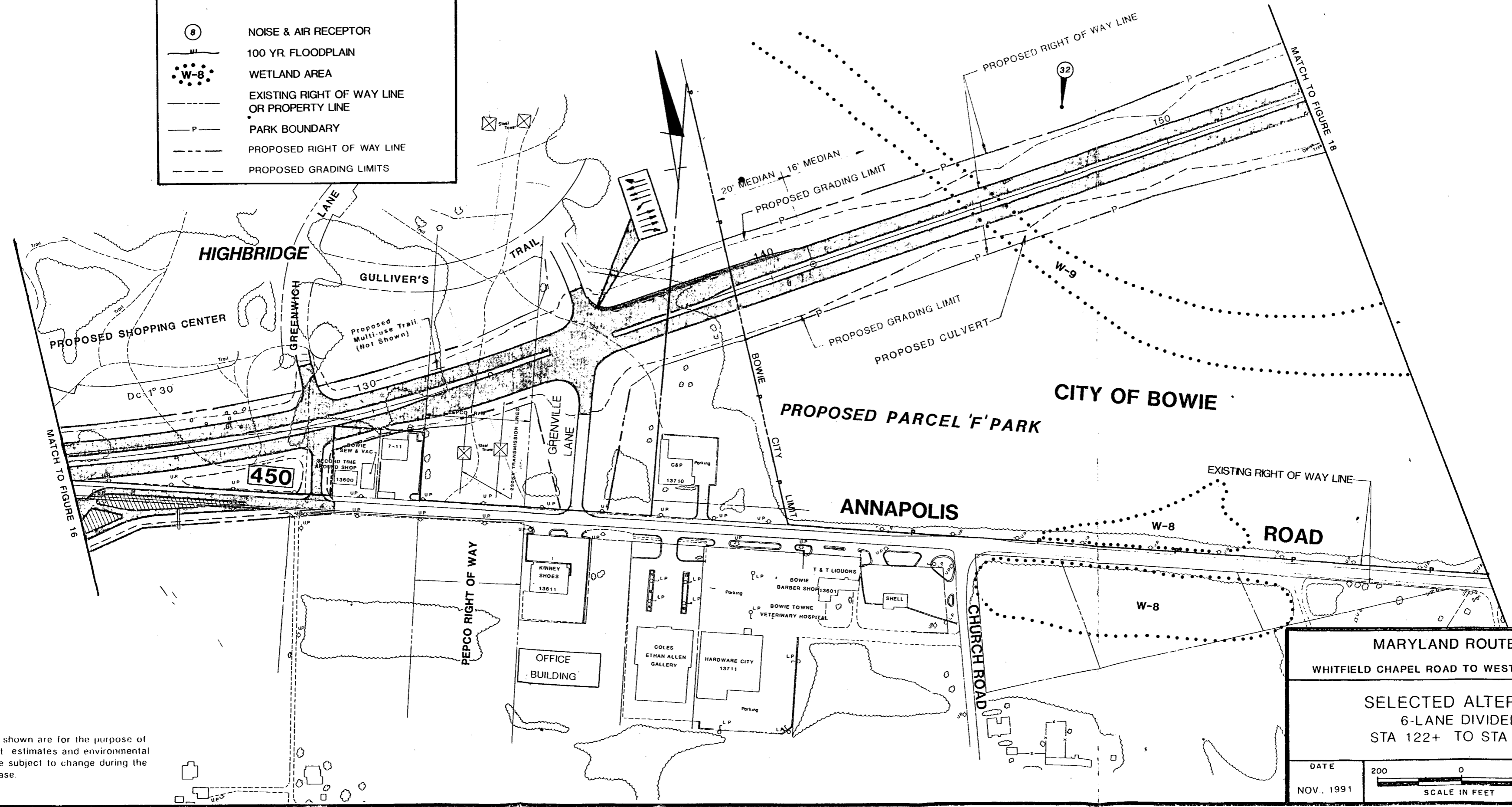
The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

LEGEND	
	PROPOSED ROADWAY IMPROVEMENT
	PROPOSED RIGHT OF WAY LINE
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PARK BOUNDARY
	HISTORIC SITE
	HISTORIC BOUNDARY
	PROPOSED GRADING LIMITS

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
6-LANE DIVIDED		
STA 267+ TO STA 122+		
DATE		FIGURE
NOV., 1991	SCALE IN FEET	16

LEGEND

-  PROPOSED ROADWAY IMPROVEMENT
-  NOISE & AIR RECEPTOR
-  100 YR. FLOODPLAIN
-  WETLAND AREA
-  EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
-  PARK BOUNDARY
-  PROPOSED RIGHT OF WAY LINE
-  PROPOSED GRADING LIMITS



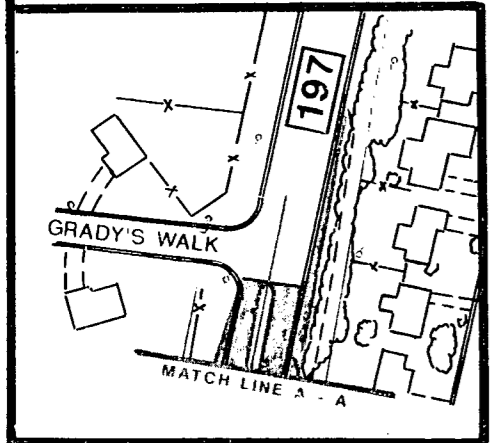
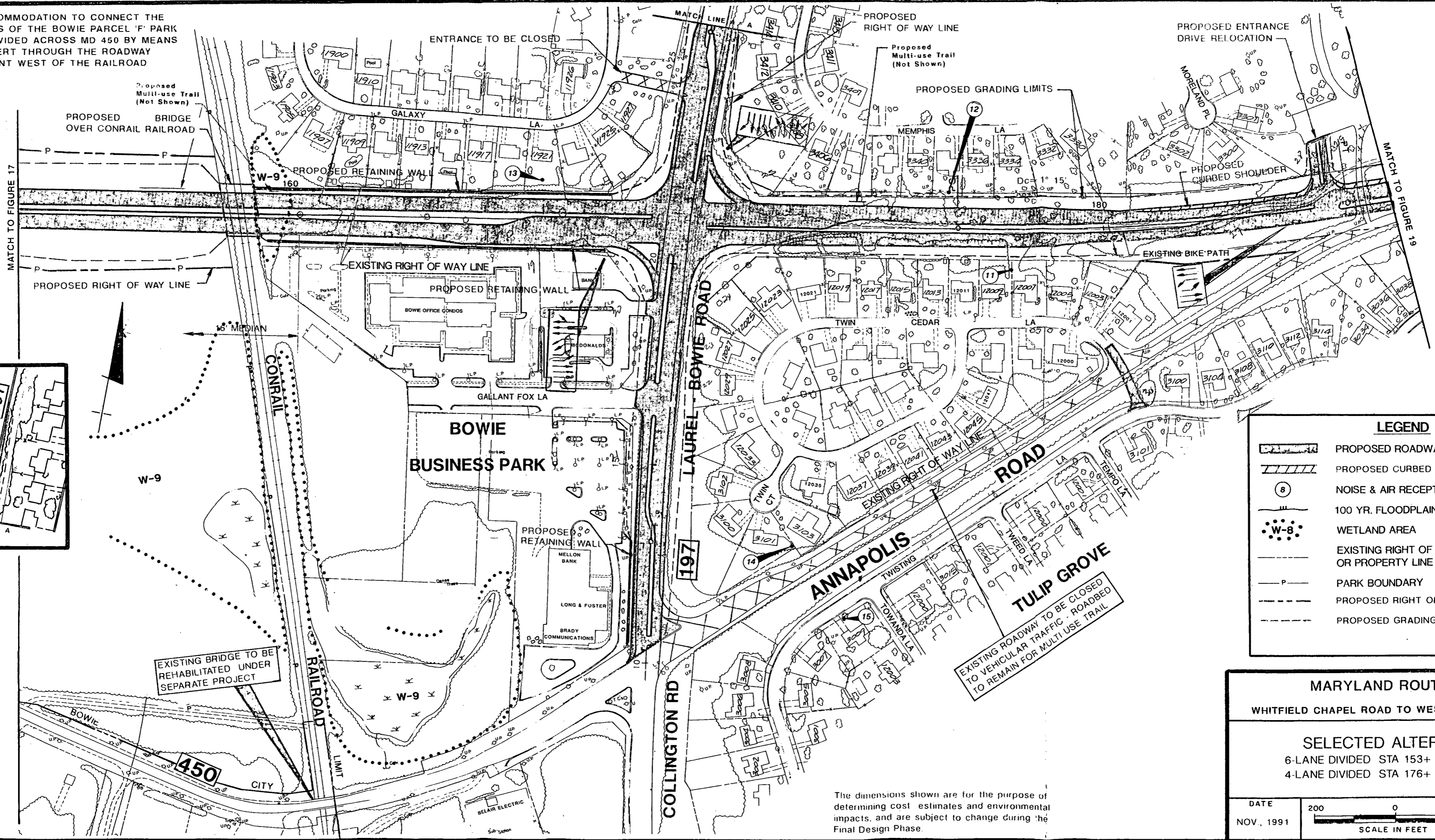
The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450
 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

SELECTED ALTERNATE
 6-LANE DIVIDED
 STA 122+ TO STA 153+

DATE	200 0 200	FIGURE
NOV., 1991	SCALE IN FEET	17

TRAIL ACCOMMODATION TO CONNECT THE TWO PIECES OF THE BOWIE PARCEL 'F' PARK TO BE PROVIDED ACROSS MD 450 BY MEANS OF A CULVERT THROUGH THE ROADWAY EMBANKMENT WEST OF THE RAILROAD



LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- PROPOSED CURBED SHOULDER
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- PROPOSED RIGHT OF WAY LINE
- PROPOSED GRADING LIMITS

EXISTING BRIDGE TO BE REHABILITATED UNDER SEPARATE PROJECT

EXISTING ROADWAY TO BE CLOSED TO VEHICULAR TRAFFIC - ROADBED TO REMAIN FOR MULTI-USE TRAIL

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

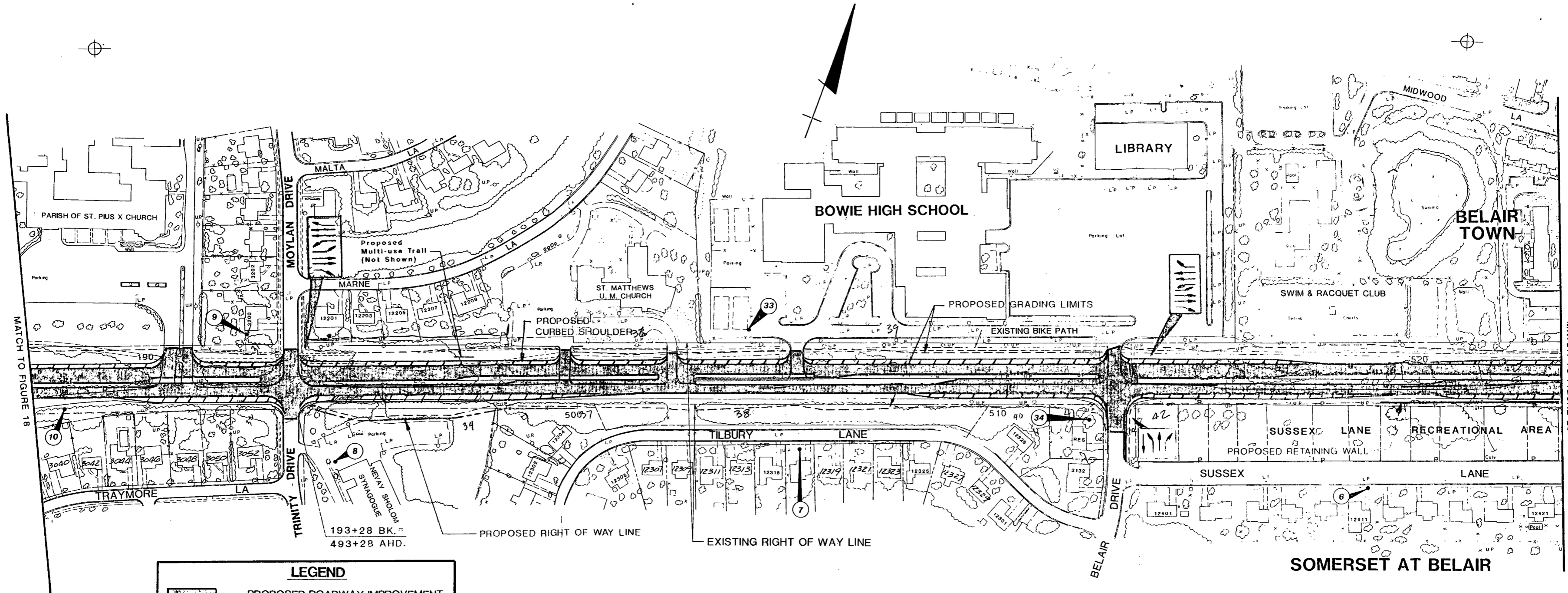
MARYLAND ROUTE 450
 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

SELECTED ALTERNATE
 6-LANE DIVIDED STA 153+ TO STA 176+
 4-LANE DIVIDED STA 176+ TO STA 187+

DATE: NOV., 1991

SCALE IN FEET: 0, 200, 200

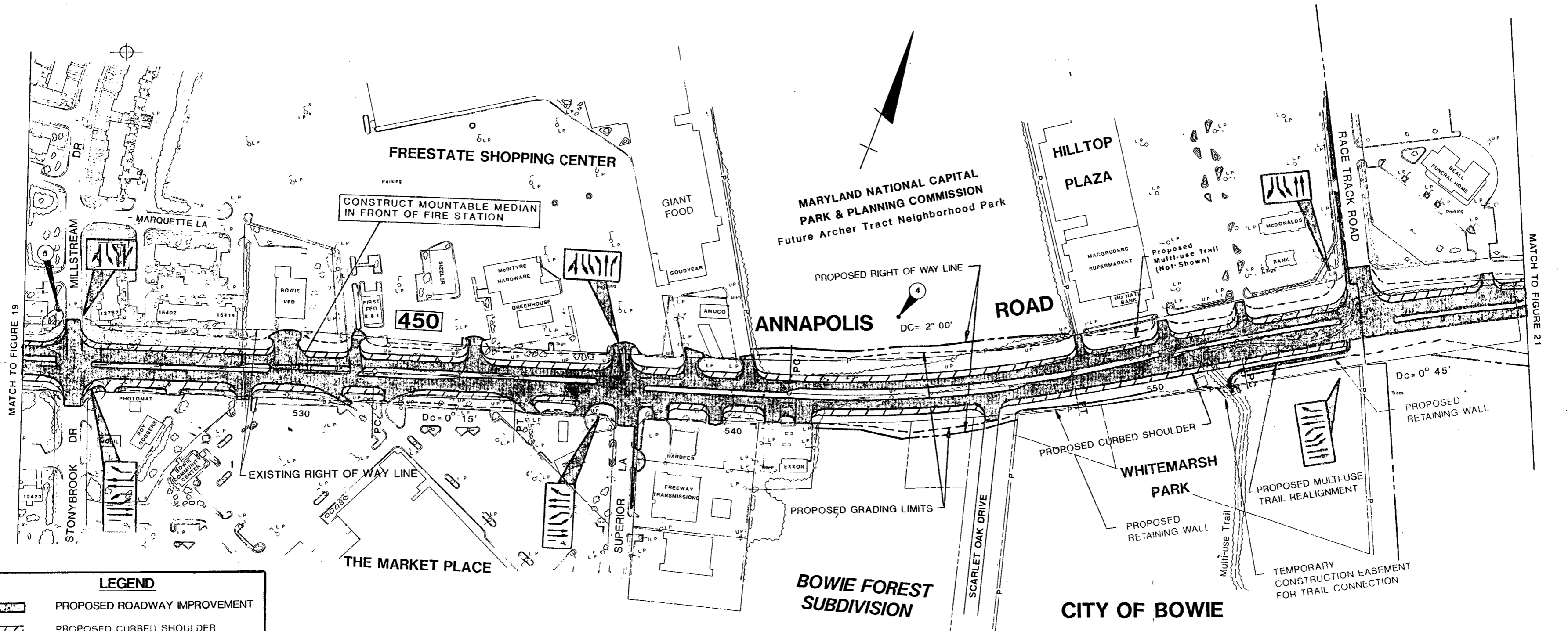
FIGURE: 18



LEGEND	
	PROPOSED ROADWAY IMPROVEMENT
	PROPOSED CURBED SHOULDER
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PARK BOUNDARY
	PROPOSED RIGHT OF WAY LINE
	PROPOSED GRADING LIMITS

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
4-LANE DIVIDED		
STA 187+ TO STA 523+		
DATE	0 200	FIGURE
NOV., 1991		19
SCALE IN FEET		



MATCH TO FIGURE 19

MATCH TO FIGURE 21

LEGEND

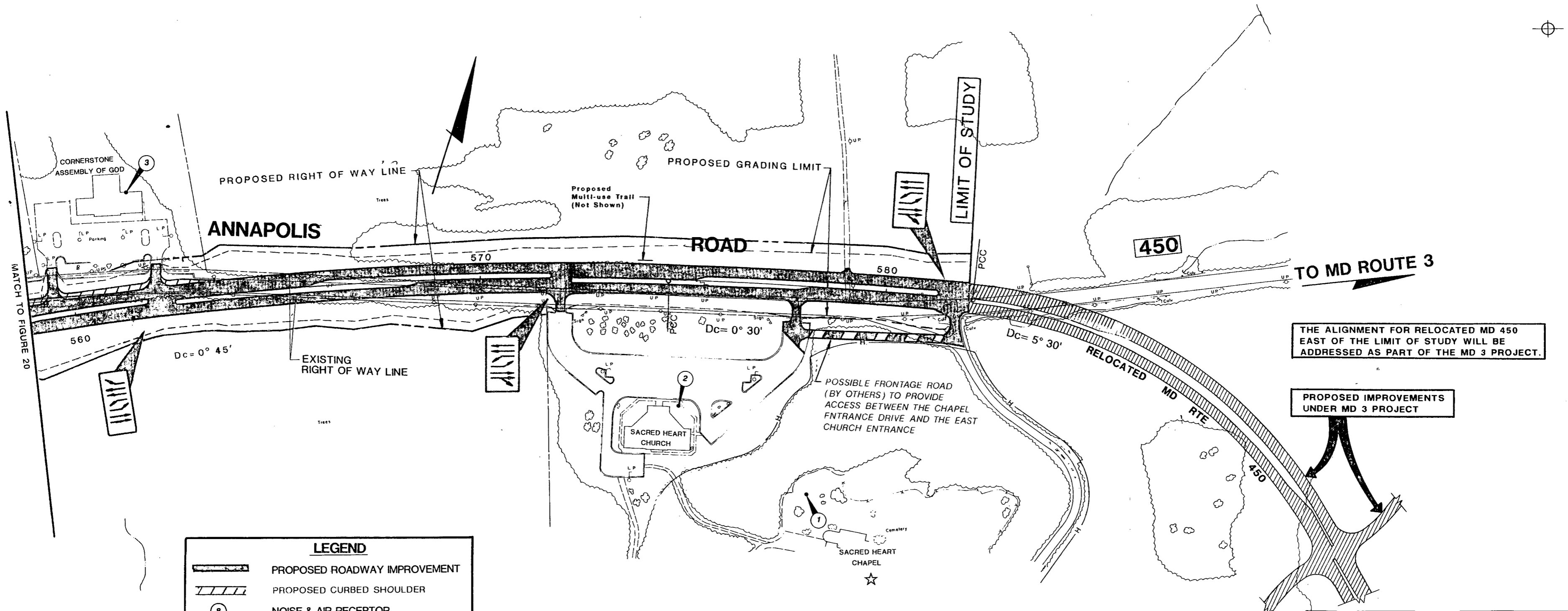
- PROPOSED ROADWAY IMPROVEMENT
- PROPOSED CURBED SHOULDER
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- PROPOSED RIGHT OF WAY LINE
- PROPOSED GRADING LIMITS

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3

SELECTED ALTERNATE
4-LANE DIVIDED
STA 523+ TO STA 558+

DATE NOV., 1991	<p>SCALE IN FEET</p>	FIGURE 20
--------------------	----------------------	---------------------



THE ALIGNMENT FOR RELOCATED MD 450 EAST OF THE LIMIT OF STUDY WILL BE ADDRESSED AS PART OF THE MD 3 PROJECT.

PROPOSED IMPROVEMENTS UNDER MD 3 PROJECT

LEGEND	
	PROPOSED ROADWAY IMPROVEMENT
	PROPOSED CURBED SHOULDER
	NOISE & AIR RECEPTOR
	100 YR. FLOODPLAIN
	WETLAND AREA
	EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
	PROPOSED RIGHT OF WAY LINE
	HISTORIC SITE
	HISTORIC BOUNDARY
	PROPOSED GRADING LIMITS

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
SELECTED ALTERNATE		
4-LANE DIVIDED		
STA 558+ TO STA 582+		
DATE	200 0 200	FIGURE
NOV., 1991	SCALE IN FEET	21

f. Other Design Elements

1) Multi-Use Trail

A longitudinal multi-use trail is proposed along the north side of the road for the entire length of the project. Signing and marking provisions will be made to allow trail crossings at signalized intersections. Tie-ins to existing trail networks, including the Whitmarsh Park trail and the MD 197 trail, are to be provided where most feasible. Coordination with M-NCPPC and the City of Bowie will be maintained into the final design phase regarding construction of the trail. The City of Bowie has already begun design of the "Main Street" plan and has coordinated all improvements with SHA.

Coordination has been maintained with developers of the proposed Highbridge Subdivision and the City of Bowie to provide continuity between the SHA proposed MD 450 longitudinal trail system and proposed trail crossings of Route 450 to serve the Highbridge development and the proposed "Parcel F" park. As requested by the City of Bowie, a grade separated trail crossing of MD 450 by means of a high arch-type culvert will be provided at a location 500' to 1500' west of the Conrail Railroad to connect the future trail to be constructed in the two halves of the proposed "Parcel F" park.

2) Sidewalks

A sidewalk will be provided on the south side of MD 450 from MD 197 to Race Track Road.

West of MD 197, sidewalk will be provided on the south side of the roadway only where it currently exists, generally in the Lanham area, west of Seabrook Road.

3) Landscaping

Recognizing that MD 450 between MD 197 and Race Track Road is Bowie's "Main Street," special landscaping will be provided in this area. The details will be determined through coordination with M-NCPPC, the City of Bowie and merchants during the final design phase.

Landscaping studies will be performed for the entire project during the final design stage, addressing median plantings, plantings outside the roadway and privacy screening. Privacy screening will be provided on top of the retaining wall on the north side of MD 450 between the Conrail Railroad and MD 197 as requested by the City of Bowie to reduce headlight glare on residences along Galaxy Lane from vehicles traveling on the elevated portion of roadway east of the proposed Conrail Bridge.

4. Service and Design Characteristics of the Selected Alternate

a. Level of Service

Quality of traffic flow along a highway is measured in terms of level of service (LOS). This measure is dependent upon highway geometry and traffic characteristics and ranges from LOS A (Free flow, low volumes, relatively high speeds) to LOS E (Capacity) to LOS F (Forced Flow).

The level of service on a roadway such as MD 450 is governed by traffic operations at the signalized intersections. The level of service at these intersections during the peak hour of an average day in 1986 (No-Build) and in 2015 (Selected Alternate) is summarized in Table 2 below and shown on Figure 22.

TABLE 2

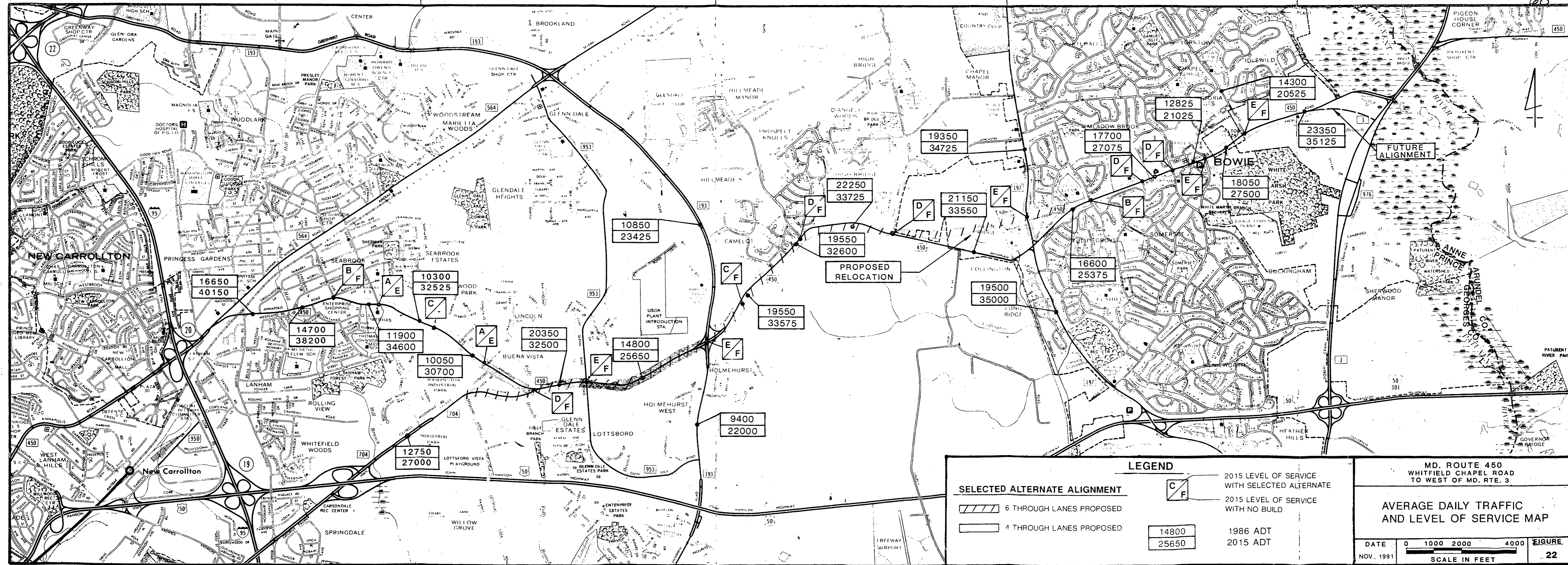
SUMMARY OF INTERSECTION LEVELS OF SERVICE (LOS)

MD 450 INTERSECTION	NO-BUILD 1986 TRAFFIC	NO BUILD 2015 TRAFFIC	SELECT ALT. 2015 TRAFFIC	NO. OF THRU LANES ON MD 450
Carter Avenue	A	F	B	4
Seabrook Road	A	E	A	4
Forbes Boulevard	N/A	N/A	C	4
Baltimore Lane	A	E	A	4
MD 704	E	F	D	6
MD 953 (Glenn Dale Road)	D	F	E (0.95)	6
MD 193	A	F	E (0.94)	6
Bell Station Road	C	F	C	6
Hillmeade Road	D/E	F	D	6
Highbridge Road	D	F	D	6
MD 197*	D	F	E (0.92)	6
Moylan/Trinity Drives	A	F	B	4
Belair Drive	B	F	D	4
Millstream/Stonybrook Drive	B	F	D	4
Superior Lane	D	F	E (0.92)	4
Race Track Road	C	F	E (0.93)	4

- Volume-to-Capacity ratios are given in parentheses

* LOS D at the MD 197 intersection is based on four thru lanes on MD 197, six thru lanes on MD 450, double left turns for all approaches and existing MD 450 west of MD 197 remaining open.

Current Average Daily Traffic (ADT) varies from 12,000 to 22,000 vehicles/day as shown on Figure 22. ADT projections for the year 2015 range from 25,000 to 40,000 vehicles/day with the highest values in the segment from Whitfield Chapel Road to Seabrook Road. These projections are based on Washington Council of Governments



16650
40150

14700
38200

10050
30700

12750
27000

20350
32500

14800
25650

9400
22000

10850
23425

19550
32600

22250
33725

19350
34725

19500
35000

16600
25375

21150
33550

17700
27075

12825
21025

18050
27500

23350
35125

14300
20525

PROPOSED
RELOCATION

FUTURE
ALIGNMENT

ANNE
PRINCE
GEORGES
COUNTY

NEW
CARROLLTON

BOWIE

LOTTSBORO

New Carrollton

SPRINGDALE

HEATHER HILLS

GOVERNOR
BRIDGE



61

(COG) Round 3.5 data for the year 2010 in addition to developments that were either approved or under construction. Analysis by SHA's Traffic Forecasting Section between 1986 and 1990 indicated that the COG Round 3.5 projections alone for residences and employment positions in the Bowie area for the year 2010 were already exceeded by existing plus approved development. Therefore, those approved developments immediately adjacent to the project area were hand adjusted into the COG forecasts.

The need for six lanes from MD 704 to east of MD 197 is driven by the high volumes of turning traffic at the intersections in this area and the high directional distribution (as high as 77% WB/23% EB) during the morning peak hour. The high directional distribution in combination with relatively high ratios of peak hour volumes to average daily traffic (0.12+) between MD 704 and MD 197 creates the 6-lane requirement within ADT ranges that, at other locations, are satisfied by four through lanes. For example, west of MD 704, where ADT's are in the same range as between MD 704 and MD 197, directional distributions average approximately 60% WB/40% EB during the morning peak hour and volumes are satisfied by four lanes. East of MD 197, ADT's drop 24% from 33,500+ to 25,500+, which with a directional distribution of 60% WB/40% EB in the morning, result in four lanes being adequate. ADT's vary appreciably at two locations -- MD 704 and MD 197. MD 704 provides a convenient connection between MD 450 and US 50 (which accesses I-95). MD 197 has a full interchange with US 50 to the south and accesses Old Bowie, MD 295 and Laurel to the north. Substantial volumes of traffic turn on to and off of MD 450 at these two locations as well as the 14 other major MD 450 intersections with State and County roads occurring in the project area.

A segment-by-segment description of the Selected Alternate design features and special issues regarding function of the roadway follows. Refer to Figure 8 for the typical sections applying to each segment. A detailed discussion of impacts to access is found in the Environmental Consequences Section.

b. Functional and Design Characteristics

MD 450 will remain classified as a minor arterial highway on Maryland's Secondary Highway System and as an urban principal arterial under Federal criteria. The Selected Alternate will meet the requirements for a 50 mph design speed. The maximum degree of curvature will be 6°00' and the maximum grade will be 4.5 percent.

Segment 1: Whitfield Chapel Road to Greenwood Lane

SHA commitments to no median made to businesses along the south side of MD 450 during the MD 450/564 interchange project and the desire to match the typical section at the eastern terminus of the interchange project resulted in selection of a 5-Lane Undivided section for this segment. A 4-lane divided bridge over the Amtrak Railroad is under construction 200'+ west of Whitfield Chapel Road.

Segment 2: Greenwood Lane to Seabrook Road

This segment, comprising the Lanham portion of the project, is highly developed with mostly office buildings, shopping centers and gas stations. Access is uncontrolled. Level of service analyses for traffic in the year 2015 indicate that four thru lanes will operate satisfactorily. A continuous shoulder is warranted to ensure that adequate through traffic capacity is maintained with the high volume of turning traffic that results from the frequent entrances and side roads. The outside shoulder will also accommodate U-turning traffic which will occur in this segment since cross-overs (median breaks), set using a 750' minimum spacing criterion, are not provided at every entrance.

Segment 3: East of Seabrook Road to MD 704

East of Seabrook Road, the character of MD 450 changes noticeably with the elimination of commercial establishments and a substantial reduction in number of access points and in overall development density. Several residential driveways are located throughout this segment which will generate right and U-turning traffic. Although the area is sparsely developed, the closed section was selected to be consistent with the remainder of the project and to accommodate a multi-use trail along the north side.

Segment 4: MD Route 704 to East of MD 197

The segment from MD 704 to east of MD 197 contains the highest hourly traffic volume projections of any segment in the project area. A 6-lane divided typical section, as presented at the Location/Design Hearing, was selected to satisfy capacity requirements. Option D was selected as the MD 450/MD 704 intersection configuration given the large volume of traffic (1900 vehicles per hour) oriented from westbound MD 450 to southbound MD 704 in the morning and in the reverse direction (1700 vehicles per hour) in the evening.

Developers constructing residential and commercial projects in the vicinity of the MD 450/Glenn Dale Road intersection have formed a "Road Club", which is in the process of completing an agreement with the State Highway Administration. A "Road Club" is a consortium of developers whose resources are combined to help fund area infrastructure improvements. The improvement, consisting of a 4-lane divided roadway with open shoulders on ultimate line and grade, is to extend from 1/4 mile west to 1/4 mile east of Glenn Dale Road and will be an interim staging of the ultimate 6-lane section. This improvement will satisfy the increased traffic volumes resulting at the Glenn Dale Road intersection from the new developments.

The Lottsford Branch stream crossing of MD 450, approximately 2000' east of Glenn Dale Road, is currently planned as a multi-cell box culvert with roadway clearances set based on hydraulic requirements.

The eastbound and westbound approaches to MD 193 consist currently of a four lane divided section with auxiliary left turn lanes. The proposed alignment will meet the existing roadway at these approaches and widening will be provided to the outside.

East of MD 193 to Highbridge Road, residential development borders the north side of the road and large undeveloped parcels, including the Fairwood Turf Farm, exist along the south side. The proposed alignment remains south of the existing road through this segment to provide improved horizontal and vertical geometrics while avoiding impacts to existing developments and the Holy Trinity Episcopal Church Historic Site.

From Highbridge Road easterly, the proposed roadway departs from existing alignment on a northern relocation. An eastbound only connection with the existing road will be provided along with an access roadway to the two businesses at the southeast corner of the MD 450/Highbridge Road intersection. The Selected Alternate retains use of Existing MD 450 between Highbridge Road and MD 197 to:

- Provide access and visibility for the 25± businesses along the existing road.
- Provide supplemental capacity to the Relocated MD 450/MD 197 intersection to maintain acceptable levels of service.

Two north-south connections will be provided between Relocated and Existing MD 450 east of Highbridge Road. The median break at Grenville Lane will accommodate westbound traffic on Existing MD 450 that is continuing westbound on Relocated MD 450. The connection closest to Highbridge Road (Greenwich Lane) will allow only right turns onto and off of Relocated MD 450.

Approaching the Conrail Railroad Tracks from Grenville Lane, the Relocated MD 450 median will taper from 20' to 16'. The median taper, feasible because of the 3300±' distance without cross-overs between Grenville Lane and MD 197, allows a slight reduction in the overall width of impact adjacent to the "Parcel F" Park west of the railroad and the residential area east of the railroad. Between the railroad and MD 197, the median will widen to 30' to allow for double left turns.

On MD 197 between Existing MD 450 and Grady's Walk, which is 600'+ north of Relocated MD 450, widening and median construction will provide for double left turns on the northbound and southbound approaches to Relocated MD 450. A median break will be provided at Gallant Fox Lane. The entrance north of Gallant Fox Lane into the Bowie Office Condos will allow only right turns in and right turns out. Analysis of the Reloc. MD 450/MD 197 intersection indicates that queues on the northbound approach may block the Gallant Fox Lane median opening during the peak hour by the design year. The median break must be provided at Gallant Fox Lane since it is the only access point for this business park. Access from Relocated MD 450 is not a reasonable alternative since the relocation will be supported by high (>15') retaining walls in the area where an intersection with a business park access road could be sufficiently spaced west of MD 197.

The Selected Option, E4, for Existing MD 450 east of MD 197, does not substantially affect traffic capacity or operations. The 40+ homes in the Twin Cedar Lane community will access either MD 450 or MD 197 via Twisting Lane.

Segment 5: East of MD 197 to East of Race Track Road

At Moylan/Trinity Drives, the relocation basically rejoins the the existing alignment. The Selected Alternate centerline will be 50' north of and parallel to the existing southern roadway edge. All widening from Moylan/Trinity Drives to Superior Lane will be to the north of the existing road.

As discussed previously, the proposed curbed shoulder will taper out at four locations where there is an adequate distance (1200'+ min) between entrance points. These shoulder tapers are considered prudent based on traffic volumes being satisfied by four through lanes and the recognition of MD 450 as Bowie's "Main Street" between MD 197 and Race Track Road. The locations of these proposed shoulder tapers are indicated on Figures 18 and 19.

The median width remains at 20' east of the westbound approach to MD 197 except for the taper to provide double left turns at Race Track Road. The alignment will shift south of the existing roadway centerline east of Superior Lane, making use of a dedicated corridor obtained as result of planning studies performed during the 1960's.

Segment 6: East of Race Track Road to 3000'+ west of MD 3

The 4-Lane Divided Open Section will be constructed in this segment based on the limited amount of development. The Sacred Heart Church and Chapel, having three entrance points on the south side of MD 450, is the only improved property in this segment.

c. Accident Data

MD 450 from Whitfield Chapel Road to 3000' west of MD 3 experienced a total of 644 reported accidents during the study period of 1987 through approximately June, 1990. These accidents resulted in a rate of 311.5 accidents per every one hundred million vehicle miles of travel (acc./100 mvm) for the 3 1/2 years study period. This rate is lower than the statewide average accident rate of 336.7 acc./100 mvm for all similarly designed highways now under state maintenance. The accident cost to the motoring and general public resulting from these accidents is estimated at approximately \$3.3 million/100 mvm.

The accidents are listed in Table 3 by year, severity, accident rates/100 mvm and, for comparison purposes, the statewide average accident rates.

TABLE 3

MD 450 ACCIDENT SEVERITY 1987 - JUNE 1990

<u>Severity</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990¹</u>	<u>Total</u>	<u>Rate Per 100 MVM</u>	<u>Statewide Avg. Rate</u>
Fatal Accidents	2	3	0	1	6	2.9	2.1
Persons Killed	2	3	0	1	6		
Injury Accidents	124	101	104	50	379	183.3	174.0
Persons Injured	225	184	167	98	674		
Prop. Dam. Acc.	69	76	70	44	259	125.3	160.6
Total Accidents	195	180	174	95	644	311.5	336.7

¹ 1990 values represent only the period from January to June

Six fatal accidents occurred within this section of MD 450 during the study period. Two fatal accidents occurred in 1987 - one was an opposite direction collision .3 mile west of Galveston Road, the other was a fixed object collision .1 mile west of MD 193. Of the 6 fatal accidents, 3 occurred in 1988 - the first fatal was a right angle collision at the intersection of Belair Drive, the second one involved a vehicle striking a fixed object at the intersection of Twin Cedar Lane, and the third accident again involved a vehicle striking a fixed object occurring .2 mile west of MD 197. The final fatal accident was a fixed object collision occurring in 1990 just east of the intersection at MD 197.

As traffic volumes increase on the existing roadway, increasing the likelihood of congestion and delays, it is projected that the number and severity of accidents would increase beyond the 311.5 acc./100 mvm experienced during the study period. It is anticipated

66

that the implementation of the Selected Alternate will result in an accident rate of approximately 229 accidents/100 mvm of travel, which would generate an estimated accident cost of \$2.3 million/100 mvm. This alternate is expected to result in a decrease in fixed object collisions and opposite direction collisions which are generally the most severe collision type. These reductions would be brought about by the highway being divided, the addition of a lane in each direction and partial access controls.

The collision types experienced within the study area in comparison to their respective statewide average accident rates for this type of highway are listed in Table 4. Accidents occurring during darkness hours and wet surface conditions are also listed.

TABLE 4

MD 450 ACCIDENTS BY COLLISION TYPE 1987 - JUNE 1990

<u>Collision Type</u>	<u>No. of Accidents</u>	<u>Rate Per 100 MVM</u>	<u>Statewide Average Rate</u>
Angle	110	53.2	54.1
Rear End	147	71.1	87.0
Fixed Object	107	51.8*	42.7
Opposite Direction	37	17.9	16.2
Sideswipe	33	16.0	22.3
Left Turn	106	51.3*	33.9
Pedestrian	11	5.3	8.6
Parked Vehicle	5	2.4	10.6
Other Collision	88	42.6	54.3

* Significantly higher than the statewide average rate.

<u>Condition</u>	<u>No. of Accidents</u>	<u>% of Total Accidents</u>	<u>Statewide %</u>
Nighttime Acc.	196	30.4%	34%
Wet Surface Acc.	183	28.4%	22%

Fixed object and left turn type collisions occurred at a significantly higher rate than their respective statewide averages.

Of the 106 left turn collisions that occurred, 30 took place at the intersection of MD 450 and MD 193. Our records indicate that 19 fixed object collisions occurred in the approximately .2 mile section of MD 450 between MD 197 and the bridge over the railroad tracks just west of that intersection. These 19 accidents involved vehicles striking either the bridge, guardrail, or a curb or wall.

67

There were two High Accident Intersections within the study area. One was in 1987 - MD 450 at MD 704 (16 accidents). The other was at MD 450 at MD 193 in 1989 (15 accidents).

In addressing the High Accident Intersections and other recognized problem areas on MD 450, the Selected Alternate will include the following improvements:

- The MD 450/704 intersection will be completely reconstructed providing additional capacity and improved continuity for the major movements. The degree of curvature on mainline MD 450 as well as skew of the intersection will be improved.
- Additional capacity will be provided at the Glenn Dale Road intersection. The existing substandard crest east of the intersection will be lowered approximately 11 feet to provide adequate sight distance for 50 mph design speed criteria.
- East and west of the MD 450/193 intersection, capacity improvements will eliminate the lane reductions which now occur. The southbound approach to the intersection will be widened to accommodate double left turns.
- The proposed relocation between Highbridge Road and Moylan/Trinity Drives will increase capacity and improve sight distance.
- From east of Belair Drive to east of Superior Lane, additional through lanes, turn lanes at several intersecting roads and entrances, and vertical alignment improvements will improve safety as compared to the existing conditions.

5. Environmental Consequences

An Environmental Assessment/Section 4(f) Evaluation was approved by the Federal Highway Administration on December 23, 1988 and distributed prior to the public hearing for the project. The Selected Alternate is a combination, with slight modifications, of the 4-Lane Divided and 6-Lane Divided Alternates presented in the Environmental Assessment/Section 4(f) Evaluation and at the Location/Design Public Hearing.

A comparison of the Selected Alternate to the alternates presented at the Public Hearing reveals that its impacts are nearly identical to those discussed at the Public Hearing. A comparison of the typical sections presented at the Public Hearing versus the typical sections comprising the Selected Alternate is as follows:

68

East of Whitfield Chapel Road to MD 704 and East of MD 197 to Race Track Road

The Selected Alternate consists of 4 travel lanes separated by a 20' raised median. Closed shoulders, 12' wide, will be provided outside each roadway. The distance between outside curbs is 96' as compared with the 6-Lane Divided Alternate discussed at the Public Hearing which had 100' between outside curbs. The impacts are nearly identical. The Selected Alternate impacts due to grading requirements and right-of-way are slightly lower than the 6-Lane Alternate impacts given that the overall roadway width is 4' less.

MD 704 to East of MD 197

The Selected Alternate consists of a 6-lane divided roadway (100' between outside curbs) and is identical to the 6-Lane Divided Alternate presented at the Public Hearing.

Race Track Road to West of MD 3

The Selected Alternate is a 4-lane divided roadway with open shoulders, and is identical to the 4-Lane Divided Rural Section presented at the Public Hearing.

The impacts of the Selected Alternate are discussed below:

a. Social, Economic and Land Use Impacts

1) Social Impacts

An analysis of the possible displacements caused by the Selected Alternate has been made by the State Highway Administration and is based on preliminary relocation and right-of-way studies. The preliminary right-of-way and relocation reports are available for review at the District 3 office of the Office of Real Estate, State Highway Administration, 9300 Kenilworth Avenue, Greenbelt, MD 20770.

The Selected Alternate will require the displacement of eight residences and two businesses, both of which are vacant. In addition, three abandoned residential structures will be displaced. All proposed relocations are between Seabrook Road and MD 193, with the majority of these impacts in the vicinity of the MD

69

450/704 intersection. The area affected by the improvements is a mixture of small businesses, office buildings, commercial areas and residences. Of the eight residential displacements, five are owner-occupied and three are minority tenant occupied. Income levels of the affected families are in the low range.

Relocation of the individuals and families displaced by the project will be accomplished in accordance with the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" as amended in 1987 (See Appendix). The relocation will be satisfactorily completed within a 6 to 12 month period, and in a timely, orderly and humane manner. The required acquisitions can be accomplished with minimal impact to the economic well-being of the project area and those directly affected.

A survey of the local real estate rental and sales market indicates that there is sufficient comparable replacement housing for the dislocated families, but not at prices that they can afford. Therefore, "Housing Of Last Resort" will be utilized to provide decent, safe and sanitary replacement housing for all the affected families. There should not be any major difficulties in relocating the affected families. Enough housing appears to be available in the area so there would be no adverse impact on neighborhoods into which the affected families will move. No substantial change in population density or distribution is anticipated. No other federal, state or local projects are foreseen which would affect the supply and availability of needed replacement housing.

None of the displaced^e are known to be handicapped. Impacts are projected for the Lincoln-Vista subdivision which contains a concentration of minority residents and tenant occupants.

In addition to the required displacements, strip right-of-way generally adjacent to existing rights-of-way would be required in the amount of 109 acres.

2) Summary of the Equal Opportunity Policy of the Maryland State Highway Administration

Title VI Statement

It is the policy of the Maryland State Highway Administration to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all State Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right of way, or the provision of relocation advisory assistance.

This policy has been incorporated in all levels of the highway planning process in order that proper consideration may be given to the social, economic and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

3) Economic Impacts

The proposed improvements to MD 450 will relieve traffic congestion and conflicts, thus improving access to businesses and services throughout the project area, particularly to the two commercial areas which are served primarily by MD 450: Lanham/Seabrook in the western portion of the project area and Bowie in the eastern portion. This relief will improve travel time and traffic service. It will also allow improved access for through traffic transporting goods and services destined for the Capital Beltway, MD 3 and other neighboring corridors. Access to workplaces in and around the project area will also be improved.

11

As previously stated, two businesses will be acquired. These businesses had ceased operations prior to initiation of this Project Planning Study.

The development of the Selected Alternate has included an investigation of proposed cross-over locations and spacing for the entire project. Minimum cross-over spacings of 750' in the urban areas and 1500' in the rural areas have been used as criteria in the preliminary establishment of cross-over locations, in conformance with SHA guidelines for arterial highways. Due to the high frequency of side roads, commercial entrances and residential driveways, it is not possible to provide every access point a cross-over and maintain a safe spacing distance. Therefore, some circuitry of travel and U-turning will be necessary. Based on the currently proposed cross-over locations, vehicles will be required to duplicate as much as 0.40 mile of their travel route to access one of the 64 residential driveways, 14 commercial entrances or five minor sideroads that will be denied left turn access throughout the project.

Throughout the project area, some economic readjustments are likely to result at the various shopping centers, restaurants, gas stations, and other commercial establishments with the proposed improvements. The gas stations in the project area may experience the most noticeable impact of any business along MD 450 due to loss of patronage. The stations that will not be provided a direct median cross-over (four of the seven stations along the project) would experience a loss in patronage if traffic seeks services outside the project area rather than making U-turns to access project area stations. However, the additional capacity provided with the Selected Alternate will improve accessibility to the sites and provide an attraction for potential customers.

The possible redistribution of patronage at business establishments is recognized as an impact with the construction of a divided highway. However, some economic impacts are a trade-off for the safety and capacity gained with a divided highway. With the improvement in travel efficiency resulting from the Selected Alternate, the exchange of goods and services between business interests in the area will likewise improve, favorably impacting the regional economy.

The Selected Alternate will help accommodate the continuing development which is planned for Lanham, Seabrook, Glenn Dale, Collington and the City of Bowie. The widening will provide an adequate facility to allow commercial and residential expansion, which in turn would have a positive impact on the County's tax base and revenues.

A short term reduction in the tax base might occur with the construction due to the acquisition of private property and residential relocations. However, this reduction will likely be compensated for by a broadened tax base.

Some business establishments throughout the project area will require the relocation of roadside signing and/or elimination of some parking to accommodate the Selected Alternate. A summary of the parking impacts of the Selected Alternate is found in Table 5.

Following implementation, the improvements will introduce slightly different access patterns and/or reduction in visibility at several commercial establishments throughout the project due to the configuration of entrances and intersecting streets. The changes in access may have a negative economic impact on the commercial areas in question. These areas and the resulting impacts are described as follows:

Businesses Along Existing MD 450 between Highbridge Road and the Conrail Railroad

Following the construction of Relocated MD 450 between Highbridge Road and Moylan/Trinity Drives, the majority of through traffic on MD 450 will use the relocated roadway. Therefore, approximately 20 businesses along the existing roadway will experience a reduction in visibility due to the traffic diversion.

Included among the businesses in this area are several convenience stores, a gas station, a veterinary hospital, shoe, hardware, liquor and furniture stores and a barbershop. The convenience stores and gas station are largely dependent on drive-by traffic for business. The other stores and shops are dependent to a lesser degree on drive-by traffic and would not experience a substantial impact on patronage since adequate access would be provided.

13

The existing ADT on MD 450 in this area is approximately 21,000 vehicles. Of the 33,500 vehicle ADT projected for the year 2015, 20%, or 6,700 through vehicles per day, will continue to use the existing roadway. Therefore the businesses will have approximately 32% of the traffic exposure they experience today. Visibility and access to the businesses in the area will be maintained by means of three access points between the Relocation and Existing MD 450 -- a slip ramp eastbound at Highbridge Road (Greenwich Lane), a right-in, right-out connection 950'± east of Highbridge Road, and a connection (with median break) on the Relocation, 1500'± east of Highbridge Road (Grenville Lane). See Figure 17.

Bowie Business Park - Gallant Fox Lane

The Bowie Business Park is located in the northwest quadrant of the existing MD 450/197 intersection, just south of the proposed alignment of relocated MD 450. Presently consisting of a drive-in bank, a McDonald's restaurant and approximately 92,000 SF of general office space, the business park maintains all access from two locations on MD 197. The northernmost entrance is located 900'± north of existing MD 450, serving primarily McDonald's and the bank. The southern entrance, Gallant Fox Lane, is located 650'± north of Existing MD 450 and is the primary access point for the site.

Following construction of the relocation, the northern entrance will need to be restricted to right-in, right-out movements only, due to the entrance's close proximity to the relocated intersection. Therefore, all traffic desiring to make left turns into or out of the site will be required to use Gallant Fox Lane, resulting in volumes at the MD 197/Gallant Fox Lane intersection that will likely be beyond unsignalized intersection capacity. Due to the close proximity of Gallant Fox Lane to Existing MD 450 to the south and the proposed relocation to the north along MD 197, both of which will be signalized, a traffic signal at Gallant Fox Lane does not appear to be feasible. This condition will be evaluated in the design stage to develop signalization that will maintain adequate operations at Gallant Fox Lane.

TABLE 5

PARKING IMPACTS

<u>Establishment</u>	<u>Approx. Building Area</u>	<u>Parking Spaces Required By Zoning</u>	<u>Parking Spaces Available</u>	<u>Spaces to be Eliminated Under Selected Alternate</u>	<u>Spaces Remaining Under Selected Alternate</u>
9226 Annap. Rd Beltway Homes	2370 SF	10	18	8	10
9315 Annap. Rd Atkins Real Estate	1925 SF	8	19	0/9*	19/10*
Weber Building	16,700 SF	67	50	8	42
Enterprise Shopping Center	93,700 SF	375	562	25	537***
Enterprise Gardens (Garden Shop)**	1000 SF	7	11	0	11
Community Food Market	10,000 SF	67	61	18	43***
St. Mathias Church	31,000 SF	-----	135	23	112***

* With Retaining Wall/Without Retaining Wall (See Figure 10)

** Approximately 6200 SF of open-air retail space would be eliminated.

*** Space appears to be available on the property for the replacement of eliminated parking spaces.

III-31

74

4) Access Impacts to Churches and Community Facilities

Access to several churches will be modified by the Selected Alternate due to the introduction of a median. However, traffic operations at these locations will not be adversely impacted.

St. Mathias Church (south side of MD 450, at Seabrook Road) will be allowed left turn access at its east entrance only, opposite Seabrook Road. The west entrance will become right-in, right-out.

At St. Pius X Church (north side of MD 450, just west of Moylan/Trinity Drives), the west entrance, where left turn access will be provided, will require relocation approximately 150' to the west to provide adequate distance between it and Moylan/Trinity Drives. The existing east entrance will become right-in, right-out.

St. Matthews Church (north side of MD 450, 800'± east of Moylan/Trinity Drives) will have left turn access at its existing east entrance. The west entrance will become right-in, right-out.

The Cornerstone Assembly of God (north side of MD 450, 500'± east of Race Track Road) will use its east entrance for left turn access and its west entrance as right-in, right-out.

The Sacred Heart Church (south side of MD 450, 2000'± east of Race Track Road) will use its west entrance for left turn access and its east entrance for right-in, right-out. The Sacred Heart Chapel entrance, immediately east of the church entrances will have a median opening for left turn access.

Bowie High School (north side of MD 450, just west of Belair Drive) will have left turn access at its existing east entrance, opposite Belair Drive, which remains shared with the Bowie Library. The west entrance to the high school will become right-in, right-out.

The Bowie Community Center is located just east of Stonybrook Drive on the south side of MD 450. Left turn access will be possible only by means of Stonybrook Drive. Right turn access will remain as is.

5) Land Use Impacts

The Selected Alternate is consistent with the Prince George's County Master Plan of Transportation, dated 1982, the Approved and Adopted Glenn Dale, Seabrook, Lanham and Vicinity Master Plan, dated 1977 and the Approved Bowie-Collington-Mitchellville and vicinity Master Plan of 1990. The Selected Alternate is also in conformance with several development projects which are either under design or have begun construction. The Seabrook Mini-Storage, Duvall Village Shopping Center, Glensford, Silverbrook and Bowie Forest developments, among others, have been designed to be physically compatible with the proposed roadway design. These and other developments are occurring as a result of planning decisions as set forth in area master plans prepared by the County and M-NCPPC. SHA has no authority to set land use policy. These developments are also subject to State and Federal permit and environmental requirements, and the specific impacts to wetlands, woodlands, etc., for example, will be addressed as a part of those permit processes.

b. Public Park and Recreational Area Impacts

No property will be required from parkland to construct the Selected Alternate across the proposed M-NCPPC Stream Valley Parks at Folly and Lottsford Branches. Currently, the proposed parks are on the M-NCPPC Equestrian Addendum to the Countywide Trails Plan. At Lottsford Branch, M-NCPPC has received land dedication on the south side of MD 450 for the proposed stream valley park. This land was dedicated by owners of the Whiteleather property with the platting of the Silverbrook subdivision in 1988. Along with this dedication, adequate dedication was set aside for the ultimate MD 450 improvements near the stream crossing. This dedication was also made at the same time as the platting of Silverbrook. At Folly Branch and on the north side of MD 450 at Lottsford Branch, all land along the streams outside existing right-of-way remains privately owned. As the land adjacent to these proposed stream valley parks becomes developed, M-NCPPC will obtain dedications for park purposes. The State Highway Administration will maintain coordination with M-NCPPC to obtain reservations or dedications for highway purposes where the proposed highway right-of-way intersects the proposed stream valley park alignment.

M-NCPPC has been authorized by the Prince George's County Government to pursue the acquisition of the former Glenn Dale Hospital site at the northeast corner of the MD 450/MD 953 (Glenn Dale Road) intersection from the District of Columbia. Advance Land Acquisition Program funds will be used to purchase the site which will possibly be used as recreational land. M-NCPPC will maintain coordination with SHA into the design phase of the MD 450 project to set aside the necessary portion of this property for MD 450 improvements. The Washington Suburban Sanitary Commission (WSSC) is coordinating with Prince George's County to acquire a small portion of this property adjacent to MD 450.

Strip right-of-way and/or construction easements totalling approximately 0.27 acre will be required for the Selected Alternate from the future Archer Tract Neighborhood Park. This land is required to grade cut and fill side slopes outside the roadway. Final design negotiations with M-NCPPC will determine whether land will be taken in-fee or as easement. This document assumes acquisition in-fee. See Section IV. Section 4(f) Evaluation for details. No in-fee property acquisition will be required from Whitemarsh Park or the Sussex Lane Recreational Area; however, some minor temporary construction easement is required to provide a connection between the existing Whitemarsh Park trail and the MD 450 longitudinal trail system. The City of Bowie supports the use of a temporary easement to provide this connection. The easement is not subject to the requirements of Section 4(f) for the reasons stated on p. IV-2 of this document.

Noise level impacts at the parks and recreational area are projected to be as follows:

TABLE 6

Park Area Noise Levels (dBA)

<u>Location</u>	<u>Ambient</u>	<u>No-Build 2015</u>	<u>Selected Alternate 2015</u>
Sussex Lane Rec. Area	60	59*	60
Archer Tract Park	60	61	58*
Whitemarsh Park	60	61	58*

* Noise levels are less than ambient due to model calibration to remove extraneous non-traffic noise. Based on State Highway Administration guidelines, a difference of 3 dBA is not considered significant.

The retaining walls proposed to avoid acquisition of property within Sussex Lane Recreational Area and Whitemarsh Park will be located entirely within SHA right-of-way. At Sussex Lane, the entire 400'± length of wall will support 1'-6' of fill (the roadway elevation will be 1' to 6' above the elevation of existing ground). Therefore, the face of the wall will be visible from the Recreational Area. Paved roadway will be no closer to the Recreational Area than it is today.

Two retaining walls have also been incorporated into the Selected Alternate to avoid the acquisition of 0.47 acre of land from Whitemarsh Park. Their locations are shown on Figure 20 in Section III. The retaining wall closest to Race Track Road averages 8 feet in height and is 400 feet long; the wall opposite the Hilltop Plaza buildings is 300 feet long and averages 7 feet in height. The two walls will support roadway fill and will avoid the need to remove trees from within the boundaries of the Whitemarsh Park, consistent with the desires of the City of Bowie. The faces of the walls will be visible from the park. The proposed roadway elevation in this area approximates that of the existing roadway.

Side slopes (2 Hor. to 1 Vert.) along the Archer Tract frontage will alternate from fill to cut with depths as high as 9' given that the proposed roadway centerline elevation will be as much as 6' below the existing roadway elevation. The appearance of the future Park property from the roadway will be similar to what it is today.

The existing bicycle path along MD 450 in Bowie will be eliminated. This trail, located entirely within SHA right-of-way between Stonybrook Drive and MD 197, was completed in June, 1974, as a Maryland Department of Transportation Demonstration Transportation Project. The bikeway is primarily for transportation and is an integral part of the transportation facilities in the corridor, providing access to recreation centers, the City Office Complex, schools and fringe parking areas. Therefore, in accordance with FHWA policy, the requirements of Section 4(f) do not apply. Provision of a multi-use trail on the north side of MD 450 as part of the Selected Alternate will serve as replacement for the bike trail. The trail will consist, in closed section areas, of an 8' wide paved area within a 14' wide utility area behind the curb. East of Race Track Road, the 10' wide shoulder will accommodate the trail. Connections will be provided with the existing trail network within Whitemarsh Park and along MD 197.

The M-NCPPC Stream Valley Park along Bald Hill Branch, south of MD 450, terminates at the south right-of-way line for proposed MD 450 and therefore will not be impacted. This stream valley is planned for use as an equestrian trail, but currently no recreational uses are in place.

9

Consideration is being given to maintaining continuity of a proposed multi-use trail across MD 450 along the future Lottsford Branch Stream Valley Park in conformance with M-NCPPC Master Plans. The proposed profile for MD 450, set based on hydraulic requirements, would not accommodate a grade separated crossing.

Trail underpass feasibility was also investigated at Folly Branch but was dropped from further consideration due to the excessive costs involved (\$2+ million). An at-grade multi-use trail crossing of MD 450 at Folly Branch was also investigated. Due to the high traffic volumes projected at the MD 450/704 intersection, an at-grade trail crossing at this location was considered unacceptable because of safety. A trail overpass of MD 450 would have approximately the same cost as an underpass along Folly Branch. For this reason and due to the adverse visual impact that an overpass would have, this alternate was considered unacceptable. SHA is proposing a box culvert to carry Folly Branch and Lottsford Branch under MD 450. From the junction of the Lottsford Branch trail with MD 450, the proposed trail could either continue north along the stream or, using the MD 450 longitudinal trail, continue north along the old W.B. & A. Railroad right-of-way which is being studied by M-NCPPC as a possible multi-use trail location.

Parcel F (west of the Conrail railroad), which is now being considered for use as a City of Bowie park, is planned as two park segments separated by the proposed relocation of MD 450. The relocation of MD 450 into this area was included in the Bowie-Collington and Vicinity Master Plan, 1970 and is included in the 1990 version of the Master Plan. As indicated in these master plans, proposed A-44 would also bisect this property in a north-south direction if it is ever built. When the City purchased Parcel F in 1982 and 1984, a corridor to accommodate the relocation of MD 450 as a 4-6 lane arterial highway in a 120-150 foot right-of-way had already been reserved through this area by Bowie and M-NCPPC, at least since 1970, as indicated in the adopted and approved master plan for that year. Attachments to the City of Bowie's letter, dated August 24, 1987 in the Agency Coordination section, document this highway reservation and the fact that the future parkland is to be developed as two halves north and south of the relocation. Consequently, the Selected Alternate will not this resource. The Selected Alternate includes provision for a multi-use trail connection between the two segments by means of an arch-type culvert through the high fill west of the proposed bridge over the Conrail Railroad.

At the St. Pius X Church, the MD 450 relocation will be adjacent to a children's playground, but will not require acquisition of any church property. Although the barrier-type (vertical faced) curb proposed through this area will provide a greater deterrent to vehicles leaving the roadway than the current open section, protective barriers and/or fencing will be considered in the final design stage. The Selected Alternate will include the reconstruction of the church's west entrance, but will not encroach upon the playground.

c. Historical and Archeological Resources

The State Historic Preservation Officer (SHPO) has determined that three sites within the project area are eligible for the National Register of Historic Places, as stated in letters dated 11/18/86 and 5/11/88 (See Section VI.C.-Agency Coordination). These sites are indicated on the detailed mapping for the Selected Alternate and are described as follows:

- 1) Buena Vista - 19th Century residence (built ca. 1845) located at the southeast corner of the MD 450/Glenn Dale Road intersection. (See Figure 13) Buena Vista is significant because it is one of the few structures which remain of the vast Duvall estate that originally encompassed a large area on all corners of the MD 450 and Glenn Dale Road intersection. It is an excellent example of a small plantation house and one of the few intact examples remaining in Prince George's County.
- 2) Holy Trinity Church and Rectory - located on the north side of MD 450, 1200'± west of Highbridge Road. (See Figure 16) Structures on this site are unique architecturally, having been built in the early 19th century and are good examples of Federal architecture. Although the church has had numerous, mostly sympathetic additions since its construction in the 1830's, the rectory retains considerable architectural interest and its original appearance overall. This site is significant historically as well for it has constituted an important societal and religious center for almost three hundred years as the successor of the original Henderson Chapel.
- 3) Sacred Heart Chapel - located on the south side of MD 450, approximately 3000' west of MD 3. (See Figure 21) Sacred Heart Chapel was built in 1741 by Jesuit priests on the property known as White Marsh. During the 1780's, American Roman Catholic clergy met there and nominated John Carroll to be the first American bishop. In 1853

16

a fire destroyed all but the walls, sanctuary and sacristy of the chapel. The present reconstruction dates from 1856. It is the oldest Roman Catholic Church in Prince George's County. As indicated on Figure 21, the Selected Alternate's access design is compatible with a driveway connection, which would be constructed by others parallel with MD 450, that would link the church parking lot with the Chapel entrance drive.

No property will be acquired from Buena Vista, the Holy Trinity Church and Rectory, or the Sacred Heart Chapel. In the last two instances, the roadway will be moved away from the site and widened. The distance from the edge of road to the nearest building will increase from 350' ± to 440'± at Holy Trinity and from 530'± to 570'± at Sacred Heart Chapel. In addition, Sacred Heart Chapel is situated on a hill. At Buena Vista, the roadway will be closer (210 feet from proposed edge of road to the building vs. 250 feet today). Nonetheless, in all three instances, the structures are buffered from the roadways by extensive vegetation and woods.

The proposed grade of MD 450 approximates that of the present roadway near Holy Trinity Church and Sacred Heart Chapel. Near Buena Vista, the proposed grade is as much as 12' lower than existing. However, all grading to accommodate the revised roadway profile will remain outside the historic boundary.

The SHPO has indicated that Buena Vista and Holy Trinity Church and Rectory will not be adversely affected, and Sacred Heart Chapel will not be affected by the proposed project. This is documented by the letter from the SHPO dated 12/13/88 in the Agency Coordination Section of this document.

Based upon the results of the Phase I survey, the SHPO concurs that the project will have no effect upon significant archeological resources and that no additional archeological investigations are warranted for the project. (See Correspondence in Section VI.C - Agency Coordination)

d. Natural Environmental Impacts

1) Prime Farmland Soils

Coordination with the Soil Conservation Service has been conducted as required by the Farmland Protection Policy Act (See Farmland Impact Rating Form in the Agency Coordination section). Based on information provided by the Soil Conservation Service, the Selected Alternate will affect 6.4 acres of Prime and Unique Farmland Soils and 4.6 acres of Statewide and Local Important Farmland Soils.

The amount of farmland in Prince George's County that will be converted for construction of MD 450 is estimated to be approximately 0.001% of the total farmland currently in use. Areas in the MD 450 corridor shown as farmland are planned for development. This project will warrant only a minimal level of consideration for the protection of farmlands.

2) Floodplains

The Selected Alternate will cross the floodplains of Bald Hill Branch, Folly Branch, Lottsford Branch and Collington Branch. The acreages of 100-year floodplain within the rights-of-way of the Selected Alternate are as follows:

Bald Hill Branch	0.18 ac.
Folly Branch	2.30 ac.
Lottsford Branch	1.06 ac.
Collington Branch	0.40 ac.

During final design the State Highway Administration will prepare a detailed hydrologic and hydraulic study to identify the existing 100-year storm discharge and floodplain. Specific mitigation measures will be considered for floodplain encroachment areas. All structures will be designed to meet the criteria set forth by the State Highway Administration and the Water Resources Administration.

In accordance with Executive Order 11988 and F.H.P.M. 6-7-3-2, each floodplain encroachment was evaluated to determine its significance. A significant encroachment would involve one of the following:

- a significant potential for interruption or termination of a transportation facility needed for emergency vehicles or which provides a community's only evacuation route;
- a significant risk; or
- a significant adverse impact on natural and beneficial floodplain values.

None of the proposed floodplain encroachments will significantly affect upstream water-surface elevations or storage capacity.

63

Hydraulic design for all waterway openings will incorporate structures to limit upstream flood level increases and approximate existing downstream flow rates. Use of state-of-the-art sediment and erosion control techniques and stormwater management controls will ensure that none of the encroachments will result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Therefore, all floodplain encroachments were determined to be non-significant. In accordance with E.O. 11988, a floodplain finding is not required for the Selected Alternate. Additional development in the project corridor is subject to County regulations which prohibit floodplain disturbance.

3) Surface Water

New single cell or multi-cell box culverts or bridges will replace the existing single span bridges at Bald Hill Branch, Folly Branch and Lottsford Branch for the Selected Alternate. Methods of reducing the impact of stream bottom loss, such as bottomless culverts and depressed culvert cells to reestablish a productive substrate, will be investigated during the final design phase.

Since streams in the project are designated as Class I by the Department of the Environment, all in-stream construction will be prohibited from March 1st to June 15th, inclusive, in accordance with State regulations. Class I waters have designated use for water contact recreation, aquatic life, wildlife and water supply systems. Additional protection is provided to streams with higher classifications. A Waterway Construction Permit will be required from the Department of Natural Resources. No stream relocations will be required.

The increase in impervious surface area resulting from the proposed improvements will produce a proportionate increase in the amount of roadway runoff carrying vehicle generated pollutants (i.e., oil, coolants, brake lining, rubber, etc.).

Stormwater runoff will be managed under the Department of the Environment (MDE) Stormwater Management Regulations. These regulations will require stormwater management practices in the following order of preference:

- on-site infiltration;
- flow attenuation by open vegetated swales and natural depressions;
- stormwater retention structures; and

- stormwater detention structures.

It has been demonstrated that these measures can substantially reduce pollutant loads and control runoff. Stormwater management areas will be identified during the final design phase.

To minimize water quality impacts, final design for the proposed improvements will include plans for grading, sediment and erosion control, and stormwater management, in accordance with State and Federal laws and regulations. Final plans require review and approval by the Maryland DNR, Water Resources Administration and the Department of the Environment. Sediment and erosion control measures will be designed and implemented in accordance with the "1983 Maryland Standards and Specifications for Soil Erosion and Sediment Control" and the "Erosion and Sediment Control" of 1984 prepared by the State Highway Administration. Typical temporary sediment control measures which are installed in a project of this type include straw bale structures, slope silt fence, sediment traps, rip-rap linings, fiberglass erosion stops, dikes and swales, soil stabilization matting and stabilized construction entrances. The area disturbed by the construction will be held to a minimum and revegetated promptly after grading to minimize the potential for erosion and sedimentation.

4) Wetlands

Pursuant to Executive Order (E.O.) 11990, Protection of Wetlands, wetland areas potentially affected by the project have been identified. Based on these investigations, it has been determined that the Selected Alternate will result in wetland impacts.

Palustrine wetlands, as defined by the U.S. Fish and Wildlife Service system of Cowardin et al (1979), occur in the study area. Palustrine wetlands are non-tidal wetlands that are temporarily flooded and dominated by trees, shrubs, persistent emergent grasses, sedges, and/or mosses. Two distinct types of palustrine wetlands occur in the study area: wooded swamps (PF01A) and fresh meadows/marshes (PEM5A). Fourteen wetlands in the project corridor were delineated through field reconnaissance and based on the presence of hydric soils, hydrophytic vegetation and hydrologic characteristics. These wetlands were initially identified in 1987. A subsequent update, utilizing the Federal Manual for Identifying and Delineating Jurisdictional Wetlands (Federal Interagency Committee for Wetland Delineation, 1989), indicated that these earlier delineations remain accurate. A summary of the location, class, dominant species and impacted acreage

65

for each affected wetland is provided in Table 7. The wetland locations are shown on the Selected Alternate mapping (Figures 9-21). On September 15, 1987 an agency field review with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and Department of Natural Resources was held to verify the location and limits of these wetlands. See the Agency Coordination Section for the minutes of the review.

The wetlands within the project area are generally of high quality and serve a number of useful functions. They are essential components of freshwater ecosystems, providing valuable habitat and food for numerous species of plants and animals. Wetlands function as erosion control mechanisms and sediment traps. Hydrologically, vegetated wetlands function as buffer systems to flood waters. Their unique water holding capacity allows them to store excess water which is released at times of drought to aquifer recharge areas. Vegetated wetlands also provide substantial pollution abatement by acting as nutrient sinks which decrease water pollution by metabolizing nitrates and phosphates, and by absorbing and assimilating gaseous air pollutants.

The wetlands in the project area are associated with Folly Branch, Lottsford Branch, Collington Branch, their tributaries and associated floodplains. The largest single wetland impact (3.0 ac.) will occur where proposed MD 450 improvements cross Wetland W-2, between Baltimore Lane and MD 704.

In accordance with E.O. 11990, efforts were made to avoid or minimize harm to wetlands in the project corridor. The Selected Alternate mapping (Figures 9-21) presents the results of these efforts. Following is a discussion of each wetland and the impacts thereon resulting from the Selected Alternate. Only the No-Build Alternate would completely avoid the wetlands. However, the No-Build is not a practicable alternate because it would:

- be inconsistent with local master plans
- not support the planned development
- not improve existing level of service, which in several areas is at or near capacity
- not address the existing safety problems and undesirable geometric condition

Following is also a discussion of the most reasonable means of reducing or avoiding impacts to each wetland with the costs and impacts associated with each reduction measure.

86

TABLE 7

WETLANDS AFFECTED

<u>WETLAND NUMBER</u>	<u>LOCATION</u>	<u>CLASS</u>	<u>DOMINANT SPECIES</u>	<u>IMPACTED ACREAGE</u>
W1	WEST OF RES. 9542	PEM5A PF01A	CATTAILS GUMS	0.09
W2	WEST OF BALT. LANE	POWZH PEM5A PF01A PSS1C	RUSHES RUSHES PIN OAKS ALDERS	3.00
W3	WEST OF LOTTSFORD VISTA ROAD	PEM5A	CATTAILS	--
W4	W.B. & A. RAILROAD BRIDGE	PEM5A	RUSHES	0.02
W5	FOLLY BRANCH	PF01E	GUMS	1.73
W5A	NORTH OF MD 704	PF01A	GUMS	1.25
W6	LOTTSFORD BRANCH	PEM5A PSS1A	RUSHES SWAMP PRIVET	0.25
W7D	NORTH OF MD 193	PF01A	GUMS	0.05
W7C	NORTH OF MD 450, WEST OF MD 193	PF01A	GUMS	--
W7B	NORTH OF FRANK'S NURSERY	PF01A	GUMS	0.09
W7A	FRANK'S NURSERY	POWZH	CATTAILS	0.09
W7	EAST OF FRANK'S NURSERY	PEM5A	CATTAILS	0.05
W8	EAST OF CHURCH ROAD	PF01A	GUMS	--
W9	COLLINGTON BRANCH	PF01A POWZH	RIVER BIRCH	0.69
TOTAL IMPACTED ACREAGE				7.31 ACRES

- * PF01A = PALUSTRINE, FORESTED, BROAD LEAVED DECIDUOUS, TEMPORARY
 PF01E = PALUSTRINE, FORESTED, BROAD LEAVED DECIDUOUS, SEASONALLY SATURATED
 PSS1A = PALUSTRINE, FORESTED, BROAD LEAVED DECIDUOUS, TEMPORARY
 PSS1C = PALUSTRINE, SCRUB-SHRUB, BROAD LEAVED DECIDUOUS, SEASONAL
 PEM5A = PALUSTRINE, EMERGENT, NARROW LEAVED PERSISTENT, TEMPORARY
 POWZH = PALUSTRINE, OPEN WATER, INTERMITTENTLY EXPOSED/PERMANENT, IMPOUNDED

8

WETLAND W-1 (See Figure 10)

Wetland W-1 is a partially emergent, partially forested wetland covering a total area of 0.09 acre and located on both sides of MD 450, 750'± east of Seabrook Road. This wetland is in segments, at the inlet and outfall of an existing cross culvert. The entire wetland is impacted by the Selected Alternate.

A northern alignment shift to avoid W-1 would require displacement of the Lanham Professional Park, four residences in the Linwood subdivision (under construction) and four existing residences along MD 450 at a total cost increase of approximately \$ 3.18 million. In addition, a series of short 6° reversing curves would result which would detract from the improved roadway's safety characteristics.

A southern alignment shift to avoid W-1 (0.09 ac.) would result in a total estimated cost increase of \$ 3.83 million as a result of:

- the elimination of approximately one-half of the 135 parking spaces on the St. Mathias Church property, many of which could not be replaced due to inadequate space on site.
- the acquisition of the Seabrook Mini-Storage site.
- one residential displacement.

WETLAND W-2 and W-4 (See Figures 11 and 12)

The wetland W-2 and W-4 discussion is combined due to their close proximity to each other and the proposed improvements. W-2 covers 17.2 acres overall and is located near a tributary to Folly Branch on both sides of MD 450 near Baltimore Lane. It is impacted at two separate locations -- by MD 450 and by MD 704. W-4 covers 0.02 acre just east of Baltimore Lane, within the WB&A Railroad right-of-way. Impacts from the Selected Alternate amount to 3.00 acres for W-2 and 0.02 acre for W-4.

Approximately 70' to 100' north of MD 450, W-2 narrows to a width of 30'± encompassing the channel of a Folly Branch tributary running perpendicular to MD 450. Without a northern alignment shift, a bridge 1350 feet long at an additional cost of \$16.0 million would be required to avoid encroachment on this wetland. A northern shift to cross the narrow portion could completely avoid impact to W-2 with a 50'± long bridge but would require acquisition of eight residential properties at a total cost increase (including bridge) of \$1.8 million.

Due to the large area covered by W-2 to the south, a southern shift of more than 1500' would be required for complete avoidance. Such a shift would take the alignment

88

through the center of the Washington Business Park. A lesser southerly shift in an attempt to reduce impacts to W-2 would result in approximately 1.0 acre of impact to W-3, which is not impacted by the Selected Alternate.

The proposed MD 704 improvements will impact approximately 0.21 acre of W-2, near the proposed tie-in with the Exist. MD 704 six lane section at Business Parkway. Avoidance of W-2 would require acquisition of the State Farm Office building at a cost of approximately \$ 2.0 million, including right-of-way.

WETLAND W-3 (See Figure 12)

Wetland W-3, located just west of Electric Terrace, south of MD 450, will not be impacted by the Selected Alternate as a result of the selection of Option D for the MD 450/MD 704 intersection. Option A would have impacted 1.54 acres of W-3.

WETLAND W-5 (See Figure 12)

Wetland W-5 closely coincides with the 100-year floodplain for Folly Branch which runs perpendicular to MD 450, approximately 1500' east of Electric Terrace. Impacts to W-5 (1.73 acres) could be eliminated using a bridge 800'+ long at a cost increase of approximately \$ 10.4 million. Since the wetland narrows to the south of the alignment, a southern shift could reduce W-5 impacts to approximately 1.50 acres. However, such a shift would result in slightly increased right-of-way requirements costing approximately \$100,000, and in an alignment consisting of 6° reversing curves just east of the high volume MD 450/MD 704 intersection. These additional right-of-way impacts and compromises in geometrics do not appear justified by a 0.23 acre savings in wetland impact. The reconstruction of the MD 450/704 intersection using the Selected Alternate configuration will consolidate the roadway embankment crossing the Folly Branch floodplain and associated Wetland W-5 into one area, as opposed to the two embankments which run through this area today. The removal of the existing MD 704 embankment and bridge in the vicinity of Folly Branch will provide area for possible wetland replacement, largely within existing right-of-way.

WETLAND W-5a (See Figure 12)

The Selected Alternate will impact all of the 1.25 acre W-5a area located approximately 1000' west of Folly Branch. MD 704, from Business Parkway to MD 450, is the only portion of improvements impacting W-5a. Option D was selected over Options A and C, which had lesser impacts to W-5a (zero and 0.85 acres; respectively). Option D completely avoids W-3 which would have been impacted under Option A (1.54 acres).

A
b

Although Option C would impact 0.40 ac. less of Wetland W-5a than does Option D, Option C traffic operations are considered substantially inferior to Option D. Heavy traffic volumes (1900 veh./hr. WB MD 450 to SB MD 704 and 1700 vph NB MD 704 to EB MD 450) would be required to make turning movements through the Option C intersection which, even with triple left turns fed by one approach lane, would require prohibitive cycle lengths (at least one of the phases would be 75 seconds or greater) Option D allows the heavy movements to be through movements.

Several options have been evaluated for reducing or avoiding W-5a impacts. The impacts of these optional alignments are outlined in Table 8 on the next page.

Any alignment shift to reduce wetland impacts would result in a compromise of geometrics for this high volume portion of the roadway. The geometric compromises would be generally in the form of sharper curves (as high as 6°) and short tangents between curves. Throughout the Selected Alternate, 5°30' is the sharpest mainline curve, occurring on MD 704, just west of W-5a. The sharpest mainline MD 450 curve is 5°. A 6° curvature is the acceptable limit for roadways with a design speed of 50 mph. A curve this sharp, and to greater extend -- two in succession, may be unexpected by the driver, resulting in a hazardous condition, which could lead to higher accident rates. The compromise in geometrics and additional right-of-way costs associated with the shift would save only 0.46 acre of wetland.

WETLAND W-6 (See Figure 13)

Wetland W-6 basically coincides with the Lottsford Branch floodplain, crossing MD 450 approximately 1/2 mile west of MD 193. Since Lottsford Branch extends far to the north and south of MD 450, alignment shift would not reduce impacts to W-6.

W-6 impacts could be eliminated by spanning the wetland with a bridge at an added cost of approximately \$ 640,000 over the \$710,000 estimated for a box culvert (approximately a double cell 12' x 8') to handle the Lottsford Branch crossing. The additional money to construct the bridge would save only 0.25 acre of wetland.

WETLAND W-7d (See Figure 14)

W-7d includes the stream outfall channel north of MD 450, 800'± west of MD 193. The Selected Alternate impacts 0.05 acre of W-7d. A 50'± alignment shift to the south would be necessary to avoid impacts. Such a shift would require

90

TABLE 8

MD 704:
ALIGNMENT OPTIONS TO REDUCE OR AVOID
IMPACTS TO WETLAND W-5a

<u>ALIGNMENT OPTION</u>	<u>RESIDENCES DISPLACED BETWEEN BUSINESS PARKWAY AND MD ROUTE 450</u>	<u>R/W AREA ADJUSTMENTS TO CURRENT ALIGNMENT</u>	<u>WETLAND IMPACT (WITHIN RIGHT OF WAY)</u>	<u>ESTIMATED COST INCREASE</u>
1. CURRENT ALIGNMENT	2	---	1.26	----
2. NORTHERN SHIFT FOR COMPLETE WETLAND AVOID- ANCE	4	+ 1.79 Ac.	0.0	\$ 467,400
3. SOUTHERN SHIFT FOR COMPLETE WETLAND AVOID- ANCE	4	+ 0.62 Ac.	0.0	\$ 397,200
4. NORTHERN SHIFT FOR PARTIAL WETLAND AVOID- ANCE	2	+ 0.54 Ac.	0.80 acre	\$ 212,400
5. SOUTHERN SHIFT FOR PARTIAL WETLAND AVOID- ANCE	2	+ 0.11 Ac.	0.92 acre	\$ 186,600

reconstruction of the MD 450/MD 193 intersection (requires only widening and resurfacing with the current alignment) at an estimated additional cost of \$ 0.9 million. The shift would result in a 2500' long tangent being replaced by a series of curves separated by a short tangent for the western approach to the intersection. Approximately 0.62 acre of right-of-way, beyond what is required for the basic alignment, would be required at a cost of \$ 37,200. The total additional cost of a southern shift to avoid W-7d would be approximately \$ 0.94 million.

Retaining the basic alignment, W-7d could be avoided using a 110 S.Y. retaining wall (essentially a large headwall at the existing storm drain outfall) at a cost of approximately \$ 51,500.

A northern alignment shift would not be beneficial for the wetland given that the wetland runs perpendicularly from the storm drain outfall north of MD 450.

WETLAND W-7a and W-7b (See Figure 14)

These wetland areas are located on opposite sides of MD 450, just east of MD 193. W-7a (0.09 ac.) consists of a stormwater management pond adjacent to Frank's Garden Center. W-7b (0.09 ac.) includes the outfall channel for the pond.

The current alignment splits the two wetlands, nearly balancing the impacts. No alignment shift could reduce impacts to one area without increasing impacts to the other.

A bridge or bottomless culvert to replace the existing culvert under MD 450 and avoid impacts to either wetland would have a deck area of 16,500 SF and an approximate additional cost of \$ 1.8 million.

WETLAND W-7 (See Figure 14)

W-7 exists in three pieces, the smallest of which is near the centerline of the proposed alignment, approximately 1500' east of MD 193; the other two pieces are to the east along the proposed north roadway edge.

A southern alignment shift to avoid W-7 would require 1.37 acres of additional residential right-of-way and 0.30 acre of additional commercial right-of-way at a cost of approximately \$ 213,000. The shift would result in an awkward alignment with several broken back curves (two curves in the same direction, separated by a short tangent -- considered undesirable asthetically and geometrically by AASHTO) just east

of the MD 450/MD 193 intersection unless the alignment intruded more into the Fairwood Turf Farm property, increasing R/W costs incrementally for each measure of improved geometrics sought along with the avoidance of this 0.05 acre wetland. The property required from Frank's Garden Center with this shift would eliminate 5-10 parking spaces and some open-air retail space.

A northern shift to avoid W-7 would require approximately 5.0 acres of additional residential right-of-way. However, a savings of 1.47 acres of commercial right-of-way would result in a net right-of-way savings of \$ 337,000. Approximately 500' of Existing MD 450 that would be widened and resurfaced with the current alignment would need to be completely reconstructed with the shifted alignment at an additional cost of approximately \$ 470,000. The northern shift would result in an intersection skew of approximately 60° at MD 450 intersections with MD 193 and Bell Station Road, which is the minimum acceptable by AASHTO criteria. The operating characteristics of an intersection worsen in proportion to the intersection's departure from 90°. Considering the large traffic volumes at these intersections, especially at MD 193, this is not considered to be a practicable alternative.

WETLAND W-9 (See Figure 17, 18)

W-9 is composed of three separate areas. The first runs along the Collington Branch floodplain, crossing nearly perpendicular to the relocated portion of the alignment, approximately 1200' west of the Conrail Railroad. Since this portion of W-9 extends a substantial distance to the north and south of the alignment, an alignment shift would not reduce impacts. A bridge with 110' span length would completely span this portion of W-9, avoiding 0.19 acre of impact, at a cost \$1.1 million ± higher than a box culvert to meet hydraulic requirements.

The second portion of W-9 is located just east of the Conrail Railroad at the proposed centerline of Relocated MD 450. This wetland lies adjacent to a highly developed residential and commercial area. A northern shift to avoid 0.50 acre of wetland impact would require displacement of approximately 17 residences at an additional cost of \$ 1.80 million. This shift would also result in an undesirable alignment with a series of reversing 6° curves separated by a short tangent just west of the MD 197 intersection. A southern

AM

shift would result in impacts to the third portion of W-9, which lies just north of Existing MD 450, and result in displacement of the Bowie Office Condos and a bank. A bridge with cantilever abutments and a length 90' beyond what is proposed, which is the minimum that is needed to span the railroad, would span this portion of W-9 at an additional cost of \$1.90 million.

The third portion of W-9 is not affected by the Selected Alternate.

A Section 404 Permit (COE) and Non-tidal Wetlands Permit (DNR) will be required for all wetland impacts. Mitigation will be served by wetland replacement, or enhancement in accordance with the Section 404 (b)(1) guidelines within the Patuxent River Watershed, possibly supplemented by other measures to improve water quality such as providing more infiltration than would otherwise be required or providing stormwater management retrofits. A suitable wetland mitigation plan will be developed during the project's final design phase and will be coordinated with appropriate permitting and resource agencies. The first preference for mitigation is on-site replacement, within the corridor, followed by off-site replacement within the watershed. Five on-site locations have been identified as being potential replacement sites for the 3.12 acres of wooded wetlands and 4.19 acres of non-wooded wetlands impacted by the project. The locations are described as follows:

- Site 1: South of MD 450, east of Forbes Blvd. and west of Tindel Street.
- Site 2: South of MD 450, east of Atwell Avenue and west of Silvergate Lane.
- Site 3: South of MD 450, east of MD 193 and west of Church Road.
- Site 4: North of MD 450, west of MD 197 at the end of Gallant Fox Lane.
- Site 5: North of MD 450, west of MD 3, between the existing MD 3/MD 450 intersection and the proposed interchange.

Agency comments voiced at the Interagency Review Meeting, held on July 15, 1987, discouraged the use of wetlands for stormwater management facilities, and requested that infiltration be studied.

94

Wetland Finding

Pursuant to E.O. 11990, efforts were made to avoid or minimize harm to wetlands in the project corridor. As discussed, it has been determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

5) Wildlife, Habitat and Aquatic Ecology

Adverse effects on wildlife attributable to the project alignment will be minimal since most of the route follows an existing, predominantly urban roadway.

The project will have no effect on federal or state listed threatened or endangered species.

Approximately 38.5 acres of woodlands and 2.0 acres of Old Field would be impacted within the project right of way. Table 9 summarizes locations, classifications, dominant species and impacted acreages of contiguous woodlands of one acre or more. Mitigation of terrestrial habitat losses will be consistent with reforestation legislation and procedures in effect at the time of construction.

95

TABLE 9

WOODLAND IMPACTS

<u>Woodland Number</u>	<u>Location</u>	<u>Classification</u> **	<u>Dominant Species</u>	<u>Impacted Acreage</u>
2	E. of Fontana Dr.	Type 42	Va. Pines Locusts	1.00*
3	Prime Cable Co.	Type 42	Va. Pines Oak Gums	1.68
5	MD 450/704	Type 60 Type 52	Maples Gums Poplars Oaks	7.72
6	E. of Glenn Dale	Type 77	Oaks Poplars Maples	1.95
7	W. of MD 193	Type 77	Poplars	1.36
8	E. of MD 193	Type 77	Poplars	2.50
9	W. of MD 197	Type 77	Poplars	12.4
10	Whitemarsh Park Vicinity	Type 50	Oaks Poplars	6.39
11	N. of Sacred Heart Church	Type 42	Va. Pine Locust Birch	3.50
TOTAL AREA				38.5 Acres

* Much of this area has been cleared for expansion of the Enterprise Shopping Center

** Classifications are as follows:

Type 42 - Virginia pine. Associates include black oak, scarlet oak, white oak, chestnut oak, post oak, blackjack oak, black gum, and hickories. This association occupies dry sites and old fields. This pioneer community is usually succeeded by oaks.

Type 50 - White oak. Associates include black oak, yellow poplar, hickories. This is a climax community usually occurring on well drained, loamy soils.

96

Classifications (cont.)

Type 52 - Red Oak (predominant). Chief associates include white oak, scarlet oak, black oak, chestnut oak, and yellow poplar. This is a climax community occurring in well drained uplands.

Type 60 - Bottomland Hardwoods. Silver maple and American elm predominate. Silver maple is the indicator species. Chief associates include red maple, slippery elm, cottonwood, white and green ash. This forest type occurs on the silty soils of floodplains in the study area. This is a sub-climax type, usually succeeded by other hardwoods as the area drainage matures.

Type 77 - Red Gum - Yellow Poplar. Associates include red maple, white ash, and other moist site hardwoods. This forest type occupies moist sites exclusive of swampy areas. This forest type may be climax on less well drainage areas.

Given the number of habitats in the region that exist outside the project corridor, it is unlikely that vegetative diversity will be measurably diminished. It is more likely that a shift in the relative abundance of those species that are already present will take place.

Ground cover, shrub, and tree species common to managed rights-of-way can be expected to replace many existing plants in the project corridor. Vegetation lost will be partially replaced through landscaping of the rights-of-way.

State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement will be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation will be identified by the SHA Landscape Architecture Division and DNR's Regional or Project Forester during the final design phase.

Based on a preliminary analysis, it appears that the only State-owned land within the project limits which would be available for reforestation is the non-wetland portion of the 23 acre parcel at the southwest quadrant of the MD 450/Electric Terrace intersection and the existing right-of-way area equaling approximately 7.0 acres between MD 193 and Highbridge Road which would remain following the slight southern relocation planned for this area.

A7

e. Noise Impacts

1) Noise Summary

a) Noise Abatement Criteria

In accordance with 23 CFR 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise), this project was analyzed for noise impacts. Noise mitigation is considered when the Federal Highway Administration Noise Abatement Criteria is approached or exceeded or when predicted noise levels substantially exceed existing noise levels. In Maryland, substantial means noise increases by 10 dBA or more over existing levels. The Noise Abatement Criteria for residential areas is 67 dBA, Leq.

The following items were considered in determining potential noise impacts:

- . Identification of existing land use.
- . Existing noise levels.
- . Prediction of future design year noise levels.
- . Potential traffic increases.

Noise abatement (mitigation) measures (in general, noise barriers) are considered to minimize impacts. Consideration is based on the size of the impacted area (number of residences or other noise sensitive resources, spatial distribution of these, etc.), the predominant activities carried on within the area, the visual impact of the abatement measure, practicality of construction, feasibility, and reasonableness.

The factors that were considered when determining whether mitigation would be considered reasonable and feasible are:

- . Whether a feasible method is available to reduce the noise.
- . Whether the noise mitigation is cost-effective for those receptors that are impacted - approximately \$40,000 or less per impacted residence.
- . Whether the mitigation is acceptable to impacted property owners.

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7 - 10 dBA reduction in the noise level as a preliminary design goal. However, any impacted noise receptor which will receive a 5 dBA reduction is considered when determining the cost effectiveness of a barrier.

Cost effectiveness is determined by dividing the total number of impacted sensitive sites in a specified noise sensitive area, that will receive at least a 5 dBA reduction of noise levels, into the total costs of the noise mitigation. For the purpose of comparison, a total cost of \$16 per square foot is assumed estimate total barrier costs. This cost figure is based upon current costs experienced by SHA and includes the cost of panels, footing, drainage, landscaping, and overhead for Type I (major highway construction or reconstruction) projects. SHA has established approximately \$40,000 per residence protected as being the maximum cost for a barrier to be considered reasonable.

b) Description of Noise Sensitive Areas

Various locations throughout the study area were selected to be analyzed as sensitive receptors. Receptors were selected that would be representative of the effects on the communities adjacent to the roadway.

The Noise Sensitive Areas (NSA's) were determined by analyzing the geometrics of the proposed improvements to determine the worst case combination of traffic volumes, proximity of the roadways to the receptors and travel speeds. These NSA's are listed in Table 10 and shown on the Selected Alternate Mapping. (See also Figure 23, Air Receptor Locations and Noise Sensitive Areas).

c) Ambient Noise Levels

A field measurement program to establish ambient noise levels and traffic volumes was conducted in September 1987 using the latest method of environmental noise analysis. Monitoring sessions were performed in accordance with the procedures outlined in Fundamentals and Abatement of Highway Traffic Noise by Bolt, Beranek and Newman, Inc., using ANSI

99

TABLE 10

NOISE ABATEMENT CRITERIA
AND LAND USE RELATIONSHIPS
(SPECIFIED IN 23CFR772)

<u>LAND USE CATEGORY</u>	<u>DESIGN NOISE LEVEL - Leq</u>	<u>DESCRIPTION OF LAND USE CATEGORY</u>
A	57 dBA (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue its intended purpose. Such areas could include amphitheaters, particular parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (exterior)	Residences, motels, hotels, public meeting (exterior) rooms, schools, churches, libraries, hospitals, picnic areas, playgrounds, active sports areas and parks.
C	72 dBA (exterior)	Developed lands, properties or activities not included in categories A or B above.
D	None Prescribed	Land which is undeveloped on the date of public knowledge of the project, and on which no known future development is planned.
E	52 dBA (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Type 2 sound level meter model 886 manufactured by Simpson Electric Co. In an acoustical analysis, measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise levels as recorded represent a generalized view of present noise levels.

The results of the ambient monitoring program are shown in Table 11.

d) Prediction Methods

The method used to predict the future noise levels was developed by the Federal Highway Administration of the U.S. Department of Transportation. The computer model derived from this method, STAMINA 2.0, utilizes an experimentally and statistically determined reference sound level for each of the three classes of vehicles (autos, medium duty trucks and heavy duty trucks) and applies a series of adjustments to each reference level to arrive at the predicted sound level. The adjustments include: 1) traffic flow corrections, taking into account number of vehicles and average vehicle speed; 2) distance adjustments comparing a reference distance and actual distance between receiver and roadway; and 3) adjustments for ground softness and for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

Noise level projections were performed by using the computer adaptation of the FHWA model, STAMINA 2.0/OPTIMA. Data from the field measurement program were used in the calibration of the model. Traffic volumes measured in the field along with existing geographic and roadway alignment data served as input to the model. Predicted noise levels were compared with the ambient noise measurements and any substantial differences were resolved. The input was then adjusted to reflect all planned or foreseeable changes in the roadway alignment, traffic volumes and geographic conditions for each of the alternates, and projected noise levels were obtained.

e) Summary of Traffic Parameters

Traffic information for this analysis was prepared by the Maryland State Highway Administration for the Design Year (2015).

The Design Hour Volumes (DHV's) were used in this study since they produced the highest noise levels, representing the worst case conditions.

101

TABLE 11

AIR SENSITIVE RECEPTORS, NOISE SENSITIVE AREAS AND AMBIENT NOISE LEVELS

<u>RECEPTOR #</u>	<u>LOCATION</u>	<u>DISTANCE FEET FROM THE CENTERLINE OF MD 450*</u>	<u>DESCRIPTION</u>	<u>AMBIENT LEVEL (dBA)</u>
1	Sacred Heart Church Rectory	500 R	Church	53
2	Sacred Heart Church	290 R	Church	59
3	Cornerstone Assembly of God	210 L	Church	59
4	MNCPPC Archer Tract Park	127 L	Park	60
5	15310 Millstream Drive	100 L	Residence	64
6	12411 Sussex Lane	280 R	Residence	60
7	12315 Tilbury Lane	175 R	Residence	58
8	Nevay Sholom Synagogue	200 R	Church	60
9	5200 Moylan Drive	100 L	Residence	63
10	3044 Twisting Lane	110 R	Residence	60
11	12007 Twin Cedar Lane	92 R	Residence	52
12	3336 Memphis Lane	97 L	Residence	51
13	11919 Galaxy Lane	106 L	Residence	52
14	3101 Twin Cedar Lane	---	Residence	62
15	3009 Twisting Lane	---	Residence	55
16	6101 Gallery Street	173 L	Residence	61
17	Model at Red Willow	137 L	Residence	61
18	R/W at Westwood	117 R	Residence	57
19	12602 Sir Walter Drive	104 L	Residence	65
20	R/W at Fairwood Turf Farm	128 R	Business	63
21	1709 Annapolis Road	128 R	Residence	61
22	Vacation Boarding Kennels	164 R	Business	58
23	11900 Annapolis Road	108 L	Business	68
24	10910 Annapolis Road	107 L	Residence	69
25	4620 M.L.K. Jr. Highway	795 R	Residence	65
26	4915 Lottsford Vista Road	100 R	Residence	57
27	5001 Baltimore Lane	120 L	Residence	65
28	St. Matthais Church	157 R	Church	58
29	9342 Annapolis Road	113 L	Residence	65
30	9220 Annapolis Road	84 L	Residence	70
31	5706 Westgate Road	97 R	Residence	62
32	R/W City of Bowie Parkland	165 L	Park	--
33	Bowie H.S. Tennis Courts	108 L	School	59
34	3134 Belair Drive	109 R	Residence	64
35	9626 Annapolis Road	71 L	Residence	66

*R = Right of Centerline, looking towards higher stationing.

L = Left of Centerline, looking towards higher stationing.

102

f) Results of Analysis

The predicted traffic noise levels were analyzed for the design year 2015 with the No-Build and Selected Alternate. Table 12 summarizes the results of this study.

Under the No-Build Alternate, five of the NSA's approach or exceed the Noise Abatement Criteria.

Under the Selected Alternate 12 of the NSA's approach or exceed the Noise Abatement Criteria. Three of the NSA's exceed the 10 dBA difference criterion.

g) Noise Impact Assessment

General

The determination of environmental noise impact is based on the relationship between the predicted noise levels, the established noise abatement criteria and the ambient noise levels in the project area. The applicable standard is 67 dBA Leq for residential areas, schools, parks, etc.

The factors that were considered when determining whether mitigation needed to be evaluated are:

- Whether Federal Highway Administration Noise Abatement Criteria are approached or exceeded - 67 dBA for residential areas;
- Whether a substantial (10 dBA or more) increase over Ambient Level would occur;

The factors that were considered when determining whether mitigation would be considered reasonable and feasible are:

- Whether a feasible method is available to reduce the noise;
- Whether the noise mitigation is cost effective (approximately \$40,000 per residence) for those receptors that are impacted and will result in at least a 5 dBA reduction in noise levels;
- Whether the mitigation is acceptable to affected property owners.

103

TABLE 12

Leq NOISE LEVELS (dBA)
NO-BUILD AND SELECTED ALTERNATES

NSA NO.	AMBIENT NOISE LEVEL 1987	PROJECTED NO-BUILD NOISE LEVEL 2015	PROJECTED BUILD NOISE LEVEL 2015	APPROACH OR EXCEEDS NOISE ABATEMENT CRITERIA		10 dBA DIFFERENCE (SELECTED ALT.)
				NO-BUILD	SEL. ALT.	
1	53	58	54			
2	59	62	59			
3	59	61	62			
4	60	61	58			
5	64	68	63	*		
6	60	59	60			
7	58	63	63			
8	60	61	61			
9	63	63	66		*	
10	60	60	65			
11	52	52	64			
12	51	51	66		*	*
13	52	52	69		*	*
14	62	58	59			*
15	55	56	57			
→ 16	61	62	63			
17	61	63	64			
18	57	62	62			
19	65	65	65			
20	63	64	64			
21	61	58	65			
22	58	53	62			
23	68	65	70		*	
24	69	67	66	*	*	
25	65	64	64			
26	57	56	61			
27	65	64	68		*	
28	58	59	66		*	
29	65	63	66		*	
30	70	67	71	*	*	
31	62	61	69		*	
32	--	65	65			
33	59	67	65	*		
34	64	66	66	*	*	
35	66	65	71		*	

No-Build Alternate

Thirty-five Noise Sensitive Areas (NSA) are associated with the No-Build Alternate. Traffic noise levels at Noise Sensitive Areas (NSA) 5, 24, 30, 33 and 34 would approach or exceed the noise abatement criterion of 67 dBA. Projected traffic noise levels at NSA 6, 14, 21, 22, 23, 24, 25, 26, 27, 29, 30 and 35 are shown 1-3 dBA less than the ambient. This is primarily due to model calibration to remove extraneous non-traffic noise and, in accordance with State Highway Administration guidelines, a difference of 3 dBA is not considered significant. Noise barriers are not considered for the No-Build.

Selected Alternate

The NSA's considered for the No-Build Alternate are also associated with the Selected Alternate. Consistent with the number of lanes proposed at the various receptors, noise analysis results are based on four lanes at NSA's 1-10, 27-31 and 33-35, and six lanes at NSA's 11-26 and 32. As indicated in Table 12, traffic noise levels at Noise Sensitive Areas (NSA's 9, 12, 13, 23, 24, 27-31, 34 and 35 approach or exceed the noise abatement criterion of 67 dBA. Projected noise levels at NSA's 11, 12 and 13 exceed ambient levels by 10 dBA or more.

h) Mitigation Measures (Selected Alternate)

As explained above, mitigation measures were investigated where the increase in noise levels was 10 dBA or greater or where the projected noise levels approached or exceeded the Noise Abatement Criteria. The results of these site investigations are shown in Table 13 and described in detail below.

Several types of noise barriers including reflective (walls) or absorptive (berms) can be used to reduce noise levels at sensitive receptors. Berms can be effective and practical where right of way is not restricted and development is set back a considerable distance. Along MD 450, the noise sensitive areas generally consist of residences and businesses located close to the right of way. This development makes it difficult to acquire sufficient amounts of property for buffer areas. Therefore, only reflective type noise walls have been analyzed in this study.

TABLE 13

**SUMMARY OF NOISE IMPACT ANALYSIS
MD 450 SELECTED ALTERNATE**

<u>NSA #</u>	<u>AMBIENT LEVEL</u>	<u>Leq W/O BARRIER</u>	<u>Leq W/ BARRIER</u>	<u>dba ATTENUATION</u>	<u>BARRIER LENGTH</u>	<u>AVG. BARRIER HEIGHT</u>	<u>TOTAL COST @ \$16/SF</u>	<u>NO. RES. BENEFITTED</u>	<u>COST PER RESIDENCE</u>
9	63	66	57	9	200	17	\$ 54,400	1	\$ 54,400
11	52	64	55	9	1170	15	280,800	11	25,527
12	51	66	57	9	1665	11	293,040	14	20,931
13	52	69	59	10	655	21	220,080	4	55,020
23	68	70	**						
24	69	66	56	10	1065	16	272,640	2	136,320
27	65	68	58	10	700	14	156,800	3	52,266
28	58	66	58	8	1135	19	345,040	5	69,008
29	65	67	62	5	385	21*	129,360	3	43,120
30	70	70	65	5	610	21*	204,960	8	25,620
31	62	68	59	9	1255	15	301,200	12	25,100
34	64	66	56	10	535	13	111,280	3	37,093
35	66	70	60	10	960	20	307,200	3	102,400

* BARRIER NOT EFFECTIVE DUE TO REQUIRED OPENINGS - ONLY 5 dba DECREASE ATTAINABLE
 ** BARRIER NOT EFFECTIVE DUE TO REQUIRED OPENINGS - ONLY 4 dba DECREASE ATTAINABLE

III-62

105

Table 13 summarizes the noise analysis including the abatement measures studied. Below is a description of the specific sites analyzed for barriers and the noise reduction obtained. Detailed analysis of the barriers to be considered further will be performed during the final design phase of the project.

An effective barrier should, in general, extend in both directions four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison an assumed cost of \$16.00 per square foot is used to estimate total barrier cost. At locations where noise barriers were considered, barrier heights were studied up to a maximum of 28 feet. The barrier height at which a 10 dBA reduction was achieved was considered the effective height. If a 10 dBA reduction could not be achieved at the maximum 28-foot barrier height, then the effect of the 28-foot barrier was addressed. Or, if analysis showed that continued height increase beyond a certain point did not increase effectiveness (e.g. NSA's 29 and 30), no greater height barrier was evaluated.

i) Noise Abatement Considerations at Specific Receptors (Selected Alternate)

NSA 9 - 5200 Moylan Drive - Residence

NSA 9 has a projected 2015 traffic noise level of 66 dBA (3 dBA above projected No-Build). To reduce noise level by 9 dBA, a barrier with a total length of 200 feet and an average height of 17 feet would be required at an estimated cost of \$ 54,400. Only one residence is benefitted. This barrier is not considered reasonable due to excessive cost to protect one residence.

NSA 11 - 12007 Twin Cedar Lane - Residence

NSA 11 has a projected 2015 traffic noise level of 64 dBA (12 dBA above projected No-Build). To reduce the noise level by 9 dBA, a barrier with a total length of 1170 feet and an average height of 15 feet is required at an estimated cost of \$ 280,800 or \$ 25,527 per residence for the eleven residences benefitted. This barrier is reasonable and feasible and will be evaluated further in final design.

107

NSA 12 - 3336 Memphis Lane - Residence

NSA 12 has a projected 2015 traffic noise level of 66 dBA (15 dBA over projected No-Build). To reduce the noise level by 9 dBA, a barrier with a total length of 1665 feet and an average height of 11 feet would be required at an estimated cost of \$293,040 or \$20,931 per residence for the fourteen residences benefitted. This barrier is reasonable and feasible and will be evaluated further in final design.

NSA 13 - 11919 Galaxy Lane - Residence

NSA 13 has a projected 2015 traffic noise level of 69 dBA (17 dBA over projected No-Build). To reduce the noise level by 10 dBA, a barrier with a total length of 655 feet and an average height of 21 feet would be required at an estimated cost of \$220,080 or \$55,020 per residence benefitted. This barrier is not considered reasonable due to excessive cost to protect four residences.

NSA 23 - 11900 Annapolis Road - Business

NSA 23 has a projected 2015 traffic noise level of 70 dBA (5 dBA over No-Build). This is the location of a vacant business and therefore was not considered for mitigation.

NSA 24 - 10910 Annapolis Road - Residence

NSA 24 has a projected 2015 traffic noise level of 66 dBA (1 dBA below projected No-Build). To reduce the noise level by 10 dBA, a barrier with a total length of 1065 feet and an average height of 16 feet is required at an estimated cost of \$272,640 or \$136,320 per residence for the two residences benefitted. This barrier is not considered reasonable due to excessive cost.

NSA 27 - 5001 Baltimore Lane - Residence

NSA 27 has a projected 2015 traffic noise level of 68 dBA (4 dBA over projected No-Build). To reduce the noise level by 10 dBA, a barrier with a total length of 700 feet and an average height of 14 feet would be required at an estimated cost of \$156,800, or \$52,266 per residence for the three residences benefitted. To reduce noise level by 9 dBA, a barrier with a total length of 330 feet with an average height of 15 feet would be required at an estimated cost of \$79,200 for the one residence benefitted. This barrier is not considered reasonable due to excessive cost.

108

NSA 28 - St. Mathias Church - Church

NSA 28 has a projected 2015 traffic noise level of 66 dBA (7 dBA over projected No-Build). To reduce the noise level by 8 dBA, a barrier with a total length of 1135 feet and an average height of 19 feet would be required at an estimated cost of \$345,040. Because a church is considered the equivalent of 5 residences, the cost per residence would be \$69,008. This barrier is not considered reasonable, again due to excessive cost.

NSA 29 - 9342 Annapolis Road - Residence

NSA 29 has a projected 2015 traffic noise level of 67 dBA (4 dBA over projected No-Build). To reduce the noise level by 5 dBA, a barrier with a total length of 385 feet and an average height of 21 feet would be required at an estimated cost of \$129,360, or \$43,120 per residence for the three residences benefitted. The barrier is ineffective at reducing levels more than 5 dBA because of openings required for residential entrances. This barrier is not considered reasonable and feasible for these reasons.

NSA 30 - 9220 Annapolis Road - Residence

NSA 30 has a projected 2015 traffic noise level of 70 dBA (3 dBA over projected No-Build). To reduce the noise level by 5 dBA, a barrier with a total length of 610 feet and an average height of 21 feet would be required at an estimated cost of \$204,960 or \$25,620 per residence for the eight residences benefitted. This barrier is not considered reasonable since the primary design goal of the barrier, to achieve a 7 to 10 dBA noise level reduction, is not attainable due to openings for entrances.

NSA 31 - 5706 Westgate Road - Residence

NSA 31 has a projected 2015 traffic noise level of 68 dBA (7 dBA over projected No-Build). To reduce the noise level by 9 dBA, a barrier with a total length of 1255 feet and an average height of 15 feet would be required at an estimated cost of \$301,200, or \$37,093 per residence for the twelve residences benefitted. This barrier is reasonable and feasible and will be evaluated further in final design.

109

NSA 34 - 3134 Belair Drive - Residence

NSA 34 has a projected 2015 traffic noise level of 66 dBA (the same as projected No-Build). To reduce the noise level by 10 dBA, a barrier with a total length of 535 feet and an average height of 13 feet would be required at an estimated cost of \$111,280, or \$37,093 per residence for the three residences benefitted. This barrier is reasonable and feasible and will be evaluated further in final design.

NSA 35 - 9626 Annapolis Road - Residence

NSA 35 has a projected 2015 traffic noise level of 70 dBA (5 dBA over projected No-Build). To reduce the noise level by 10 dBA, a barrier with a total length of 960 feet with an average height of 20 feet would be required at an estimated cost of \$307,200, or \$102,400 per residence for the three residences benefitted. This barrier is not considered reasonable due to excessive cost.

j) Conclusions

The cost per residence of providing noise barriers along MD 450 at the locations discussed ranges from \$20,931 to \$136,320. Since the cost per residence to provide effective barriers is below \$40,000 at NSA's 11, 12, 31 and 34, barriers will be evaluated further at these locations during final design. Privacy screening will be investigated during final design throughout the project. As a result of coordination efforts with the City of Bowie, SHA has committed to providing privacy screening along the retaining wall on the north side of MD 450 between the Conrail Railroad and MD 197 to shield area residences from headlight glare that may result from vehicles travelling on this elevated portion of roadway.

In addition to noise walls, other abatement measures were considered as outlined in 23 CFR 772. These include:

- . Traffic Management Measures (e.g. traffic control devices and signing for prohibition of certain vehicles [heavy trucks], time use restrictions for certain types of vehicles, modified speed limits and exclusion lane designations). It is not possible to restrict or prohibit heavy trucks from this type of facility. It would not be appropriate to limit trucks from a facility serving regional travel.

- . Alterations of Horizontal and Vertical Alignment - These will be investigated further during the final design phase. However, it is not expected that any alignment shifts can be made that will have an appreciable effect on noise levels.
- . Acquisition of Real Property or Property Rights to Establish Buffer Zones or Install Earth Berms - Existing farm operations and residential development immediately adjacent to the roadway makes it infeasible to acquire sufficient amounts of property for buffer areas. It is not likely that earth berms will be feasible, due to the high cost of bringing in earth fill from outside the project limits. There is little earthwork associated with this project.

k) Construction Impacts

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This project will probably employ the following pieces of equipment that would likely be sources of construction noise:

- Bulldozers and Earth Movers
- Graders
- Front End Loaders
- Dump and Other Diesel Trucks
- Compressors

Generally, construction activity will occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably will not occur during critical sleep or outdoor recreation periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor or ineffective muffling systems, etc.

f. Air Quality Analysis

The air quality analysis indicates that the Selected Alternate will not result in any violations of the 1-hour and 8-hour State and National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide (CO) in the estimated year of completion (1995) and the design year 2015 (See Table 14) and will reduce annual ozone emissions. In fact, CO levels for

111

the Selected Alternate in 1995 and 2015 remain well below and do not approach the 1 hour and 8 hour standards. Therefore, a hot spot or intersection analysis was not required given the low predicted CO concentrations. There were no problem areas where the standards were approached or exceeded.

The No-Build Alternate results in higher CO concentrations than the Selected Alternate in both the completion and design years. The only projected instance of the CO concentration exceeding the S/NAAQS is at Receptor 29 in 2015 under the No-Build Alternate.

The methodology used in the air quality analysis is summarized as follows:

- A microscale CO pollution diffusion analysis was conducted using the third generation California Line Source Dispersion Model, CALINE 3. This microscale analysis consisted of projections of 1-hour and 8-hour CO concentrations at sensitive receptor sites under worst case meteorological conditions for the No-Build and Build Alternates for the design year (2015) and the estimated year of completion (1995).
- In order to calculate the total concentrations of CO which occur at a particular receptor site during worst case meteorological conditions, the background CO concentrations are considered in addition to the levels directly attributable to the facility under consideration. The background concentrations, indicated on Table 14, were derived from the application of rollback methodology to background grid system CO concentrations calculated by the Metropolitan Washington Council of Governments as part of their air quality planning efforts.
- The appropriate traffic data were utilized as supplied by the Bureau of Highway Statistics of the Maryland State Highway Administration in December, 1987.
- The composite emission factors used in the analysis were derived from the Environmental Protection Agency (EPA) Mobile Source Emission Factors and were calculated using the EPA MOBILE 3 computer program. An ambient air temperature of 20°F was assumed in calculating the emission factors for the 1-hour, and 35°F for the 8-hour analysis. Credit for a vehicle inspection maintenance (I/M) emission control program was included in the emission factor calculations.

- Average vehicle operating speeds used in calculating emissions factors were based on the capacity of each roadway link considered, the applicable speed limit and external influences on speed through the link from immediately adjacent links. Average operating speeds ranged from 23 mph to 50 mph depending upon the roadway portion and alternate under consideration.
- Worst case meteorological conditions of 1 meter/second for wind speed and atmospheric stability Class F were assumed for the 1-hour calculations. For the 8-hour analysis, a combination of 1 meter/second and 2 meters/second and Class D and F stability classes was utilized as appropriate. In addition worst-case temperatures of 20°F and 35°F, respectively, were assumed.
- The wind directions utilized as part of the analysis were rotated to maximize CO concentrations at each receptor location. Wind directions varied for each receptor and were selected through a systematic scan of CO concentrations associated with different wind angles.
- Site selections of sensitive receptors were made on the basis of proximity to the roadway, type of adjacent land use and changes in traffic patterns on the roadway network. Thirty-five receptor sites were chosen for this analysis. The receptor site locations were verified during study area visits by the analysis team. The receptor sites are shown on Figures 9 through 21 and 23.

The construction phase of the project has the potential of impacting the ambient air quality through such means as fugitive dust from grading operations and materials handling. The State Highway Administration has addressed this possibility by establishing Standard Specifications for Construction and Materials, which specifies procedures to be followed by contractors involved in State work.

The Maryland Air Management Administration was consulted to determine the adequacy of the Specifications in terms of satisfying the requirements of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Air Management Administration found that the Specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03D) will be taken to minimize the impact on the air quality of the area.

This project is located in Prince George's County. Prince George's County is in Area IV as designated by the Code of Maryland Regulations (COMAR) and is an Air Quality Non-Attainment area which has transportation control measures in the State Implementation Plan (SIP). This project conforms with the SIP since it comes from a conforming Transportation Improvement Program (TIP). A conformity analysis was completed and adopted by the Metropolitan Washington Council of Governments in September, 1991. The FHWA made a determination of conformity between the TIP and the SIP for attaining air quality standards on November 15, 1991.

Copies of the air quality analyses were provided to the EPA and Maryland Air Management Administration. (See letters dated January 19, 1989 and May 1, 1989 in the Agency Coordination Section.) The Maryland Department of the Environment (MDE) Air Management Administration concurred with the conclusions in the air quality analyses. The EPA recommended that the report state the specific hours of the day that were used in the model and that all major intersections be modeled. The 1 hour analysis was conducted for the 5-6 p.m. period while the 8 hour analysis was for the 3-11 p.m. period. These periods were selected because they result in the highest CO concentrations when considering traffic volumes and meteorology. FHWA guidance regarding the appropriate level of air quality analyses indicates that intersection analyses are not required and the analysis conducted for this project is sufficient to address air quality issues since no problem areas were identified by the analysis.

6. Estimated Costs

Project Engineering	\$ 6,355,000
Right-of-Way	\$ 22,184,000
Construction	<u>\$ 80,548,000</u>
Total	\$109,087,000

114

TABLE 14

MD 450
CO CONCENTRATIONS AT EACH SITE (PPM)
(INCLUDES BACKGROUND)

REC NO.	1995				2015			
	NO-BUILD		BUILD		NO-BUILD		BUILD	
	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR
1	7.4	4.7	6.5	4.3	8.3	5.1	7.2	4.4
2	8.1	5.0	6.5	4.3	9.6	5.6	6.9	4.5
3	9.3	5.6	7.0	4.5	11.6	6.3	8.0	4.9
4	9.7	5.6	7.5	4.5	11.8	6.5	8.6	4.7
5	10.6	5.8	8.2	4.7	9.8	6.8	9.8	5.0
6	7.7	4.5	7.8	4.5	8.6	4.7	8.7	4.6
7	8.2	4.7	8.3	4.7	10.2	5.0	10.3	4.9
8	7.5	4.5	7.6	4.5	9.1	4.8	9.4	4.7
9	8.1	4.6	7.8	4.7	9.8	5.0	9.6	4.9
10	8.8	4.8	9.0	4.8	11.2	5.3	11.4	5.0
11	10.4	5.4	10.6	5.4	12.7	5.9	13.0	5.6
12	10.5	5.4	10.6	5.8	12.7	5.9	12.9	6.0
13	9.5	5.2	9.7	5.4	11.4	1.7	11.6	5.7
14	6.7	4.5	6.7	4.6	7.4	4.8	7.4	4.7
15	6.6	4.5	6.6	4.5	7.1	4.6	7.1	4.6
16	7.9	4.6	7.1	4.4	8.1	4.7	7.3	4.6
17	8.3	4.7	8.2	4.6	8.5	4.8	8.2	4.8
18	6.6	4.3	6.4	4.3	6.6	4.3	6.4	4.4
19	7.4	4.4	8.1	4.6	7.6	4.5	8.2	4.8
20	8.4	4.8	8.7	4.9	8.5	4.9	9.0	4.9
21	10.5	5.6	8.0	4.7	12.9	6.2	8.4	4.8
22	9.0	5.0	7.6	4.6	10.8	5.5	7.8	4.7
23	9.5	5.3	8.3	4.7	11.4	5.9	8.5	4.9
24	13.1	6.4	7.1	4.6	16.5	7.4	7.2	4.6
25	10.2	5.5	8.5	4.9	12.7	6.2	9.5	5.2
26	11.1	5.7	7.9	4.6	13.7	2.5	8.2	4.8
27	12.9	6.5	8.6	4.7	16.2	7.6	10.3	5.1
28	10.6	5.6	6.8	4.6	12.8	6.4	7.5	4.7
29	17.0	7.6	8.1	4.8	22.4	9.4	9.7	5.2
30	14.4	6.9	7.4	4.8	18.6	8.3	8.7	5.1
31	11.2	6.0	7.6	4.6	13.9	6.9	8.3	5.1
32	8.6	4.5	8.7	5.0	9.6	5.2	9.1	5.2
33	8.1	4.6	7.6	4.7	10.8	4.9	11.3	4.8
34	9.1	4.8	9.5	4.9	10.2	5.2	10.2	5.1
35	15.1	7.1	10.0	5.1	19.5	8.5	12.2	5.6

NOTE: Background concentrations are derived from the application of rollback methodology to background grid system CO concentrations calculated by the Metropolitan Washington Council of Governments.

	1-HOUR	8-HOUR	
1995	5.3	4.0	S/NAAQS: 1-HOUR = 35 PPM
2015	5.3	4.0	8-HOUR = 9 PPM

115

C. Summary of Public Involvement

An Alternates Public Workshop was held on June 2, 1987 in Bowie to acquaint citizens with the project. Comments were received mainly from Bowie residents concerned over noise, community disruption and the magnitude of improvement proposed.

The Location/Design Public Hearing was held on February 2, 1989 at Bowie High School. Approximately 250 people attended the hearing and 17 individuals made statements to the audience following the presentation by SHA officials. An additional five people provided comments to a court reporter stationed in a separate room. Section V.: Public Hearing Comments contains a summary of each speaker's comments and written responses.

Throughout the project planning studies, SHA has coordinated with various organizations throughout the project area. A summary of the organizations met with and the concerns of these groups is as follows:

On October 6, 1987, SHA met on-site with representatives of the Cornerstone Assembly of God, located just east of Race Track Road. The five Assembly of God representatives present were concerned about access to the property, particularly for left-turning vehicles, and if planned site improvements will conflict with proposed roadway improvements.

A field meeting with business owners in Bowie was held on October 7, 1987. Representatives from approximately 20 businesses, the City of Bowie and the Bowie Chamber of Commerce discussed access issues. One of the results of this meeting, following some additional coordination, was the determination of median cross-over locations.

The Bowie Chamber of Commerce met with SHA on November 4, 1987 and December 21, 1988. Access and visability for Bowie business establishments, particularly west of the Conrail Railroad, were the primary concerns. These meetings resulted in resolution of the design for connecting Existing MD 450 to Relocated MD 450 between Highbridge Road and the Conrail Railroad.

A series of community meetings (two in the spring of 1988 and two in the spring of 1989) were held on-site for residents living in the vicinity of Moylan/Trinity Drives and Belair Drive. A total of approximately 30 citizens were in attendance. Noise impacts, community disruption, pedestrian safety and traffic growth in the corridor were primary concerns.

Two meetings were held with Community Associations concerned with access impacts at Baltimore Lane. The first meeting on January 19, 1989 was with approximately 45 members of the Lincoln-Vista Civic Association, and the second meeting was with approximately 20 members of the Glenwood Park Civic Association.

116

A community meeting was held at Thomas Johnson Middle School in Lanham on May 3, 1988. Approximately 50-75 citizens of the Lanham, Seabrook and Glenn Dale communities attended with concerns about the number of lanes proposed, cross-over spacing, drainage and inconveniences resulting from a divided highway.

A series of four workshops with the Bowie City Council, two of which were public, was held between July 20, 1987 and July 11, 1990. These meetings were used to address many issues including typical section, number of lanes, residential impacts, landscaping, noise and pedestrian safety.

D. POSITIONS TAKEN

1. Elected Officials

The Bowie City Council has been involved in the development and evaluation of alternates for the improvement of MD 450 since project inception. Following the Location/Design Public Hearing in February, 1989, the Council submitted to SHA a 16-point letter stating its position.

The Council basically favored a 4-lane divided improvement with a median width of 12'-16', a bicycle trail on one side of the road and a sidewalk on the other. (See Correspondence Section). Subsequent to the hearing, several coordination meetings were held with SHA and the City Council; issue-by-issue discussions resulted in SHA and City concurrence on the Selected Alternate.

Senator Leo E. Green of the 23rd Legislative District was the only other elected official with input into the project planning study. Senator Green submitted several letter's to SHA, basically on behalf of Bowie constituents who were concerned with proposed noise impacts.

2. Citizens and Community Associations

The majority of comments submitted by local residents were generated by residents in the Bowie area of the project. These comments generally included opposition to MD 450 ever becoming six lanes, support for noise barriers, and safe accommodation of pedestrians, particularly school children. Various commercial establishments were concerned with accessibility impacts following construction of a divided highway. The Bowie Chamber of Commerce supported the 6-Lane Divided Alternate.

Community associations providing input for the project included the Glenn Dale Recreational Council which advocated a longitudinal bike trail and the Glenwood Park Civic Association which was concerned with drainage and access issues in the vicinity of Baltimore Lane.

3. Agencies

Comments from federal agencies have generally not favored one alternate over another. The U.S. Department of the Interior (DOI) recommends selection of MD 704 Option C over other options because it would have the least impact on wetlands. (Option D was selected based on its superiority over Option C in accommodating the heavy projected volume of traffic intending to travel from westbound MD 450 to southbound MD 704 -- 1900 veh/hr for the a.m. peak.) DOI concurred that there are no prudent and feasible alternatives to the proposed use of parkland. The U.S. Environmental Protection Agency (EPA) requested descriptions of currently approved and newly constructed developments in order to justify the project. Both federal agencies stressed the importance of mitigation and minimization of the various environmental impacts (e.g. wetlands, surface water, etc.).

State agencies have also remained neutral regarding the recommendation of a MD 450 alternate, although both the Department of the Environment (MDE) and the Department of Natural Resources (DNR) has recommended MD 704 Option C. DNR recommended further discussion of mitigation measures (replacement sites) for impacted 4(f) resources. MDE comments focused on compliance with policies regarding wetland mitigation, stormwater management and stream restoration.

An Interagency Review Meeting was held on July 15, 1987. Issues discussed at this meeting included infiltration feasibility, the inclusion of Collington Branch in the environmental inventory and the impacts to park land in Bowie. Infiltration studies, as a part of overall drainage design, will be evaluated during final design. Collington Branch impacts have been assessed with the MD 450 study. At that time, the project impacted three park areas -- all in Bowie--Sussex Lane Recreational Area, future Archer Tract Park and Whitmarsh Park. However, these impacts are now limited to the Archer Tract property and are addressed in the Section 4(f) Evaluation of the FONSI.

B. TEAM RECOMMENDATIONS

The Project Planning Team recommended the selection of a combination of the 4-Lane Divided (with modified typical section) and 6-Lane Divided Alternates for the reconstruction of MD 450 from east of Whitfield Chapel Road to west of MD 3. The 4-Lane Divided Section would extend from east of Whitfield Chapel to MD 704 and from east of MD 197 to west of MD 3. The 6-Lane Divided Section is recommended from MD 704 to east of MD 197. Option D, providing through movement connections between westbound MD 450 and southbound MD 704, and between northbound MD 704 and eastbound MD 450, has been recommended. Option 2A has been recommended for improvement at MD 197. This option provides just enough widening north and south of the

relocated portion of MD 450 to provide a divided roadway and double left turns on the northbound and southbound approaches to the intersection. The team has recommended that the Existing Conrail Bridge remain open (Option W2) to provide capacity relief for the new MD 450/MD 197 intersection and to provide access to businesses west of the railroad. The Selected Alternate includes closure of Existing MD 450 between MD 197 and Moylan/Trinity Drives and connection of Tulip Grove Drive with Twisting Lane. (Option E4)

This combination of alternates will provide the necessary roadway capacity based on traffic projections for the year 2015. The Selected Alternate is compatible with master plans for the project area.

IV

**SECTION 4(f)
EVALUATION**

IV. SECTION 4(f) EVALUATION

1. Introduction

Section 4(f) of the U.S. Department of Transportation Act (now Section 303 (C) of Title 49 U.S.C.) states that utilizing land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site for a federally funded or approved transportation project is permissible only if there is no feasible and prudent alternative to the use of such land and if all possible planning to minimize harm to the resource is included as part of the project.

2. Description of Proposed Action

The project consists of providing an improved arterial dual highway for an 8.5 mile segment of MD 450 from Whitfield Chapel Road to approximately 3000' west of MD 3. Included within the project scope is a 0.6 mile long portion of MD 704 in the vicinity of MD 450 and a 0.5 mile long portion of MD 197 in the vicinity of the MD 450 Relocation. Three alternates: No-Build, 4-Lane Divided and 6-Lane Divided were considered. (See Section III.B. for detailed descriptions of the alternates). The Selected Alternate is a combination of the 4-Lane Divided and 6-Lane Divided Sections.

At the time the Environmental Assessment/Section 4(f) Evaluation was approved in December 1988, it was anticipated that the two alternatives under consideration would result in property acquisition from three Section 4(f) resources -- Whitmarsh Park, the future Archer Tract Neighborhood Park, and the unnamed recreational area just north of Sussex Lane. The resources are shown on Figure 24.

The Selected Alternate, however, only requires property (0.27 acre) from the future Archer Tract Neighborhood Park as park impacts have now been avoided at the other two resources. The analysis of park involvement at the Archer Tract property was made assuming a multi-use trail (within a 14-foot wide curb backing) on the north side of the road along the entire 750 feet of park frontage along MD 450. The normal backing width without the multi-use trail is 10 feet (see typical sections on Figure 8).

A retaining wall, averaging 2-4 feet in height and approximately 400 feet in length, has been incorporated into the Selected Alternate to avoid property acquisition and the removal of trees from within the Sussex Lane Recreational Area (the location of the wall is noted on Figure 19 in Section III). The wall would

121

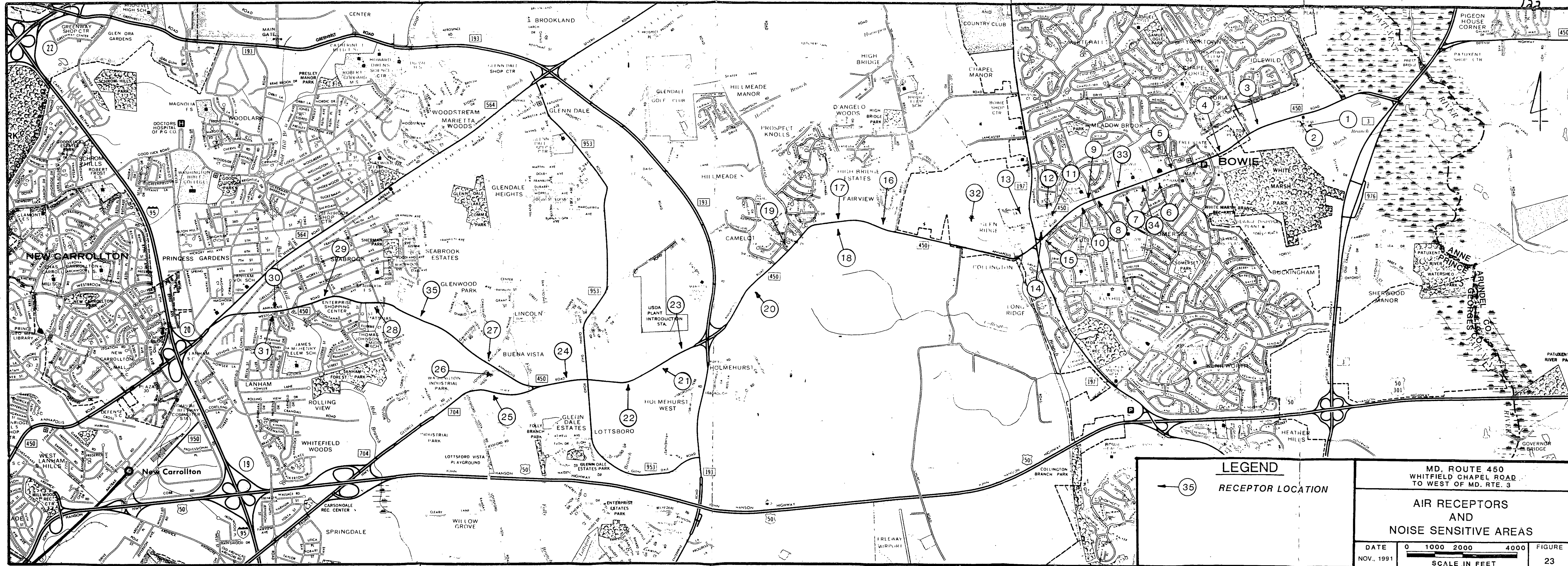
be built just inside the State's right-of-way line and cost nearly \$146,000, but would avoid impacts to 0.18 acre of the Sussex Lane property. Construction of the retaining wall will be staged from the MD 450 side, avoiding the need for construction activities in the Sussex Lane Recreational Area.

Two retaining walls have also been incorporated into the Selected Alternate to avoid the acquisition of 0.47 acre of land from Whitemarsh Park. Their locations are shown on Figure 20 in Section III. The retaining wall closest to Race Track Road averages 8 feet in height and is 400 feet long; the wall opposite the Hilltop Plaza buildings is 300 feet long and averages 7 feet in height. The two walls would cost about \$410,000 and will also avoid the need to remove trees from within the boundaries of the Whitemarsh Park, consistent with the desires of the City of Bowie. Here too, construction of the retaining walls will be done from the MD 450 side of the walls, avoiding the need for construction activities in Whitemarsh Park.

A temporary construction easement is required, however, to reconstruct a portion of the multi-use trail (linking MD 450 with the Park) within the Park itself. The trail will be constructed to intersect MD 450 opposite Race Track Road (and allow continuity of the longitudinal trail along MD 450 with the trail through the Park). In order to match the grades of the existing and proposed relocated portion of the trail, a temporary construction easement (0.03 acre) in the park is required (this easement area is shown on Figure 25). The City of Bowie has agreed to this temporary construction in Whitemarsh Park and does not believe it would impact the resource (see their letter, dated September 24, 1991, in the Agency Coordination Section).

The requirements of Section 4(f) do not apply to this temporary construction easement in the Park because the City of Bowie, the owner of the park, has agreed that temporary activities will be of short duration and less than the time needed to construct the MD 450 project, will not change ownership in the land, will not result in any long term or permanent adverse changes to the activities or attributes which are important to the functions that qualify Whitemarsh Park for protection under Section 4(f), and will include only minor amounts of land. This is consistent with FHWA policy on temporary construction easements.

The No-Build Alternate would not require the acquisition of property from any of the three parks.

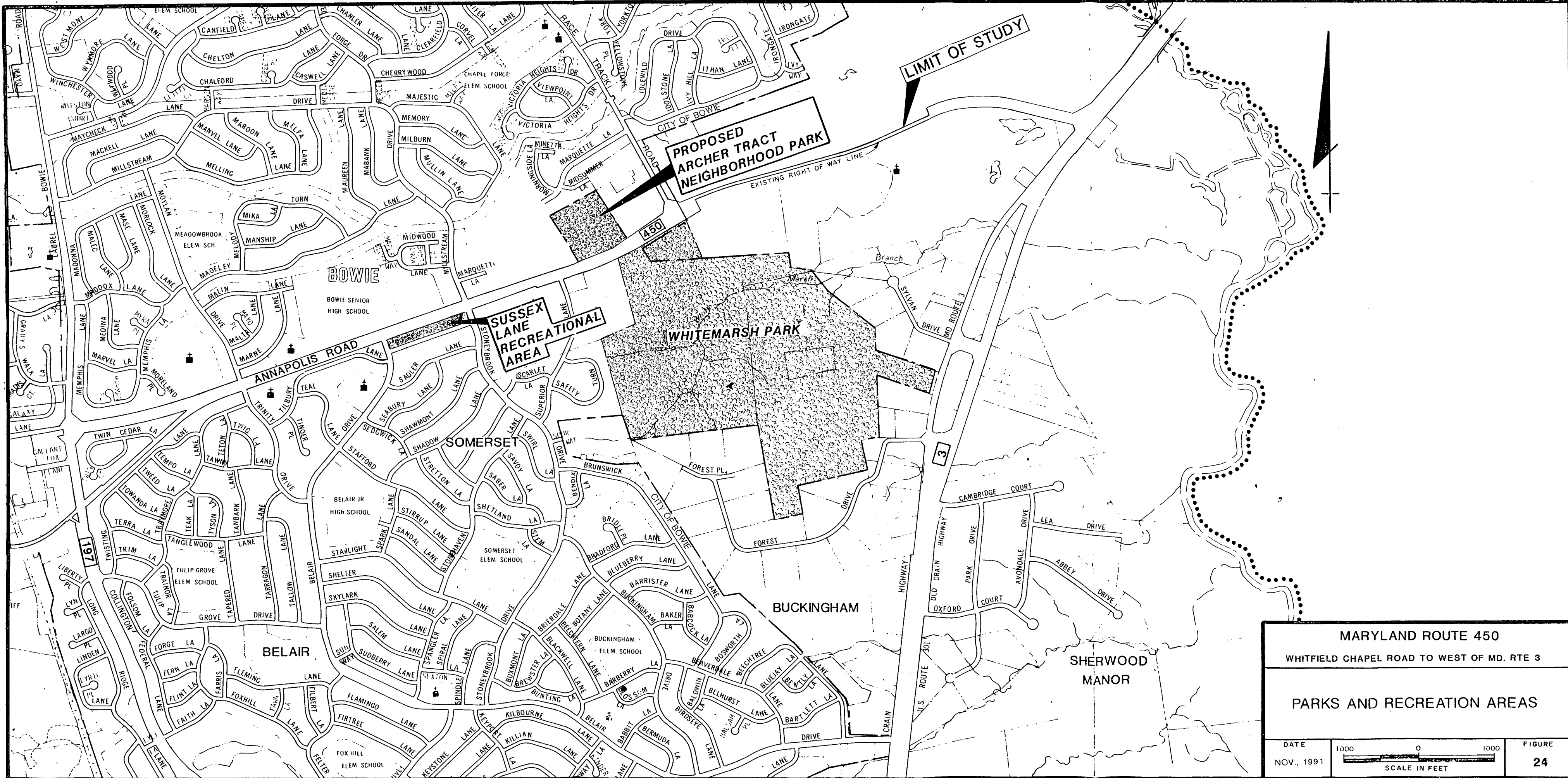


LEGEND
 (35) RECEPTOR LOCATION

**MD. ROUTE 450
 WHITFIELD CHAPEL ROAD
 TO WEST OF MD. RTE. 3**

**AIR RECEPTORS
 AND
 NOISE SENSITIVE AREAS**

DATE	0	1000	2000	4000	FIGURE
NOV., 1991					23
SCALE IN FEET					



MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
PARKS AND RECREATION AREAS		
DATE NOV., 1991	 SCALE IN FEET	FIGURE 24

3. Description of Section 4(f) Resources

Proposed Archer Tract Neighborhood Park (See Figure 24)

The proposed Archer Tract Neighborhood Park, located on the north side of MD 450 between Freestate and Hilltop Shopping Centers, in Bowie, is owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC). The proposed park property was funded with State Program Open Space and County Advance Land Acquisition funds. Encompassing 13.12 acres, the area is heavily wooded on steep terrain. The area is not currently used as an active recreational facility. M-NCPPC is currently developing plans for a multi-use trail through the property with access from the north side of the proposed park. M-NCPPC has recommended that the MD 450 longitudinal trail be placed adjacent to the roadway due to severe topographic constraints within the park. (See letter in Agency Coordination Section.) In compliance with local residents' requests, no connection would be provided between the MD 450 trail and the trail entering the property from the north side.

4. Description of Impacts

A summary of the right-of-way required at the proposed Archer Tract Neighborhood Park under each alternate is given in Table 15 following this page.

The acreage included in Table 15 is to the amount of strip right-of-way required from the Park under the Build Alternates to accommodate fill or cut slope grading. No portion of any park requires use for actual paving or curb backing for any alternate.

Standard slope criteria, as outlined in the SHA "Highway Development Manual", dictates the horizontal to vertical grading slope ratios to be used with various heights of fill and depths of cut as follows:

<u>Slope Ratio</u>	<u>Height of Fill</u>	<u>Depth of Cut</u>
4:1	0-10'	0-5'
3:1	10'-20'	5-10'
2:1	>20'	>10'

Proposed grading slopes may be revised during final design based upon soils information, drainage considerations, etc.

Within the Archer Tract property, impacts consist of slope grading (both cut and fill) necessitating the removal of trees. No active recreational facilities would be impacted. A development plan has not yet been assembled other than the consideration of a multi-use trail through the property. The provision of a multi-use

TABLE 15

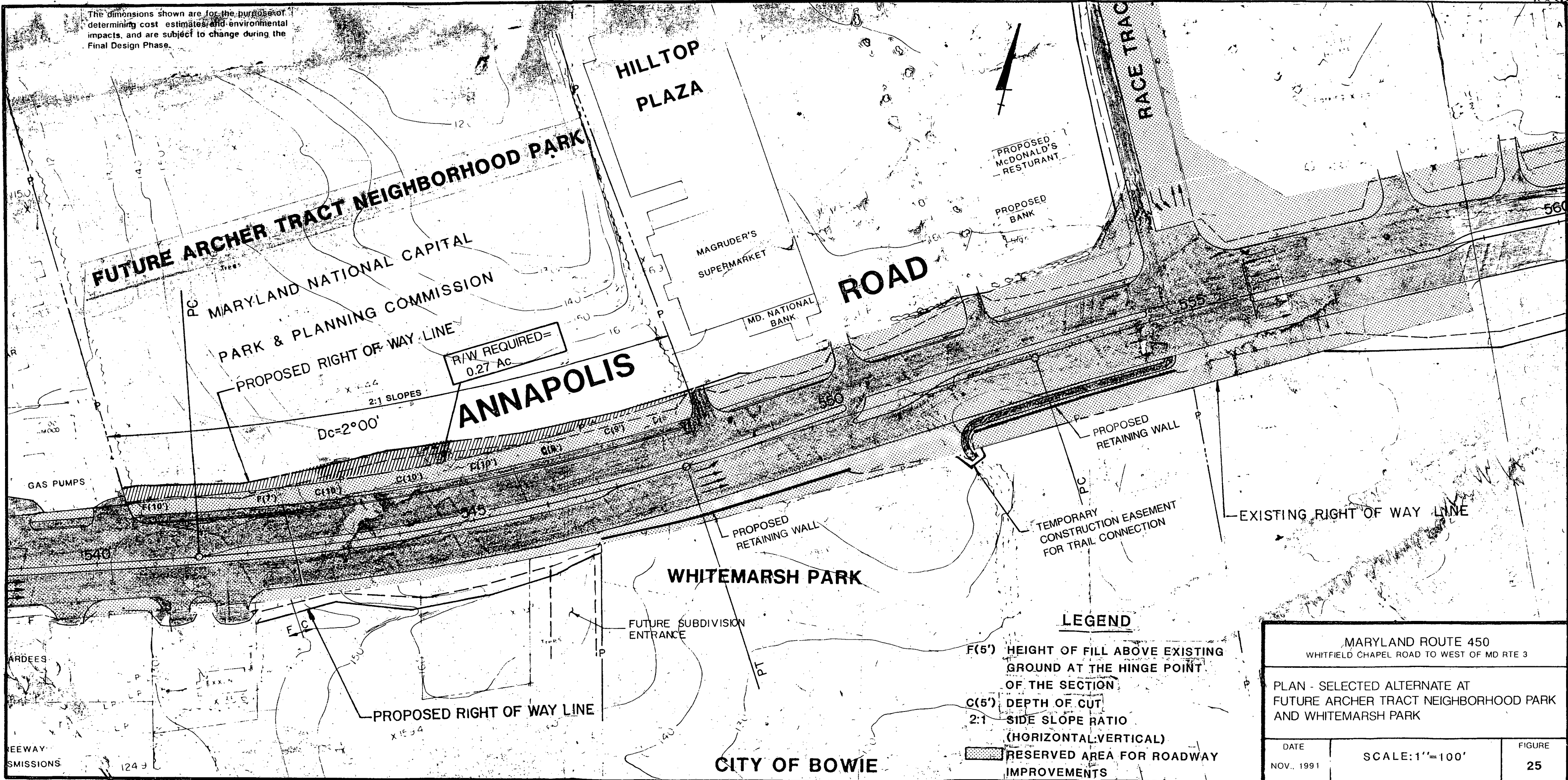
IMPACTS TO THE PROPOSED ARCHER
TRACT NEIGHBORHOOD PARK

<u>ALTERNATE</u>	<u>R/W AREA REQUIRED</u>	<u>RANGE OF IMPACTED WIDTH</u>
4-LANE DIVIDED W/STANDARD SLOPE CRITERIA	0.18	0' - 23'
6-LANE DIVIDED W/STANDARD SLOPE CRITERIA	0.39	5' - 32'
SELECTED ALTERNATE TYPICAL SECTION WITH STANDARD SLOPE CRITERIA	0.36	5' - 30'
SELECTED ALTERNATE TYPICAL SECTION WITH SELECTED (2:1) SLOPE CRITERIA	0.27*	5' - 28'

* REPRESENTS 2.1% OF THE OVERALL 13.1 ACRE PARCEL

NOTE: See Figure 25 which shows the park impacts at 1"=100' scale. This plan shows the range of cut and fill depths along the park frontage for the Selected Alternate. See Figures 26-27 -- 1"=100' scale plans showing the impacts of the 4-Lane Divided and 6-Lane Divided Alternates at the Archer Tract property.

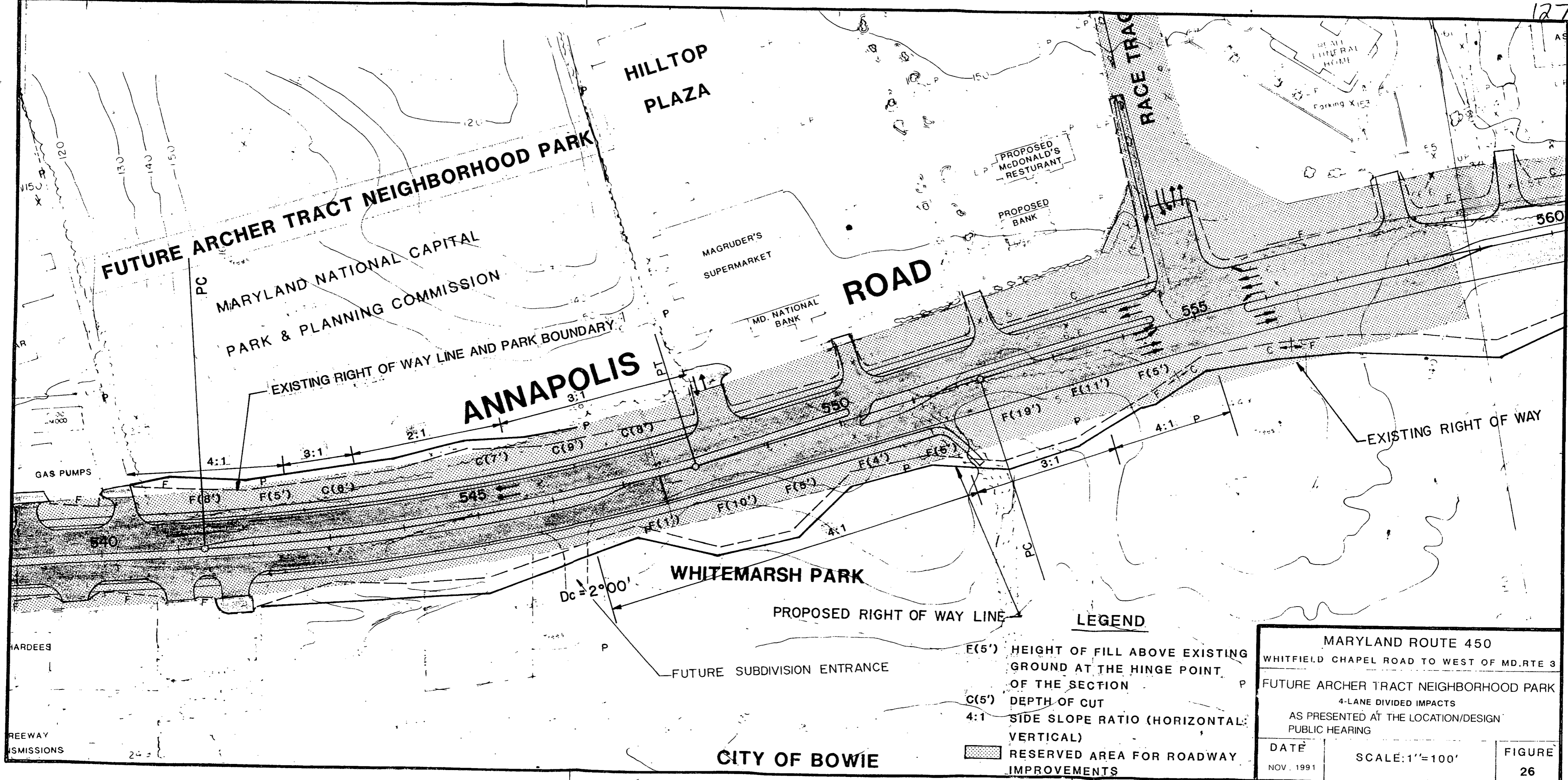
The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the Final Design Phase.



LEGEND

- F(5') HEIGHT OF FILL ABOVE EXISTING GROUND AT THE HINGE POINT OF THE SECTION
- C(5') DEPTH OF CUT
- 2:1 SIDE SLOPE RATIO (HORIZONTAL:VERTICAL)
- [Hatched Box] RESERVED AREA FOR ROADWAY IMPROVEMENTS

MARYLAND ROUTE 450 WHITFIELD CHAPEL ROAD TO WEST OF MD RTE 3		
PLAN - SELECTED ALTERNATE AT FUTURE ARCHER TRACT NEIGHBORHOOD PARK AND WHITEMARSH PARK		
DATE NOV., 1991	SCALE: 1"=100'	FIGURE 25



REWAY
MISSIONS

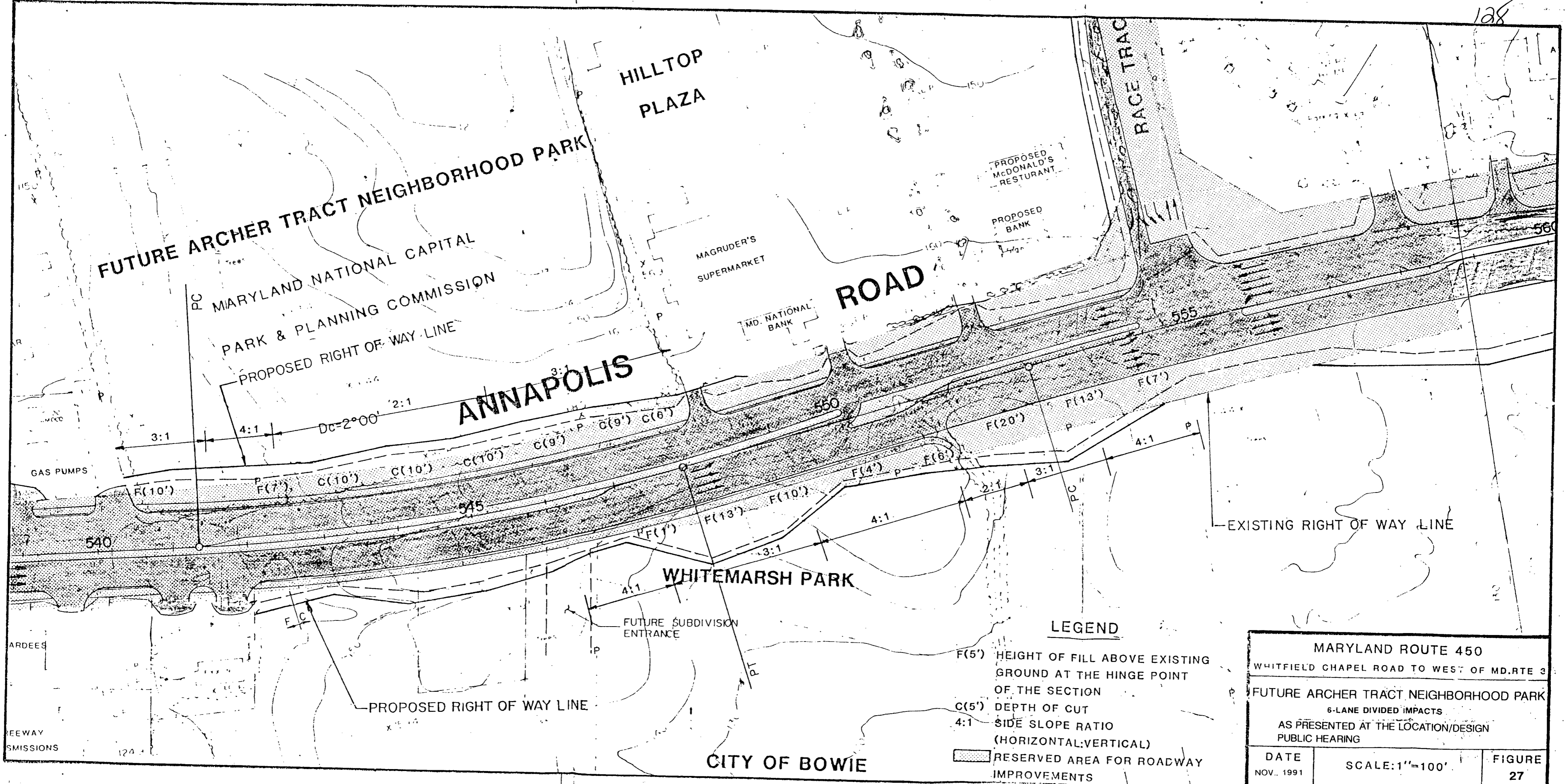
ANNAPOLIS


CITY OF BOWIE

LEGEND

- $E(5')$ HEIGHT OF FILL ABOVE EXISTING GROUND AT THE HINGE POINT OF THE SECTION
- $C(5')$ DEPTH OF CUT
- 4:1 SIDE SLOPE RATIO (HORIZONTAL: VERTICAL)
- RESERVED AREA FOR ROADWAY IMPROVEMENTS

MARYLAND ROUTE 450		
WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3		
FUTURE ARCHER TRACT NEIGHBORHOOD PARK		
4-LANE DIVIDED IMPACTS		
AS PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING		
DATE	SCALE: 1"=100'	FIGURE
NOV. 1991		26



- LEGEND**
- F(5') HEIGHT OF FILL ABOVE EXISTING GROUND AT THE HINGE POINT OF THE SECTION
 - C(5') DEPTH OF CUT
 - 4:1 SIDE SLOPE RATIO (HORIZONTAL:VERTICAL)
 -  RESERVED AREA FOR ROADWAY IMPROVEMENTS

MARYLAND ROUTE 450 WHITFIELD CHAPEL ROAD TO WEST OF MD. RTE 3 FUTURE ARCHER TRACT NEIGHBORHOOD PARK 6-LANE DIVIDED IMPACTS AS PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING		
DATE NOV., 1991	SCALE: 1"=100'	FIGURE 27

GAS PUMPS

ARDEES

FREEWAY
SMISSIONS

124

FUTURE ARCHER TRACT NEIGHBORHOOD PARK

MARYLAND NATIONAL CAPITAL
PARK & PLANNING COMMISSION

PROPOSED RIGHT OF WAY LINE

**HILLTOP
PLAZA**

MAGRUDER'S
SUPERMARKET

PROPOSED
MCDONALD'S
RESTURANT

PROPOSED
BANK

MD. NATIONAL
BANK

ROAD

**RACE TRACE
ROAD**

ANNAPOLIS

WHITEMARSH PARK

CITY OF BOWIE

PROPOSED RIGHT OF WAY LINE

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

FUTURE SUBDIVISION
ENTRANCE

3:1
4:1
DC=2°00'
2:1

4:1
3:1

4:1

PC

4:1

3:1

4:1

2:1

3:1

4:1

3:1

F(10')

F(7')

C(10')

C(10')

C(9')

C(10')

C(9')

C(6')

F(4')

F(6')

F(20')

F(13')

F(7')

540

545

550

555

560

trail along the north side of MD 450 is consistent, though, with M-NCPPC's desire to locate a trail along the front of the Archer Tract adjacent to MD 450, due to topographical constraints on the property (see correspondence in the Agency Coordination Section).

Additional noise, visual, and aesthetic impacts are expected to be minimal, if at all, as the Park is already located along a major arterial highway and the character of the corridor is not expected to dramatically change. The technical noise analysis included a receptor site at the Archer Tract property. The design year noise level in this area (65 dBA) was projected to not approach or exceed the FHWA noise abatement criteria nor was it predicted to exceed the ambient condition (60 dBA) by 10 dBA or more. Design year noise levels under the Build condition are only expected to exceed the noise level in the No-Build condition by four dBA. Noise abatement is not warranted in this location. The provision of landscaping along the Archer Tract frontage will help to shield MD 450 from the park, reducing the potential for any visual or aesthetic impacts.

Based upon what is now known about the proposed Archer Tract Neighborhood Park and the park impacts, the Selected Alternate will not substantially affect the function of the resource, particularly the multi-use trail.

5. Avoidance Alternatives

Proposed Archer Tract Neighborhood Park

a. Alignment Shift

The Archer Tract and Whitemarsh Parks are on opposite sides of MD 450 across from each other. Therefore, an alignment shift away from the Proposed Archer Tract Neighborhood Park would directly increase impacts to Whitemarsh Park.

b. Retaining Walls

The following two retaining wall arrangements would result in park avoidance for the Selected Alternate:

- Standard SHA side slope criteria: max. wall ht. = 9'; wall length = 800'; Approx. cost = \$354,000
- 2:1 side slopes: max. wall ht. = 9'; wall length = 650'; Approx. cost = \$276,000

M-NCPPC, owner of the proposed park, has indicated, though, that it would prefer the use of slopes with a grade of approximately 2:1, rather than retaining walls, with the impacted property transferred to SHA and replaced on an acre per acre basis. (See letter in the Agency Coordination Section)

c. **No-Build or Partial No-Build Alternate**

The existing roadway from Superior Lane to east of Race Track Road is 4-lanes undivided, with turn lanes provided at the Superior Lane and Race Track Road intersections. If a No-Build or Partial No-Build Alternate (i.e. no widening of MD 450 in the vicinity of Archer Tract and Whitemarsh Parks) were adopted, LOS F would result by the year 2015 in the vicinity of the Race Track Road intersection. The increasing congestion would increase delays and would most likely increase the frequency of accidents in the Bowie area on a portion of MD 450 currently experiencing accident rates significantly higher than the statewide average. In addition, the Hilltop Plaza shopping center, which is planned for expansion, would experience worsening accessibility as traffic volumes increase. Therefore, these options are not considered to be feasible and prudent.

6. **Mitigation Measures**

Mitigation measures, consisting of the steepening of side slopes to 2:1 at the Archer Tract property have been considered.

The use of 2:1 side slopes along MD 450 would reduce property impacts from 0.36 acre to 0.27 acre, a reduction of nearly 25%.

Consistent with M-NCPPC requests, 2:1 slopes will be used along Archer Tract property frontage as part of the Selected Alternate.

Parkland mitigation plans, including landscaping, will be developed for the impacted portions during final design and coordinated with M-NCPPC.

The State Highway Administration will also replace impacted parkland due to the use of Program Open Space funds in the purchase of the property. SHA has coordinated with the M-NCPPC and the Department of Natural Resources regarding the replacement of land in the future Archer Tract Neighborhood Park. A potential replacement land site has been located within a parcel of land along MD 193 north of Bell Station Road. This parcel is part of a "land bank" arrangement that has been developed between SHA and M-NCPPC. It is to be utilized for SHA projects that affect M-NCPPC parkland in Prince George's County and for which regulations require parkland replacement. The "bank" will help solve the problem of piecemeal parkland replacement by being able to group different parkland replacement efforts in one location and as one usable parcel.

7. Coordination

In the fall of 1987, information was obtained from M-NCPPC, owner of the impacted park area, regarding funding sources used to purchase the property, existing active recreational facilities within the site and proposed land uses. Following determination of park impacts as a result of detailed engineering studies, a meeting was held on February 17, 1988 with M-NCPPC, the City of Bowie and the Department of Natural Resources to review park impacts. In June, 1988, the results of a study investigating park avoidance and mitigation alternatives were provided to M-NCPPC. In July, 1988, M-NCPPC stated that they preferred the use of 2:1 slopes rather than a retaining wall and that the impacted property be replaced on an acre for acre basis. Furthermore, in April, 1989, M-NCPPC identified potential replacement land on MD 193 north of Bell Station Road for the impacted portion. The DOI concurred that there are no prudent and feasible alternatives to the use of land in the Archer Tract. They also recommended replacement of impacted parkland and appropriate landscaping, both of which are elements of the Archer Tract mitigation with the Selected Alternate (copies of letters demonstrating this coordination are included in the Agency Coordination Section).

8. Concluding Statement

Based upon the above considerations and coordination with federal, state and local agencies, there are no feasible and prudent alternatives to the use of land from the proposed Archer Tract Neighborhood Park and that the proposed action includes all possible planning to minimize harm to the park resulting from such use.

V

**PUBLIC HEARING
COMMENTS**

V. PUBLIC HEARING COMMENTS

A Combined Location/Design Public Hearing was held on February 2, 1989 at the Bowie High School in Bowie, Maryland. The purpose of the hearing was to present the results of the engineering and environmental studies and to receive public comment on the project. Approximately 250 people attended the hearing and 17 individuals made statements to the audience following the presentation by SHA officials. An additional five people provided comments to a court reporter stationed in a separate room.

In addition to the No-Build Alternate, 4-lane and 6-lane divided roadway alternates were presented with various intersection options at MD 704 and build options along MD 197 and at the existing MD 450 bridge over Conrail.

The following is a summary of the statements made at the hearing with brief responses. A complete transcript of the hearing is available for review in the Project Planning Division offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received after the hearing are discussed in the correspondence section of this document.

- a. Senator Leo E. Green, State Senator - 23rd Legislative District, Prince George's County

Comment:

Purpose at this time is to listen to all comments and concerns.

Response:

No response required.

- b. Mr. Richard J. Logue (Mayor, City of Bowie)

Comments:

- 1. The No-Build Alternate should not be considered.
- 2.
 - a) The 5-Lane Alternate is unacceptable.
 - b) No more than four lanes should ever be constructed between MD 193 and MD 3.
- 3. The median should:
 - a) Range in width from zero feet at the Conrail Bridge to 12' at MD 197.
 - b) Be no wider than 12' between MD 197 and Stonybrook Drive.
 - c) Be no wider than 16' between Stonybrook Drive and MD 3.
 - d) Provide safe turning movements and be raised and landscaped.

- 4. a) An 8' wide bike trail should be provided along MD 450 through Bowie.
- b) A 4' sidewalk should be provided where needed, particularly in commercial areas. Both should be offset from the road by a 4' wide grassed area.
- c) A new trail crossing is needed to connect the two halves of the City open space parcel (Parcel F).
- 5. All comments regarding sidewalk, trails, etc. are associated with a 4-lane roadway and development density levels which can be supported by a 4-lane roadway.
- 6. Existing MD 450 from MD 197 to Moylan/Trinity Drives should be closed and become a park with bike trail.
- 7. Emphasis should be placed on tree preservation; all impacted trees should be marked before construction.
- 8. Traffic signals should be installed at the Tulip Grove Drive/MD 197 intersection and the Highbridge Road/MD 450 intersection.
- 9. The rural character of MD 450 west of the Conrail Bridge should be maintained.
- 10. All MD 450 construction should be phased with other road construction activities in the area.
- 11. The southernmost alignment of MD 450 between the Conrail bridge and MD 197 should be maximized in order to preserve maximum buffering from the Galaxy Lane homes.
- 12. Particular attention should be given to noise abatement and headlight intrusion problems associated with the residential areas abutting the elevated portion of MD 450 as it passes over the Conrail bridge and crosses MD 197.
- 13. Particular attention should be given to the sight distance problems on MD 450 at the entrance to Bowie Forest development on MD 450 near Hilltop Plaza.
- 14. All utility cables should be placed underground as a part of the proposed reconstruction.
- 15. The existing bridge over the Conrail track should be closed when the new bridge opens.
- 16. All storm drainage facilities, both temporary and permanent, must be identified before the final date for public comment arrives to prevent significant adverse environmental impact from occurring without proper public input.

Responses:

- 1. The Selected Alternate is a combination of the 4-Lane and 6-Lane Alternates.
- 2. The 5-Lane Undivided Alternate was dropped from consideration prior to the Public Hearing. The Selected Alternate proposes six through lanes from MD 193 to east of MD 197 and four through lanes from east of MD 197 to west of MD 3.

- 3. The proposed median width for the Selected Alternate is 20' except:
 - a) From 1750' west of the proposed Conrail Bridge to 150' east of the Conrail Bridge where it will be 16' wide.
 - b) At the approaches to the MD 197 and Race Track Road intersections where it will transition to 30' to accommodate double left turns which are necessary for adequate capacity.

The median is a safety feature for which each additional foot provides an added increment of safety according to the American Association of State Highway and Transportation Officials (AASHTO). A median provides desired freedom from interference of opposing traffic, speed change areas and storage for left-turning and U-turning vehicles and a buffer to reduce headlight glare. Medians reduce the frequency and severity of fatal and injury accidents and provide an area for pedestrian refuge. Twenty feet is considered the minimum desirable width for medians at unsignalized intersections in order to provide shadowing area for crossing and left turning traffic from side roads. The proposed median width can accommodate a variety of plantings and landscaping designs.

- 4.
 - a) As indicated on the typical sections (Figure 8) in the Finding of No Significant Impact, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project.
 - b) A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road.
 - c) Coordination has been maintained with developers of the proposed Highbridge Subdivision and the City of Bowie to provide continuity between the SHA proposed MD 450 longitudinal trail system and proposed trail crossings of MD 450 to serve the Highbridge development and the proposed "Parcel F" park. A grade separated trail crossing of MD 450 by means of a high arch-type culvert will be provided at a location 500' to 1500' west of the Conrail Railroad.

- 5. The number of lanes associated with the Selected Alternate is based on capacity requirements dictated by traffic volume projections for the year 2015. These projections are based on Washington Council of Governments (COG) Round 3.5 data for the year 2010 in addition to developments that were either approved or under construction. Analysis indicated that the COG Round 3.5 projections alone for residences and employment positions in the Bowie area for the year 2010 were already exceeded by existing plus approved development. Therefore, those approved developments immediately adjacent to the project area were hand adjusted into the COG forecasts. The projections assumed construction of all currently planned highways in the region, including the upgrading of U.S. Route 50 to a 6-lane interstate highway (I-595) and the improvements to MD 214.

6. The Selected Alternate includes Option E4 between MD 197 and Moylan/Trinity Drives. E4 proposes connection of Tulip Grove Drive with Twisting Lane and conversion of the existing MD 450 roadbed in this area to a multi-use trail.
7. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation will be identified by the Landscape Architecture Division during the final design phase.
8. SHA has performed signal warrant studies at both of these intersections, concluding that warrants at neither are met at this time. However, a flashing beacon is to be installed at Highbridge Road. Studies will continue to be performed periodically to determine if the need for a signal arises. Warrant studies at all unsignalized intersections will be performed during the final design stage.
9. The Selected Alternate proposes a 6-Lane Divided section from MD 197 westerly to MD 704. Six lanes are required to meet capacity requirements in this area. A closed section was selected to minimize the width of impact and allow safe provision of a multi-use trail.
10. It is unlikely that roadway construction projects currently underway in the vicinity of MD 450 (e.g. MD 450/MD 564 and I-595) will be on-going if and when MD 450 is advertised for construction. Maintenance of traffic plans will be developed during the final design phase to minimize disruptions in roadway capacity during construction, especially at the peak hours.
11. The centerline of the proposed alignment between Conrail and MD 197 will close to evenly split the dedicated corridor because the width of the improvement approaching the MD 197 intersection requires the entire right-of-way.
12. Detailed noise studies were completed during project planning. NSA 13, within the residential area along the proposed elevated portion of the roadway, does not meet cost criteria for evaluating noise barriers any further. Privacy screening will be provided along the north side of the roadway in this area.
13. The proposed profile, developed during the Detailed Studies Stage of project planning, will result in an improved sight distance to meet 50 mph design speed criteria for the entire project.
14. SHA will not participate in the funding of burial of existing overhead utilities; however, burial could be included on plans if funding were provided by others. Since most utility poles are currently near the right-of-way line (existing and proposed), only minimal relocation of overhead utilities will be required.

- 15. The Selected Alternate includes maintaining use of Existing MD 450 west of MD 197 (Option W2) for vehicular traffic to:
 - a) Provide access to existing businesses along Exist. MD 450 and;
 - b) Provide necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
 - 16. Storm drain and stormwater management designs will be performed during final design. All State environmental regulatory processes will be carried out. SHA will coordinate final design issues including storm drain design with the City of Bowie.
- c. Glenn T. Harrell, Jr., (on behalf of Huntmar Equities Limited Partnership - "Bowie Business Park")

Comments:

- 1. Supports inclusion of a median opening at Gallant Fox Lane and MD 197.
- 2. Opposes "possible connecting road by others". Such construction should be funded by others. Huntmar is willing to dedicate right-of-way for roadway.
- 3. Supports Option W2, rehabilitation of the Existing Conrail Bridge.

Responses:

- 1. Among the design elements of the Selected Alternate is provision of a median break at the MD 197/Gallant Fox Lane intersection.
- 2. SHA will not be responsible for funding construction of a new Bowie Business Park access road connecting Gallant Fox Lane to Existing MD 450.
- 3. The Selected Alternate calls for rehabilitation of the existing bridge as part of a separate project.

d. Mr. William S. Beller

Comments

- 1. The zoning reflected for a parcel of land southwest of the Existing Conrail Bridge is shown incorrectly as Commercial; it should be Rural Residential.
- 2. Supports City Council position, particularly Option W1.
- 3. Opposes 6-Lane Alternate and questions the quality of the EA analysis of secondary impact resulting from this alternate.
- 4. Believes that a 4 or 6-Lane highway will have a significant effect on the State, whereas the EA says it will not.
- 5. Environmental document should analyze the overall effect of existing and proposed highways in the Bowie area.

Responses:

- 1. The mapping error has been corrected in the final environmental document.
- 2. Option W2 has been selected; see response b.15.
- 3. The Selected Alternate, a combination of 4 and 6-Lane typical sections was developed as a result of extensive coordination with local, state and federal agencies, elected officials and citizens. See response b.5. The Finding of No Significant Impact (FONSI) describes the results of analyses of many impacts from the proposed improvements ranging from property values to accessibility to visibility. The proposed improvements are consistent with state and local needs inventories and master plans.
- 4. Although improvement of MD 450 has extreme local importance for residents and businesses and regional importance for commuters, the project does not have statewide importance in comparison to projects such as the widening or new construction of interstate highways. MD 450 improvements are consistent with all area master plans.
- 5. MD 450 project planning was performed in consideration of and coordination with all existing and proposed travel corridors in the study area. See response b.5.

e. Mr. Richard S. Nacewicz

Comments:

- 1. Opposes 6-Lane Alternate.
- 2. Supports the No-Build Alternate east of Highbridge Road.
- 3. If roadway widening is absolutely needed, construct one-way couplet using Existing MD 450 for two eastbound lanes and Relocated MD 450 for two westbound lanes.
- 4. Supports interchange at U.S. Route 50 (future I-595) and MD 193 (Enterprise Road).

Responses:

- 1 & 2 The Selected Alternate is a combination of the 4-Lane and 6-Lane Alternates. See response b.3 regarding median width. See response b.5 regarding the number of lanes associated with the Selected Alternate. The No-Build Alternate east of Highbridge Road would result in failing levels of service at each intersection.
- 3. The one-way couplet, which was considered during the detailed studies stage, would have consisted of improvement along existing roadway to carry eastbound traffic and construction of improvements along the relocation alignment to handle

westbound traffic. Two or three lanes would be required in each direction to meet design year capacity requirements. This option was dropped primarily for the following two reasons:

- a) A 40-residence portion of the Tulip Grove Subdivision would be located in the median of 4 to 6-lanes of arterial traffic.
 - b) Several north-south connectors would be required between the eastbound and westbound roadways to serve areas north of the relocation and south of the existing roadway.
4. An interchange at U.S. 50/MD 193 was considered during previous project planning studies and dropped as a result of strong community opposition.

f. Ms. Dee Minich (Chairman - Long Ridge Citizens Association)

Comments:

- 1. Supports all 16 points contained in the Bowie City Council position. (See Comments b.1-16)

Response:

- 1. See Responses b.1-16.

g. Mr. Robert P. Slabey

Comments:

- 1. There is no money for improving MD 450 to 6-Lanes east of St. Pius X Church.
- 2. SHA is going to build 6-Lanes from St. Pius X to MD 3.

Responses:

- 1. There is no difference between the 4-Lane Alternate and 6-Lane Alternate in terms of funding status. MD 450 is included in the Maryland Department of Transportation's Development and Evaluation Program for Fiscal Years 1991-1996. The project is funded for Project Planning only. At the time of the Public Hearing in February, 1989, the Prince George's County Department of Public Works and Transportation had identified funds in the Capital Improvement Program for Fiscal Years 1988-1993 for design, right-of-way acquisition and construction of a portion of Maryland Route 450 as a 4-lane divided highway from Maryland Route 193 to Moylan/Trinity Drives. The SHA was endeavoring to identify funding of a simultaneous interim improvement from Moylan/Trinity Drives to Millstream/Stonybrook Drives as a 4-lane undivided roadway. Due to a re-evaluation of funding priorities, the County dropped this improvement from its program.

The location and design approval of the Selected Alternate would make this project eligible for inclusion in future Maryland Department of Transportation programs for final design, right-of-way acquisition and construction. The improvements may be implemented in several contracts over a number of years dependent upon funding availability.

- 2. The Selected Alternate is a combination of the 4-Lane and 6-Lane Alternates. The portion of the project from east of MD 197 to west of MD 3 (which includes the area of St. Pius X) is proposed as four lanes.

h. Mr. William Schmitt (Vice Chairman of the Grady's Walk Homeowners Association)

Comments:

- 1. Supports position of the Bowie City Council (See Comments b.1-16).
- 2. The median should be no wider than necessary to provide for safe turning movements and should be landscaped.
- 3. The 5-Lane Alternate is unacceptable.
- 4. Current speed limits are ignored. The proposed design could encourage speeding.
- 5. Emphasis should be placed on preservation of trees.
- 6. The southernmost alignment should be utilized along the MD 450 relocation between Conrail and MD 197. Particular attention should be given to noise and headlight intrusion.
- 7. The proposed roadway should be four lanes.

Responses:

- 1. See Responses b.1-16.
- 2. See Response b.3 regarding median design.
- 3. The 5-Lane Alternate was dropped from consideration during the detailed studies stage of Project Planning prior to the Public Hearing.
- 4. The proposed design elements have been selected based on established and proven criteria appropriate for the roadway's functional classification (Arterial). The actual speed with which vehicles travel is an enforcement issue. Implementation of substandard geometrics, reduced sight distance or other elements to restrict travel speeds is not prudent.
- 5. See Response b.7 regarding presentation of trees and mitigation of impacts.
- 6. See Response b.11 regarding the alignment between the Conrail Railroad and MD 197.
- 7. The Selected Alternate is a combination of the 4-Lane and 6-Lane Alternates, proposing four lanes from Whitfield Chapel Road to MD 704, six lanes from MD 704 to east of MD 197 and six lanes from east of MD 197 to west of MD 3.

- i. Mr. James E. Lyons, Sr. (President, Greater Bowie Chamber of Commerce)

Comments:

- 1. Favors the relocation between Highbridge Road and Moylan/Trinity Drives.
- 2. Favors the 6-Lane Alternate.
- 3. Favors keeping Existing MD 450 open west of MD 197 and improving the Existing Conrail Bridge per Option W3.
- 4. At least two cross-overs are encouraged between the relocation and Existing MD 450.
- 5. Requests no change to the ingress and egress at MD 197/Gallant Fox Lane.

Responses:

- 1. The Selected Alternate includes the relocation of MD 450 between Highbridge Road and Moylan/Trinity Drives.
- 2. The Selected Alternate is a combination of the 4-Lane and 6-Lane Alternates, proposing four lanes from Whitfield Chapel Road to MD 704, six lanes from MD 704 to east of MD 197 and six lanes from east of MD 197 to west of MD 3.
- 3. The Selected Alternate proposes maintaining Existing MD 450 west of MD 197.
- 4. The Selected Alternate proposes two connections between Existing and Relocated MD 450 between Highbridge Road and MD 197. One connection is to be opposite Greenwich Lane, 900'± east of Highbridge Road and the second is to be Grenville Lane 700'± east of Greenwich Lane.
- 5. A median break will be constructed for the MD 197/Gallant Fox Lane intersection.

- j. Mr. Robert K. Cowles (President, St. Pius X Home and School Association)

Comments:

- 1. Concerned with safety of school children (approximately 80) who cross MD 450 walking to and from school every day.
- 2. Supports the 4-Lane Alternate.
- 3. Concerned with sight distance problems resulting from crest just east of Moylan/Trinity Drives.
- 4. A barrier is required to protect children playing in the parking lot in front of the church/school.
- 5. A sidewalk is going to be required.
- 6. Favors a pedestrian overpass.
- 7. If an overpass is not feasible, a pedestrian-operated signal is requested.

- 8. Concerned with safety of vehicles accessing the church/school.
- 9. Interested in what access option is selected for Twin Cedar Lane.

Responses:

- 1. Signing, marking and signalization plans will be developed during final design using criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD). The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases will be implemented.
- 2. The Selected Alternate is a combination of the 4-Lane and 6-Lane Alternates, proposing four through lanes from east of MD 197 to west of MD 3.
- 3. The proposed profile for the Selected Alternate includes the improvement of conditions east of Moylan/Trinity Drives resulting in sight distance adequate for a 50 mph design speed.
- 4. Curbing is proposed on both sides of the road through this area. During the final design stage, such provisions as guardrail, privacy screening and fencing will be evaluated.
- 5. Sidewalk is proposed along the south roadway edge, and an 8' wide multi-use trail is proposed along the north edge.
- 6. SHA conducted a study of pedestrian overpass feasibility for MD 450 in Bowie using traffic counts, pedestrian counts, accident history and national research conducted on this topic. The study considered two locations for overpasses; St. Pius X Church and School and Bowie High School. The results of the study indicate a pedestrian overpass, which would cost an estimated \$ 795,000, is not warranted in Bowie. This cost is considered excessive in comparison to the benefits that would result since there is no way to require pedestrians to use the overpass. Experience has shown that pedestrians will continue to cross at-grade even with an overpass in place if at-grade is the quickest route. Closely spaced entrances to accommodate the churches, schools and other community facilities in this portion of Bowie preclude any means of providing a physical barrier to require pedestrian use of the overpass. The safety benefits of an overpass cannot be realized if a substantial number of pedestrians do not use the structure. The study also cited that the rate of pedestrian accidents in the Bowie area was 24% below the statewide average for similar highways from 1985 through 1987.
- 7. See Response j. 1 regarding pedestrian safety considerations.
- 8. The vehicular access to St. Pius X Church will be modified slightly to accommodate the reconstruction of MD 450. Left turn access will be provided only at the west entrance which will be relocated approximately 150' to the west to provide

more distance from Moylan/Trinity Drives. The east entrance will become right-in, right-out only. Traffic signals at Moylan/Trinity Drives, 800'± to the east and MD 197, 1500'± to the west will help create gaps in traffic flow for vehicles to turn left. Traffic signal warrants will be evaluated during final design.

- 9. The Selected Alternate includes Option E4 for Existing MD 450, east of MD 197. This Option connects Twin Cedar Lane with Twisting Lane and converts this portion of Existing MD 450 to a multi-use trail.

k. Mr. Gordon Lindner

Comments:

- 1. The access road for Bowie Business Park connecting Gallant Fox Lane with Existing MD 197 should be public responsibility.
- 2. MD 197 between Existing MD 450 and Relocated MD 450 will operate satisfactorily as an undivided roadway.

Responses:

- 1. SHA will not be responsible for funding construction of a new Bowie Business Park access road connecting Gallant Fox Lane to Existing MD 450.
- 2. The Selected Alternate proposes widening of MD 197 and provision of a minimal median to allow two thru lanes in each direction and double left turns on the northbound and southbound approaches to MD 450. A median break will be provided at Gallant Fox Lane. The provision of a median on the portion of MD 197 between Existing MD 450 and a point 600'± north of Relocated MD 450 is consistent with City of Bowie requests.

l. Mr. Roger Gall

Comments:

- 1. Supports 16 point City Council position except point 15 regarding the Conrail Bridge (See Comment b.15). The existing bridge should remain open to serve businesses along the existing road.
- 2. Supports Option E1.
- 3. Median width should be 20' and landscaped from MD 193 to the Conrail Bridge.
- 4. Recommends no curb and gutter between MD 193 and the Conrail Bridge.
- 5. Requests a traffic signal at MD 450/Highbridge Road.
- 6. Supports hiker/biker trail 8' wide separated from the road at least 4'.

- 7. Recommends providing a box culvert to replace the W.B. & A. Railroad Bridge to allow a grade separated multi-use trail crossing of MD 450.
- 8. Supports Option D at MD 450/MD 704 with a two lane westbound ramp connection.

Responses:

- 1. See Response to b. 1-15. The Selected Alternate includes leaving Existing MD 450 open west of MD 197.
- 2. Option E4 has been selected. See page III-15 of the FONSI.
- 3. See Response b.3 regarding median width. The proposed median width is 20' from MD 193 to east of Grenville Lane (1750'± from the Conrail Tracks) where it tapers to 16' and remains at 16' to east of the Conrail Tracks where it widens to 30' to allow for double left turns onto MD 197.
- 4. Curb and gutter will be provided for the ultimate improvement (6-lanes) between MD 193 and the Conrail Bridge. Closed section results in less impacts than open section for a given number of lanes and allows safer accommodation of a multi-use trail. The first phase of construction may consist of a four lane open section improvement as an interim staging to the ultimate six lane section.
- 5. Studies have been conducted by SHA to determine if a traffic signal is warranted at MD 450/Highbridge Road. The most recent study, conducted in May, 1990, indicated that current traffic volumes do not satisfy signal warrants established by SHA and the Manual on Uniform Traffic Control Devices (MUTCD). SHA has, however, committed to an intersection control beacon (flashing circular indications) at this location. SHA's District 3 office in Greenbelt will continue to monitor this and other unsignalized intersections and provide signalization as warranted.
- 6. A multi-use trail, 8' wide, set back 5' from the road will be applied on the north side of the road for the entire project, except east of Race Track Road.
- 7. Throughout the project planning study, coordination has been maintained with M-NCPPC to provide compatibility between the proposed MD 450 longitudinal trail and existing or proposed trail networks in the project area. The 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan indicates no proposed crossing of MD 450 along the W.B. & A. right-of-way.
- 8. The Selected Alternate includes Option D for the MD 450/MD 704 intersection. Level of service analysis indicates that one lane is sufficient to carry the projected volume of traffic for the year 2015. However, the ramp and gore will be designed for expansion to two lanes should the need arise.

m. Mr. Dick Padgett (Bowie City Councilman)

Comments

- 1. Supports closure of the Existing Conrail Bridge.
- 2. Prefers Option E4.

Responses:

- 1. See Response b.15. The Selected Alternate includes maintaining use of Existing MD 450 west of MD 197.
- 2. Option E4 has been selected.

n. Mr. Kevin Mowles

Comments:

- 1. The Build Alternate selected will dictate the level of density for the proposed developments in the Bowie area.
- 2. Supports the 4-Lane Alternate.
- 3. Advocates a median width of 12' or less between MD 197 and MD 3 -- the minimum necessary to provide safe turning movements and allow landscaping to create a boulevard effect.
- 4. Preservation of trees should be a major factor in the design process.
- 5. Noise abatement structures should be implemented along the proposed MD 450 relocation at Twin Cedar and Galaxy Lanes.
- 6. Urges installation of traffic signals at MD 450/Highbridge Road and MD 197/Tulip Grove Drive.
- 7. Supports Option E4.
- 8. Urges remedy for the sight distance deficiency along MD 450 at Hilltop Plaza.
- 9. Supports either Option W1 or W3 for the Existing Conrail Bridge.

Responses:

- 1. Development in the corridor occurs as a result of planning and zoning by the county. Regardless of major improvements to MD 450, development will occur. This project does not force or spur development. The need for major improvements to MD 450 is created in response to both existing travel demand and development planned in an near the corridor. The project is being proposed in response to intense growth both planned and underway in the area. In addition, this project is not anticipated to have major land use impacts or induce unplanned growth as little land remains that is not already planned or targeted for development.
- 2. See Response i.2 regarding the number of lanes proposed with the Selected Alternate.
- 3. See Response b.3 regarding the median design for the Selected Alternate.

4. See Response b.7 regarding preservation of trees and mitigation of impacts.
5. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when the FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

Galaxy Lane homes were analyzed using Noise Sensitive Area (NSA) 13. NSA 13 has a projected 2015 noise level of 69 dBA, based on proposed roadway improvements, representing a greater than 10 dBA increase over no-build conditions. However, since the cost of mitigation to reduce noise levels by 7-10 dBA is \$92,846 per residence benefitted (well in excess of the \$40,000 per residence criteria), a barrier along MD 450 at Galaxy Lane is not considered reasonable.

Noise levels at NSA's 11 and 12, applying respectively to Twin Center and Memphis Lane residences, represent a greater than 10 dBA increase over no-build conditions. Since costs per residence for effective mitigation at both of these locations are nearly \$40,000, barriers will be considered further during final design.

6. See Response 1.5 regarding a traffic signal at MD 450/Highbridge Road and Response b.8 regarding a traffic signal at MD 197/Tulip Grove Drive.
7. Option E4 has been selected.
8. The proposed profile developed for the Selected Alternate, includes improvement of the sight distance deficiency along MD 450 near Hilltop Plaza.
9. The Selected Alternate includes maintaining use of Existing MD 450, west of MD 197 (Option W2).

o. Mr. James Loftus

Comments:

- 1. Projections for employment at the Maryland Science Center and for the City of Bowie, on which traffic projections are based, are overstated. Therefore, planned roadway improvements are wrong.
- 2. Opposes 6-Lane Alternate.

Responses:

- 1. Traffic forecasts are based on Washington Council of Governments COG Round 3.5 forecasts which for the MD 450 corridor, are 14% lower than employment figures based on existing plus approved development of employment centers. Forecasts for Bowie area employment which consider existing development, development in the pipeline and development under consideration are 120% higher than COG 3.5 values. It appears that, if anything, traffic forecasts are understated based on employment figures.
- 2. See Response i.2 regarding the number of lanes proposed with the Selected Alternate.

p. Ms. Laura Cord

Comments:

- 1. Requests hiker/biker path with a 4' buffer from the roadway along the MD 450 corridor.
- 2. Supports 4-Lane Alternate.

Responses:

- 1. A longitudinal multi-use trail with a 5' buffer from the roadway will be provided along the north roadway edge for the entire project except east of Race Track Road.
- 2. See Response 1.2 regarding the number of lanes proposed with the Selected Alternate.

q. Ms. M. L. Smith

Comments:

- 1. Supports City of Bowie position (See Comments b.1-16), but prefers No Build Alternate east of Highbridge Road.
- 2. Concerned with drop in property values in the Tilbury Lane area resulting from roadway widening.
- 3. Roads should not be built so that developers can obtain denser development.

- 4. Concerned with loss of tree buffer.
- 5. Concerned with impacts on MD 197 south of Existing MD 450 resulting from improvements to MD 197 north of Existing MD 450.
- 6. Interested in details of planned interim improvement between Moylan/Trinity Drives and Stonybrook/Millstream Drives.
- 7. Wants to know locations where noise level violations will occur.
- 8. What is the feasibility of noise abatement?

Responses:

- 1. See Responses b. 1-16 and e.1 and 2.
- 2. All widening occurring in the Tilbury Lane area will be within SHA right-of-way.
- 3. See Response n.1 regarding development density and roadway improvements.
- 4. Landscaping studies with consideration of privacy screening and vegetative buffers will be undertaken during final design.
- 5. SHA is conducting studies, separate from MD 450 Project Planning Studies, for the improvement of MD 197 from Existing MD 450 to Tulip Grove Drive.
- 6. Until early 1990, Prince George's County had funding and design forces in place for the construction of MD 450 as a four lane highway from Highbridge Road to Moylan/Trinity Drives. The construction of this improvement would have left a typical section discontinuity between Moylan/Trinity Drives and Stonybrook Drives that would have remained for at least several years since SHA did not have MD 450 programmed for design or construction. The interim improvement would have provided a four lane undivided open section roadway to eliminate the discontinuity. Due to a re-evaluation of funding priorities, Prince George's County dropped improvements to MD 450 from its program. MD 450 will likely be improved in segments; however, typical section continuity will be maintained between segments during the overall construction period.
- 7&8 See Response n.5 concerning noise criteria and noise mitigation policy. NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design.

Comments Received by Court Reporter:

r. Mr. Daniel H. Melvin

Comments:

Supports two connector roads allowing access from Relocated to Existing MD 450 between Highbridge Road and the Conrail Railroad.

Response:

See response i.4 regarding the inclusion of two connector roads in this area.

s. Mr. David Solomon

Comment:

Congratulations to SHA on excellent presentation showing the proposed highway improvement.

No response required.

t. Mr. James P. Kout

Comments:

- 1. Supports Option W2 or W3 for the Conrail Bridge.
- 2. Supports the 6-lane Alternate.

Responses:

- 1. The Selected Alternate proposes maintaining use of Existing MD 450 west of MD 197. It is anticipated that the Existing Conrail Bridge will be rehabilitated under a project separate from MD 450 improvements.
- 2. See Response 1.2 regarding the number of lanes proposed with the Selected Alternate.

u. Ms. Clara Cunningham

Comments:

- 1. Concerned with the noise level at 12209 Marne Lane and screening from the roadway.
- 2. Concerned with storm drain in the corner of the property.
- 3. Requests that the bike path and walkway crossing behind the property remain as is.

Responses:

1. Noise levels at 12209 Marne Lane will be nearly the same as levels at NSA 9. Noise levels for the Selected Alternate in the year 2015 are projected to be 66 dBA at NSA 9, a 3 dBA increase over current ambient levels. A barrier in this area was analyzed, but was found to be cost prohibitive. Vegetative buffering and privacy screening will be investigated during final design.
2. Storm drain design is addressed at the Final Design stage of the project, subsequent to Location/Design approval. Storm drainage will be implemented in such a way that the rate of discharges from SHA right-of-way do not increase by more than 10% before stormwater management quantity control measures are implemented, and ponding levels do not increase at all. SHA will coordinate final drainage design with the City of Bowie.
3. The existing bike path will be eliminated as a result of roadway construction. However, it will be replaced at nearly the same location with an 8' multi-use trail behind the north curb line of the proposed roadway.

v. Mr. John O'Neill

Comments:

1. Will noise barriers be provided along MD 197 north of Relocated MD 450?
2. What is meant by four foot grade? How does that affect the 3416 Memphis Lane property.

Responses:

1. Noise barriers were analyzed at this location but found not to meet cost-effectiveness criteria. (See Noise Summary - Section III.B.5.e.1), beginning on page III-51)
2. Two Options for the improvement of MD 197, Options 2B and 3 called for a regrading of MD 197, lowering elevation of MD 197 as much as four feet to improve sight distance. MD 197 is currently on approximately 6' of fill in the vicinity of 3416 Memphis Lane which backs up onto MD 197. The grade lowering would have reduced the amount that the roadway sits above the backyard of this home to about 2'. Option 2A, maintaining MD 197 at its current grade, was selected.

Note: Mr. Robert P. Slaby, who spoke earlier, submitted a written transcript of testimony to the court reporter. An exact duplicate of this testimony was submitted to SHA and is included in the following section.

VI

CORRESPONDENCE

VI. CORRESPONDENCE

A. WRITTEN COMMENTS RECEIVED SUBSEQUENT TO THE
COMBINED LOCATION/DESIGN PUBLIC HEARING AND RESPONSES

A. Written Comments

Written statements in lieu of or in addition to presentations made at the Location/Design Public Hearing were accepted by the Maryland State Highway Administration until March 21, 1989 for inclusion in the "Public Hearing Transcript." The written statements that pertain to the project and responses thereto are contained hereinafter. Comments from individuals are summarized. This summary is followed by comments (and responses thereto) from elected officials and agencies. The "Public Hearing Transcript" is available for public review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Those comments received after March 21, 1989, were not included in the "Public Hearing Transcript". However, whenever possible, comments received after that date were considered in the decision making process.

An outline of citizens submitting comments, statements received and brief responses is provided below followed by copies of all correspondence in order by date received with complete responses.

a. Supports No-Build Alternate

Ms. Clara Cunningham

b. Support 4-Lane Alternate

Mr. William Beller
Ms. Laura Cord
Mr. Dick Jenkins
Mr. Richard J. Logue
Mr. Robert P. Slaby

c. Opposes No-Build Alternate

Mr. Richard J. Logue

d. Opposes 6-Lane Alternate (in addition to those supporting other alternates)

Ms. Anne W. Higgins
Mr. Burton W. Oliver

e. Favors 6-Lane Alternate

Mr. James E. Lyons
Mr. Richard T. Ziegler

f. Favours Widening of MD 450 (No Alternate Specified)

- Mr. Robert K. Cowles
- Mr. Henry Gilford
- Mr. John Knott
- Ms. Joan Roache

Response to a through f:

As stated in Section III.B, of the FONSI, the Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.

g. Supports MD 197 Option 3

- Mr. F. X. Carillo, MD
- Mr. P. R. Ceppa, MD
- Mr. William M. Gonzalez, MD
- Mr. J. L. Holding, MD
- Mr. James E. Lyons, Sr.
- Mr. Donald R. Merryfield, DDS

h. Supports MD 197 Option 2B

- Mr. Dick Jenkins
- Mr. Burton W. Oliver

Response to g. and h.

The Selected Alternate for MD 197 improvement is Option 2A, providing a 4-lane divided section with existing profile and variable width median (4'-16') from Existing MD 450 to 500'± north of Relocated MD 450. Double left turns will be provided at the northbound and southbound approaches to Relocated MD 450, and a median break will be provided at Gallant Fox Lane.

i. Supports Option W1

- Mr. Richard J. Logue

j. Supports Option W2

- Mr. Dick Jenkins
- Mr. Glenn T. Harrell
- Mr. Charles J. Ryan, III
- Mr. Robert P. Slaby

k. Supports Option W3

Mr. James E. Lyons, Sr.
Mr. Burton W. Oliver

Response to i. through k.

Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.

l. Supports Option E1

Mr. Burton W. Oliver

m. Supports Option E3

Mr. Carl Schneider

n. Supports Option E4

Mr. Dick Jenkins
Mr. Richard J. Logue
Mr. Carl Schneider
Mr. Robert P. Slaby

Response to l. through n.

Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove Subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.

o. Supports Option A for the MD 450/704 Intersection

Mr. Dick Jenkins

Response: Option D has been selected for the MD 450/704 intersection.

p. Interested in an Accelerated Construction Schedule

Ms. Betsy Burian
Mr. Richard T. Ziegler

Response:

The MD 450 project is included in the Maryland Department of Transportation's Development and Evaluation Program for Fiscal Years 1991-1996 and is funded for Project Planning only. Following location and design approval of the Selected Alternate, this project will be eligible for inclusion in future Maryland Department of Transportation programs for final design, right-of-way acquisition and construction.

q. Concerned with Noise Levels and Mitigation

Mr. Larry E. Alverson
Mr. D. H. Bueridge
Ms. Clara Cunningham
Mr. Thom Donnelly
Mr. Norman E. Dye
Mr. Thomas Ligis
Ms. Theresa Malczynski
Mr. Donald L. Montgomery
Mr. John J. O'Neill
Mr. Linwood R. Nelson
Mr. Richard M. Talbot

Response:

Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). With the Selected Alternate, NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35 approach or exceed FHWA noise abatement criteria. Mitigation was evaluated at each of these areas. Noise mitigation at NSA's 11, 12, 31 and 34 will be further investigated during final design.

Individual concerns in addition to those summarized above were as follows:

r. Ms. Diane Thompkins

Comments:

- 1. Alternates should be reviewed to provide better access to and from the Lincoln subdivision.
- 2. Would a solution be to construct an interchange at US 50/MD 193?
- 3. A meeting is requested with SHA representatives and Lincoln citizens.

Responses

- 1. Lincoln residents access MD 450 by means of Baltimore Lane. When MD 450 becomes divided, a median opening will be provided at Baltimore Lane so that access patterns to this community are not substantially changed.
- 2. An interchange at US 50 and MD 193 (Enterprise Road) would not affect access to the Lincoln Vista Community.
- 3. SHA representatives have held two meetings with Lincoln residents in addition to the hearing.

s. Mr. Charles G. Moore

Comment:

Requests that disturbed overhead utilities be placed underground.

Response:

SHA would be willing to make the funds which would be required for normal utility relocation available to the City of Bowie should the City decide to bury the utilities. This would be limited to just those costs which SHA alone must bear.

t. Mr. John N. Woods

Comment:

Concerned with access to Red Roof Inn Restaurant - 9050 Lanham Severn Road.

Response:

This property is outside the project limits, approximately 1/2 mile west of Whitfield Chapel Road and is not affected by the improvements proposed under this project.

u. Mr. Glenn T. Harrell, Jr.

Comments:

- 1. Requests median opening at the MD 197/Gallant Fox Lane intersection.
- 2. The access road connecting Gallant Fox Lane with Existing MD 450 should be constructed with public funds.

Responses:

- 1. Among the design elements of the Selected Alternate is provision of a median break at the MD 197/Gallant Fox Lane intersection.
- 2. SHA will not be responsible for funding construction of a new Bowie Business Park access road connecting Gallant Fox Lane to Existing MD 450.

v. Mr. Richard J. Logue

Comments:

- 1. See Comment c. above.
- 2. Opposes 5-Lane Alternate
- 3. The median should:
 - a) Range in width from zero feet at the Conrail Bridge to 12' at MD 197.
 - b) Be no wider than 12' between MD 197 and Stonybrook Drive.
 - c) Be no wider than 16' between Stonybrook Dr. and MD 3.
 - d) Provide safe turning movements and be raised and landscaped.

- 4. a) An 8' wide bike trail should be provided along MD 450 through Bowie.
- b) A 4' sidewalk should be provided where needed, particularly in commercial areas. Both should be offset from the road by a 4' wide grassed area.
- c) A new trail crossing is needed to connect the two halves of the City open space parcel (Parcel F).
- 5. All comments regarding sidewalk, trails, etc. are associated with a 4-lane roadway and development density levels which can be supported by a 4-lane roadway.
- 6. See Comment n. above
- 7. Emphasis should be placed on tree preservation; all impacted trees should be marked before construction.
- 8. Traffic signals should be installed at the Tulip Grove Drive/MD 197 intersection and the Highbridge Road/MD 450 intersection.
- 9. The rural character of MD 450 west of the Conrail Bridge should be maintained.
- 10. All MD 450 construction should be phased with other road construction activities in the area.
- 11. The southernmost alignment of MD 450 between the Conrail bridge and MD 197 should be maximized in order to preserve maximum buffering from the Galaxy Lane homes.
- 12. Particular attention should be given to noise abatement and headlight intrusion problems associated with the residential areas abutting the elevated portion of MD 450 as it passes over the Conrail bridge and crosses MD 197.
- 13. Particular attention should be given to the sight distance problems on MD 450 at the entrance to Bowie Forest development on MD 450 near Hilltop Plaza.
- 14. See Comment s. above.
- 15. See Comment j. above.
- 16. All storm drainage facilities, both temporary and permanent, must be identified before the final date for public comment arrives to prevent significant adverse environmental impact from occurring without proper public input.

Responses:

- 1. See Response c. above.
- 2. The 5-lane Alternate was dropped from consideration prior to the Location/Design Public Hearing.
- 3. The proposed median width for the Selected Alternate is 20' except:

- a) From 1750' west of the proposed Conrail Bridge to 150' east of the Conrail Bridge where it will be 16' wide.
 - b) At the approaches to the MD 197 and Race Track Road intersections where it will transition to 30' to accommodate double left turns which are necessary for adequate capacity.
4. As indicated on the typical sections (Figure 8) in the Finding of No Significant Impact, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road.
 5. The number of lanes associated with the Selected Alternate is based on capacity requirements dictated by traffic volume projections for the year 2015. These projections are based primarily on Washington Council of Governments (COG) Round 3.5 data for the year 2010. The projections assumed construction of all currently planned highways in the region, including the upgrading of U.S. Route 50 to a 6-lane interstate highway (I-595) and the improvements to MD 214. Development in the corridor occurs as a result of planning and zoning by the County. Regardless of major improvements to MD 450, development will occur.
 6. See Response n. above.
 7. Recent legislation requires that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. Coordination will be maintained with the City of Bowie through the design stage regarding tree impacts and mitigation.
 8. SHA has performed signal warrant studies at both of these intersections, concluding that warrants at neither are met at this time, although a flashing beacon will be provided at Highbridge Road. Studies will continue to be performed periodically to determine if the need for a signal arises. Warrant studies at all unsignalized intersections will be performed during the final design stage.
 9. The Selected Alternate proposes a 6-Lane Divided section from MD 197 westerly to MD 704. Six lanes are required to meet capacity requirements in this area. Closed section was selected to minimize the width of impact and allow safe provision of a multi-use trail.

- 10. It is unlikely that roadway construction projects currently underway in the vicinity of MD 450 (e.g. MD 450/MD 564 interchange and I-595) will be on-going if and when MD 450 is advertised for construction. Maintenance of traffic plans will be developed during the final design phase to minimize disruptions of roadway capacity during construction, especially at the peak hours.
- 11. The centerline of the proposed alignment between Conrail and MD 197 will close to evenly split the dedicated corridor because the improvement approaching the MD 197 intersection requires close to the entire width of the right-of-way.
- 12. Detailed noise studies were completed during project planning. NSA 13, within the residential area along the proposed elevated portion of the roadway, does not meet cost criteria for evaluating noise barriers any further. Privacy screening will be provided along the north side of the roadway in this area.
- 13. The proposed profile, developed during the Detailed Studies Stage of project planning, will result in an improved sight distance to meet a 50 mph design speed criteria for the entire project.
- 14. See Response s. above.
- 15. See Response j. above.
- 16. Storm drain and stormwater management designs are performed during final design. All State environmental regulatory processes will be carried out. SHA will coordinate final design issues including storm drain design with the City of Bowie.

w. Mr. William S. Beller

- 1. The zoning reflected for a parcel of land southwest of the Existing Conrail Bridge is shown incorrectly on Environmental Assessment Figures 5 and 6 as Commercial, it should be Rural Residential.
- 2. Supports City Council position, particularly Option W1.
- 3. Opposes 6-Lane Alternate and questions the quality of the EA analysis of secondary impact resulting from this alternate.
- 4. Believes that a 4 or 6-Lane highway will have a significant effect on the State, whereas the EA says it will not.
- 5. The environmental document should analyze the overall effect of existing and proposed highways in the Bowie area.

Responses:

- 1. The mapping error has been resolved. This exhibit was for illustration purposes only and did not influence traffic forecasts or any other aspect of the studies.
- 2. Option W2 has been selected; see Response b.15.
- 3. The Selected Alternate, a combination of 4 and 6-lane typical sections, was developed as a result of extensive coordination with local, state and federal agencies, elected officials and citizens. See Response v.5. The Finding of No Significant Impact (FONSI) describes the results of the impact analysis from the proposed improvements ranging from property values to accessibility to visibility. The proposed improvements are consistent with state and local needs inventories and master plans.
- 4. Although improvement of MD 450 has extreme local importance for residents and businesses and regional importance for commuters, the project does not have statewide importance in comparison to projects such as the widening or new construction of interstate highways.
- 5. MD 450 project planning was performed in consideration of and coordination with all existing and proposed travel corridors in the study area. See Response v.5.

x. Mr. Robert P. Slaby

Comments:

- 1. SHA is without funds to build the 6-Lane Alternate.
- 2. SHA does not have funds to extend MD 450 improvements east of Moylan/Trinity Drives.
- 3. See Comment b. above regarding support for the 4-Lane Alternate.
- 4. See Comment j. above regarding support for Option W2.
- 5. See Comment n. above regarding support for Option E4.

Responses:

1&2. There is no difference between the 4-Lane Alternate and 6-Lane Alternate in terms of funding status. The project is currently funded for planning only. Upon receipt of Location/Design approval for the Selected Alternate, the project will become eligible for inclusion in future programs for design, right-of-way and construction.

Until early 1990, Prince George's County had funding and design forces in place for the construction of MD 450 as a four lane highway from Highbridge Road to Moylan/Trinity Drives. The construction of this

improvement would have left a typical section discontinuity between Moylan/Trinity Drives and Stonybrook Drives that would have remained for several years until SHA identified funds for construction. To eliminate this discontinuity, SHA initiated plans to construct an interim improvement consisting of a 4-lane undivided typical section that would have been constructed near the same time as the County project.

The need to develop this interim improvement became eliminated when the County dropped plans to improve MD 450 due to a change in funding priorities.

- 3. See Response b. above.
- 4. See Response j. above.
- 5. See Response n. above.

y. Mr. Robert K. Cowles

Comments:

- 1. See Comment f. above regarding support for the widening of MD 450.
- 2. Concerned with safety of school children.
- 3. Recommends construction of a pedestrian overpass or pedestrian activated signal.
- 4. Concerned with sight distance problems at crest in the road east of Moylan/Trinity Drives.
- 5. Requests a barrier to protect children playing in the parking lot in front of the school.
- 6. Requests sidewalk along MD 450 in front of the school.
- 7. Concerned with the difficulty that vehicles may experience turning left onto MD 450 from church/school. A traffic signal would help.

Responses:

- 1. See Response f. above.
- 2&3. The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases.

SHA conducted a study of pedestrian overpass feasibility for MD 450 in Bowie using traffic counts, pedestrian counts, accident history and national research conducted on this topic. The study considered two locations for overpasses -- St. Pius X Church and School and Bowie High

School, as well as a single overpass to serve both locations. The results indicate that a pedestrian overpass, which would cost an estimated \$795,000, is not warranted in Bowie.

- 4. The proposed profile for the Selected Alternate includes grade improvement east of Moylan/Trinity Drives resulting in sight distance adequate for a 50 mph design speed.
- 5. Curbing is proposed on both sides of the road through this area. During the final design stage, such provisions as guard rail, privacy screening and fencing will be evaluated. The barrier-type curbing proposed (vertical face) is a much greater deterrent to vehicles leaving the roadway than the current open section.
- 6. Sidewalk is proposed along the south roadway edge, and an 8' wide multi-use trail is proposed along the north edge.
- 7. The maps in the FONSI have been corrected to indicate the median break that will be provided. Left turn access will be provided only at the west entrance which will be relocated approximately 150' to the west to create more distance from Moylan/Trinity Drives. The east entrance will become right-in, right-out only. Traffic signals at Moylan/Trinity Drives, 800'+ to the east and MD 197 1500'+ to the west will help create gaps in traffic flow for vehicles to turn left. Traffic signal warrants will be evaluated during final design.

z. Mr. Timothy J. Seppi

Comment:

Recommends closing Martha's Choice Circle because of short-cutting.

Response:

This closure would be inconsistent with the local master plan (Bowie-Collington-Mitchellville and Vicinity-1990), would diminish local land service and would create a circuitous route for emergency vehicles stationed in Bowie.

aa. Ms. Laura Cord

Comments:

- 1. Requests hiker-biker trail.
- 2. The final grading for the trail should be done at the same time the grading is being prepared for the road.
- 3. See Comment b. above regarding support for the 4-Lane Alternate.

Responses:

1&2. A multi-use trail is proposed on the north side of MD 450 for the entire length of the project except east of Race Track Rd. Where an outer curb is to be initially constructed, the trail would be 8 feet in width and would be set back 5' from the face of curb. Where an outer shoulder is initially constructed, the multi-use trail would utilize the shoulder until the ultimate outer curb is constructed. Funds permitting, ultimate roadway slopes would be constructed initially.

bb. Landis Plummer

Comments:

- 1. Questions adequacy of safety measures for school children.
- 2. Questions need to widen MD 450 east of MD 197. Bottlenecking will force traffic to use city side streets. Traffic should be forced to use I-595 to reach MD 3.
- 3. What type of buffer is planned along Tilbury Lane?

Responses:

- 1. See Response y. 2 & 3.
- 2. Studies indicate that traffic volumes at each of the five major MD 450 intersections east of MD 197 will exceed the capacity of these intersections by as much as 62%, resulting in forced flow conditions (Level of Service 'F') if no improvements are provided. In such a case, traffic will likely seek relief using residential side roads.

MD 450 will fill the growing need for both commuter traffic capacity in this corridor and the need for adequate and safe accessibility to adjacent properties. Most long distance east-west commuter traffic is expected to use US 50 which is being reconstructed to Interstate status.

- 3. Comprehensive landscape studies will be undertaken by SHA and the City of Bowie. Particular emphasis will be placed on residential areas and a streetscape plan for the Bowie central business district. Final decisions will be made during the design phase. Consideration of privacy screening and vegetative buffering will be included in these studies.

166

cc. Mr. Donald L. Montgomery

Comments:

- 1. What is the proximity of Galaxy Lane homes to MD 450?
- 2. West of MD 197, why wasn't an alignment further to the south studied (e.g. along Gallant Fox Lane)?
- 3. Are any Galaxy Lane homes to be razed?
- 4. What are noise level forecasts?
- 5. What will be the effect on home values?
- 6. What are the plans for vegetative buffers?

Responses:

- 1. Homes on the south side of Galaxy Lane will be approximately 80' to 120' from the closest edge of the ultimate pavement.
- 2. The planned alignment running just south of Galaxy Lane between the Conrail Railroad and MD 197 has been reserved for highway purposes since 1964 and is consistent with the Adopted Master Plan for Bowie-Collington-Mitchellville and Vicinity, dated 1990. An alignment shift to the south would require extensive commercial displacements within Bowie Business Park, and residential displacements east of MD 197.
- 3. No residential displacements are anticipated in the vicinity of Galaxy Lane.
- 4. See Response q.
The analysis of noise levels at Noise Sensitive Area (NSA) 13 on the south side of Galaxy Lane indicates a potential noise level of 69 dBA with the Selected Alternate in the year 2015. This exceeds the FHWA design guideline of 67 dBA.
- 5. The improvements to MD 450 are not likely to have a beneficial effect on values of residences immediately adjacent to the alignment.
- 6. See Response bb.3. regarding landscape studies.

dd. Mr. Thomas Legis

Comments:

- 1. What are the projected noise levels and planned abatement measures, particularly along Parallel Road?
- 2. Is property required from the Holmehurst West subdivision and specifically at 11804 Parallel Road?
- 3. Will any utility outages occur as a result of construction?
- 4. Will there be any berming to act as a buffer between the new roadway and the development?

5. Is any legal recourse available to assure noise abatement?

Responses:

- 1. See Response q. regarding noise evaluation criteria and abatement policies. The Holmehurst West subdivision was analyzed using NSA 21 which has a current ambient level of 61 dBA and a projected noise level of 65 dBA for the year 2015 with the Selected Alternate built. This noise level does not meet federal criteria to warrant abatement consideration.
- 2. Project planning studies show that a minor amount of right-of-way or easement is required from 11804 Parallel Road to provide roadway grading. A more precise determination of impacts and coordination with property owners will be made during final design.
- 3. Utility outages sometimes occur during the construction phase; however, reasonable caution will be exercised during the construction phase with the aid of complete utility indications and proper notations on the contract plans to avoid unforeseen service interruption.
- 4. There is insufficient R/W available adjacent to this community for berming to effectively separate the community from the proposed highway improvements.
- 5. The determination of warrants for noise abatement associated with State highways is under the sole jurisdiction of the SHA. Litigation may challenge the process used to determine the warrants but not the warrants themselves or decisions as to specific noise abatement implementation.

ee. Mr. James E. Lyons

Comments:

- 1. See Comment e. regarding support for the 6-Lane Alternate.
- 2. See Comment k. regarding support for Option W3.
- 3. Urges coordination among all parties involved to provide accessibility to businesses.
- 4. Supports median cross-over spacing preferred by the affected businesses between Stonybrook Drive and Superior Lane.
- 5. See Comment g. regarding support for MD 197 Option 3.

Responses:

- 1. See Response e. regarding the number of lanes associated with the Selected Alternate.
- 2. See Response k. regarding the disposition of the Existing Conrail Bridge.
- 3&4. Extensive coordination with business owners east of Highbridge Road, the City of Bowie, the Bowie Chamber of Commerce and area residents has been made a part of this study. The decision to keep the Existing Conrail Bridge open and the connection of Relocated and Existing MD 450 via a slip ramp and two other connections will result in adequate access to businesses along Existing MD 450.

A mountable median, for emergency vehicles only, is proposed in front of the Bowie Volunteer Fire Department. A median opening is proposed just east of the fire station for eastbound access to the Freestate Shopping Center. Based on SHA criteria, a 750' minimum spacing for median openings was sought where possible.

As with the segment between Stonybrook/Millstream Drive and Superior Lanes, coordination with businesses between Superior Lane and Race Track Rd. has resulted in mutually agreeable access design.

- 5. See Response g. regarding proposed improvements to MD 197.

ff. Mr. Charles J. Ryan III

Comments:

- 1. Supports Option W2 (See Comment j. regarding disposition of the following Conrail Bridge).
- 2. Supports relocation between Highbridge Rd. and Moylan/Trinity Drives. If Conrail Bridge would be closed, support is shifted to improving MD 450 along existing alignment.
- 3. Questions lack of recognition of A-44 in drawings.

Responses:

- 1. See Response j. regarding disposition of the Existing Conrail Bridge.
- 2. The relocated alignment is included with the Selected Alternate.

- 3. Because proposed A-44 is not a part of the State Highway network, is unfunded and has an uncertain future, it is not a consideration in this study. However, based on what information is known about A-44, nothing in the proposed design of MD 450 would preclude A-44.

gg. Mr. Linwood R. Nelson

Comments:

- 1. Will any right-of-way acquisition be required at 11810 Parallel Road?
- 2. Will noise barriers be provided?
- 3. Will sidewalk be provided?

Responses:

- 1. Studies indicate no taking from this property. Precise right-of-way requirements will be determined during the subsequent design phase.
- 2. See Response q. regarding noise evaluation criteria and abatement policy and Response dd.1. regarding noise study results for the Parallel Road area.
- 3. Currently, no sidewalk is planned in this area. A multi-use trail is planned behind the north curblin.

hh. Mr. Richard T. Ziegler

Comments:

- 1. See Comment e. regarding the support for the 6-Lane Alternate.
- 2. Requests consideration of a median break opposite the Bowie Volunteer Fire station.
- 3. Urges underground relocation of utilities.
- 4. Requests special emphasis on landscape design.
- 5. See Comment p. regarding request for accelerated construction schedule.

Responses:

- 1. See Response e. regarding the number of lanes associated with the Selected Alternate.
- 2. See Response ee. 3. & 4. regarding proposed median cross-over spacing.
- 3. See Response s. regarding underground utility relocation.
- 4. See Response bb.3. regarding proposed landscape plans.
- 5. See Response p. regarding construction schedule.

ii. Ms. Kathy Coakley

Comment:

The proposed access to the Hilltop Plaza Shopping Center is acceptable.

No response required.

jj. Ms. Mary Whitcomb

Comments:

- 1. Urges hiker-biker trail on north side of MD 450.
- 2. Has the proposed regional community center to be located on Glenn Dale Road, been accounted for in roadway and hiker/biker trail design?

Responses:

- 1. See Response aa. 1 & 2 regarding proposed trail design.
- 2. Since this regional community center has been included in master plans, traffic forecasts and subsequent intersection lane configurations have adequately addressed the proposed center. This study has not considered providing a multi-use trail on roadways intersecting MD 450.

kk. Ms. Bryna Anton

Comment:

Is the destruction of Bowie with a super highway the goal of this project?

Response:

The proposed four lane improvements through Bowie are consistent with local master plans and will provide a vast improvement in capacity and safety while maintaining a "main street" quality by means of landscaping and pedestrian considerations. The roadway will have uncontrolled access which, with turning lanes, will allow MD 450 to continue its dual role of carrying through traffic and providing access to adjacent properties.

11. Mr. John J. O'Neill

Comments:

- 1. Will noise barriers be provided on MD 197?
- 2. What is meant by 4' grade reduction on MD 197?

Responses:

- 1. See Response q. regarding noise criteria and mitigation policy. Noise barriers were analyzed at this location but found not to meet cost-effectiveness criteria.
- 2. The grade reduction, one alternative considered for improving MD 197 sight distance, would have reduced the amount that the roadway sits above the backyard of the O'Neill residence to about 2'. This alternative was not selected.

mm. Mr. Thom Donnelly, D. H. Bueridge, Theresa Malczynski, Mr. Richard M. Talbott, Ms. Clara J. Cunningham.

Comments:

- 1. See Comment q. regarding noise concerns.
- 2. Suggest an earth berm or heavy screening.
- 3. Absence of physical barrier would result in safety threat to life and property.
- 4. Higher risk of accidents and break-ins.
- 5. Concerned with air quality.
- 6. Will roadway widening worsen drainage problems such as negating the effects of a french drain installed by the City of Bowie?
- 7. Will roadway improvements reduce resale values of homes?

Responses:

- 1. See Response q. regarding noise criteria and abatement policies. Noise mitigation in the Marne Lane area was found to be cost ineffective.
- 2. There is insufficient right-of-way, without property owner dedications, for earth berms. Vegetative buffering and privacy screening will be investigated during final design.
- 3. Along Marne Lane, the proposed improvements will leave 80-130' between the proposed curb line and residences. Vertical faced curb proposed with the Selected Alternate, in combination with the distances that properties are set back from the road, result in a low probability that errant vehicles will enter properties.

- 4. SHA is unaware of any evidence from studies on similar projects to support the claim of increased crime due to highway improvements.
- 5. The State and National Ambient Air Quality Standards for carbon monoxide will not be exceeded with the Selected Alternate. Roadway congestion associated with the No-Build Alternate would result in higher carbon monoxide concentrations.
- 6. Storm drain design is addressed at the Final Design stage of the project, subsequent to Location/Design approval. Storm drainage will be implemented in such a way that the rate of discharges from SHA right-of-way do not increase by more than 10% before stormwater management quantity control measures are implemented, and ponding levels do not increase at all. SHA will coordinate final drainage design with the City of Bowie.
- 7. See Response cc.5 regarding impacts of roadway widening on real estate values.

nn. Mr. G. Charles Moore

Comment:

Requests 30 day extension to the February 20, 1989 deadline for submitting comments for inclusion in the project record.

Response:

City of Bowie comments contained in their letter of March 17, 1989 were included in the public hearing transcript.

oo. Mr. Richard Rendon

Comment:

Requests revision of wetland designation and proposed right-of-way lines.

Response:

Subsequent review of this property in conjunction with Prince George's County has resulted in a revised development plan which recognizes wetlands.

pp. Mr. & Mrs. Doug Fineberg

Comments:

- 1. Threaten litigation to achieve pedestrian overpass near Bowie High School.
- 2. Oppose tree demolition in Bowie.

Responses:

- 1. The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases.

SHA conducted a study of pedestrian overpass feasibility for MD 450 in Bowie using traffic counts, pedestrian counts, accident history and national research conducted on this topic. The study considered two locations for overpasses -- St. Pius X Church and School and Bowie High School. The results indicate that a pedestrian overpass, which would cost an estimated \$795,000 is not warranted in Bowie.

- 2. See Response v.7 regarding tree demolition.

qq. Senator Leo E. Green

Comment:

Calls attention to letter by Mr. Richard T. Ziegler (See Comment hh.)

Response:

See Response hh.

rr. Ms. Diane M. Nemeth

Comment:

Requests copy of prints showing proposed options for the MD 450/MD 704 intersection.

Response:

Prints were furnished as requested.

174

ss. Senator Leo E. Green

Comment:

Follow-up as to concerns of Norman E. Dye and Larry E. Alverson (See Comment q. regarding noise concerns).

Response:

See Response q.

tt. Senator Leo E. Green

Comment:

Concerned with access to the Hatcher property -- 9624 Annapolis Road.

Response:

Access in the westbound direction to Mr. Nathaniel A. Hatcher's property will not change. Access from the eastbound direction will require a U-turn at Forbes Boulevard. It is anticipated that the MD 450/Forbes Blvd. intersection will be signalized upon or soon after the construction of MD 450 improvements.

uu. Mr. J. L. Holding, M.D.

Comments:

- 1. See Comment g. regarding support for MD 197 Option 3.
- 2. Opposes a connecting road between Gallant Fox Lane and Existing MD 450 for reasons of cost, maintenance, safety and wetland impact.

Responses:

- 1. See Response g. regarding the MD 197 chosen as part of the Selected Alternate.
- 2. SHA will not provide funding for the Bowie Business Park connecting roadway.

vv. Ms. Nancy J. Fineberg

Comment:

Requests a pedestrian overpass in Bowie.

Response:

See Response pp. regarding pedestrian overpass study results.

ww. Mr. Richard J. Logue (Mayor, City of Bowie)

Comments:

The following comments were submitted to supplement the City Council position presented at the public hearing and are based on Council's review of the Environmental Assessment:

1. SHA should conduct 4(f) study for Parcel F.
2. Noise impact to Whitmarsh Park should be addressed in more detail.
3. 8' wide trails should be used throughout and separated from the road by at least a 4' backing. An 8' trail should also be built in open typical sections.
4. Further study of access and buffering of St. Pius X Church should be undertaken.
5. Left turn storage lanes are recommended at all median crossovers.
6. Supports 4-Lane roadway with a median ranging from 1' to 16'.
7. Requests opportunity to review landscaping and reforestation plan for disturbed area in the vicinity of Whitmarsh Park.
8. Opposes W3.
9. Requests sight and sound protection for all affected properties. Requests buffering and setback studies for selected locations. Requests tree removal plan.
10. Supports 4-Lane Alternate due to costs.
11. Such measures as reduced median widths, use of 2:1 side slopes and retaining walls should be used to avoid impacts to 4(f) resources.
12. Buffering and roadway setback options should be explored at the following locations:
 - a) Along the south side of Route 450 for properties on Tilbury Lane and Belair Drive;
 - b) Along the north side of Route 450 in the vicinity of the Belair Town townhouses.
13. A plan detailing limits of disturbance and tree removal should be submitted to the City for review.
14. Supports closure of the Existing Conrail Bridge.
15. Supports Option E4.

Responses:

1. Parcel F (west of the Conrail railroad), which is now being considered for use as a City of Bowie park, is planned as two park segments separated by the proposed relocation of MD 450. The relocation of MD 450 into this area was included in the Bowie-Collington and Vicinity Master Plan, 1970 and is included in the 1990 version of the Master Plan. As indicated in these master plans, proposed A-44 would also bisect this property in a north-south direction if it is ever built. When the City purchased Parcel F in 1982 and 1984, a corridor to accommodate the relocation of MD 450 as a 4-6 lane arterial highway in a 120-150 foot right-of-way had already been reserved through this area by Bowie and M-NCPPC, at least since 1970, as indicated in the adopted and approved master plan for that year. Attachments to the City of Bowie's letter, dated August 24, 1987 in the Agency Coordination section, document this highway reservation and the fact that the future parkland is to be developed as two halves north and south of the relocation.

Consequently, the requirements of Section 4(f) do not apply to the subsequent highway construction on the reserved right-of-way as previously planned. No impacts to this proposed facility are anticipated and a Section 4(f) analysis is not warranted.

Retaining walls are an expensive construction method utilized to mitigate substantial impacts. Since there are no impacts to the future park, retaining walls cannot be considered.

A noise analysis was performed at Parcel F and reported as NSA 32 in the Environmental Assessment. FHWA noise design guidelines were not exceeded at this location for any alternate. Noise abatement is not warranted.

2. A noise analysis was performed at Whitemarsh Park. NSA 4 was taken as representative of the proposed noise conditions. FHWA noise design guidelines were not exceeded at this location for the Selected Alternate. Therefore, noise abatement is not warranted.

3. As indicated on the typical sections (Figure 8) in the Environmental Document, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road. East of Race Track Road, where open section is proposed, the 10' wide open shoulder will accommodate the longitudinal trail.
4. Optimum access is proposed at St. Pius X Church. Left turn access will be provided only at the west entrance which will be relocated approximately 150' to the west to create more distance from Moylan/Trinity Drives. The east entrance will become right-in, right-out only. Traffic signals at Moylan/Trinity Drives, 800'± to the east and MD 197, 1500'± to the west will help create gaps in traffic flow for vehicles to turn left. Traffic signal warrants will be evaluated during final design.
5. Left turn storage lanes are proposed at all median crossovers.
6. See Response to Items a. through f. in this section regarding the number of lanes proposed with the Selected Alternate. See Response v.3 regarding proposed median width.
7. See Response v.7 regarding woodland impacts. Landscaping studies throughout the project will be undertaken during final design and coordinated with Bowie Streetscape studies.
8. See Response to Items i. through l. regarding disposition of Existing MD 450 west of MD 197.
9. See Response bb.3 regarding proposed landscape studies. See Response q. regarding noise study results.
10. See Response to Items a. through f. in this section regarding the number of lanes proposed with the Selected Alternate.
11. Retaining walls will be provided at Whitemarsh and the at Sussex Lane Recreational Area to avoid right-of-way impacts to these resources. As requested by M-NCPPC, 2:1 slopes will be provided at the proposed Archer Tract Park property.
12. See Response bb.3 regarding landscape studies.
13. See Response v.7 regarding woodland impacts and mitigation.
14. See Response to Items i. through l. regarding the disposition of Existing MD 450 west of MD 197.
15. See Response to Items l. through m. regarding the disposition of Existing MD 450 east of MD 197.

Greater Bowie
Chamber of Commerce

178

RECEIVED

December 28, 1988

DEC 29 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil Pederson, Director
Dept. of Preliminary Planning and Engineering
Maryland Department of Transportation
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21201

Dear Mr. *Neil* Pederson:

Thank you very much for attending our recent Chamber of Commerce breakfast meeting. Your presentation was excellent and very well-received by our members. We appreciated your taking the time from your schedule to be with us.

I have one further request of you which could be handled, perhaps, through telephone conversation or through our visiting you in your office. The owners of The Market Place, Free State Mall, and Hilltop Plaza expressed a definite interest through a previous meeting in stepping up the time frame for the work to be done on the portion of Rte. 450 especially between Belair Drive and Race Track Road. At our breakfast meeting you had mentioned that State Highway was also interested in completing the "downtown" portion of 450 in conjunction with the relocated portion. We know this is not yet funded and would like to know what steps and contacts the Chamber might make to expedite this construction. There are also some estimated costs the owners are interested in such as the underground placement of the utility wires.

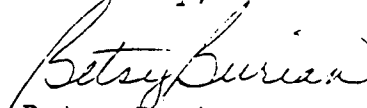
I would strongly favor a personal meeting with you at your convenience so that each party could ask his or her specific questions. Our Chamber President, James Lyons, would also be interested in attending such a meeting. With the State Legislative Session about to begin, I felt that a meeting held as soon as possible would allow us the opportunity to make whatever contacts might be necessary. If you would wish to phone me regarding this issue as a preliminary to our meeting, I would be most happy to hear from you. I can be reached at (301) 262-0920.

6770 Race Track Road Bowie, MD 20715 262-0920

1

I thank you for your conscientious efforts and look forward to hearing from you.

Sincerely,



Betsy Burian
Executive Director

cc: Kathy Coakley (for Frank Storch), Hilltop Plaza
Marc Lauricella (for Lou Sachs), Free State Mall
Richard Ziegler, The Market Place

BB:bjb

Note: The 1991-1996 CTP indicates MD 450 is still funded for project planning only.



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 14, 1989

Ms. Betsy Burian
Executive Director
Greater Bowie Chamber of Commerce
6770 Race Track Road
Bowie, Maryland 20715

Dear Ms. Burian:

Thank you for your letter suggesting that improvements to MD 450 in the Bowie central business district be accelerated to coincide with the relocated segment now being designed by Prince George's County.

The 1989-1994 Consolidated Transportation Program (CTP) is now before the General Assembly for approval. The CTP limits funding of the MD 450 project to project planning in recognition of its current status. When location and design approvals are achieved, the project would then compete with other projects for inclusion in our program for subsequent phases. Because we expect to achieve location and design approvals later this year, portions of the project could advance in the program next year for design and right-of-way acquisition phases dependent upon priorities and funding. Based on current funding levels it is unlikely that construction funding for other than short sections funded under our special projects program will become available before the mid 1990's.

Should the Department be granted a revenue increase, construction priorities would be determined through consultation with County elected officials.

I would be pleased to discuss this with you and other Chamber representatives in more detail if you so desire. Please call my office if you would like to arrange a meeting.

Very truly yours,

A handwritten signature in cursive script that reads "Neil J. Pedersen".

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

NJP:ds

cc: Mr. Hal Kassoff
Mr. Michael Snyder
Mr. Jack F. Ross
Mr. Louis H. Ege, Jr.

VI-29 333-1110
My telephone number is (301) _____

181

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME CARL SCHNEIDER DATE 1-23-89

PLEASE PRINT: ADDRESS 3103 TWIN CT
CITY/TOWN BOWIE STATE MD ZIP CODE 20715

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

Strongly favor Options E3 or E4
for MD RTE 450 between MD RTE 197 and
MOYLAN/TRINITY DRIVES

Response:

Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.

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

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

182
PROJECT DEVELOPMENT
DIVISION

JAN 30 12 50 PM '89

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Diane Thompkins DATE Jan 23, 1989

PLEASE PRINT

ADDRESS 7818 Nanover Pkwy #203

CITY/TOWN Greenbelt STATE MD ZIP CODE 20770

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

While I don't object to the need to improve route 450 + 704, I believe another review of the design of the ~~new~~ widening 450 should be undertaken in order to permit better access to and from the Lincoln subdivision. Looking at option C on page 11 (preferred) ~~one~~ will require the citizens of Lincoln to cross three lanes of traffic (without a light) in order to make a left turn. I believe, this will be difficult during rush hours.

Would not a better alternative be to place on/off ramps at Route 50 + Enterprise Road? ~~in order~~

A meeting with citizens of Lincoln to discuss better access after widening of 450 should occur.

I am unable to attend Feb 2, 1989 meeting, but would like my comments entered as a concern ^{from} citizen of Beacon Vista who has family + friends + Church in that area.

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

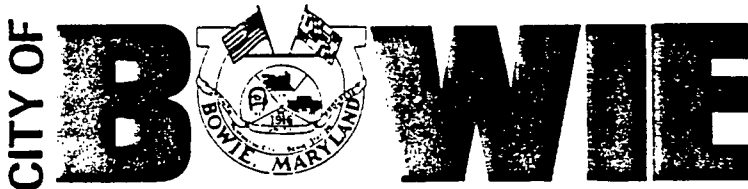
Please delete my/our name(s) from the Mailing List.

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

Responses to Ms. Diane Thompkins

1. Lincoln residents access MD 450 by means of Baltimore Lane. When MD 450 becomes divided, a median opening will be provided at Baltimore Lane so that access patterns to this community are not substantially changed. Traffic volumes on MD 450 are forecasted to increase substantially in this area. However, the proposed improvements include a left turn storage lane for vehicles entering the community. Traffic signals at Forbes Blvd. to the west and MD 704 to the east will help provide gaps in traffic flow for vehicles accessing or turning from Baltimore Lane.
2. An interchange at U.S. 50 and MD 193 (Enterprise Road) would not affect access to the Lincoln Vista Community.
3. SHA attended community meetings to discuss project issues with the Lincoln Vista Community Association on April 7, 1989 and the Glenwood Park Civic Association on April 11, 1990.

184



CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

RECEIVED

JAN 30 1989

#742

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

January 24, 1989

Mr. Neil Pederson, Director
Department of Preliminary Planning and Engineering
Maryland State Department of Transportation
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21201

Re: Route 450 Upgrade

Dear Mr. Pederson:

As this project reaches final design stage, there will probably be impact on many of the utilities along this right of way. The City Council strongly believes that all aboveground utilities being relocated should be placed underground to maximize the community benefits of this new highway project. Please arrange for planning on this project to include these modifications to the utilities.

Thank you in advance for your cooperation.

Sincerely,

Charles Moore
G. Charles Moore
City Manager

GCM/asf

cc: City Council
Jim Novak
Jim Cronk
Hon. Leo Green
Hon. Mary Conroy
Hon. Joan Pitkin
Hon. Charles Ryan

4

MAYOR	MAYOR	COUNCIL	CITY MANAGER
RICHARD J. LOGUE	JACK D. JENKINS	MICHAEL F. DIMARIO • EUGENE F. KILEY • RICHARD D. PADGETT WALTER G. PLANET • G. FREDERICK ROBINSON	G. CHARLES MOORE

February 17, 1989

Mr. G. Charles Moore
City Manager, City of Bowie
City Hall
2614 Kenhill Drive
Bowie, Maryland 20715

Dear Mr. Moore:

Thank you for your letter of January 24th requesting that all above-ground utilities being relocated in conjunction with the proposed improvement of MD 450 within the City of Bowie be placed underground.

Because there is only limited right-of-way available, placing additional utilities underground may require additional right-of-way and preclude some landscape features the City previously requested. All additional costs associated with placing overhead utilities underground, including additional right-of-way acquisition, would be the responsibility of the City of Bowie.

Please don't hesitate to contact me or Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, if you have any questions. Neil may be reached at 333-1110.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoiff
Administrator

HK/t

cc: Mr. James R. Novak
Mr. M.S. Caltrider
Mr. Neil J. Pedersen
Mr. Michael Snyder

bcc: Mr. Louis H. Ege, Jr.
Mr. Michael Snyder
Mr. Edward A. Payne
Mr. Rowland M. Rushworth
Ms. Kathleen A. Coakley

186

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

FEB 11 3 34 PM '89

NAME Red Root Inns
John N. Woods DATE 1-25-89

PLEASE PRINT ADDRESS 4355 Davidson Rd.
CITY/TOWN Hilliard STATE OH ZIP CODE 43026

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

Our concern would be what the project
might do to our motel access. The Red
Root Inn is located at 9050 Lankam Severn
Rd.

Thank you.

Response:

This property is outside the project limits, approximately
1/2 mile west of Whitfield Chapel Road and is not affected by
the improvements proposed under this project.

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

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

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

5

187

STATEMENT OF
GLENN T. HARRELL, JR.
ON BEHALF OF
HUNTMAR EQUITIES
LIMITED PARTNERSHIP
("Bowie Business Park")

My remarks tonight are on behalf of Huntmar Equities Limited Partnership, owner of the approximately 11.8± acres located in the northwest quadrant of existing Route 450 and Route 197, otherwise referred to as the "Bowie Business Park". Other than an asphalt parking lot, the property is currently only developed with the Brady Building directly in the corner of the Rte. 450/Rte. 197 intersection. Vehicular access to the property is currently via Gallant Fox Lane to Route 197.

A preliminary plan of resubdivision has recently been approved by the MNCPPC for the entire site (#4-88220) which will resubdivide it into six (6) parcels, 'A' through 'F', inclusive of the existing Brady Building. One of those parcels is under contract to be sold and developed with a sit-down restaurant. The balance of the parcels will be developed with a bank, another restaurant, and townhouse office condominiums. There is a substantial amount of wetlands and 100 year floodplain on the site. The development approvals obtained thus far from the County Department of Environmental Resources, the Corps of Engineers, the State Department of the Environment, and the City of Bowie carefully balance my client's development plans against the physical conditions on the site. This balance, and the fact that some of the Build Alternatives before us this evening would upset that balance, brings us before you to express our position.

188

With regard to the MD. 197 Options, we support the inclusion of the median opening at Gallant Fox Lane and Route 197. The continuance of the ability of traffic to make both north and southbound turns from Gallant Fox onto Route 197 is important to the Bowie Business Park, the Bowie Professional Center (townhouse office condos), the MacDonald's, the Citizen's Bank, and the undeveloped, industrially-zoned property at the railroad tracks and Gallant Fox Lane (which is not owned by Huntmar). However, we do not support the "possible connecting road by others" that is shown on Options 2A and 2B as traversing our client's property between Gallant Fox Lane and existing Route 450. Inasmuch as such a road would serve traffic generated by projects besides Huntmar's, any such road should be a public responsibility to construct. Moreover, the construction of such a road would require extensive revisions and probable additional commitments in exchange for revisions to the already approved permits to disturb the wetlands and/or 100 year floodplain. If, in the final analysis, the SHA deems it necessary to construct with public funds the proposed connection between Gallant Fox Lane and existing Route 450 over Huntmar's property, Huntmar would be willing to provide at no cost to the SHA an easement for a 24' wide right-of-way in an alignment that does not impinge on its already approved development plan approvals.

1

2

With regard to the Conrail Railroad Bridge on Route 450, Huntmar endorses Option W2-Bridge Rehabilitation. It is obvious the existing structure is in distress. Mr. Snyder and we have been in communication about its condition for several months.

3

The erosion, and resultant siltation, of its supporting slope, as well as the decay of the structure itself, have lead to problems which adversely affected Huntmar's ability to develop its property.

We would be pleased to meet with SHA representatives to discuss these issues of importance to us at any future date.

Thank you.

Respectfully submitted,



Glenn T. Harrell, Jr.
Attorney
O'MALLEY, MILES & HARRELL
P.O. Box 900
99 Commerce Place
Upper Marlboro, MD. 20772
(301) 350-1300

Responses to Mr. Glenn T. Harrell, Jr.
(Representing Huntmar Equities Limited Partnership)

1. Among the design elements of the Selected Alternate is provision of a median break at the MD 197/Gallant Fox Lane intersection.
2. SHA will not be responsible for funding construction of a new Bowie Business Park access road connecting Gallant Fox Lane to Existing MD 450.
- 3, The Selected Alternate calls for rehabilitation of the Existing Conrail Bridge as part of a separate project.

191

STATEMENT
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
REGARDING ROUTE 450 REALIGNMENT AND UPGRADE

Presented by Mayor Richard J. Lague

Good evening.

The Bowie City Council takes this opportunity to present their position regarding the realignment and upgrading of Route 450 through our community.

The fifteen points presented in the City's policy statement are the result of public hearings held on November 1 and December 5, 1988. The City's letter to State Highway Administration Director of Preliminary Planning and Engineering Neil Pederson dated November 16, 1988 indicates that public input was sought in establishing the City position statement. Input from numerous residents and businesspersons was considered and integrated into the position statement.

We urge you to carefully consider the following points:

1. The "no build" option should not be considered since serious congestion already exists and roadway improvements are needed.
2. The 5-lane design, similar to Route 197 north of Route 450, is unacceptable.

No more than 4 lanes (2 in each direction) should be constructed between Route 193 and Route 3, ever.

3. Median - The median should be no wider than 12' between Route 197 and Stonybrook Drive and no greater than 16' east to Route 3. The median should provide safe turning movements and should be raised and landscaped so as to create a boulevard effect similar to Route 28 in Montgomery County.

Median width for that roadway between the Conrail bridge and Route 197 should be defined as from zero on the bridge to a maximum of 12 feet in width at its intersection with Route 197 on the east.

192

4. An 8' wide bike trail from Whitemarsh Park entrance west through the entire City limits, should be provided and a 4' wide sidewalk should be provided where needed, particularly in commercial areas. Both the sidewalk and bike trail should be offset from the edge of roadway by a 4' wide grass area.

Since crossing Route 450 is facilitated at six intersections with traffic lights east from Route 197, it is not necessary to additionally build a sidewalk on the south side. As no controlled crossing of Route 450 exists for a considerable distance west of Route 197, a new trail crossing is needed west of the Conrail tracks to connect the two halves of a City open space parcel.
5. This policy statement is intended to designate sidewalks, bike trails, median strip, curb and gutter, and property setbacks (to the extent they are addressed within this statement) as permanent, minimum safety amenities necessary to support a roadbed of 4 lanes and the development density levels which can be supported by a 4-lane roadway.
6. Existing Route 450 from Route 197 east to St. Pius, should be closed and become a park and bike trail.
7. Emphasis should be placed on preservation of trees bordering the entire length of Route 450 from Route 193 to its intersection with Route 3 even to the extent that all trees to be taken should be so marked beforehand.
8. Traffic signals should be installed at the intersection of Long Ridge and Tulip Grove Drive on Route 197 and Highbridge Road/Route 450.
9. The rural character of Route 450 west of the Conrail bridge should be maintained.
10. All Route 450 construction should be phased with other road construction activities in the area (e.g. I-68, Route 197, Woodmore Road, etc.)
11. The southern-most alignment of Route 450 between the Conrail bridge and Route 197 should be maximized in order to preserve maximum buffering from Galaxy Lane homes.
12. Particular attention should be given to noise abatement and headlight intrusion problems associated with residential areas abutting the elevated portion of Route 450 as it passes over the Conrail bridge west of Route 197.
13. Particular attention should be given to sight distance problems associated with the entrance to the Bowie Forest development on Route 450 at Hilltop.

193

14. All utility cables should be placed underground as part of this reconstruction.
15. The existing bridge over the Conrail tracks should close when the new bridge opens.
16. All storm drainage facilities, both temporary and permanent, must be identified before the final date for public comment arrives to prevent significant adverse environmental impact from occurring without proper public input.

Your serious consideration of the policy statement of the City Council and residents is appreciated. The realignment and upgrading of Route 450 will have a profound impact on the future of our community. Thank you.

/asf

Revised 2/2/89

194

Responses to the Statement of the Council of the City of Bowie

1. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
2. The 5-Lane Alternate was dropped prior to the Location/Design Public Hearing.
3. The proposed median width for the Selected Alternate is 20' except:
 - a. From 1750' west of the proposed Conrail Bridge to 150' east of the Conrail Bridge where it will be 16' wide.
 - b. At the approaches to the MD 197 and Race Track Road intersections where it will transition to 30' to accommodate double left turns which are necessary for adequate capacity.

The median is a safety feature for which each additional foot provides an added increment of safety according to the American Association of State Highway and Transportation Officials (AASHTO). A median provides desired freedom from interference of opposing traffic, speed change areas and storage for left-turning and U-turning vehicles and a buffer to reduce headlight glare. Medians reduce the frequency and severity of fatal and injury accidents and provide an area for pedestrian refuge. Twenty feet is considered the minimum desirable width for medians at unsignalized intersections in order to provide shadowing area for crossing and left turn traffic from side roads. The proposed median width can accommodate a variety of landscaping designs and plantings.

4. As indicated on the typical sections (Figure 8) in the Environmental Document, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road as agreed upon in coordination meetings between SHA and Bowie representatives subsequent to the Location/Design Public Hearing.

Coordination has been maintained with developers of the proposed Highbridge Subdivision and the City of Bowie to provide continuity between the SHA proposed MD 450 longitudinal trail system and proposed trail crossings of Route 450 to serve the Highbridge development and the proposed Parcel F park. A grade separated trail crossing of MD 450 by means of a high arch-type culvert will be provided at a location 500' to 1500' west of the Conrail Railroad.

5. The number of lanes associated with the Selected Alternate is based on capacity requirements dictated by traffic volume projections for the year 2015. These projections are based primarily on Washington Council of Governments (COG) Round 3.5 data for the year 2010. The projections assumed construction of all currently planned highways in the region, including the upgrading of U.S. Route 50 to a 6-lane interstate highway (I-595) and the improvements to MD 214.

The Environmental Assessment identified current development trends and the County's land use plans and growth strategies in the Bowie area. The document also identified the consistency of the proposed improvements with the County's approved and adopted comprehensive plan for the Bowie area and its traffic analyses provided information documenting the need for an improved highway with additional capacity.

Development in the corridor occurs as a result of planning and zoning by the county. Regardless of major improvements to MD 450, development will occur. This project does not force or spur development. The need for major improvements to MD 450 is created in response to both existing travel demand and development planned in and near the corridor. The project is being proposed in response to intense growth both planned and underway in the area. In addition, this project is not anticipated to have major land use impacts or induce unplanned growth as little land remains that is not already planned or targeted for development.

6. The Selected Alternate includes Option E4 between MD 197 and Moylan/Trinity Drives. E4 proposes connection of Tulip Grove Drive with Twisting Lane and conversion of the existing MD 450 roadbed in this area to a multi-use trail.
7. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation, and reforestation would be identified by SHA's Landscape Architecture Division during the final design phase.
8. SHA has performed signal warrant studies at both of these intersections concluding that warrants at neither are met at this time, although a flashing signal will be provided at Highbridge Road. Studies will continue to be performed periodically to determine if the need for a signal arises. Warrant studies at all unsignalized intersections will be performed during the final design stage.
9. The Selected Alternate proposes a 6-Lane divided section from MD 197 westerly to MD 704. Six lanes are required to meet capacity requirements in this area. Closed section was selected to minimize the width of impact and allow safe provision of a multi-use trail.

196

10. It is unlikely that roadway construction projects currently underway in the vicinity of MD 450 (e.g. MD 450/MD 564 and I-595) will be on-going if and when MD 450 is advertised for construction. Maintenance of traffic plans will be developed during the final design phase to minimize disruptions of roadway capacity during construction, especially at the peak hours.
11. The centerline of the proposed alignment between Conrail and MD 197 will close to evenly split the dedicated corridor because the width of the improvement approaching the MD 197 intersection (3 through lanes, and double left turns) leaves little latitude for an alignment shift if improvements are to remain within existing right-of-way.
12. Detailed noise studies were completed during project planning. NSA 13, within the residential area along the proposed elevated portion of the roadway, does not meet cost criteria for evaluating noise barriers any further. Privacy screening will be provided along the north side of the roadway in this area.
13. The proposed profile, developed during the Detailed Studies Stage of project planning, will result in an improved sight distance to meet 50 mph design speed criteria for the entire project. Several sight distance problems along MD 450 in the Bowie area will be corrected, including segments near Moylan/Trinity Drives and near Hilltop Plaza.
14. SHA will not participate in the funding of burial of existing overhead utilities; however, burial could be included on plans if funding were provided by others. Since most utility poles are currently near the right-of-way line (existing and proposed), only minimal relocation of overhead utilities will be required.
15. The Selected Alternate includes maintaining use of Existing MD 450 west of MD 197 (Option W2) by vehicular traffic to:
 - a. Provide access to businesses along Existing MD 450 and;
 - b. Provide necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
16. Storm drain and stormwater management designs are performed during final design. All State environmental regulatory processes will be carried out. SHA will coordinate final design issues including storm drain design with the City of Bowie.

197

Testimony about Maryland Route 450
At Bowie High School, 2/2/89

From William Beller, 2701 Largo Pl., Bowie, MD 20715

I really like some of the options you give in your "Environmental Assessment," so I don't want to put you off when I bring up two errors in mapping you made--or I might say, the same error on two different maps.

Mapping Error

I am referring to "Existing Land Use," Figure 5; and "Future Land Use," Figure 6. Look at the southwest intersection of existing Route 450 and the Conrail tracks. You see a significant rectangle of land marked "Commercial." That is incorrect. Only a part of that area is commercial. Nine acres immediately abutting the tracks is currently zoned "R-R," and there is no action changing that in the future. The Prince George's County Council made this determination some years ago, and we would appreciate seeing the correct zoning on your maps. There's no telling what mischief a flaw in mapping can lead to.

(1)

Endorses City's Stand

The City of Bowie has taken a position regarding the "Route 450" project. The Bowie City Council has done an exceedingly fine job in arriving at and stating this position. I believe that it is one supported by many of the citizens of this area. I urge you to advance this position, as we shall do.

I particularly want to emphasize the City's recommendations that Old Route 450 end in cul-de-sacs on both sides of Route 197. I understand that Mrs. Dee Minich will go into this point in detail, so at this time I shall only add my very strong support for this position.

(2)

Against 6-Lane Alternative

I question the advisability of your adopting the "6-Lane Divided Alternative." It is at this point also that I fault your Environmental Assessment. In particular, I see no analysis of the secondary impact of the 6-lane highway.

(3)

Roads beget development beget roads. Developers hunger for upzonings based on paper roads, such as your 6-lane proposal. In the Community VI Area, the citizens of Bowie and surrounding areas are fighting a half a dozen upzoning appeals--appeals, mind you, that look to paper roads, such as yours, to solve the traffic problems. If these appeals are granted, then we will need not a 6- but possibly an 8-lane east-west highway to alleviate the traffic.

(3)

198

So I ask: how will a 6-lane highway affect development in the Bowie area? If you are seriously considering this alternative, you must answer this question, according to the U.S. Federal Highway Administration, Technical Advisory T 6640.8A, October 30, 1987, Section V.G.1. It says:

The secondary social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified.

The "Environmental Assessment Form" in the beginning of the book I suggest be filled out in detail. For example, in question 44., it asks whether the action will be of statewide significance. You say "no," and that's it. There's no documentation to back up your assertion. It seems to me that when a 4- or 6-lane highway is proposed to pass through the third largest city in all of Maryland, that there will be a significant effect on the State.

4

Finally, I would like to see an Environmental Impact Statement analyzing the overall effect of existing and proposed highways on the general Bowie community. Look what faces us: a 6-lane Route 50 going up one mile to our south; a 4- to 6-lane highway going in the same east-west direction, almost where we are standing now; an Eastern by-pass of at least 6 lanes about a mile or so to our east; and a proposed Inter-County Connector of 6-lanes less than one mile to our west.

5

If we are not all very careful and watchful, we who live in Bowie will see our community become like a series of grassy strips between runways on an international airport.

199

Responses to Mr. William Beller

1. The mapping error has been resolved. This exhibit was for illustration purposes only and did not influence traffic forecasts or any other aspect of the studies.
2. Option W2 has been selected.
3. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.

The Finding of No Significant Impact (FONSI) describes the results of analysis into many impacts from the proposed improvements ranging from property values to accessibility to visibility. The proposed improvements are consistent with state and local needs inventories and master plans.

4. The Environmental Assessment Form is a requirement for all projects. Although improvement of MD 450 has extreme local importance for residents and businesses and regional importance for commuters, the project does not have statewide importance in comparison to projects such as the widening or new construction of interstate highways.
5. MD 450 project planning was performed in consideration of and coordination with all existing and proposed travel corridors in the study area including the upgrading of U.S. Route 50 to a 6-lane interstate highway (I-595) and the improvements to MD 214.

200

THIS DOCUMENT WHICH PURPORTS TO OFFER THE INTERESTED PARTIES TO THIS HEARING THREE (3) ALTERNATIVES CONTAINS REFERENCES TO TRAFFIC COUNTS, HISTORICAL DATA, AND CONCLUSIONS MOST OF WHICH ARE INCOMPLETE, IRRELEVANT, UNSUPPORTED BY FACTS, ERRONEOUS, AND CALCULATED TO DECEIVE THE PUBLIC IN GENERAL AS TO THE ACTUAL INTENTIONS OF THE STATE HIGHWAY ADMINISTRATION AND PRINCE GEORGE'S COUNTY WHOSE MOTIVES IN THIS INSTANCE MAY BE POLITICAL IN NATURE.

WHILE THE DOCUMENT'S APPROACH AND GENERAL TONE ARE DEPLORABLE, IT DOES, HOWEVER, CONTAIN CERTAIN FACTS WHICH ARE REVEALING:

1. SHA IS WITHOUT ALLOCATED FUNDS TO BUILD THE SIX LANE ALTERNATIVE WHICH HAS BEEN PROPOSED.
2. SHA ALSO DOES NOT HAVE FUNDS TO EXPAND THE ROUTE 450 BEYOND ST. PIUS (MOYLAN AND TRINITY DRIVES).

1

IN REFERENCE TO STATEMENT NUMBER ONE (1) THIS MEANS THAT WERE THE CITIZENS OF BOWIE INSANE ENOUGH TO ELECT A SIX LANE DIVIDED HIGHWAY, IT WOULD NOT BE BUILT IN THE FORESEEABLE FUTURE, SINCE THE DEMANDS OF MORE POWERFUL POLITICIANS IN OTHER AREAS FOR ROADS WOULD PREVAIL. (THIS IS TRUE DESPITE THE FACT THAT THIS SMALL STATE IS THIRD IN ROAD BUILDING IN THE ENTIRE NATION.)

FACT TWO (2) IS INDICATIVE OF PLANS ARISING OUT OF THE FOUR LANE DIVIDED HIGHWAY ALTERNATIVE. HERE FUNDS ARE AVAILABLE FOR ROAD CONSTRUCTION FROM BONDS ISSUED BY PRINCE GEORGE'S COUNTY FOR THE PURPOSE OF ROAD CONSTRUCTION. (THE BILL PASSED BY THE COUNTY COUNCIL HAS OFTEN BEEN LABELED BY WAGS AS "THE DEVELOPER RELIEF BILL".) HOWEVER, SINCE 450 IMPROVEMENT WOULD STOP AT ST. PIUS CHURCH WITH COUNTY FUNDS, AND THERE ARE NO FUNDS FOR FURTHER IMPROVEMENT, ROUTE 197 COMES INTO PLAY. SINCE SHA HAS CONTEMPLATED A TRAFFIC JAM AT ST. PIUS, THEY ARE ALLOCATING FUNDS TO TURN TRAFFIC RIGHT AND LEFT ONTO AND OFF OF ROUTE 197. THUS, THE BOWIE OFFICE PARK LOSES ALL LEFT TURNS, GALAXY LAKE IS CLOSED, AND MEDIAN STRIPS AROUND

2

1

THE FOUR LANE ALTERNATIVE IS THE ONLY OBJECTIVE OF THESE PERPETRATORS WHICH WILL SOON BE FOLLOWED BY THE SIX LANE ARTERIAL ROAD AS ALREADY FORMED PLANS ARE REVEALED RELATING TO OTHER ROADS.

201

THE NO BUILD ALTERNATIVE IS NOT AN ALTERNATIVE AT ALL. BUT A THREAT THE POWERS INTEND TO LEAVE BOWIE WITH WHAT THEY HAVE: RUSH HOUR TRAFFIC JAMS, A BAD AND DANGEROUS BRIDGE, AND A ROAD FULL OF DANGEROUS SHOULDERS AND OBSTRUCTIONS TOTALLY IGNORED FOR OVER 25 YEARS.

YOU ARE, OF COURSE, EXPECTED TO ELECT THE FOUR LANE ALTERNATIVE AND BE LEFT WITH THE ILLUSIONS THAT YOU HAVE PARTICIPATED IN THIS DECISION. (DEMOCRACY IN ACTION)

3

THERE IS ANOTHER REAL ALTERNATIVE. IT, OF COURSE, HAS BEEN DISMISSED BY SLIGHT OF WORD: WIDEN ROUTE 450 TO FOUR LANES, FIX THE BRIDGE AND SHOULDERS, AND TURN THE RIGHT OF WAY INTO A PARK. THAT WOULD BE NICE, WOULDN'T IT?

4

THE ABOVE APPROACH IS NOT ACCEPTABLE BECAUSE SHA WISHES TO SOLVE THE RUSH HOUR TRAFFIC PROBLEM THAT THEY HAVE CREATED WITH THE AID OF SUSPECT POLITICAL CONSIDERATIONS BY ABANDONING THE PLANNED INTERCHANGE AT 193 AND ROUTE 50. THEY HAVE FORCED ALL TRAFFIC FROM AND TO NORTH COUNTY ONTO ROUTE 450 AND 197 WHILE AT THE SAME TIME THE OVERFLOW FROM ROUTE 50 USES 704 AND 450 AND 197 AS ALTERNATES TO THE TRAFFIC JAMS ON ROUTE 50. THE OBVIOUS OBJECTIVE OF SHA AND OTHERS IS TO SOLVE THAT PROBLEM WITH COUNTY BOND MONEY BY MAKING A SUPER HIGHWAY TO THE WRONG PLACE WITH ALL THE EVILS CONCOMITANT THERETO. THEY INTEND TO TEAR BOWIE IN TWO AND MAKE IT LOOK AND FEEL AS BAD AS THE REST OF THIS DISMAL COUNTY.

5

YOU, OF COURSE, HAVE YOUR OWN ALTERNATIVE: GET ORGANIZED, GET TOUGH, AND SEND OUT THE MESSAGE. "NO WAY". SHOW THEM THAT THIS FAIR CITY IS ALSO MERELY THE LAND OF THE THIN ICE. IF THAT DOESN'T WORK, MY UNDERSTANDING IS THAT A NEW BROOM SWEEPS CLEAN.

202

Responses to Mr. Robert P. Slaby

1. There is no difference between the 4-lane Alternate and 6-lane Alternate in terms of funding status. The project is currently funded for planning only. Upon receipt of Location/Design approval, for the Selected Alternate, the project will become eligible for inclusion in future programs for design, right-of-way and construction.

Until early 1990, Prince George's County had funding and design forces in place for the construction of MD 450 as a four lane highway from Highbridge Road to Moylan/Trinity Drives. The construction of this improvement would have left a discontinuity of typical section between Moylan/Trinity Drives that would have remained for several years until SHA identified funds for construction. To eliminate this discontinuity, SHA initiated plans to construct an interim improvement consisting of a 4-lane undivided typical section that would have been constructed near the same time as the County project. The need to develop this interim improvement was eliminated when the County dropped plans to improve MD 450 due to a change in funding priorities.

2. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
3. Option W2 consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to business along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
4. Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.
5. The proposed four lane improvement through Bowie will provide a vast improvement in capacity and safety while maintaining a "main street" quality by means of landscaping and pedestrian considerations. The roadway will have uncontrolled access which, with turning lanes, will allow MD 450 to continue its dual role of carrying through traffic and providing access to adjacent properties.

203

Robert K. Cowles
3925 Winchester Ln
Bowie, Md. 20715
February 2, 1989

Hal Kassoiff
Administrator
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Md. 21203
Dear Sir:

I am the president of the St. Pius X Home and School Association and have met with the pastor, Fr. Paul Hill, and representatives from the Parish Council and the Board of Education to present our collective views and concerns about the widening of Md. Rt. 450 in general, and the changes that will specifically take place in front of our church/school. As residents of Bowie, we do understand the need for widening this particular road. Traffic congestion is a fact of life and a problem for all of us. However, we do have to be sure the special needs of our parish (church and school) are addressed.

Our elementary school fronts onto Rt. 450 and a wider roadway presents a real safety threat to our children. We have a current enrollment of about 550 students and they assemble in front of the school before class on adequate weather days. Some of the children have recess in front of or next to the school building. And, most importantly, some of our students walk across Rt 450 on their way to and from school each day. A recent survey of the individual classes indicated that almost 80 students walk each day. In addition, our religious education program for public school children handles about 340 children on one of three different evenings and a percentage of these children walk as well.

Several measures need to be taken to ensure the continued safety of these students and to allow safe entry and exit for our parishioners as they come to attend religious services at our church. First, we would like to add our voice to those who are asking that the widening be restricted to a maximum of four lanes. The problems a six lane highway in front of our facility would impose on us are too numerous to mention here. Next, we are concerned that the maps in the Environmental Assessment of Md. Route 450 do not show any median break in front of St. Pius in either direction. The text does mention that there will be left turn access at the west entrance and that implies a

1

6

10

204

median break, but it does not say it explicitly. It is imperative that we be able to enter from the east bound lane and to exit that way as well. It is also vital that the hill east of Trinity-Moylan Lane be graded to allow a better view of our entrance/exit. We also require some berming, fencing, and landscaping to provide a barrier to traffic that may accidentally jump the curb and approach our parking lot.

④
⑤

In order to allow the children to cross Rt 450 safely, we are proposing several options in the order of their safety value. By far the safest way for an one to cross a major roadway is by way of a pedestrian overpass. This would permit our safety patrol to direct students to the overpass and be sure that they get across without any danger and without disrupting traffic at all. This option, like all the rest I will mention, requires sidewalks on both sides of Rt 450 from Trinity-Moylan to St 197. This is our preferred option - by far, since it is the safest option - by far. Our next choice is to install a pedestrian operated traffic light at the new west entrance to St. Pius. This would allow a crossing guard to stop traffic both ways on the newly divided highway to permit groups of students to cross in relative safety. When a guard is not in attendance, this would give other pedestrians a safe way across also. We do not feel that this option is nearly as desirable as the first, but it is the next best choice. Maybe this light could be flashing at non-school hours and operated by the crossing guard in the mornings and afternoons. This does not do as much for off hours pedestrian traffic, but our main concern is for school children going to and from school.

②
③

⑥

A separate safety issue deals with vehicular traffic turning left onto east bound Rt 450. This is a difficult maneuver now, and will be doubly so after expansion. A traffic light at the new west entrance would help this problem also. This situation affects both parents of our school children and parishioners going to our church.

205

Thank you for the opportunity to address these issues with you in this manner. I hope that all of our comments will be given as favorable consideration as possible.

Sincerely,

Robert K. Cowles

Robert K. Cowles
President, St. Pius X HSA

206

Responses to Mr. Robert K. Cowles

1. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
2. The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases.
3. SHA conducted a study of pedestrian overpass feasibility for MD 450 in Bowie using traffic counts, pedestrian counts, accident history and national research conducted on this topic. The study considered two locations for overpasses -- St. Pius X Church and School and Bowie High School. The results of the study indicate a pedestrian overpass, which would cost an estimated \$795,000, is not warranted in Bowie. This finding is based on several considerations. There are no barriers or fencing proposed that would make pedestrians use an overpass to cross MD 450. There is now and will continue to be multiple locations where pedestrians may cross. Over the past three years, pedestrian-related accidents within the study area have been well below the statewide average for similarly designed highways. In addition, there are a number of other locations in the Washington metropolitan area with equivalent vehicular and pedestrian volumes which operate safely and successfully without an overpass.

While SHA does not believe an overpass is warranted, SHA is concerned about the safety of pedestrians. Safe operation can be achieved in Bowie with proper signalization, markings and the proposed raised 20 foot median which would serve as a pedestrian refuge.
4. The proposed profile for the Selected Alternate includes grade improvement east of Moylan/Trinity Drives resulting in sight distance adequate for a 50 mph design speed.
5. Curbing is proposed on both sides of the road through this area. During the final design stage, such provisions as guard rail, privacy screening and fencing will be evaluated. An evaluation of landscaping will also take place. The barrier-type curbing proposed (vertical face) is a much greater deterrent to vehicles leaving the roadway than the current open section.

207

6. The maps in the FONSI have been corrected to indicate the median break that will be provided. Left turn access will be provided only at the west entrance which will be relocated approximately 150' to the west to create more distance from Moylan/Trinity Drives. The east entrance will become right-in, right-out only. Traffic signals at Moylan/Trinity Drives, 800'± to the east, and MD 197, 1500'± to the west, will help create gaps in traffic flow for vehicles to turn left. Traffic signal warrants will be evaluated during final design.

208

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Timothy J. SEPPI DATE Feb. 2, 1989

PLEASE PRINT ADDRESS 12811 Prospect Knolls Dr.

CITY/TOWN Bowie STATE MD ZIP CODE 20715

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

I am all for the expansion of MD 450, and I have a request that will benefit my community and the SHA.

I live at the only place that MD Rt 450 has an "exit ramp" - Red Willow, Prospect Knolls Drive. Now this may sound silly but I counted between 300-400 using this "exit ramp" daily (and still growing!) Over half use this as a west bound ~~East bound~~ short cut to Hillmeade Road. These shortcutters travel at speeds up to 50mph on the residential street. THIS IS UNACCEPTABLE!!! There are several children living on this street with parents who count the days before a serious or fatal accident occurs. I have seen numerous "near misses" already.

(2)

I strongly recommend closing Marthas Choice Circle to alleviate this predicament. This will benefit SHA by have one less uncontrolled intersection on MD Rt 450. ~~Red Willow~~ Red Willow can be serviced from Hillmeade

(1)

I will petition with the resident of Red Willow and others if necessary as ~~the~~ most of them have expressed similar concerns. In addition the chairman of the Red Willow HOA is prepared to support this issue.

I hope you will give adequate attention to this problem, and notify me as to ~~when~~ when this entrance can be closed.

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

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

Timothy J. Seppi

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

(11)

209

Response to Mr. Timothy J. Seppi

1. Closure of Martha's Choice Circle would be inconsistent with the local master plan (Bowie-Collington-Mitchellville and Vicinity-1990) and would diminish local land service and create a circuitous route for emergency vehicles stationed in Bowie.
2. Speeding on Martha' Choice Circle is a law enforcement issue that is outside the scope of this study.

210

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Laura Card DATE 2/2/89

PLEASE PRINT ADDRESS 6503 Hillmeade Rd

CITY/TOWN Bowie STATE Md ZIP CODE 21715

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

Md Rte 704 to E of Md 197 - the communities in this area have requested a 2-lane 2-lane bike trail. We have the support of our county representatives, and the MTA. The 3-lane bike trail is considered to accommodate such a trail are the 4-lane Median Urban, the 4-lane Urban, and the 6-lane Urban. All of these plans have a Urban Cross Section. We support the recommendation for the 4-lane Urban with the Urban Cross Section. We have funding has been stated as a problem. But we feel with the cooperation of all involved agencies the funds will be found. One consideration could be to use some of the states anticipated surplus funds to float a Mini-Bond which they are offered again. At the very least the local funding for the trail should be there.

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

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

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

at the same time the grading is being prepared for the road.

12

211

Response to Ms. Laura Cord

A multi-use trail is proposed on the north side of MD 450 for the entire length of the project except east of Race Track Rd. Where an outer curb is to be initially constructed, the trail would be 8 feet in width and would be set back approximately 5' from face of curb. Where an outer shoulder is initially constructed, the multi-use trail would utilize the shoulder until the ultimate outer curb is constructed. Funds permitting, ultimate roadway slopes would be constructed initially.

212

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Landis Plummer DATE 2/2/89

PLEASE PRINT

ADDRESS 12302 Tilbury Lane

CITY/TOWN Bowie STATE Maryland ZIP CODE 20715

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

① What provisions have been made for school children, ^{walking} going to Bowie High School, St Pius, St Matthews, Bowie Lib etc. These children now cross 450 at various places. Widening 450 will ^{create} increase the safety hazard that these children will face. It's silly to believe that children will only cross at controlled intersections. What safety measures will be implemented?

② Why is it necessary to widen 450 east of 197? The majority, if not all of the major development is west of 450. By widening 450 east of 197 you will only encourage increasing traffic destined to Anne Arundel County & Baltimore. The traffic should be forced to use the proposed Interstates for Route 50 and 3/301. Any bottle necking between 197/450 east will only result in traffic using city streets, i.e., Tilbury Lane, Belk's Drive, etc. to get to points east, thereby increasing traffic on city streets.

③ What type of buffer is planned along Tilbury Lane
Your response is very much appreciated

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

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

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

13

213

Responses to Landis Plummer

1. The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases. Where school crossings are involved, normal safety measures such as flashing beacons, crossing guards and special signing will be evaluated in the usual manner by SHA and local jurisdictions.
2. Studies indicate that traffic volumes of each of the five major MD 450 intersections east of MD 197 will exceed the capacity of these intersections by as much as 62%, resulting in forced flow conditions (Level of Service 'F') if no improvements are provided. In such a case, traffic will likely seek relief using residential side roads.

MD 450 will fill the growing need for both commuter traffic capacity in this corridor and the need for adequate and safe accessibility to adjacent properties. Most long distance east-west commuter traffic is expected to use U.S. 50 which is being reconstructed to Interstate status.

3. The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
FEB 3 11 21 AM '89
214

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME RONALD L. MONTGOMERY DATE 1/30/89

PLEASE PRINT

ADDRESS 11811 GALAXY LN

CITY/TOWN ROWIE STATE MD ZIP CODE 20715

I/We wish to comment on Inquire about the following aspects of this project:

1. HOW CLOSE TO THE HOMES ON GALAXY LANE
IS THE PROPOSED RELOCATION OF 450?

2. WHY WASN'T ALLOWANCE FOR LANE AND THE
CONTIGUOUS PARKING LOT BE ACCEPTED
AS VIABLE?

3. WHAT WILL THE NOISE LEVEL BE?

4. WILL ANY OF THE GALAXY LANE HOMES BE
HAZARDED?

5. ANTICIPATED EFFECT ON THE VALUE OF THE
GALAXY LANE HOMES?

6. WILL ALL TREES POSSIBLE BE LEFT TO
SERVE AS A BUFFER? WILL MORE BE
PLANTED? WILL A MAN MADE BUFFER BE
BUILT?

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

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

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

215

Responses to Mr. Donald L. Montgomery

1. Homes along the south side of Galaxy Lane will be approximately 80' to 120' from the closest edge of the ultimate pavement.
2. The planned alignment, running just south of Galaxy Lane, between the Conrail Railroad and MD 197 has been reserved for highway purposes since 1964 and is consistent with the Adopted Master Plan for Bowie-Collington-Mitchellville and Vicinity, dated 1990. An alignment shift to the south would require extensive commercial displacements within Bowie Business Park and residential displacements east of MD 197.
3. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. The Holmehurst West subdivision was analyzed using NSA 21 which has a current ambient level of 61 dBA and a projected noise level of 65 dBA for the year 2015 with the Selected Alternate built. This noise level does not meet federal criteria to warrant abatement consideration.

Project planning studies show that a minor amount of right-of-way or easement is required from 11804 Parallel Road to provide roadway grading. A more precise determination of impacts and coordination with property owners will be made during final design. The analysis of noise levels at Noise Sensitive Area (NSA 13) on the south side of Galaxy Lane indicates a potential noise level of 69 dBA with the Selected Alternate in the year 2015. This exceeds the FHWA design guideline of 67 dBA.

4. No residential displacements are anticipated in the vicinity of Galaxy Lane.

216

5. The improvements to MD 450 are not likely to have a beneficial effect on values of residences immediately adjacent to the alignment.
6. The SHA is committed to extensive landscaping within its right-of-way throughout the project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION

217

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

FEB 9 4 24 PM '89

NAME THOMAS LIGIS DATE 2-2-89

PLEASE PRINT

ADDRESS 11804 PARALLEL ROAD

CITY/TOWN BOWIE STATE MARYLAND ZIP CODE 20715

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

1) PROJECTED SOUND LEVELS ARE DISCUSSED ON PAGE 18 OF PROJECT BROCHURE. ARE ANY SOUND ABATEMENT MEASURES GOING TO BE ENACTED? WILL THIS INCLUDE MY PROPERTY ADJACENT TO MARYLAND RT 450?

2) IS ANY MORE LAND ACQUISITION NEEDED ~~IN~~ IN THE HOLMEHURST WEST DEVELOPMENT? IS MY PROPERTY AFFECTED?

3) WILL ANY UTILITY OUTAGES OCCUR AS A RESULT OF CONSTRUCTION IN THE HOLMEHURST WEST DEVELOPMENT? IF SO, WHICH UTILITIES? WILL PRIOR NOTICE BE GIVEN?

4) WILL ADDITIONAL GRADING, SUCH AS EARTHEN BERM, BE PROVIDED TO SEPARATE NEW ROWWAY FROM THE HOLMEHURST WEST DEVELOPMENT ADJACENT MD. RTE. 450?

5) IS ANY LEGAL RECOURSE AVAILABLE TO ASSURE SOUND LEVELS/NOISE ABATEMENT AS A RESULT OF BUILD ALTERNATIVES?

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

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

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

15

218

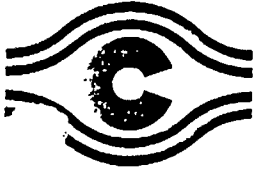
Responses to Mr. Thomas Legis

1. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of the Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. The Holmehurst West subdivision was analyzed using NSA 21 which has a current ambient level of 61 dBA and a projected noise level of 65 dBA for the year 2015 with the Selected Alternate built. This noise level does not meet federal criteria to warrant abatement consideration.

2. Project planning studies show that a minor amount of right-of-way or easement is required from 11804 Parallel Road to provide roadway grading. A more precise determination of impacts and coordination with property owners will be made during final design. The analysis of noise levels at Noise Sensitive Area (NSA 13) on the south side of Galaxy Lane indicates a potential noise level of 69 dBA with the Selected Alternate in the year 2015. This exceeds the FHWA design guideline of 67 dBA.
3. Utility outages sometimes occur during the construction phase; however, reasonable caution will be exercised during the construction phase with the aid of complete utility indications and proper notations on the contract plans to avoid unforeseen service interruption.
4. There is insufficient R/W available adjacent to this community for berming to effectively separate the community from the proposed highway improvements.
5. The determination of warrants for noise abatement associated with State highways is under the sole jurisdiction of the SHA. Litigation may challenge the process used to determine the warrants but not the warrants themselves or decisions as to specific noise abatement implementation.



**Capital
Eye
Physicians
& Surgeons**

OPHTHALMOLOGISTS:

William L. Gonzalez, MD
Jorge L. Campana, MD
Abraham Averbach, MD

WASHINGTON OFFICE:

Providence Medical Building,
Suite 011
1160 Varnum Street, NE
Washington, DC 20017
(202) 529-5200

MARYLAND OFFICES:

Bowie Office Park, Suite 105
14300 Gallant Fox Lane
Bowie, MD 20715
(301) 464-1192

6201 Greenbelt Road
M8A & B

College Park, MD 20740
(301) 345-0006

3233 Superior Lane
Suite 105
Bowie, MD 20715
(301) 464-1811

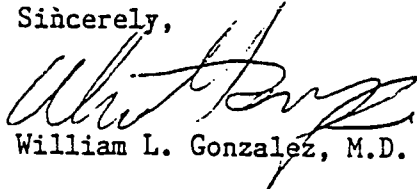
February 2, 1989

Neil J. Pedersen
Director Office of Planning, and
Preliminary Engineering
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pedersen:

I am writing you this letter in support of option #3, and opposing all other options with regards to the Maryland Rt. 197, and Rt. 450 options. As a practicing physician in Prince George's County, and having been a resident of Bowie for many years, I am opposed to any divided highway options (option 2-A and 2-B). Option #3 is the only reasonable option in my opinion at this time.

Sincerely,



William L. Gonzalez, M.D.

WLG/wb

cc: Leo Green, State Senator
Dennis L. Murray, Attorney

219
Received 2/6/89

Note: The Selected Alternate includes Option 2A for MD 197. A median opening will be provided at Gallant Fox Lane.



Maryland Department of Transportation
State Highway Administration

220
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 21, 1989

RE: Contract No. P 844-101-371
MD 450 (Annapolis Road)
Whitfield Chapel Road to
west of MD 3
PDMS No. 163300

William L. Gonzalez, M.D.
Bowie Office Park, Suite 105
14300 Gallant Fox Lane
Bowie, Maryland 20715

Dear Dr. Gonzalez:

Thank you for your recent comments concerning the proposed improvement of MD 450 between Lanham and Bowie in Prince George's County.

Your comments in support of Option 3 for MD 197 will be considered by the project planning team in their formulation of a recommendation for this project.

Thank you for letting us know your position on this matter.

Very truly yours,

Neil J. Pedersen

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

NJP:eh

cc: Mr. Louis H. Ege, Jr.

VI-69

333-1110

My telephone number is (301) _____

Received 2/7/89 *add*

PRACTICE LIMITED TO ORTHODONTICS

Member
American Association of
Orthodontists



DONALD R. MERRYFIELD, D.D.S., P.A.
14300 GALLANT FOX LANE
SUITE 207
BOWIE, MARYLAND 20715
262-7774

February 2, 1989

Mr. Neil J. Pedersen
Director, Office of Planning and Preliminary Engineering
P.O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Pedersen,

In regard to the Maryland Rout 197 options in Bowie,
I strongly support Option 3 (5 lane undivided with re-
vised profile.)

Yours truly,

Donald R. Merryfield, D.D.S.

DRM/amd
cc: State Senator Leo Green

NOTE: The Selected Alternate includes Option 2A for MD 197.
A median opening will be provided at Gallant Fox Lane.



Maryland Department of Transportation
State Highway Administration

222
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 21, 1989

RE: Contract No. P 844-101-371
MD 450 (Annapolis Road)
Whitfield Chapel Road to
west of MD 3
PDMS No. 163300

Donald R. Merryfield, D.D.S.
Suite 207
14300 Gallant Fox Lane
Bowie, Maryland 20715

Dear Dr. Merryfield:

Thank you for your recent comments concerning the proposed improvement of MD 450 between Lanham and Bowie in Prince George's County.

Your comments in support of Option 3 for MD 197 will be considered by the project planning team in their formulation of a recommendation for this project.

Thank you for letting us know your position on this matter.

Very truly yours,

Neil J. Pedersen

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

NJP:eh

cc: Mr. Louis H. Ege, Jr.

VI-71

333-1110

My telephone number is (301) _____

223

FEB 2 1989

**Greater Bowie
Chamber of Commerce**

February 2, 1989

Maryland Department of Transportation
State Highway Administration
Mr. Donald G. Honeywell - Project Manager
707 North Calvert St.
Baltimore, MD 21203-0717

Dear Mr. Honeywell:

The Greater Bowie Chamber of Commerce is most appreciative of the opportunities given both to area businesses and concerned citizens regarding the proposed changes which involve Maryland Route 450.

The Chamber of Commerce first presented preliminary statements on the proposed highway changes in December 1987. At its February 1989 meeting, the Board of Directors of the Greater Bowie Chamber of Commerce voted on and affirmed the following statements:

- 1) The Greater Bowie Chamber of Commerce favors the relocation of Md. Rte. 450 and its up-grade to 6 lanes. This is in keeping with transportation needs that will soon exist as a result of the area's rapid growth and development.
- 2) The Chamber strongly favors keeping current Rte. 450 open west of Rte. 197 and the reconstruction of the Collington Bridge along the new alignment suggested in State Highway's option W3.
- 3) The Chamber encourages close coordination between county and state highway officials and the City of Bowie with those businesses located on Rte. 450 between Highbridge Road and Rte. 197. It is imperative that accessibility to relocated Rte. 450 be available for those businesses and their customers. In particular, State Highway must maintain at least east-bound-only access onto current Rte. 450 at Highbridge Rd. and provide at least two cross-overs between current and relocated 450.
- 4) It is the Chamber's understanding that businesses currently located on Rte. 450 between Superior Lane and Stoneybrook Drive have agreed to a median break just east of the fire station and a bricked over median in front of the fire station (for emergency equipment use only). If a median is determined to be the best solution for this area, the Chamber supports the feelings of the affected businesses.

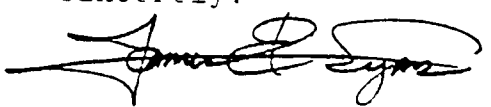
224

5) The Chamber encourages close coordination, especially among the city, county, state and business owners and landowners along Rte. 450 between Superior Lane and Race Track Rd. We request a strong commitment on the part of highway designers to meet the needs of these businesses.

6) The Chamber of Commerce supports State Highway's option B3 regarding the Rte. 197/Gallant Fox Lane area which makes no change to the Gallant Fox Lane ingress and egress.

We thank you for your cooperation and are most anxious to continue working together as this important highway project progresses.

Sincerely,



James E. Lyons, Sr., President
Greater Bowie Chamber of Commerce

- cc: Senator Leo Green
- County Councilman Richard Castaldi
- Mayor Richard Logue
- Members of the Bowie City Council
- Mr. Michael Snyder
- Mr. James Novak
- Mr. Edward Jankiewicz
- Mr. James Cronk

JEL/feb

Responses to Mr. James E. Lyons

- 1. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
- 2. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
- 3&4 Extensive coordination with business owners east of Highbridge Road, the City of Bowie, the Bowie Chamber of Commerce and area residents has been made a part of this study. The decision to keep the Existing Conrail Bridge open and the connection of Relocated and Existing MD 450 via a slip ramp and two other connections will provide adequate access to businesses along Existing MD 450.
- 5. As with the segment between Stonybrook/Millstream Dr. and Superior Lanes, coordination with businesses between Superior Lane and Race Track Rd. has resulted in mutually agreeable access design.
- 6. The Selected Alternate for MD 197 improvement is Option 2A, providing a 4-lane divided section with existing profile and variable width median (4'-16') from Existing MD 450 to 500'± north of Relocated MD 450. Double left turns will be provided at the northbound and southbound approaches to Relocated MD 450, and a median break will be provided at Gallant Fox Lane.

226

WEINBERG AND GREEN

ATTORNEYS AT LAW

100 SOUTH CHARLES STREET

BALTIMORE, MARYLAND 21201-2773

BALTIMORE: (301) 332-8600
WASHINGTON AREA: 470-7400

TELECOPIERS
(301) 332-8862
(301) 332-8863

10480 LITTLE PATUXENT PARKWAY
SUITE 950
COLUMBIA, MARYLAND 21044-3506
(301) 740-8500

February 3, 1989

FILE NUMBER

WRITER'S DIRECT DIAL NUMBER

(301) 332-8697

30453.3

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

Re: Written Comments concerning proposed
Alignment of Route 450 and Closing of
the Existing Route 450 Bridge

Dear Mr. Pedersen

On behalf of Bowie Park Center Limited Partnership, the owners of Collington Park located on Route 450, I would like to express our grave concern over State Highway Administration proposal W1 concerning the closing of the existing Route 450 bridge over the W.B. & A tracks. We are requesting that Alternative W2 be selected permitting the existing bridge to remain open to service local business and residences along Route 450. As noted in your publication, the existing commercial and residential properties in this area rely upon the traffic and the road for access to their business.

1

We are in support of the realignment of Route 450 as it deviates from its existing alignment at Highbridge Road and connects with Route 197 (Option 1, 2 or 3). We believe that this alignment will provide for a much better traffic flow to and around Bowie, once it is complete. We also believe that the construction of a new bridge in connection with the new

2

alignment is essential to the proper use of Route 450. We support the City of Bowie in their request to keep the dimensions of the bridge and overpass to a minimum as the new alignment borders existing residential development.

As I indicated earlier in this letter, our concern is the leaving of the existing bridge open to service the local business community such as J-Mart, Collington Park, Shell, Hardware City to name but a few. J-Mart has been an institution to Bowie. It was here before Levitt and continues as an active business -- even contemplating expansion to a larger restaurant facility. My client is currently designing a business park on the existing 8 acres of Commercial Miscellaneous (CM) property located adjacent to the railroad tracks. While we do not believe that direct access to the new Route 450 is required for our project, we do believe that direct access to Bowie over the existing bridge is an absolute necessity.

We understand the concern about the useful life of the existing bridge; however, it is our belief that as the bulk of the traffic shifts to the new bridge and alignment of Route 450, the ADT over the existing bridge will dramatically drop resulting in the lengthening of the life of the bridge considerably. We also note in your chart that the estimated cost of maintaining that bridge at a 15 ton limit is \$400,000. This is a cost which compared to the loss of business is minimal.

We would like to draw the State Highway Administration's attention to the proposed Master Plan drawings and alignment of A-44. None of your drawings reflects this alignment. The Right of Way for A-44 has already been reserved thru a number of projects in the Bowie area. A-44 is designed to have a diamond interchange with the new alignment of Route 450. It is note designed to have an interchange or access at old Route 450. The plans show a cul de sac on either side of A-44. If the bridge is closed, these properties will have no access to a road and will be landlocked. While funding of A-44 is not necessarily in the near future -- its designs, right of way and intent are known (limited access) and must be taken into consideration in your designs for the realignment of Route 450. The alternative to maintaining the Bridge in its existing location after the new alignment is complete would be the construction of an overpass or underpass allowing traffic to flow on Old Route 450. This alternative is significantly more expensive than maintaining the old bridge with its dramatically reduced ADT.

If the decision on the part of the State Highway Administration is to close the existing bridge, then our position must shift to one of not supporting the realignment of Route 450 but in maintaining its present alignment with the construction of a new bridge in its existing or approximate location. (Option W1)

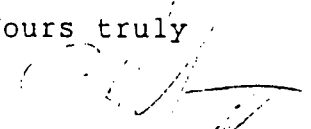
228

WEINBERG AND GREEN

Mr. Neil Pedersen
February 3, 1989
Page 3

Again, I would like to thank you for your time, and urge you to plan on maintaining the existing bridge to service the local business community.

Yours truly



Charles J. Ryan III

0328/cwp

229

Responses to Mr. Charles L. Ryan, III

1. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
2. The relocated alignment is included with the Selected Alternate.
3. Because proposed A-44 is not a part of the State highway network, is unfunded and has an uncertain future, it is not a consideration in this study. However, based on what information is known about A-44, nothing in the proposed design of MD 450 would preclude A-44.

230

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

FEB 6 4 25 PM '89

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Linwood R. Nelson DATE 1-31-89

PLEASE
PRINT

ADDRESS 11810 Parallel Road

CITY/TOWN Mitchellville STATE md ZIP CODE 20716

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

OUR Property Line BACKS up to Rt 450. If It Becomes A
4 OR 6 Lane Road Will The state do Any of the following

1. TAKE LAND AWAY FROM US

2. Put up Noise/Sound BARRIERS to Reduce TRAFFIC NOISE

3. Put A Side WALK next to The ROAD

Please Respond BACK to me in WRITING. I will
NOT BE ABLE to ATTEND The Public hearing on 2-2-89

Thanks

Linwood Nelson

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

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

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

231

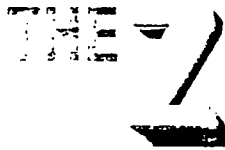
Responses to Mr. Linwood R. Nelson

1. Studies indicate no taking from this property. Precise right-of-way requirements will be determined during the subsequent design phase.
2. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. The Holmehurst West subdivision was analyzed using NSA 21 which has a current ambient level of 61 dBA and a projected noise level of 65 dBA for the year 2015 with the Selected Alternate built. This noise level does not meet federal criteria to warrant abatement consideration.

3. Currently, no sidewalk is planned in this area since none exists today. A multi-use trail is planned behind the north curblin.



ZIEGLER COMPANIES

Commercial and Residential Developers

PROJECT DEVELOPMENT DIVISION

232

FEB 8 2 03 PM '89

Today is Monday
the 6th of February 1989
Have a Nice Day

Mr. Donald G. Honeywell
Maryland Department of Transportation
Project Manager
707 N. Calvert Street
Baltimore, MD 21202

Re: Improvements to Route 450 between Stoneybrook Drive
and Superior Lane opposite The Market Place, Bowie, Maryland

Dear Mr. Honeywell:

I reviewed the plans on display last week at Bowie High School as they affect The Market Place, which we own. My comments are as follows:

1) We strongly urge the widening to 6 lanes as opposed to 4 lanes to improve traffic flow and the service levels at the intersection of Superior Lane and Stoneybrook Lane. Our feelings are that the 4 lane improvement would be inadequate at completion or soon thereafter.

2) At this time there are a substantial number of vehicles proceeding westbound on Route 450 and turning left into our parking area at the entrance opposite (near) the fire station. Both the 4 lane and 6 lane proposals would eliminate this turning movement, thus, logically these vehicles would then be making a left turn at Superior Lane into the shopping center thereby increasing the left turn movements at Superior Lane, which are already heavy. We would like your department to consider widening the break opposite the fire station to allow this left turn movement to continue as it now exists and eliminate the mountable median.

3) We urge your department to consider placing the overhead telephone and electric lines between Race Track Road and Bowie High School underground as a part of the highway project. I believe you will find the owners of Hilltop Shopping Center and Freestate Mall supportive of this position. We realize that this is an additional cost, however, it would have a very positive effect on the aesthetics of the finished highway. While I can not speak for the other owners in the Central Business District, I would be willing to consider a special assessment spread over a number of years to defray the cost of these improvements and I believe the other owners may likewise be willing to do so.

Mr. Donald G. Honeywell
February 6, 1989
Page 2

233

4) We believe that special emphasis should be placed on the landscape design for the median strip and the non-paved areas within the r.o.w. between Racetrack Road and Bowie High School. An imaginative landscape plan and proper maintenance of same would have a very positive effect on the aesthetics of the finished highway, the adjacent business district, and the community as a whole.

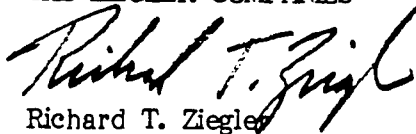
5) We ask your department to consider a timetable which would give early priority to the construction of this highway from Route 301 to the Bowie High School or perhaps to Route 197 as we believe this would alleviate much of the congestion through the highly developed portion of Bowie and through the central business district and would have a very positive stabilizing effect on the business district which has and continues to be undergoing substantial rehabilitation.

Finally, I would like to obtain copies of the 4-lane and 6-lane plans for the section between Hilltop Road and Bowie High School. Also, if possible, I would like to obtain copies of the oblique aerial photograph showing The Market Place that was on display at Bowie High School last week.

Your department is to be commended on the fine planning and presentations. We look forward to seeing this project proceeding at an early date.

Sincerely,

THE ZIEGLER COMPANIES



Richard T. Ziegler

RTZ:ljl

cc: Honorable Senator Leo Greene
Mayor Richard Logue
Charles Moore, Bowie City Manager
Betsy Burian, Bowie Chamber of Commerce

Responses to Mr. Richard T. Ziegler

234

1. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
2. Extensive coordination with business owners east of Highbridge Road, the City of Bowie, the Bowie Chamber of Commerce and area residents has been made a part of this study. This coordination has resulted in a mutually agreeable access design and has kept consistency with SHA cross-over spacing criteria.
3. Because there is only limited right-of-way available, placing additional utilities underground may require additional right-of-way and preclude some landscape features the City previously requested. All additional costs associated with placing overhead utilities underground, including additional right-of-way acquisition, would be the responsibility of the City of Bowie.
4. The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.
5. The current Consolidated Transportation Program (CTP) limits funding of the MD 450 project to project planning. When location and design approvals are achieved, the project would then compete with other projects for inclusion in the CTP for subsequent phases. Based on current funding levels it is unlikely that construction funding for other than short sections funded under our special projects program will become available before the mid 1990's.

235

F. X. CARILLO & P. R. CEPPE, M.D., P.C.
14300 GALLANT FOX LANE, SUITE 224
BOWIE, MARYLAND 20715
TELEPHONE (301) 262-7740

February 2, 1989

State Highway Administration
Office of Planning and Preliminary Engineering
Post Office Box 717
Baltimore, Md. 21203-0717

Dear Mr. Pedersen, Director

This letter is to advise the State Highway Administration that we urge you to approve Option # 3.

Any other option would make access to this complex very difficult. Many of the patients that come to the doctors in this complex are elderly and transportation is difficult for them as it is. To change the existing access would make it even more difficult.

We urge you to approve Option # 3.

Sincerely,
P. R. Ceppa, M.D.
F. X. Carillo, M.D.
P. R. Ceppa, M. D.
F. X. Carillo, M. D.

PRC:FXC:jmb

RECEIVED

FEB 10 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

236

Response to F. X. Carillo and
P. R. Ceppa, M.D.

The Selected Alternate includes Option 2A for MD 197. A median opening will be provided at Gallant Fox Lane.

237

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

Received 2/10/89

NAME Burton W. Oliver DATE 2/3/88

PLEASE PRINT

ADDRESS 3333 MEMPHIS LANE

CITY/TOWN Bowie STATE Md. ZIP CODE 20715

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

We urge you to select **OPTION W 3** on the
Contoail Railroad Bridge. **KEEP THE HIGHWAY**
OPEN. (1)

REF: Md. Route 197 options, we **SUPPORT OPTION 2B** (2)

REF: ~~MD.~~ 450 between Rte 197 and Moylan/Trinity Drives
we **SUPPORT E1** (3)

REF MD. 450 Relocation **NO TO SIX LANES** (4)

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

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

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

1. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
2. The Selected Alternate for MD 197 improvement is Option 2A, providing a 4-lane divided section with existing profile and variable width median (4'-16') from Existing MD 450 to 500'± north of Relocated MD 450. Double left turns will be provided at the northbound and southbound approaches to Relocated MD 450, and a median break will be provided at Gallant Fox Lane.
3. Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.
4. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.



239
 SUBURBAN MARYLAND
 BUILDING INDUSTRY ASSOCIATION
 11710 Beltsville Drive, Suite 120
 Convention Office Park Building #1
 Beltsville, MD 20705

301/572-6900
 FAX 301/572-2748

JOHN L. KNOTT, JR., President
 JAMES W. HUBBARD, Executive Vice President

February 1, 1989

The Honorable Parris N. Glendening
 County Executive, Prince George's County
 County Administration Building
 Upper Marlboro, MD 20772

Re: Road Widening Plan for Route 450
 Bowie & Environs

Good morning:

The position paper from the Bowie City Council has recently come to the attention of the SMBIA. In addition, the January 12th edition of the Bowie Blade reports Bowie's interest in "nailing" the planning staff because they disagree with road improvements and upzoning recommendations. The planning staff recommendations are the draft results of over 2 years of local public hearings. These require a response.

The SMBIA would like to see the City and the County plan ahead, take the responsibility for their very successful economic development and approach the problem of financing capital improvement projects realistically.

Through the efforts of the County and the City, Bowie alone will attract 50,000 - 60,000 new jobs over the next 15 years at Bowie New Town, Maryland Science and Tech Center, the Collington Center and others. Based on recent housing data that one new household is created for every 3.5 jobs, at the minimum, Bowie employment will create 14,000 new households. Additionally, the County has very successfully marketed the Landover, New Carrollton, Lanham and Greenbelt areas for commercial and industrial development. Corporations, however, will not locate in these new commercial complexes unless their employees can find a place to live which they can afford.

The widening of Mt. Oak, Mitchellville, Woodacres, Church, Enterprise, Highbridge, and Route 450 especially, is essential for both relieving current pressures and anticipating future growth. Prince George's County received national recognition for its foresight and planning and for its unique partnership with the business community. Key justification for the All American City award was the combined public-private effort to raise taxes for infrastructure improvements and for the economic development effort of the County and businesses. During the last election, the business community activity supported the B.E.S.T. effort for road improvements. As a result, this was passed overwhelmingly with a greater than 80% support from the Bowie voting districts.

Quality of Life Built in Partnership

VI-88

Letter to Parris Glendening
February 1, 1989

240

The development community has shown a willingness to work with the county at providing realistic solutions to transportation problems. Additionally, new households and employment centers created in the 450 area would become a tremendous source of tax revenue for road and other public improvements. Current new house construction averages 1-1/2 times the average home value of Bowie. This average new home yields a surplus of tax revenues; for every \$1 of county expenditures, the county receives \$1.30, which is a respectable .30 cent "profit" (source - RPR Economic Consultants.)

It is clear that the master plan anticipated growth. With the exceptional employment increases and the huge pent-up demand for housing in the Bowie area, the time is now to make and anticipate road construction and to deliver on the promise of the master plan for suburban densities in the 450 corridor.

For 1989 the County may add 4,000,000 sq. ft. of commercial space and 6,000 new households. It is both unrealistic and irresponsible to stop or slow road improvements. If this growth were accommodated in low density development, it would take over 4,000 new acres of land. According to the 2020 Panel report, the cost of roads for low density development is 2.6 times that of high density development. The cost for energy is 1.8 times higher and requires 90% more driving time. This report states that "sprawl is an ineffective use of the land."

Lastly, the SMBIA is concerned about jobs. If houses cannot be built, if roads are not improved and if buildings do not lease, the industry is out of work. This will not be tolerated. The industry is a significant economic force that is critical to the health of this county. We cannot be overlooked.

The County has received and deserves national recognition for its leadership, its partnership with the business community, its quality of life and its foresight and planning. You cannot allow the parochial concerns of the privileged few in Bowie to affect the growth and success of the entire county.

Please accept this as the position of SMBIA.

Sincerely,

John Knott, Jr.
John Knott Jr., President
Suburban Maryland Building Industry Association

Henry Gilford
Henry Gilford, Chairman
Public Transportation Subcommittee

cc: Governor W.D. Schaefer
Hal Kassoff
Bowie Blade
Mayor Logue

241

Response to the Suburban Maryland Building Industry Association

The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.

242

M. Leo Storch

PROJECT DEVELOPER
DEVELOPER

FEB 13 10 27 AM '89

SEABROOK SHOPPING CENTER
SUITE 200
945 LANHAM SEVERN ROAD
POST OFFICE BOX 523
SEABROOK, MARYLAND 20706
(301) 577-4500
BALTIMORE LINE 792-4616

February 7, 1989

Mr. Donald Honeywell
Project Manager
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

RE: Maryland Route 450
Location & Design

Dear Mr. Honeywell:

We reviewed the proposed access to Hilltop Plaza at MD 450 (4 lane & 6 lane sections) at the February 2, 1989 Public Hearing. The proposed access shows three points of access to Hilltop Plaza; right turn access in and out of the easternmost driveway, right turn access in and out and left turn access in for the middle driveway and right turn access in and out of the westernmost driveway. We find the proposed access acceptable even though we feel it is a hardship and will have detrimental impact on the Shopping Center.

We also reviewed the access to our property on north side of MD 450 between Bell Station Road and Sir Lancelot. It was explained to us that we will retain access to new MD 450, which will be relocated slightly to the south of current MD 450, as current MD 450 will remain in the State Highway right-of-way.

Should anything occur that would change the proposed access for either of our properties we would appreciate your notifying us immediately.

Sincerely,
Kathy Coakley

Kathy Coakley
Director of Public Relations

KC:lh
cc: Frank Storch
Sol Spetner

(25)

Response to Kathy Coakley
(M. Leo Storch, Developer)

243

1. Left turn access to the Hilltop Plaza remains the same for the Selected Alternate as for the 4-Lane and 6-Lane Alternates presented at the hearing.
2. Access design has not been revised since the public hearing for the portion of MD 450 between Bell Station Road and Sir Lancelot Drive.

Received 2/13/89

244

February 10, 1989

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717, Baltimore, Md. 21203

Gentlemen:

I drove around the Washington Beltway yesterday and took the ramp off at Route Five, Branch Avenue, toward Southern Maryland Hospital. It wasn't until then that I fully realized what it would be like if 450, through Bowie, was converted into a six lane highway with a median strip in the middle. The realization of this intention carries a terrible impact.

Route Five is a highway which starts 301 at Brandywine and continues to the bridge into Virginia. It is a super highway needed for both States.

(26)

2.

When I looked at that strip of road and pictured one like that which would be slashing through the residential section of Bowie, I was shocked. I could not believe that anyone in Prince Georges County or the State of Maryland would condone such a travesty against Bowie citizens.

Route 450 needs lots of work on it but slicing away Township in half is appalling and destructive. This may be called development but it certainly isn't progress.

yours truly,
 Anne W. Higgins
 4204 Rosewick Turn
 Bowie, Md., 20715

Response to Ms. Anne W. Higgins

246

The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3. The proposed four lane improvement through Bowie will provide a vast improvement in capacity and safety while maintaining a "main street" quality by means of landscaping and pedestrian considerations. The roadway will have uncontrolled access which, with turning lanes, will allow MD 450 to continue its dual role of carrying through traffic and providing access to adjacent properties.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

247
PROJECT DEVELOPMENT
FEB 14 11 10 AM '89

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME MARY WHITCOMB DATE 2-6-89

PLEASE PRINT ADDRESS 6400 OLD CHAPEL TERRACE

CITY/TOWN BOWIE STATE MD ZIP CODE 20115

I/We ^{523-1166 work} wish to comment or inquire about the following aspects of this project: ^{962-0849 home}

I was not able to attend the hearing but have the following comments,
I am a member of the Old Dale Fibers Club and we have been working for two projects related to the 450 improvement.

One - We would like a hike/bike path built into the plan for Etc 450. We are particularly interested in its location on the left side of the street going east (on right side) ⁽¹⁾ going west. There has been substantial interest from my members (over 25) on this issue.

Two - we are working for a regional community center to be located on Old Dale Blvd. MDCPPC has included this project in its Capital Improvement Budget with an estimated completion date for the Center/Swimming Pool complex of June 1992. I hope both sufficient road access and utility access has been planned. ⁽²⁾

What are your current plans on these issues?

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

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

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

Responses to Ms. Marv Whitcomb

248

1. A multi-use trail is proposed on the north side of MD 450 for the entire length of the project except east of Race Track Rd. Where an outer curb is to be initially constructed, the trail would be 8 feet in width and would be set back approximately 5' from face of curb. Where an outer shoulder is initially constructed, the multi-use trail would utilize the shoulder until the ultimate outer curb is constructed. Funds permitting, ultimate roadway slopes would be constructed initially.
2. Since this regional community center has been included in master plans, traffic forecasts and subsequent intersection lane configurations have adequately addressed the proposed center.

249

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

DEPARTMENT OF TRANSPORTATION

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

FEB 11 11 20 AM '89

NAME BRYNA ANTON DATE 2/6/89

PLEASE PRINT ADDRESS 3002 TARRAGON LA

CITY/TOWN BOWIE STATE MD ZIP CODE 20715

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

*None of these really appeal to me.
It seems your aims are the destruction
of the Bowie Community by splitting
it in half and making entrance and
exit impossible except by super highway.
Surely professional planners can
do better*

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

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

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

Response to Ms. Bryna Anton

290

The proposed four lane improvement through Bowie will provide a vast improvement in capacity and safety while maintaining a "main street" quality by means of landscaping and pedestrian considerations. The roadway will have uncontrolled access which, with turning lanes, will allow MD 450 to continue its dual role of carrying through traffic and providing access to adjacent properties.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
251

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

FEB 15 10 02 AM '89

NAME JOHN J ONEILL DATE 10 FE 89

PLEASE PRINT

ADDRESS 3416 MEMPHIS LANE

CITY/TOWN BOWIE STATE MD ZIP CODE 20715

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

attached Plat plan shows widening of Route 197 will put the road 40' from my home. Also if the road must be wider it will entail the removal of 18 to 20 trees. #2 Will some kind of sound barriers be put up. The speed limit is now 35 MPH and I can not use my patio because the traffic make so much noise. #3 at the Bowie school roadway showed a 4' grade it leave. let me know what this means as the road is now 6' higher than my back yard

P.S.

I talked to Paul Lednol who requested my plat plan

Sincerely
John J. Neill
301 202 1916

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

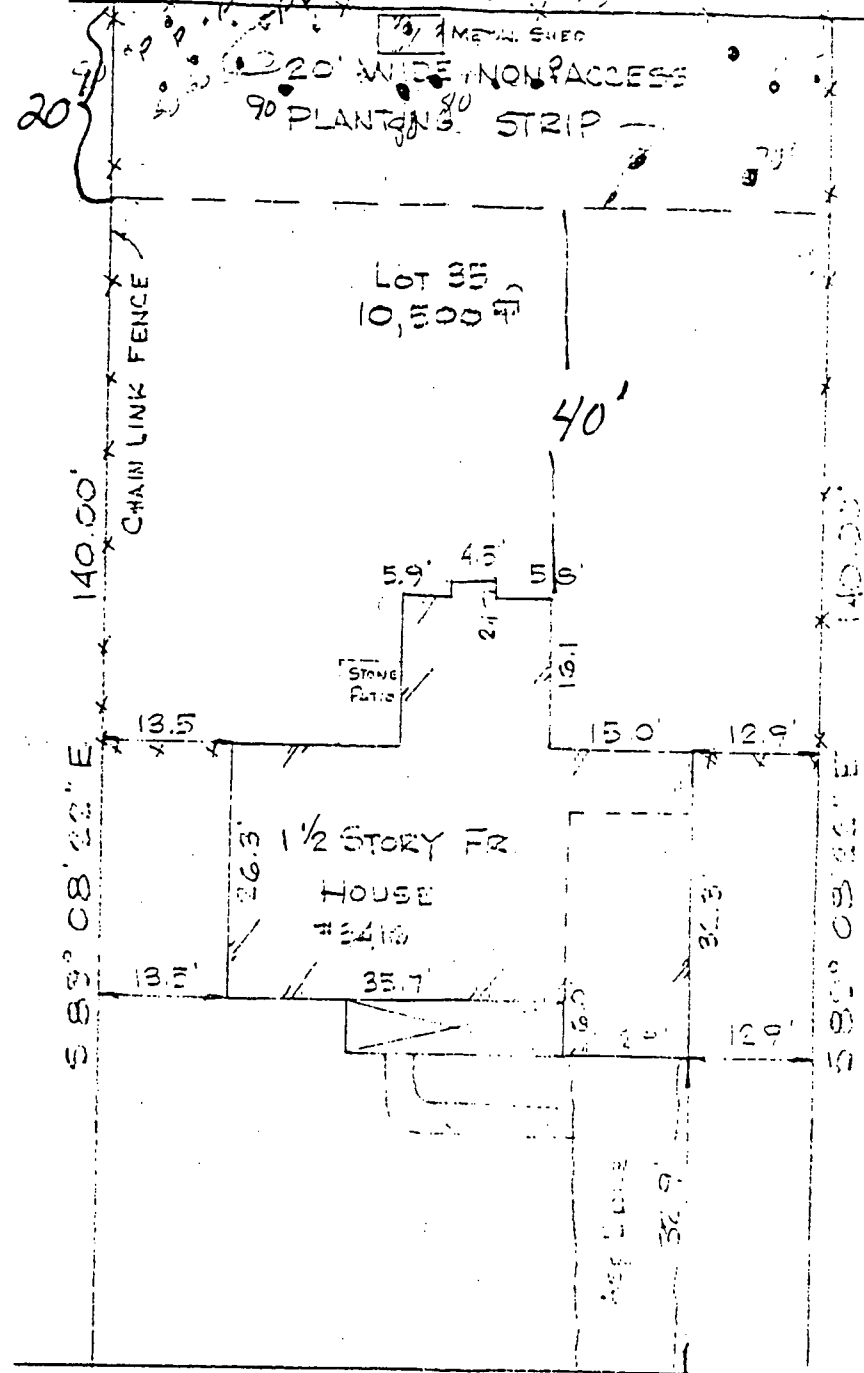
Please delete my/our name(s) from the Mailing List.

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

252

LAURAL-BOWIE ROAD

S 0° 51' 38" W 75.00'



Lot 34

Lot 35
10,500 sq ft

Lot 36

183

S 89° 08' 22" E 140.00'

S 89° 08' 22" E 140.00'

S 0° 51' 35" W 75.00'

3414 MEMPHIS LANE
JOHN JONEILL BOWIE MD
LOT 35 BLOCK 183

MEADOWBROOK AT BELAIR - SECTION 37
SITUATED IN BOWIE, PRINCE GEORGES CO. MD.
SCALE 1"=20' DATE 8-2-71 CONT. 71-100
W/11/11 52 AT 1

BAZ S. CARLIN & ASSOCIATES
BOWIE MD.

HOUSE
#3414

9/1/71
C. Jones

253

Responses to Mr. John J. O'Neill

1. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. Noise barriers were analyzed along MD 197 north of Relocated MD 450 but found not to be cost effective.

2. The grade reduction was proposed under Option 2B or 3 to improve MD 197 sight distance by lengthening the crest vertical curve which exists. The grade reduction would have reduced the amount that the roadway sits above the O'Neill residence to about 2'. Neither of these two grade reduction options was selected. Improvements to MD 197 further north of Relocated MD 450 may be considered in future Project Planning Studies.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

RECEIVED
DEVELOPMENT

254

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

FEB 11 1989

NAME Dick Jenkins DATE 2-8-89

PLEASE
PRINT

ADDRESS 11911 Grason Lane

CITY/TOWN Bowie STATE Md ZIP CODE 20715

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

I have lived in Bowie for 20 years and worked in Bowie for the past 10 years. I currently reside in the Grady's Walk Subdivision. I would like to comment on and/or support the following changes

1. Md 704 - 450 intersection support Option A

2. Md 197 support option 2B with median opening for Gallant Fox. These businesses need access from both directions

3. Conrail Railroad bridge - Support Option W2

This is very very important for existing business

4. Existing Md. 450 between Md 197 & Maylan -

Trinity Dr. Option E4 is best. There is

not any reason to keep that section of 450

open. Twisting lane could easily handle traffic

from Twin Ceder section. This section of

md 450 should become park area.

5 I support the 4 lane build option US 50/F68

should carry thru traffic. Never build Md 450

to six lanes.

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

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

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

255

Responses to Mr. Dick Jenkins

1. Option D has been selected for the MD 450/704 intersection. This option proposes the slight northern relocation of MD 704 and reorientation of the MD 450/704 intersection to give preference as a through movement to the traffic from westbound MD 450 to southbound MD 704 and from northbound MD 704 to eastbound MD 450. Westbound MD 450 traffic will flow uninterrupted across the intersection by means of a one lane ramp. Eastbound MD 450 will go through the right angle intersection using double left turns.
2. The Selected Alternate for MD 197 improvement is Option 2A, providing a 4-lane divided section with existing profile and variable width median (4'-16') from Existing MD 450 to 500'± north of Relocated MD 450. Double left turns will be provided at the northbound and southbound approaches to Relocated MD 450, and a median break will be provided at Gallant Fox Lane.
3. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
4. Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.
5. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.

256
Received 2/15/89

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

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Larry E. Alverson DATE 2-10-89

PLEASE PRINT ADDRESS 12328 Tilbury Lane

CITY/TOWN Bowie STATE Md. ZIP CODE 20715

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

Is there any plans for installing sound barriers for the homes at the Route 450, Belair Drive intersection? My home at 12328 Tilbury Lane and my neighbors at the corner of Belair and 450 need to be protected from the noise generated by the additional traffic that will be generated when 450 is upgraded. More trucks will use the road and their stopping and starting at the intersection will generate unbearable noise levels at our homes. With the existing road our backyards are unusable due to the noise. The additional traffic will render our homes unusable unless sound barriers are installed. They should be included in the plan and not as something to be considered after the road is upgraded.

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

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

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

257

Response to Mr. Larry E. Alverson

Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. NSA 7 is representative of homes along Tilbury Lane. NSA 7 is projected to have a noise level of 63 dBA in the year 2015 which is not in violation of noise abatement criteria.

Received 2/16/89 ²⁵⁸

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

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Norman E. Dye DATE 2/14/89

PLEASE PRINT ADDRESS 3134 Belair Drive

CITY/TOWN Bowie STATE Maryland ZIP CODE 20715

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

As a homeowner whose home is located at the corner of Belair Drive and Route 450,
I have major concerns with reference to the fact that no plans have been made for
noise abatement to those homeowners who live so near to Route 450. You need only
to sit in my living room or on my front porch, to realize the present noise level,
which seems to be increasing at a rapid rate. Whatever would we do with a four
d forbid a six) lane highway under our bedroom window without some type of protection
from that noise? To go one step further in this matter, I ask that any consideration
made to noise abatement and the construction of same would have such an appearance
not to distract from the value of our homes. Your attention in this matter is
greatly appreciated. Thank you.

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

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



259

Response to Mr. Norman E. Dye

Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. NSA 34 is representative of homes along Belair Drive. As a result of projected noise levels, a barrier was analyzed at this location and found not to be cost effective.

2/16/89
REC'D

260



SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

LEO E. GREEN
23RD LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY

February 13, 1989

ANNAPOLIS ADDRESS:
JAMES OFFICE BUILDING
ROOM 212
ANNAPOLIS, MARYLAND 21401-1991
TELEPHONE
WASHINGTON AREA 858-3631

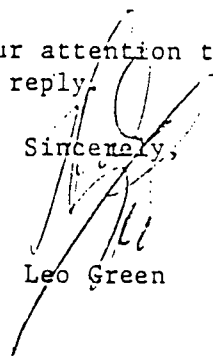
Neil J. Pedersen
Director
Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Pedersen:

This refers to our conversation at the Route 450 meeting on February 2, 1989, concerning the Marne Lane residents. Enclosed please find a letter I received from these residents expressing their concerns with the reconstruction of this roadway. Please advise me as to when you could meet with them to discuss their concerns.

Thank you for your attention to this matter and I look forward to your reply.

Sincerely,


Leo Green

On site meeting 7⁰⁰ PM
Tuesday April 25, 1989

261

FEB 16 1989

Honorable Leo E. Green
State Senate, Maryland
3123 Belair Drive
Bowie, Maryland 20715

RECEIVED

FEB 16 1989
#868
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Re: Proposed Road Re-construction on Md. Route 450,
Trinity/Moylon Drive eastward

Dear Senator Green:

It now appears that the final approvals for converting Route 450 to a four lane highway are nearing completion, with enough right-of-way being initially appropriated for an ultimate six-lane roadway in the above referenced corridor.

After reviewing all of the plans provided by the State Highway Administration, and looking at aerial photographs that portray the various road-way configurations, it is apparent that one very important area has been over looked completely or has been relegated to study "at a future time," and that issue concerns the noise abatement and privacy of those homes that will be most affected by the road project.

1

While the traffic and engineering studies appear complete in every detail, no consideration has been given to the installation of barriers or screen plantings of trees and shrubs.

Accordingly Senator Green, on behalf of all of the residents of Marne Lane, we ask that you get a committment from the State Highway Administration to furnish us with the following:

- In back of our respective residences,
- (1) an earthen embankment, at least four and possibly six feet in height.
- (2) Heavy screen plantings consisting of both trees (evergreen) and dense shrubbery

2

We feel that this would constitute a minimum effort on the part of the State Highway Commission, but would provide us with a quality of life we have come to enjoy in Bowie over the past years.

262

Thank you very much for your interest in our problem. If you would care to discuss this matter in person with the home-owners on Marne Lane, please call me (Thom Donnelly 262-0677) and I will be happy to set up a meeting at your convenience.

Regards

Thom Donnelly
Thom Donnelly

signed

Al Buerdel
12201 Marne Lane

Adelle Donnelly
Thom Donnelly
12203 Marne Lane

Marisa M. Malczynski
12205 Marne Lane

Therese-Jean Talbot
Richard M. Talbot
12207 Marne Lane

Clara A. Cunningham
12209 Marne Lane

NOTE: The above letter represents a consensus of the Marne Lane residents; attached are concerns that have been individually expressed by several home-owners.

2/6/89

QUESTIONS AND CONCERNS

The Marne Lane residents are concerned that the close proximity to Route 450 and their homes is a physical safety threat to both their life and property. The increased volume of traffic travelling at a high rate of speed at a distance of 85 feet to 100 feet from their homes is extremely hazardous to life and property.

3

The absence of physical barriers and impediments to these properties affords a greater danger and opportunity for intrusion of vehicular and pedestrian traffic. This places the home-owners at a higher risk due to accidents and break-ins.

4

Another concern is the increased exhaust fumes from high volume traffic, especially in summer, which will greatly restrict outdoor activities, impair health, and reduce air quality.

5

In the Summer of 1987, the City of Bowie put in french drains on the Marne Lane properties to alleviate severe water problems. The property owners paid the City for this work. Will the widening and new grading of Route 450 result in water runoff over their properties from the higher elevation of Route 450? In the event of increased water runoff from the new road is it likely that the french drain work will be negated? What guarantees will be given to the home-owners that this can be prevented?

6

Another concern is that the saleability of these homes have been adversely affected by the proposed Route 450 project. There is a vast gap between fair market value and what would or could be the actual selling price for these homes at the present time, especially since the name and address of four (4) home-owners was indicated on the schematics at the February 2, 1989 public hearing.

7

#

CONCERN:

The main storm water drain in the back corner of the property at 12209 Marne Lane. The heavy flow of water emptying into the drain ditch on Marne Lane has resulted in a dangerous erosion to the ditch wall. No tie-ins to the storm drain should be made during road expansion construction until the City of Bowie has completed a shoring up of the ditch wall.

6



*Maryland Department of Transportation
State Highway Administration*

264

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 8, 1989

The Honorable Leo E. Green
Maryland State Senate
James Senate Office Building
110 College Avenue
Annapolis, Maryland 21401-1991

Dear Senator Green: *Leo*

Thank you for your note of February 13th conveying the concerns several residents of Marne Lane have about the proposed improvement of MD 450 within the City of Bowie.

Our staff, headed by Mr. Neil J. Pedersen, Director of our Office of Planning and Preliminary Engineering, will meet on site on Tuesday, April 25th at 7:00 p.m. to review these concerns with you and the residents. Our staff will be in touch with your office to determine the precise meeting site you prefer, depending upon the weather.

Please do not hesitate to call me or Neil if any questions arise in the interim. Neil can be reached at (301) 333-1110.

Sincerely,

Hal
Hal Kassoff
Administrator

HK:tn

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Charles B. Adams
✓ Mr. Louis H. Ege, Jr.

VI-113

My telephone number is (301) _____

2/25

Additional Responses to Mr. & Mrs. Thom Donnelly, D.H. Sueridge,
Ms. Theresa Malczynski, Mr. Richard M. Talbott and Ms. Clara J. Cunningham

1. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design. Noise mitigation in the Marne Lane area was analyzed and found to be cost prohibitive.

2. There is insufficient right-of-way, without property owner dedications, for earth berms. Vegetative buffering and privacy screening will be investigated during final design.
3. Along Marne Lane, the proposed improvements will leave 80'-130' between the proposed curb line and residences. Vertical faced curb proposed with the Selected Alternate in combination with the distances that properties are set back from the road, result in a low probability that errant vehicles will enter properties.
4. SHA is unaware of any evidence from studies on similar projects to support the claim of increased crime due to highway improvements.
5. The State and National Ambient Air Quality Standards for carbon monoxide will not be exceeded with Selected Alternate. Roadway congestion associated with the No-Build Alternate would result in higher carbon monoxide concentrations.

266

6. Storm drain design is addressed at the Final Design stage of the project, subsequent to Location/Design approval. Storm drainage will be implemented in such a way that the rate of discharges from SHA right-of-way do not increase by more than 10% before stormwater management quantity control measures are implemented, and ponding levels do not increase at all. SHA will coordinate final drainage design with the City of Bowie.

7. The improvements to MD 450 are not likely to have a beneficial effect on values of residences immediately adjacent to the alignment.

267

STATE HIGHWAY ADMINISTRATION PROJECT DEVELOPMENT
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

FEB 16 1989

NAME Joan Roche, President DATE 2/12/89
Glenn Dale Recreation Council
ADDRESS 6401 Old Chapel Lane
CITY/TOWN Bowie STATE Md ZIP CODE 20715

PLEASE PRINT

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

As president of the Glenn Dale Recreation Council, I would like to express the support of myself and the organization for the widening of Md. Route 450. We support an option that includes a separated Bike Path on the North side of Rt. 450. This Bike Path would be an asset to the community and allow access to the youth with many things in the community including the library and the proposed future Recreation Center in Glenn Dale. (2)

It seems in the interest of long term planning in recreation to meet the needs of the growing community, it makes sense to include all the future needs at the same time. This saves time, effort + costs. A wider road is an absolute necessity. The bike path would add many extra opportunities and access to all ages of the community. (1)

Joan Roche

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

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

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

cc. Leo Green
Russell...
John Bell.

(3)

268

Response to Ms. Joan Roache

1. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
2. A multi-use trail is proposed on the north side of MD 450 for the entire length of the project except east of Race Track Rd. Where an outer curb is to be initially constructed, the trail would be 8 feet in width and would be set back approximately 5' from face of curb. Where an outer shoulder is initially constructed, the multi-use trail would utilize the shoulder until the ultimate outer curb is constructed. Funds permitting, ultimate roadway slopes would be constructed initially.

269



RECEIVED
FEB 13 1989

CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

February 13, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
Room 506
707 North Calvert Street
Baltimore, Maryland 21202

Re: Route 450 Environmental Assessment

Dear Mr. Ege:

The City of Bowie is currently reviewing the details of the Environmental Assessment for Route 450 compiled by the State Highway Administration and is developing specific responses to certain site-specific issues. Among these issues are buffering and screening of adjacent properties, noise attenuation and environmental protection of park land.

In the interim, the City is providing you the recently adopted City Council position regarding Route 450 improvements, which was presented at the February 2, 1989 State Highway Administration Public Hearing held at Bowie High School. The City will be providing more specific details on the Environmental Assessment in the near future. To allow sufficient time for this input, I request a 30 day extension to the February 20, 1989 deadline.

Thank you for your consideration of the City Council's request regarding Maryland Route 450.

Sincerely,

Charles Moore
G. Charles Moore
City Manager

GCM:JMM:wcj

MAYOR RICHARD J. LOGUE	MAYOR PRO TEM JACK D. JENKINS	COUNCIL MICHAEL F. DIMARIO • EUGENE F. KILEY • RICHARD D. PADGETT WALTER G. PLANET • G. FREDERICK ROBINSON	CITY MANAGER G. CHARLES MOORE
----------------------------------	---	---	---

270

STATEMENT
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
REGARDING ROUTE 450 REALIGNMENT AND UPGRADE
February 2, 1989

Good evening.

The Bowie City Council takes this opportunity to present their position regarding the realignment and upgrading of Route 450 through our community.

The sixteen points presented in the City's policy statement are the result of public hearings held on November 1 and December 5, 1988. The City's letter to State Highway Administration Director of Preliminary Planning and Engineering Neil Pederson dated November 16, 1988 indicates that public input was sought in establishing the City position statement. Input from numerous residents and businesspersons was considered and integrated into the position statement.

We urge you to carefully consider the following points:

1. The "no build" option should not be considered since serious congestion already exists and roadway improvements are needed.
2. The 5-lane design, similar to Route 197 north of Route 450, is unacceptable.

No more than 4 lanes (2 in each direction) should be constructed between Route 193 and Route 3.

3. Median - The median should be no wider than 12' between Route 197 and Stonybrook Drive and no greater than 16' east to Route 3. The median should provide safe turning movements and should be raised and landscaped so as to create a boulevard effect similar to Route 28 in Montgomery County.

271

- Median width for that roadway between the Conrail bridge and Route 197 should be defined as from zero on the bridge to a maximum of 12 feet in width at its intersection with Route 197 on the east.
4. An 8' wide bike trail from Whitmarsh Park entrance west through the entire City limits, should be provided and a 4' wide sidewalk should be provided where needed, particularly in commercial areas. Both the sidewalk and bike trail should be offset from the edge of roadway by a 4' wide grass area. Since crossing Route 450 is facilitated at six intersections with traffic lights east from Route 197, it is not necessary to additionally build a sidewalk on the south side. As no controlled crossing of Route 450 exists for a considerable distance west of Route 197, a new trail crossing is needed west of the Conrail tracks to connect the two halves of a City open space parcel.
 5. This policy statement is intended to designate sidewalks, bike trails, median strip, curb and gutter, and property setbacks (to the extent they are addressed within this statement) as permanent, minimum safety amenities necessary to support a roadbed of 4 lanes and the development density levels which can be supported by a 4-lane roadway.
 6. Existing Route 450 from Route 197 east to St. Pius, should be closed and become a park and bike trail.
 7. Emphasis should be placed on preservation of trees bordering the entire length of Route 450 from Route 193 to its intersection with Route 3 even to the extent that all trees to

272

- be taken should be so marked beforehand.
8. Traffic signals should be installed at the intersection of Long Ridge and Tulip Grove Drive on Route 197 and Highbridge Road/Route 450.
 9. The rural character of Route 450 west of the Conrail bridge should be maintained.
 10. All Route 450 construction should be phased with other road construction activities in the area (e.g. I-68, Route 197, Woodmore Road, etc.)
 11. The southern-most alignment of Route 450 between the Conrail bridge and Route 197 should be maximized in order to preserve maximum buffering from Galaxy Lane homes.
 12. Particular attention should be given to noise abatement and headlight intrusion problems associated with residential areas abutting the elevated portion of Route 450 as it passes over the Conrail bridge west of Route 197.
 13. Particular attention should be given to sight distance problems associated with the entrance to the Bowie Forest development on Route 450 at Hilltop.
 14. All utility cables should be placed underground as part of this reconstruction.
 15. The existing bridge over the Conrail tracks should close when the new bridge opens.
 16. All storm drainage facilities, both temporary and permanent, must be identified before the final date for public comment arrives to prevent significant adverse environmental impact from occurring without proper public input.

273

Your serious consideration of the policy statement of the City Council and residents is appreciated. The realignment and upgrading of Route 450 will have a profound impact on the future of our community. Thank you.

/asf
Revised 2/2/89

274

State Highway Administration
Office of Planning & Engineering
Box 717
Baltimore, Maryland 21203

February 16, 1989

Attention: Mr. Neil J. Pederson, Director

Subject: Maryland Route 450(Annapolis Road), Whitfield Chapel Road to West of
Maryland Route 3.
Contract # P844-101-371, PDMS No. 163300

PROJECT DEVELOPMENT

Dear Mr. Pederson,

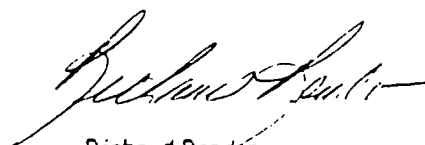
We would like to bring to your attention some of the serious problems which may occur by the construction of the proposed alternate along the area close to Jackson Heights subdivision located near the Route 704 and 450 fork.

Present engineering studies done by the SHA does not take into account all the proposed improvements and authorized constructions which will be taking place further North of the Johnson Heights subdivision. This is going to change the course of drainage which has been shown on the North of the Johnson Heights subdivision. A comprehensive study and new plan is required to show how the piped drainage will handle along the two sides of Route 450. The wet land shown on the site on lot #s 11, 12, 13 and 14 are not making any sense and are not conclusive in the light of above developments. Recently, on 01-20-89, we made extensive inspection of the above lots and there was no water sitting on those lots. Our geographical engineer also gave his observation that the soils are well drained and collington type soils. We also found in the Prince Georges County soil survey book that the soil on the site and further North are Cm C2 and have 5%-10% slopes and are well drained collington type. Even the Prince Georges County Soil Conservation Service says that the wet land classification is not indicated in that area (as shown in Exhibit A).

Second correction to be made in the Right of Way Line (as shown in our Exhibit A) shows to be consistant with the edge of the pavement, shoulder and grading requirement, and also blends with the existing and proposed topography of the area.

We appreciate your kind consideration of this matter which has great impact on the neighborhood and also on the life of the people who are coming to the new developments.

Thanking you in advance for your consideration,



Richard Reardon
9013 Annapolis Rd.
Lanham, Maryland 20707
301-577-7787

EXHIBIT 'A'

Dense Trees

100-YEAR FLOODPLAIN

BEGIN CLOSED SECTION ROADWAY

~~CORRECTED RIGHT OF WAY LINE SHOWN BY CONSULTANTS~~

ROAD

PROPOSED RIGHT OF WAY LINE

JOHNSON HEIGHTS

LOT 14

W-5

LOT 13

20' x 7' BRIDGE

PT. WB MD. 450 STA. 24+42 =
MD. 704 STA. 43+35

LOT 12

LOT 11

LOT 10

LOT 8

LOT 7

10906

S. GOEL

F. SPRY

RES

U.P.

10810

M. SMITH

450

PROPOSED RIGHT OF WAY LINE

SAC

W-5

MD. 450 STA. 146+90 =
MD. 704 STA. 43+85

Remove Existing Bridge and Replace with Multi-cell Box Culvert

Remove Existing Structure

10803

C. SIMPSON

POSSIBLE CROSS-OVER LOCATION

TENTATIVE
SUBJECT TO REVISION
DATE Feb. 13, 1989
PROJECT DEVELOPMENT DIVISION
STATE HIGHWAY ADMINISTRATION

276

Response to Mr. Richard Rendon

A subsequent review of this property in conjunction with Prince George's County has resulted in a revised development plan which recognizes wetlands.

Correspondence No. 37 is from James Burtis, Jr., of the Maryland Department of Natural Resources --- Forest, Park and Wildlife Service and is included in the Agency Correspondence section.

Correspondence No. 38 is from Clara Cunningham of Bowie to the Bowie & Crofton Gazette Newspapers and is not included herein.

276

STATE HIGHWAY ADMINISTRATION DEVELOPMENT
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT

FEB 23 9 45 AM '89

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

NAME Nancy & Doug Fineberg DATE 2-16-89

PLEASE
PRINT

ADDRESS 2907 Tarragon Lane

CITY/TOWN Bowie STATE MD ZIP CODE 20715

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

We need a pedestrian overpass
near Bowie High School over Route 450.

Parents' groups may SUE the State
Hwy Admin. to get one!

No more tree demolition in Bowie!

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

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

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

279

Responses to Nancy and Doug Fineberg

1. The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases.

SHA conducted a study of pedestrian overpass feasibility for MD 450 in Bowie using traffic counts, pedestrian counts, accident history and national research conducted on this topic. The study considered two locations for overpasses -- St. Pius X Church and School and Bowie High School. The results of the study indicate a pedestrian overpass, which would cost an estimated \$795,000, is not warranted in Bowie. This finding is based on several considerations. There are no barriers or fencing proposed that would make pedestrians use an overpass to cross MD 450. There and will continue to be multiple locations where pedestrians may cross. Over the past three years, pedestrian-related accidents within the study area have been well below the statewide average for similarly designed highways. In addition, there are a number of other locations in the Washington metropolitan area with equivalent vehicular and pedestrian volumes which operate safely and successfully without an overpass.

While we do not believe an overpass is warranted, we are concerned about the safety of pedestrians. We believe safe operation can be achieved in Bowie with proper signalization, markings and the proposed raised 20 foot median which would serve as a pedestrian refuge.

2. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation, and reforestation would be identified by the SHA Landscape Architecture Division during the final design phase.

Handwritten initials

Responses to Senator Leo Green

See Elected Officials Correspondence Section for responses to various letters from Senator Leo E. Green.

281 0

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

MARYLAND ROUTE 450
WHITFIELD CHAPEL ROAD TO
WEST OF MARYLAND ROUTE 3
CONTRACT NO. P 844-101-371
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 2, 1989

301-656-2555

M.
NAME DIANE NEMETH (Abrams Associates) DATE 2-22-89

PLEASE
PRINT

ADDRESS 4800 Hampden Lane

CITY/TOWN BETHESDA STATE MARYLAND ZIP CODE 20814

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

The proposed alternatives for the intersection
of HOTTSFORD VISTA Road and Martin Luther
King Jr. Highway in connection with the
re-alignment of MD Rt. 450. Please send
the alternatives proposed for
Option A, Option C and Option D.
We own a property at this location
and need to determine what impact the
proposed road improvements will have
on our property.

RESPONSE: The appropriate mapping was forwarded.

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

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

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



Dr. J. L. Holding & Associates

Auto and on the Job Injuries

248

RECEIVED

MAR 8 1989

Low Back and
Leg Pain
Neck and Arm
Pain
Headaches

14300 Gallant Fox Lane
Suite 215
Bowie, MD 20715
(301) 464-5656

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

March 6, 1989

State Highway Administration
Attn: Mr. Neil J. Pederson
Director
Office of Planning and Preliminary
Engineering
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I am writing to you today requesting that you support Option No. 3 as it relates to the improvement of Route 197 and Route 450 in Bowie, Maryland.

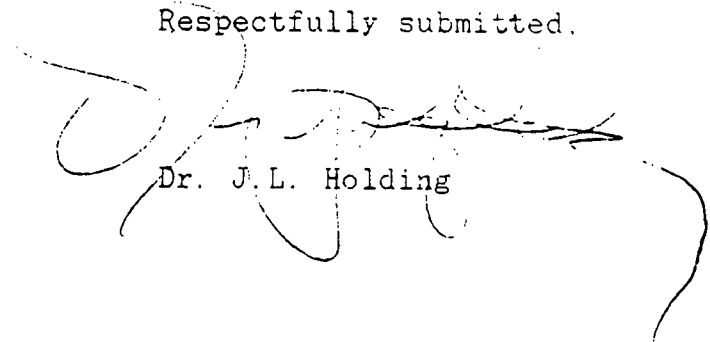
I am a tenant of the Bowie Office Park and feel my business would suffer tremendously if access to Gallant Fox Lane were closed. I feel the other options are not realistic for these reasons:

1. A connection road in the back of the Bowie Business Park would be quite costly to build.
2. The connection road would need to be maintained and my sense is it would be a source of problems with regard to maintenance and possible lawsuits, etc.
3. I feel that Route 197 (in that area) lends itself better to not having a median, and should it be found this is inadequate at a later date, a median could be installed. However, if a median is installed and it is found to be impractical, then there will be the secondary cost of removal or further changes.
4. I feel that if the only access to the Bowie Office Park is by the connecting road this area will become "a race course" and people will cut through the parking lot, causing a potentially hazardous situation for people entering and leaving the offices.

- 5. Additionally, it appears as if this area is frequently subject to flooding and this may even make building of a roadway impractical.

In closing, I would urge you to study all issues of this at length before making a decision, in that I feel this decision will have a tremendous impact on the business interests of this area. I thank you for taking the time to consider my point of view.

Respectfully submitted.



Dr. J.L. Holding



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 23, 1989

Dr. J. L. Holding
Dr. J. L. Holding & Associates
14300 Gallant Fox Lane
Suite 215
Bowie, Maryland 20715

Dear Dr. Holding:

We have received your letter in support of Option 3 at the MD 197 and MD 450 intersection on the MD 450 project planning study in Bowie.

Your concerns for your business and the effects that the other options would have are noted. These points will be given every consideration before a final decision is made on this project.

Thank you for your participation in the planning process and taking the time to let us know your feelings on this complex project.

Very truly yours,

Neil J. Pedersen

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

NJP:ds

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

VI-134

My telephone number is (301) 333-1110

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

285

Additional Responses to Dr. J.L. Holding

1. The Selected Alternate for MD 197 improvement is Option 2A, providing a 4-lane divided section with existing profile and variable width median (4'-16') from Existing MD 450 to 500'+ north of Relocated MD 450. Double left turns will be provided at the northbound and southbound approaches to Relocated MD 450, and a median break will be provided at Gallant Fox Lane.
2. SHA will not be responsible for funding construction of a new Bowie Business Park access road connecting Gallant Fox Lane to Existing MD 450.

OK 3/21/86

Nancy J. Fineberg
2907 Tarragon Lane
Bowie, MD 20715

#7
1990
MARYLAND STATE HIGHWAY ADMINISTRATION

Dear Mr. Pedersen:

This is a request that the Maryland State Highway Administration include a pedestrian overpass in Bowie if it widens Route 450 to a four- to six-lane highway.

The area between Trinity and Millstream Drives in Bowie is the heart of our town. Children, the elderly, and others regularly cross Route 450 to go to the Bowie Library, Bowie High School, church and synagogue, and stores and homes. An enlarged and busy Route 450 would pose a big danger to Bowie pedestrians, and a regular stop light with cross-walk is not enough to protect them. (Cars run yellow and red lights, cars make right and left turns, and children and the elderly walk slowly).

The State Highway Administration already includes a pedestrian overpass over Route 50 to Route 197. An overpass over Route 450 is even more important because its pedestrian traffic is much heavier.

I am contacting civic, church and political groups in Bowie to call for a pedestrian overpass. Your help is appreciated.

Thank you, Nancy Fineberg

45



*Maryland Department of Transportation
State Highway Administration*

C 287
Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 27, 1989

Ms. Nancy J. Fineberg
2907 Tarragon Lane
Bowie, Maryland 20715

Dear Ms. Fineberg:

We have received your comments on the MD 450 project planning study requesting that this Administration study the feasibility of a pedestrian overpass in Bowie.

This spring, prior to the end of the school year, we will be taking pedestrian counts and developing cost and engineering information that will help us evaluate whether pedestrian overpasses should be pursued as part of the MD 450 project.

Thank you for your participation in the planning process for this important project.

Very truly yours,

Neil J. Pedersen

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

NJP:tn

cc: Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Ms. Barbara Ostrom

VI-137

My telephone number is (301) 333-1110

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

288

Additional Response to Ms. Nancy Fineberg

The State Highway Administration is committed to providing safe accommodation for pedestrians throughout the MD 450 project. A raised median is proposed which would serve as a pedestrian refuge. Other safety features proposed include pedestrian crosswalk markings and pedestrian activated signal phases.

SHA conducted a study of pedestrian overpass feasibility for MD 450 in Bowie using traffic counts, pedestrian counts, accident history and national research conducted on this topic. The study considered two locations for overpasses -- St. Pius X Church and School and Bowie High School. The results of the study indicate a pedestrian overpass, which would cost an estimated \$795,000, is not warranted in Bowie. This finding is based on several considerations. There are no barriers or fencing proposed that would make pedestrians use an overpass to cross MD 450. There and will continue to be multiple locations where pedestrians may cross. Over the past three years, pedestrian-related accidents within the study area have been well below the statewide average for similarly designed highways. In addition, there are a number of other locations in the Washington metropolitan area with equivalent vehicular and pedestrian volumes which operate safely and successfully without an overpass.

While we do not believe an overpass is warranted, we are concerned about the safety of pedestrians. We believe safe operation can be achieved in Bowie with proper signalization, markings and the proposed raised 20 foot median which would serve as a pedestrian refuge.

289



CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

March 17, 1989

Mr. Louis Ege, Jr., Deputy Director
Project Development Division
Room 506
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Route 450 Environmental Assessment
City Council Comments

Dear Mr. Ege:

On Monday, March 13, 1989, the Bowie City Council held a public hearing on the Route 450 Environmental Assessment document. After reviewing the information, the Council voted to convey the following comments to the State Highway Administration (SHA) regarding the contents of the study:

1. The SHA should conduct a detailed Section 4 (f) analysis of Parcel F, a public land owned by the City of Bowie. The analysis should include cost factors for Options a. and b. as presented in the Environmental Assessment, and for any retaining walls needed to mitigate the impacts of construction on Parcel F. In addition, a noise study should be conducted at Parcel F to determine the impacts of traffic noise on the property.

2. The mitigation of noise impacts on Whitmarsh Park should be addressed in more detail.

3. In all situations, hiker-biker trails should be constructed as 8 foot wide trails separated from the road surface by at least a 4 foot wide curb backing. Any open section road design should contain an 8 foot wide trail outside the drainage side ditches (i.e. physically separated from the road surface).

4. Further study of access and buffering at St. Pius X Church should be undertaken.

4

MAYOR	MAYOR	VI-139		COUNCIL	CITY MANAGER
RICHARD J. LOGUE	JACK D. JENKINS	MICHAEL F. DIMARIO • EUGENE F. KILEY • RICHARD D. PADGETT		WALTER G. PLANET • G. FREDERICK ROBINSON	CHARLES MOORE

290

5. Left-turn storage lanes are recommended at all median crossovers including the westbound Route 450 entrance to Sacred Heart Chapel (which is outside the project limits).

6. Only a 4-lane roadway with a median strip ranging from a minimum of one (1) foot wide to a maximum of 16 feet wide should be constructed. No additional major right-of-way acquisitions should occur.

7. The City shall have the opportunity to review and comment on a right-of-way landscaping plan and a reforestation plan for the 7.39 acre woodland area disturbed in Whitmarsh Park. If feasible, replacement/reforestation should take place within the boundaries of the park or on land in the vicinity.

8. Because the elimination of Option W3 (construction of a new bridge over the Conrail railroad) will significantly reduce the impacts to both 100-year floodplain and wetland areas of the Collington Branch, Option W3 should be eliminated from consideration.

9. The SHA must provide light and noise barriers at the two (2) locations where the study recommends no barriers be constructed (i.e. Galaxy Lane and Moylan Drive). Further, the State should examine the effects of lighting, glare, etc. emanating from Route 450 and prescribe an acceptable method of sight and sound protection for all affected properties along the Route 450 alignment.

10. Because of the excessive costs of the 6-lane Build Alternate, only the 4-lane Build Alternate should be considered.

11. A combination of reduced median widths and use of 2:1 side slopes (and retaining walls, where necessary) should be used to avoid impacts to the Section 4(f) resources. The steeper side slopes should be stabilized with an appropriate ground cover which requires little or no maintenance. As an additional safety measure, the installation of guard rails at the top of the slopes should be considered.

12. Further detailed studies of buffering and roadway setback options should be conducted for the following locations:

- (1) Along the south side of Route 450 for properties on Tilbury Lane and Belair Drive;
- (2) Along the north side of Route 450 in the vicinity of the Belair Town townhouses.

13. The limits of disturbance within the public right-of-way should be clearly marked and a detailed plan showing trees proposed to be removed should be provided to the City for review prior to any tree clearing.

21

The above comments are meant to supplement the City's official position regarding the Route 450 improvements. The City position, which was presented at the February 2, 1989 SHA public hearing at Bowie High School, is included as an attachment to this letter.

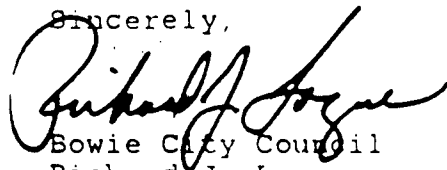
At this time, the City would like to reiterate its position that the existing Route 450 bridge over the Conrail railroad be removed when the new Route 450 is opened to traffic. The City feels that replacement or rehabilitation of the existing bridge will further disturb the environmentally sensitive area along the Collington Branch. In addition, by providing access via existing Route 450, the SHA appears to be encouraging a bottleneck of traffic congestion at the convergence of existing and relocated Route 450. The City believes it is the SHA's responsibility to alleviate forced-flow traffic conditions, not encourage them.

The City also wishes to reiterate its position that existing Route 450 between Route 197 and Saint Pius X Church be closed and be reconstructed as a park with a bike trail. The closure of this section of Route 450 most certainly represents the best mitigation alternative available and serves to recover the open space which will be disturbed north of Twin Cedar Lane.

It is anticipated that your office will respond in writing to the issues and comments raised by the City prior to any final determination of a recommendation for the Route 450 design. The City is very interested in participating in this effort to upgrade this vital roadway through our community.

We appreciate your consideration of these comments and look forward to your timely response to the concerns mentioned in this letter.

Sincerely,



Bowie City Council
Richard J. Logue
Mayor

Attachment

cc: The Honorable Leo Green, State Senator
Mr. Donald G. Honeywell, Project Manager
Mr. Ronald Rye, Wilson T. Ballard Company

2/17

Responses to Richard J. Loque (Mayor-City of Bowie)

1. Parcel F (west of the Conrail railroad), which is now being considered for use as a City of Bowie park, is planned as two park segments separated by the proposed relocation of MD 450. The relocation of MD 450 into this area was included in the Bowie-Collington and Vicinity Master Plan, 1970 and is included in the 1990 version of the Master Plan. As indicated in these master plans, proposed A-44 would also bisect this property in a north-south direction if it is ever built. When the City purchased Parcel F in 1982 and 1984, a corridor to accommodate the relocation of MD 450 as a 4-6 lane arterial highway in a 120-150 foot right-of-way had already been reserved through this area by Bowie and M-NCPPC, at least since 1970, as indicated in the adopted and approved master plan for that year. Attachments to the City of Bowie's letter, dated August 24, 1987 in the Agency Coordination section, document this highway reservation and the fact that the future parkland is to be developed as two halves north and south of the relocation.

Consequently, the requirements of Section 4(f) do not apply to the subsequent highway construction on the reserved right-of-way as previously planned. No impacts to this proposed facility are anticipated and a Section 4(f) analysis is not warranted.

Retaining walls are an expensive construction method utilized to mitigate substantial impacts. Since there are no impacts to the future park, retaining walls cannot be considered.

A noise analysis was performed at Parcel F and reported as NSA 32 in the Environmental Assessment. FHWA noise abatement criteria were not exceeded at this location for any alternate. Noise abatement is not warranted.

2. A noise analysis was performed at Whitemarsh Park. NSA 4 was taken as representative of the proposed noise conditions. FHWA noise design guidelines were not exceeded at this location for the Selected Alternate. Therefore, noise abatement is not warranted.
3. As indicated on the typical sections (Figure 8) in the Environmental Documents, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road. East of Race Track Road where open section is proposed the 10' wide open shoulder will accommodate the longitudinal trail.
4. Optimum access is proposed at St. Pius X Church. Left turn access will be provided only at the west entrance which will be relocated approximately 150' to the west to create more distance from Moylan/Trinity Drives. The east entrance will become right-in, right-out only. Traffic signals at Moylan/Trinity Drives, 800'± to the east, and MD 197, 1500± to the west, will help create gaps in traffic flow for vehicles to turn left. Traffic signal warrants will be evaluated during final design.

- 5. Left turn storage lanes are proposed at all median crossovers.
- 6. The proposed median width for the Selected Alternate is 20' except:
 - a) From 1750' west of the proposed Conrail Bridge to 150' east of the Conrail Bridge where it will be 16' wide.
 - b) At the approaches to the MD 197 and Race Track Road intersections where it will transition to 30' to accommodate double left turns which are necessary for adequate capacity.

The median is a safety feature for which each additional foot provides an added increment of safety according to the American Association of State Highway and Transportation Officials (AASHTO). A median provides desired freedom from interference of opposing traffic, speed change areas and storage for left-turning and U-turning vehicles and a buffer to reduce headlight glare. Medians reduce the frequency and severity of fatal and injury accidents and provide an area for pedestrian refuge. Twenty feet is considered the minimum desirable width for medians at unsignalized intersections in order to provide shadowing area for crossing and left turning traffic from side roads. The proposed median width can accommodate a variety of plantings and landscaping designs.

- 7. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation, and reforestation would be identified by the SHA's Landscape Architecture Division during the final design phase. Landscaping studies throughout the project will be undertaken during final design and coordinated with Bowie Streetscape Studies.
- 8. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
- 9. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12, 31 and 34 satisfied cost per residence criteria, warranting further investigation during final design.

gk

The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.

10. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
11. Retaining walls would be constructed at the Sussex Lane Recreational Area and Whitemarsh Park to avoid right-of-way acquisition from these resources. M-NCPPC has indicated preference for 2:1 slopes at the future Archer Tract property.
12. The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.
13. See Response 7. above.
14. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197.
15. Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.

295

B. ELECTED OFFICIALS

2/10

B. Elected Officials

Correspondence has been received from the following State and City of Bowie Elected Officials:

- The Honorable Leo E. Green
Maryland State Senate, 23rd
Legislative District, Prince George's County

- The Honorable Richard J. Logue
Mayor, City of Bowie



287
FEB 21 1989

SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

LEO E. GREEN
23RD LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY

JAMES OFFICE BUILDING
ROOM 212
ANNAPOLIS, MARYLAND 21401-1991
TELEPHONE
WASHINGTON AREA - 858-3631

February 22, 1989

MAJOR COMMITTEES
FINANCE
JOINT COMMITTEE ON SPENDING AFFORDABILITY
JOINT COMMITTEE ON HEALTH CARE COST CONTAINMENT
GOVERNOR'S EMPLOYMENT AND TRAINING COUNCIL
CHAIRMAN
JOINT COMMITTEE ON THE MANAGEMENT OF PUBLIC FUNDS

Donald G. Honeywell
Project Manager
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Honeywell:

I wish to acknowledge receipt of a copy of the February 6 letter to you from Richard T. Ziegler concerning the Route 450 construction project. I was pleased to review his comments and concerns regarding the project area between Stoneybrook Drive and Superior Lane. Obviously, compromises will need to be made regarding the development and planning of the subject area.

Please keep me advised of the progress.

Sincerely,


Leo Green

File

Response to Senator Leo E. Green
(Letter Dated February 22, 1989)

Extensive coordination with business owners east of Highbridge Road, the City of Bowie, the Bowie Chamber of Commerce and area residents has been made a part of this study. The decision to keep the Existing Conrail Bridge open and the connection of Relocated and Existing MD 450 via a slip ramp and two other connections will provide adequate access to businesses along Existing MD 450.

A mountable median, for emergency vehicles only, is proposed in front of the Bowie Volunteer Fire Department. A median opening is proposed just east of the fire station for eastbound access to the Freestate Shopping Center. Based on SHA criteria, a 750' minimum spacing for median openings was sought where possible.

289



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991

LEO E. GREEN
23RD LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY

February 24, 1989

ANNAPOLIS ADDRESS:
JAMES OFFICE BUILDING
ROOM 212
ANNAPOLIS MARYLAND 21401-1991
TELEPHONE
WASHINGTON AREA 858 3631

RECEIVED

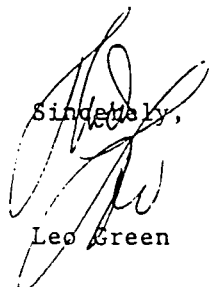
Mr. Neal Pedersen
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

PLANNING & DEVELOPMENT

Dear Mr. Pedersen:

My constituents and neighbors, Norman & Charlotte Dye and Larry and Sheila Alverson are very effected by the proposed widening of Route 450. They have shared their concern with me. I would be grateful if you would review their situation and arrange to meet with them to discuss the matter more fully. My office is working with Don Honeywell on dates to meet with citizens of Marne Lane. I believe that the Dyses and Alversens could be included in this meeting. I will be happy to help coordinate such a meeting.

With best wishes, I am

Sincerely,

Leo Green

300

Response to Senator Leo E. Green
(Letter Dated February 24, 1989)

Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

Accordingly, noise mitigation is considered when FHWA noise abatement criteria of 67 dBA for residential areas is approached or exceeded or when predicted noise levels exceed existing noise levels by 10 dBA or more. Consideration of noise mitigation (generally mounds or barriers) also includes feasibility (physically buildable and capable of reducing noise levels by at least 7-10 dBA), reasonableness (less than \$40,000 per residence impacted), and if the mitigation is acceptable to affected property owners.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). The Selected Alternate results in violation of Federal Noise Abatement Criteria at NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35. Mitigation was evaluated at each of these areas. Only NSA's 11, 12 and 31 satisfied cost per residence criteria, warranting further investigation during final design.

Of concern in this letter are residences located along Tilbury Lane and Belair Drive. NSA's 7 and 34 apply respectively to these areas. NSA 7 noise levels are projected to increase from 58 dBA to 63 dBA and are therefore not in violation of criteria. Noise levels near the Belair Drive/MD 450 intersection, as reflected by NSA 34, are projected to increase from 64 to 66 dBA, warranting mitigation analysis. However, such analysis indicates that barriers would not meet cost effectiveness criteria.

301



SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

LEO E. GREEN
23RD LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY

February 24, 1989

ANNAPOLIS ADDRESS:
JAMES OFFICE BUILDING
ROOM 212
ANNAPOLIS, MARYLAND 21401-1991
TELEPHONE
WASHINGTON AREA 858 3631

RECEIVED

Mr. Neil Pedersen, Director
Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

MAR 1 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. *Neil* Pedersen:

At the hearing on the relocation of Route 450, Jacques Thomas and Janice Liggins told me of an access problem at 9624 Annapolis Road. I would be grateful if you would contact either Ms. Thomas - 459-3387 or Ms. Liggins - 464-1876 to discuss same and advise me accordingly.

Many thanks!

Sincerely,

Leo Green
Leo Green

200

Response to Senator Leo E. Green
(Letter Dated February 24, 1989)

Access in the westbound direction to 9624 Annapolis Road will not change. Access from the eastbound direction will require a U-turn at Forbes Boulevard. It is anticipated that the MD 450/Forbes Boulevard intersection will be signalized by the design year 2015.

STATEMENT
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
REGARDING ROUTE 450 REALIGNMENT AND UPGRADE

Good evening.

The Bowie City Council takes this opportunity to present their position regarding the realignment and upgrading of Route 450 through our community.

The fifteen points presented in the City's policy statement are the result of public hearings held on November 1 and December 5, 1988. The City's letter to State Highway Administration Director of Preliminary Planning and Engineering Neil Pederson dated November 16, 1988 indicates that public input was sought in establishing the City position statement. Input from numerous residents and businesspersons was considered and integrated into the position statement.

We urge you to carefully consider the following points:

- 1. The "no build" option should not be considered since serious congestion already exists and roadway improvements are needed.
- 2. The 5-lane design, similar to Route 197 north of Route 450, is unacceptable.

No more than 4 lanes (2 in each direction) should be constructed between Route 193 and Route 3.

- 3. Median - The median should be no wider than 12' between Route 197 and Stonybrook Drive and no greater than 16' east to Route 3. The median should provide safe turning movements and should be raised and landscaped so as to create a boulevard effect similar to Route 28 in Montgomery County.

Median width for that roadway between the Conrail bridge and Route 197 should be defined as from zero on the bridge to a maximum of 12 feet in width at its intersection with Route 197 on the east.

304

4. An 8' wide bike trail from Whitmarsh Park entrance west through the entire City limits, should be provided and a 4' wide sidewalk should be provided where needed, particularly in commercial areas. Both the sidewalk and bike trail should be offset from the edge of roadway by a 4' wide grass area.

Since crossing Route 450 is facilitated at six intersections with traffic lights east from Route 197, it is not necessary to additionally build a sidewalk on the south side. As no controlled crossing of Route 450 exists for a considerable distance west of Route 197, a new trail crossing is needed west of the Conrail tracks to connect the two halves of a City open space parcel.
5. This policy statement is intended to designate sidewalks, bike trails, median strip, curb and gutter, and property setbacks (to the extent they are addressed within this statement) as permanent, minimum safety amenities necessary to support a roadbed of 4 lanes and the development density levels which can be supported by a 4-lane roadway.
6. Existing Route 450 from Route 197 east to St. Pius, should be closed and become a park and bike trail.
7. Emphasis should be placed on preservation of trees bordering the entire length of Route 450 from Route 193 to its intersection with Route 3 even to the extent that all trees to be taken should be so marked beforehand.
8. Traffic signals should be installed at the intersection of Long Ridge and Tulip Grove Drive on Route 197 and Highbridge Road/Route 450.
9. The rural character of Route 450 west of the Conrail bridge should be maintained.
10. All Route 450 construction should be phased with other road construction activities in the area (e.g. I-68, Route 197, Woodmore Road, etc.)
11. The southern-most alignment of Route 450 between the Conrail bridge and Route 197 should be maximized in order to preserve maximum buffering from Galaxy Lane homes.
12. Particular attention should be given to noise abatement and headlight intrusion problems associated with residential areas abutting the elevated portion of Route 450 as it passes over the Conrail bridge west of Route 197.
13. Particular attention should be given to sight distance problems associated with the entrance to the Bowie Forest development on Route 450 at Hilltop.

305

14. All utility cables should be placed underground as part of this reconstruction.
15. The existing bridge over the Conrail tracks should close when the new bridge opens.
16. All storm drainage facilities, both temporary and permanent, must be identified before the final date for public comment arrives to prevent significant adverse environmental impact from occurring without proper public input.

Your serious consideration of the policy statement of the City Council and residents is appreciated. The realignment and upgrading of Route 450 will have a profound impact on the future of our community. Thank you.

/asf

Revised 2/2/89

306

Responses to Richard J. Loque
(Comments dated 2/2/89)

1. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
2. See Response 1. The 5-Lane Alternate was dropped prior to the Location/Design Public Hearing.
3. The proposed median width for the Selected Alternate is 20' except:
 - a. From 1750' west of the proposed Conrail Bridge to 150' east of the Conrail Bridge where it will be 16' wide.
 - b. At the approaches to the MD 197 and Race Track Road intersections where it will transition to 30' to accommodate double left turns which are necessary for adequate capacity.

The median is a safety feature which each additional foot provides an added increment of safety according to the American Association of State Highway and Transportation officials (AASHTO). A median provides desired freedom from interference of opposing traffic, speed change areas and storage for left-turning and U-turning vehicles and a buffer to reduce headlight glare. Medians reduce the frequency and severity of fatal and injury accidents and provide an area for pedestrian refuge. Twenty feet is considered the minimum desirable width for medians at unsignalized intersections in order to provide shadowing area for crossing and left turn traffic from side roads. The proposed median width can accommodate a variety of landscaping designs and plantings.

4. As indicated on the typical sections (Figure 8) in the Environmental Document, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road as agreed upon in coordination meetings between SHA and Bowie representatives subsequent to the Location/Design Public Hearing.

Coordination has been maintained with developers of the proposed Highbridge Subdivision and the City of Bowie to provide continuity between the SHA proposed MD 450 longitudinal trail system and proposed trail crossings of Route 450 to serve the Highbridge development and the proposed Parcel F park. A grade separated trail crossing of MD 450 by means of a high arch-type culvert will be provided at a location 500' to 1500' west of the Conrail Railroad.

- 5. The number of lanes associated with the Selected Alternate are based on capacity requirements dictated by traffic volume projections for the year 2015. These projections are based primarily on Washington Council of Governments (COG) Round 3.5 data for the year 2010. The projections assumed construction of all currently planned highways in the region, including the upgrading of U.S. Route 50 to a 6-lane interstate highway (I-595) and the improvements to MD 214.

The environmental document identified current development trends and the county's land use plans and growth strategies in the Bowie area. The documents also identified the consistency of the proposed improvements with the County's approved and adopted comprehensive plan for the Bowie area and its traffic analyses provided information documenting the need for an improved highway with additional capacity.

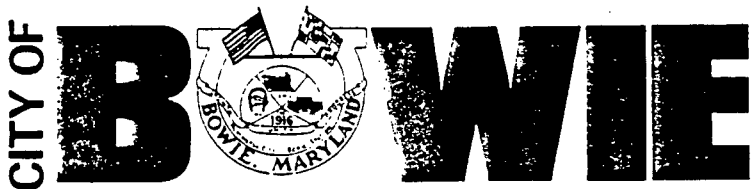
Development in the corridor occurs as a result of planning and zoning by the county. Regardless of major improvements to Md. 450, development will occur. This project does not force or spur development. The need for major improvements to Md. 450 is created in response to both existing travel demand and development planned in and near the corridor. The project is being proposed in response to intense growth both planned and underway in the area. In addition, this project is not anticipated to have major land use impacts or induce unplanned growth as little land remains that is not already planned or targeted for development.

- 6. The Selected Alternate includes Option E4 between MD 197 and Moylan/Trinity Drives. E4 proposed connection of Tulip Grove Drive with Twisting Lane and conversion of the existing MD 450 roadbed in this area to a multi-use trail.
- 7. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation and reforestation would be identified by SHA's Landscape Architecture Division during the final design phase.
- 8. SHA has performed signal warrant studies at both of these intersections concluding that warrants at neither are met at this time, although a flashing signal will be provided at Highbridge Road. Studies will continue to be performed periodically to determine if the need for a signal arises. Warrant studies at all unsignalized intersections will be performed during the final design stage.
- 9. The Selected Alternate proposes a 6-Lane divided section from MD 197 westerly to MD 704. Six lanes are required to meet capacity requirements in this area. Closed section was selected to minimize the width of impact and allow safe provision of a multi-use trail.

305

10. It is unlikely that roadway construction projects currently underway in the vicinity of MD 450 (e.g. MD 450/MD 564 and I-595) will be on-going if and when MD 450 is advertised for construction. Maintenance of traffic plans will be developed during the final design phase to minimize disruptions in roadway capacity during construction, especially at the peak hours.
11. The centerline of the proposed alignment between Conrail and MD 197 will close to evenly split the dedicated corridor because the width of the improvement approaching the MD 197 intersection (3 through lanes, and double left turns) leaves little latitude for an alignment shift if improvements are to remain within existing right-of-way.
12. Detailed noise studies were completed during project planning. NSA 13, within the residential area along the proposed elevated portion of the roadway, does not meet cost criteria for evaluating noise barriers any further. Privacy screening will be provided along the north side of the roadway in this area.
13. The proposed profile, developed during the Detailed Studies Stage of project planning, will result in an improved sight distance to meet 50 mph design speed criterion for the entire project. Several sight distance problems along MD 450 in the Bowie area will be corrected, including segments near Moylan/Trinity Drives and near Hilltop Plaza.
14. SHA will not participate in the funding of burial of existing overhead utilities; however, burial could be included on plans if funding were provided by others. Since most utility poles are currently near the right-of-way line (existing and proposed), only minimal relocation of overhead utilities will be required.
15. The Selected Alternate includes maintaining use of Existing MD 450 west of MD 197 (Option W2) by vehicular traffic to:
 - a. Provide access to existing businesses along Existing MD 450 and;
 - b. Provide necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
16. Storm drain and stormwater management designs are performed during final design. All State environmental regulatory processes will be carried out. SHA will coordinate final design issues including storm drain design with the City of Bowie.

309



CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

March 17, 1989

Mr. Louis Ege, Jr., Deputy Director
Project Development Division
Room 506
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Route 450 Environmental Assessment
City Council Comments

Dear Mr. Ege:

On Monday, March 13, 1989, the Bowie City Council held a public hearing on the Route 450 Environmental Assessment document. After reviewing the information, the Council voted to convey the following comments to the State Highway Administration (SHA) regarding the contents of the study:

1. The SHA should conduct a detailed Section 4 (f) analysis of Parcel F, a public land owned by the City of Bowie. The analysis should include cost factors for Options a. and b. as presented in the Environmental Assessment, and for any retaining walls needed to mitigate the impacts of construction on Parcel F. In addition, a noise study should be conducted at Parcel F to determine the impacts of traffic noise on the property.
2. The mitigation of noise impacts on Whitmarsh Park should be addressed in more detail.
3. In all situations, hiker-biker trails should be constructed as 8 foot wide trails separated from the road surface by at least a 4 foot wide curb backing. Any open section road design should contain an 8 foot wide trail outside the drainage side ditches (i.e. physically separated from the road surface).
4. Further study of access and buffering at St. Pius X Church should be undertaken.

46

MAYOR	MAYOR PRO TEM	COUNCIL	CITY MANAGER
RICHARD J. LOGUE	JACK D. JENKINS	MICHAEL F. DIMARCO • EUGENE F. KILEY • RICHARD D. PADGETT WALTER G. PLANET • G. FREDERICK ROBINSON	G. CHARLES MOORE

310

5. Left-turn storage lanes are recommended at all median crossovers including the westbound Route 450 entrance to Sacred Heart Chapel (which is outside the project limits).

6. Only a 4-lane roadway with a median strip ranging from a minimum of one (1) foot wide to a maximum of 16 feet wide should be constructed. No additional major right-of-way acquisitions should occur.

7. The City shall have the opportunity to review and comment on a right-of-way landscaping plan and a reforestation plan for the 7.39 acre woodland area disturbed in Whitemarsh Park. If feasible, replacement/reforestation should take place within the boundaries of the park or on land in the vicinity.

8. Because the elimination of Option W3 (construction of a new bridge over the Conrail railroad) will significantly reduce the impacts to both 100-year floodplain and wetland areas of the Collington Branch, Option W3 should be eliminated from consideration.

9. The SHA must provide light and noise barriers at the two (2) locations where the study recommends no barriers be constructed (i.e. Galaxy Lane and Moylan Drive). Further, the State should examine the effects of lighting, glare, etc. emanating from Route 450 and prescribe an acceptable method of sight and sound protection for all affected properties along the Route 450 alignment.

10. Because of the excessive costs of the 6-lane Build Alternate, only the 4-lane Build Alternate should be considered.

11. A combination of reduced median widths and use of 2:1 side slopes (and retaining walls, where necessary) should be used to avoid impacts to the Section 4(f) resources. The steeper side slopes should be stabilized with an appropriate ground cover which requires little or no maintenance. As an additional safety measure, the installation of guard rails at the top of the slopes should be considered.

12. Further detailed studies of buffering and roadway setback options should be conducted for the following locations:

- (1) Along the south side of Route 450 for properties on Tilbury Lane and Belair Drive;
- (2) Along the north side of Route 450 in the vicinity of the Belair Town townhouses.

13. The limits of disturbance within the public right-of-way should be clearly marked and a detailed plan showing trees proposed to be removed should be provided to the City for review prior to any tree clearing.

311

The above comments are meant to supplement the City's official position regarding the Route 450 improvements. The City position, which was presented at the February 2, 1989 SHA public hearing at Bowie High School, is included as an attachment to this letter.

At this time, the City would like to reiterate its position that the existing Route 450 bridge over the Conrail railroad be removed when the new Route 450 is opened to traffic. The City feels that replacement or rehabilitation of the existing bridge will further disturb the environmentally sensitive area along the Collington Branch. In addition, by providing access via existing Route 450, the SHA appears to be encouraging a bottleneck of traffic congestion at the convergence of existing and relocated Route 450. The City believes it is the SHA's responsibility to alleviate forced-flow traffic conditions, not encourage them.

14

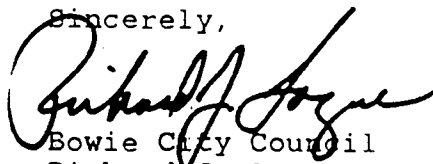
The City also wishes to reiterate its position that existing Route 450 between Route 197 and Saint Pius X Church be closed and be reconstructed as a park with a bike trail. The closure of this section of Route 450 most certainly represents the best mitigation alternative available and serves to recover the open space which will be disturbed north of Twin Cedar Lane.

15

It is anticipated that your office will respond in writing to the issues and comments raised by the City prior to any final determination of a recommendation for the Route 450 design. The City is very interested in participating in this effort to upgrade this vital roadway through our community.

We appreciate your consideration of these comments and look forward to your timely response to the concerns mentioned in this letter.

Sincerely,



Bowie City Council
Richard J. Logue
Mayor

Attachment

cc: The Honorable Leo Green, State Senator
Mr. Donald G. Honeywell, Project Manager
Mr. Ronald Rye, Wilson T. Ballard Company

312

Responses to Richard J. Loque
(Comments dated 3/17/89)

1. Parcel F (west of the Conrail railroad), which is now being considered for use as a City of Bowie park, is planned as two park segments separated by the proposed relocation of MD 450. The relocation of MD 450 into this area was included in the Bowie-Collington and Vicinity Master Plan, 1970 and is included in the 1990 version of the Master Plan. As indicated in these master plans, proposed A-44 would also bisect this property in a north-south direction if it is ever built. When the City purchased Parcel F in 1982 and 1984, a corridor to accommodate the relocation of MD 450 as a 4-6 lane arterial highway in a 120-150 foot right-of-way had already been reserved through this area by Bowie and M-NCPPC, at least since 1970, as indicated in the adopted and approved master plan for that year. Attachments to the City of Bowie's letter, dated August 24, 1987 in the Agency Coordination section, document this highway reservation and the fact that the future parkland is to be developed as two halves north and south of the relocation.

Consequently, the requirements of Section 4(f) do not apply to the subsequent highway construction on the reserved right-of-way as previously planned. No impacts to this proposed facility are anticipated and a Section 4(f) analysis is not warranted.

Retaining walls are an expensive construction method utilized to mitigate substantial impacts. Since there are no impacts to the future park, retaining walls cannot be considered.

A noise analysis was performed at Parcel F and reported as NSA 32 in the Environmental Assessment. FHWA noise abatement criteria were not exceeded at this location for any alternate. Noise abatement is not warranted.

2. A noise analysis was performed at Whitemarsh Park. NSA 4 was taken as representative of the proposed noise conditions. FHWA noise design guidelines were not exceeded at this location for the Selected Alternate. Therefore, noise abatement is not warranted.
3. As indicated on the typical sections (Figure 8) in the Environmental Documents, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road. East of Race Track Road where open section is proposed the 10' wide open shoulder will accommodate the longitudinal trail.
4. Optimum access is proposed at St. Pius X Church. Left turn access will be provided only at the west entrance which will be relocated approximately 150' to the west to create more distance from Moylan/Trinity Drives. The east entrance will become right-in, right-out only. Traffic signals at Moylan/Trinity Drives, 800'+ to the east and MD 197, 1500± to the west will help create gaps in traffic flow for vehicles to turn left. Traffic signal warrants will be evaluated during final design.

313

5. Left turn storage lanes are proposed at all median crossovers.
6. The proposed median width for the Selected Alternate is 20' except:
 - a. From 1750' west of the proposed Conrail Bridge to 150' east of the Conrail Bridge where it will be 16' wide.
 - b. At the approaches to the MD 197 and Race Track Road intersections where it will transition to 30' to accommodate double left turns which are necessary for adequate capacity.

The median is a safety feature which each additional foot provides an added increment of safety according to the American Association of State Highway and Transportation officials (AASHTO). A median provides desired freedom from interference of opposing traffic, speed change areas and storage for left-turning and U-turning vehicles and a buffer to reduce headlight glare. Medians reduce the frequency and severity of fatal and injury accidents and provide an area for pedestrian refuge. Twenty feet is considered the minimum desirable width for medians at unsignalized intersections in order to provide shadowing area for crossing and left turn traffic from side roads. The proposed median width can accommodate a variety of landscaping designs and plantings.

7. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation and reforestation would be identified by SHA's Landscape Architecture Division during the final design phase. Landscaping studies throughout the project will be undertaken during final design and coordinated with Bowie Streetscape Studies.
8. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197 intersection.
9. Noise abatement for this project has been considered consistent with Federal regulations (23 CFR 772) and SHA's noise policy. This noise policy assures that noise abatement decisions are consistent and equitable throughout the State.

NSA locations are listed in the published Environmental Assessment (EA) and Chapter III of this document (FONSI). With the Selected Alternate NSA's 9, 11, 12, 13, 23, 24, 27, 28, 29, 30, 31, 34 and 35 are in violation of Federal Noise Abatement criteria. Mitigation was evaluated at each of these areas. Noise mitigation at NSA's 11, 12, 31 and 34 will be further investigated during final design.

314

The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.

10. The Selected Alternate is based upon comments received at and subsequent to the Public Hearing, coordination with local, state and federal agencies and elected officials, and level of service requirements. The Selected Alternate will provide four through lanes from Whitfield Chapel Road to MD 704, six through lanes from MD 704 to east of MD 197 and four through lanes from east MD 197 to west of MD 3.
11. As requested by M-NCPPC, 2:1 slopes will be provided at the future Archer Tract property. Retaining walls will be provided to avoid property acquisition at Whitemarsh Park.
12. The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.
13. See Response 7. above.
14. Option W2, consisting of rehabilitation of the Existing MD 450 bridge over the Conrail Railroad, has been selected. The bridge will likely be rehabilitated under a separate project and remain under the jurisdiction of the State Highway Administration. Maintaining use of MD 450 west of MD 197 provides access to businesses along Existing MD 450 and provides necessary supplemental capacity for the Relocated MD 450/MD 197.
15. Option E4 has been selected. This option will result in the extension of Twin Cedar Lane across Existing MD 450 to intersect Twisting Lane as indicated on the original plans for the Tulip Grove subdivision. Existing MD 450 will be closed between MD 197 and Moylan/Trinity Drives, with the roadbed remaining as a multi-use trail. Existing MD 450 (to the west) will form a T-intersection at MD 197.

315



City of Bowie

September 24, 1991

MAYOR

Richard J. Logue

MAYOR PRO TEM

G. Frederick Robinson

COUNCIL

Gary G. Allen

Mollie Gieseeman

Jack D. Jenkins

Eugene F. Kiley

Richard D. Padgett

CITY MANAGER

Charles Moore

ADDRESS

2614 Kenhill Drive
Bowie, Maryland
20715

(301) 262-6200

TDD (301) 262-5013

FAX (301) 262-1191

Mr. Hal Kassoff, Administrator
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, Maryland 21203

Re: Rte. 450 Design

Dear Mr. Kassoff:

The City wishes to thank you and your staff for working diligently to resolve issues regarding the design and impacts of the Rte. 450 proposed widening through Bowie in the vicinity of City owned park land. Key to these design agreements are the construction of a four-lane section east of Rte. 197, the installation of a bike trail and extra landscaping, and most importantly, the use of two retaining walls in the vicinity of Whitemarsh Park.

Due to the park related design issues being resolved, the City acknowledges that only a very minor amount of land in our Whitemarsh Park will be needed for a short-term temporary construction easement that will have no long term impact on any use of the park. There will not be a need for any change in ownership by the City of our park land.

The minor amount of land needed for right-of-way in the vicinity of Sussex Lane will not impact the inactive open character of this City owned land. This is not an active park site.

Therefore, the City concurs with your determination that Section 4(f) does not apply in the case of the current plans to widen Rte. 450 as it relates to both Whitemarsh Park and our Sussex Lane site. We thank you for working to resolve these issues and look forward to continuing to work to resolve any and all other issues so Rte. 450 can move to construction as it is a critically important highway in the Bowie area.

Sincerely,

Bowie City Council
Richard J. Logue
Mayor

1
2
3
4

3/14

Responses to Richard J. Loque
(Comments Dated 9/24/91)

1. The Selected Alternate includes provision of four through lanes from east of MD 197 to west of MD 3.
2. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. As indicated on the typical sections (Figure 8) in the Environmental Documents, an 8' wide multi-use trail, set back 5' from the curb, is proposed along the north side for the Bowie portion of the project. A sidewalk is proposed along the south side of the road from MD 197 to Race Track Road. East of Race Track Road where open section is proposed the 10' wide open shoulder will accommodate the longitudinal trail.
3. Retaining walls have been incorporated into the Selected Alternate to avoid property acquisition from the Sussex Lane Recreational Area and Whitemarsh Park.
4. A temporary construction easement is required to construct a connection between the proposed trail along MD 450 and the existing Whitemarsh Park trail.

317

C. AGENCY COORDINATION

318

C. Agency Comments

1. Comments prior to Public Hearing

Written comments were received prior to the Location/Design Public Hearing from the following agencies:

- Maryland Historical Trust
- Department of Natural Resources (DNR) - Maryland Geologic Survey
- M-NCPPC
- City of Bowie
- United States Department of the Interior - Fish and Wildlife Service
- DNR - Maryland Forest, Park and Wildlife Service
- U.S. Department of Agriculture

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

MAY 11 10 13 AM '88

319
William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

May 11, 1988

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. P 844-101-371
Maryland Route 450 from east
of Whitfield Chapel Road to
Maryland Route 3
PDMS No. 163300


Dear Ms. Simpson:

Concerning the subject project, our office concurs with the boundary for Holy Trinity School proposed by SHA on 8/19/87, and the one proposed for Sacred Heart Church on 3/10/87, as shown on the enclosed maps.


In terms of the Buena Vista site, our office would like to solicit your opinion concerning the boundary shown (in red) on the attached map.

We thank you for the cooperation you have shown on this project, and look forward to its completion. If you have any questions, feel free to contact me at 974-4450.

Sincerely,


Al H. Luckenbach
Assistant Administrator
Office of Preservation Services

AHL/lm
Enclosures
cc: Rita Suffness
Paul Wettlaufer
Sara Walton
Shirley Baltz


Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

320



Maryland Historical Trust

November 18, 1986

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. 844-101-371
Maryland Route 450 from east
of Whitefield Chapel Road to
Maryland Route 3
P.D.M.S. No. 163300

Dear Ms. Simpson:

Thank you for your letter of October 29, 1986 concerning the above-referenced project. Our office concurs with your determinations of eligibility for the following structures:

- | | |
|---|------|
| 1. Gravel Pit Farm (PG71A-21) | MI |
| 3. Frame Dwelling | MI |
| 4. Holy Trinity Church and Rectory
(PG71A-9) | PNRE |
| 5. Magruder-Brannon House (PG70-30) | MI |
| 6. Buena Vista (PG70-17) | PNRE |
| 7. Tenant House | MI |
| 8. Frame Dwelling | MI |

We disagree, however, with your assessment of the Sacred Heart Chapel (PG71A-19). Parts of this structure date to 1741, and the later additions (Nave 1856, Tower 1876, Interior 1916) seem an acceptable part of the building's evolution. As one of the earliest Catholic parishes in the English Colonies, we consider this structure potentially eligible for the National Register. Please inform us of your opinion.

If you have any questions or comments, feel free to contact Al Luckenbach at 757-9000.

Sincerely,

J. Rodney Little
Director-State Historic
Preservation Officer

JRL/AHL/nmc

cc: Ms. Rita Suffness

Mrs. Sara Walton Mr. W. Dickerson Charlton



321

TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. CLEAVES
DEPUTY DIRECTOR

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

2300 ST. PAUL STREET
BALTIMORE, MARYLAND 21218

Division of Archeology
(301) 554-5530

24 February 1987

PROJECT DEVELOPMENT DIVISION
FEB 25 9 21 AM '87

Mr. Louis H. Ege, Jr.
Deputy Director
Division of Project Development
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Maryland 450, Prince Georges
County

Dear Mr. Ege:

I have reviewed the above-referenced project with regard to archeological resources. Several sites have been recorded near the proposed project area (see attached map):

<u>Site Number</u>	<u>Site Type</u>
18PR201	prehistoric/historic
18PR179	prehistoric
18PR191	prehistoric

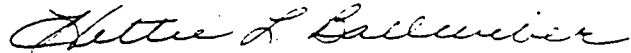
Based on the information available from the Archeological Site Survey forms in the Division files, it is uncertain if these sites are eligible for the National Register. It appears that 18PR179 will be the only site that may be impacted by the proposed construction.

Several surveys have been conducted along Maryland 450 (Curry, File Report 133) which have yielded negative results. For the remaining area, with the exception of small knolls overlooking White Marsh Creek, the potential for prehistoric and historic archeological sites is expected to be only moderate at best because of disturbances from development and gravel quarrying activities that have taken place along the Route 450 corridor.

322

If I can be of further assistance regarding this matter, please do not hesitate to contact me.

Sincerely,



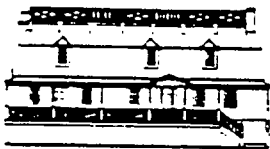
Hettie L. Ballweber
Archeologist

HLB:lw

cc: Rita Suffness
Cynthia D. Simpson
Joseph Hopkins

Attachment

MARYLAND
HISTORICAL



TRUST

PROJECT 323
DEVELOPMENT
DIVISION
William Donald Schafer
Governor

AUG 29 9 43 AM '88
Jacqueline H. Rogers
Secretary
HCD

July 29, 1988

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

Re: Contract No. P 844-101-371
MD 450 Whitfield Chapel Road to West of MD 3
PDMS No. 163300
Prince George's County, Maryland

Dear Mr. Ege:

Based upon the results of the Phase I archeological reconnaissance conducted of the project area, we concur that the above-referenced project will have no effect upon significant archeological resources. Therefore, no additional archeological investigations are warranted for this particular project.

Sincerely,

Richard B. Hughes
Chief Administrator
Archeological Programs
Office of Management and Planning

RBH/ERE/lm

cc: Ms. Rita Suffness
Mr. Tyler Bastian
Mrs. Sara Walton
Ms. Shirley Baltz

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

VI-171

304


 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 6600 Kenilworth Avenue • Riverdale, Maryland 20737-0707
 Nov 21 2 46 PM '90

November 16, 1990

Mr. Louis H. Ege, Jr.
 Deputy Director, Office of
 Planning & Preliminary Engineering
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21203-0717

Ms. Cynthia D. Simpson
 Assistant Division Chief
 Project Planning Division
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21203-0717

Re: Proposed Acquisition of Glenn Dale Hospital
 Contract No. P 844-102-070
 MD 450, Whitfield Chapel Road to MD 3
 Prince George's County

Dear Mr. Ege and Ms. Simpson:

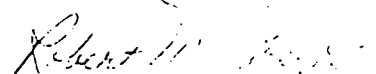
This is in reply to your letter of November 5, 1990, informing the Commission of the State Highway Administration's plans to improve Maryland State Route 450 at the intersection of Route 953.

The Park and Planning Commission has been authorized by the Prince George's County Government to pursue the acquisition of the subject hospital site. Negotiations are on-going by the Commission for the acquisition of the 209± acre hospital site with funds from the Advance Land Acquisition Program. This office is working closely with the Prince George's County Government's Office of Law for the purpose of securing a land purchase contract.

I am taking the liberty of forwarding a copy of your request to Mr. John Davey, Chief Administrative Officer of Prince George's County Government, and Chairman John Rhoads of the Prince George's County Planning Board. At such time as the property becomes in the ownership of the Commission, I will be happy to contact you to discuss arrangements needed for setting aside a portion of the site for the widening of Md. Route 450.

Should you have any questions, please feel free to contact me at (301) 699-2525.

Very truly yours,


 Robert M. Arciprete
 Land Acquisition Officer

RMA/sgs
 cc J. Davey w/ attachment
 J. Rhoads "

325

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6600 Kenilworth Avenue • Riverdale, Maryland 20737-0707

July 22, 1988

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Contract #P 844-101-371
MD Route 450
Whitfield Chapel Rd. to West
of Maryland Route 3
PDMS No. 163300

Dear Mr. Ege:

The Maryland National Capital Park and Planning Commission, Department of Parks and Recreation has reviewed the information you provided with respect to the options concerning the Archer Tract Park and makes the following recommendations:

1. The Department would prefer the use of slopes with a grade of approximately 2:1; rather than retaining walls.
2. The property impacted be transferred to SHA and replaced on an acre per acre basis.

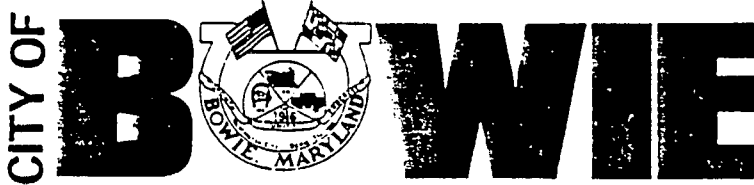
Sincerely,

Robert M. Arciprete

Robert M. Arciprete
Chief, Park Planning and
Development Division

RMA/jk

PROJECT
DEVELOPMENT
DIVISION
JUL 21 11 43 AM '88



326

CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

August 24, 1987

Mr. Don Sparklin
SHA - Environmental Management, Room 304
707 N. Calvert
Baltimore, Maryland 21202

Dear Mr. Sparklin:

As per your request, attached is a package of information regarding the proposed improvements to Maryland Route 450. The package consists of the following:

- Attachment 1: Portions of the City staff analysis of the Route 450 improvements that deal with Parcel F and with bike trails.
- Attachment 2: Portion of the Countywide Trails Plan that deals with the Route 450 area.
- Attachment 3: Topographic map of Parcel F.
- Attachment 4: Portion of the Bowie Recreation Inventory and Needs Assessment that deals with Parcel F, with biking/running and horse-riding, and with the City's general recreation policies.
- Attachment 5: Tax map for Parcel F.
- Attachment 6: Map of the City's boundaries.
- Attachment 7: Bowie Area Development Sites and Highway Projects Outline.

We are researching the types of funds used to acquire the City properties along Route 450 which you inquired about. The Model Homes property between Route 450 and Sussex Lane was deeded to the City in 1968 by the Levitt company. We have not yet determined whether Program Open Space or Land Conservation funds were used to acquire Whitemarsh Park and Parcel F.

Please call Joe Nasr of the Planning Department at (301) 262-6200 if you have further questions.

NOTE: See portions of the above attachments pertaining to Parcel F on pp. VI-174a thru VI-174d

Sincerely,

James M. Cronk
Director of Planning &
Economic Development

JMC:JLN:wca

MAYOR
RICHARD J. LOGUE

**MAYOR
PRO TEM**
MICHAEL F. DIMARIO

COUNCIL
JACK D. JENKINS • EUGENE F. KILEY • RICHARD D. PADGETT
WALTER G. PLANET • GEORGE F. ROBINSON

CITY MANAGER
G. CHARLES MOORE

327

confusion that may result from the introduction of one-way roads into this area, several benefits may arise from this option.

- * The median would no longer be necessary. This would create a considerable reduction in the width of the resulting area of disturbance. The buffer that is maintained next to the existing residential areas, particularly the Galaxy Lane, Memphis Lane and Twin Cedar Lane neighborhoods, would be increased.
- * -Along the right-of-way of the relocated road, further reduction in the area of disturbance and increase in the buffer would result from the removal of all eastbound lanes. The area of disturbance along the existing road would remain close to what it is now.
- * The disturbance area would be minimized within land that may become a City park in the future.
- * The resulting traffic patterns appear to be workable. Analysis by SHA would be needed to evaluate this option.
- * Future widening would be easy to perform, as a sidewalk or bike trail would be located along one side of each roadway. A lane could be added along the other side in the future.

Until this third option is studied further, staff support both the widening of Route 450 and its relocation in this segment to the right-of-way that is reserved for this purpose. The sections that are recommended for construction are detailed in each sub-segment below. The general rule is that the width of the rights-of-way that are cleared for highway construction should be kept at a minimum in this segment. Particular attention needs to be given to this portion of the project, especially to the access to the business area.

(In the subsequent discussion, the proposed relocation of Route 450 will be referred to as New Route 450, while the existing roadway in this segment of the project is labeled Old Route 450.)

1. New Route 450, from Highbridge Road to the Conrail tracks

The road would cross two undeveloped properties. The western one is the Highbridge subdivision where land will be reserved for the right-of-way, as the site has been planned with the assumption that Route 450 will be relocated. The eastern property is City-owned and is being considered for a major park.

The intersection of Highbridge Road and New Route 450 would become a three-way intersection and may be signalized. Church Road may be relocated in the future in such a way as to meet Route 450 across Highbridge Road; this intersection would become

328

a four-way intersection at that time. Less than 1,000 feet east of this point would be located the only entrance to the Highbridge subdivision off of Route 450.

Staff analysis: A bike trail is needed along the north side of New Route 450 (see details in the Evaluation of Special Issues section later). Both properties in this segment are heavily wooded, and the area of disturbance should therefore be kept to a minimum. Alternate 3 may be appropriate here. This segment of road is particularly sensitive environmentally.

The potential park on the City-owned property can function with a northern half and a southern half if pedestrian access between the two parts is provided. Since Route 450 would enter the property from the east as a bridge over the railroad tracks, an underpass can easily be incorporated into the project.

A limited number of curb cuts and median breaks should be permitted along this segment. The western end of Old Route 450 should be closed or designed in such a way as not to meet Highbridge Road directly. The reason for this concern is the possible future relocation of Church Road: if it were to meet Old Route 450 across Highbridge Road, an undesirable five-way intersection would result. The Highbridge Road-New Route 450 intersection should be signalized under any option.

The access to Old Route 450 should therefore be located east of Highbridge Road. This access point should be either across from the entrance to the Highbridge subdivision or far enough from it to avoid a traffic conflict. Staff recommend that a four-way intersection of New Route 450, the access to Old Route 450 and the entrance to the Highbridge subdivision be created near the 7-Eleven store.

For safety reasons, no other curb cuts or median breaks should be permitted on New Route 450 until the Church road crossing (C & P Telephone, 7-Eleven, Bowie Sew & Vac and Second Time Around Shop should have access to Old Route 450 only). Church Road could then be extended from Old Route 450 to New Route 450, but only if deemed necessary. A signal may be warranted at this intersection. This link would pass through City property, and should be kept as close to its western edge as possible. If this property is made into a City park, its only access would be through this new link. There should be no access to New Route 450 between Church Road Extended and Route 197.

2. New Route 450, from the Conrail tracks to Route 197
(including bridge)

Some of the properties that will be most severely impacted by the widening of Route 450 are those along this segment of the road. The reason is that these properties would not only be adjacent to an arterial highway, but there would be a retaining

309

agricultural or wooded. The eastern end (outside the study limit) is occupied by a former landfill and a former gravel pit. Because of its rural nature, the State Highway Administration recommends that the typical section in Alternate 3 be used in this sub-segment of Route 450.

Staff Analysis: The conditions here are similar to those in the Western segment (Route 193 to Highbridge Road). The typical section in Alternate 3 would be suitable here. It may be adapted to include a sidewalk along the south side, so as to provide, in the future, a pedestrian connection to Crofton across the Patuxent River. The median should be broken and left-turn lanes constructed only at Cornerstone Assembly of God, Sacred Heart Church and Public Works Road. No new signals are warranted. Only a few curb cuts are needed at this time.

The existing right-of-way is narrow here (mostly 70 to 80 feet wide). Except at the western end of the sub-segment, the edge of the road is not heavily wooded along the northern side. The southern side is covered almost entirely with mature woodland. Consequently, right-of-way acquisition should occur primarily north of the present roadway.

IV. STAFF ANALYSIS OF SPECIAL ISSUES

A. Bike Trails and Sidewalks

The Maryland Route 450 improvements will be an ideal opportunity to provide a continuous bike trail along one side of the road. This policy is particularly important with the probable increase in density in the rural area between Lanham and Bowie. In addition to the bike trail along one side of the roadway (the north side), sidewalks will be needed on the opposite side in some limited urbanized locations, specifically between Moylan/Trinity Drives and Superior Lane.

The recommendations regarding bike trails are detailed in the Evaluation by Segment section above. A sequential (west to east) summary is provided next. Starting at Route 193, the trail should follow the north side of Route 450 until Highbridge Road. Two alternatives would be available at that point if Route 450 is relocated northward to its reserved right-of-way. The bike trail could either follow the relocated 450, or follow existing Route 450.

- * If a northern alignment is adopted for the bike trail, the trail should remain on the north side of the roadway. An underpass on the west end of the Conrail bridge and a connection to it from the bike trail should be provided for access to the proposed park. A pedestrian phase should be available at the new signal at Route 197. The trail would

330

6. Bowie Annex:

This former junior high school has an undetermined status. It currently is used for administrative purposes and will become the temporary site of a school in the near future. However, it is hoped that its fields will remain available for allocation. Currently, the location provides two soccer fields, and three softball fields overlaid on another soccer field.

The open space at the site has potential for providing as much as 4 soccer fields (one a mini) or 4 softball fields. It is recommended that Bowie Annex be a soccer facility during the winter, and a softball facility during the summer.

Phasing: First phase

Complexing potential: 3 Soccer and 1 Mini-soccer
OR 4 Softball
OR 2 Baseball

Recommendation: 3 Soccer and 1 Mini-soccer in fall
4 Softball in spring

7. Route 450 at Conrail property:

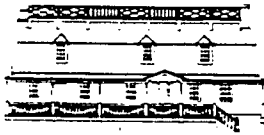
This undeveloped property of 70 acres is owned by the City. The proposed Route 450 relocation will divide the site into two portions, the southern one being larger. Proposed Route A-44, if built, would also run north-south through this property. The proposed Highbridge subdivision surrounds the property along its northern and western boundaries, with its recreational facilities expected to be located immediately north of this property.

The entire site is covered by mature woodland, with little underbrush. The topography of the site divides it into two fairly distinct halves. The western half is rolling, while the eastern half (except for the southern edge along Route 450) is relatively flat. Some small marshland will need to be preserved along Collington Branch.

For all the above reasons, and because of the expected growth of the Highbridge area, it is recommended that this entire property be made into one of the City's major parks. The western portion and the southeastern edge should remain wooded and be developed with trails. The remainder of the property is suitable for up to 8 fields.

331

MARYLAND
HISTORICAL



TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

December 13, 1988

PROJECT
DEVELOPMENT
DIVISION
Dec 15 9 32 AM '88

Ms. Cynthia D. Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Contract No. P844-101-371
MD 450 from east of
Whitfield Chapel Road
to west of MD 3
PDMS No. 163300

Dear Ms. Simpson:

Thank you for your letter of November 1, 1988 in which you clarify certain portions of your previous letter dated August 9, 1988.

This office concurs with your determinations of effect as follows:

Name	Interim Improvements	4 Lane Divided	6 Lane Initial Construction	6 Lane Widened Section
Buena Vista	No Effect*	No Effect	N/A	No Adverse Effect
Holy Trinity Church	No Effect*	No Effect	N/A	No Adverse Effect
Sacred Heart	N/A	No Effect	No Effect	N/A

Maryland

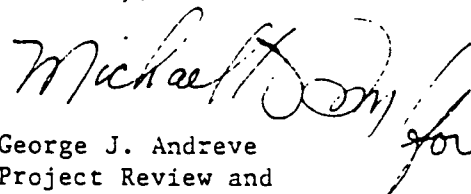
Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

Ms. Cynthia D. Simpson
December 13, 1988
Page 2

332

Should you have any questions, please call Michael Day at 974-5000.

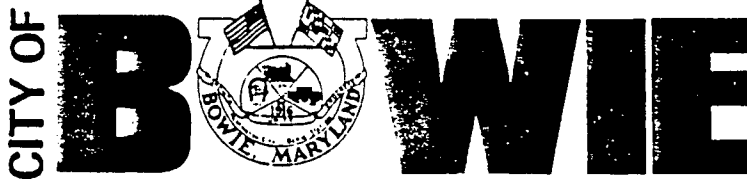
Sincerely,



George J. Andreve
Project Review and
Compliance Administrator
Office of Preservation Services

GJA:MKD:dlt

cc: Ms. Rita Suffness
Ms. Shirley Baltz



333

CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

September 23, 1987

Mr. Don Sparklin
SHA - Environmental Management, Room 304
707 N. Calvert Street
Baltimore, Maryland 21202

Re: Maryland Route 450 improvements

Dear Mr. Sparklin:

As per your request, City Staff investigated the source of funds used to acquire Whitemarsh Park and Parcel F. The Archer South property, which is the portion of Whitemarsh Park that abuts the southern side of Route 450, was purchased in 1973 with Program Open Space funds. There was no indication that any federal Land Conservation funds were used for this purchase. Parcel F was acquired by the City of Bowie from 1982 to 1984, using City funds. There was no indication that Program Open Space or Land Conservation funds were used for this purchase.

I hope that this information answers your questions. Please call Joe Nasr at (301) 262-6200 if you need further information.

Sincerely,

James M. Cronk
Director of Planning &
Economic Development

JMC:JLN:wca

MAYOR
RICHARD J. LOGUE

**MAYOR
PRO TEM**
MICHAEL F. DIMARIO

COUNCIL
JACK D. JENKINS • EUGENE F. KILEY • RICHARD D. PADGETT
WALTER G. PLANET • GEORGE F. ROBINSON

CITY MANAGER
G. CHARLES MOORE



United States Department of the Interior

334

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

February 18, 1987

Mr. Roy Pool
Environmental Services, Inc.
9 St. Mary's Road
Pylesville, Maryland 21132

Dear Mr. Pool:

This responds to your January 21, 1987, request for information on the presence of Federally listed endangered or threatened species within the area of the proposed improvements to MD Route 450, from MD Route 3 to the Capital Beltway, Prince Georges County, Maryland.

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Judy Jacobs of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

Glenn Kinser
Supervisor
Annapolis Field Office



335

TORREY C. BROWN, M.D.
SECRETARY

Department of Natural Resources
MARYLAND FOREST, PARK & WILDLIFE SERVICE
Tawes Office Building
Annapolis, Maryland 21401

DONALD E. MACLAUCHLAN
DIRECTOR

March 17, 1987

Roy Pool
Environmental Services, Inc.
9 St. Mary's Road
Pylesville, Maryland 21132

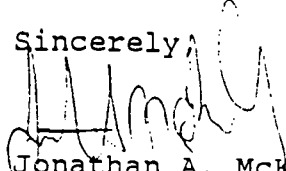
Subject: Maryland Rt. 450 Proposed Realignment, P.G. County

Dear Mr. Pool:

The Maryland Natural Heritage Program has no record of any rare species or unique habitat at or in the vicinity of this project site. However, in the absence of a recent site review, we cannot show that such species or habitats are not present.

Species and habitats of special concern to the state are listed and discussed in the following 1984 Department of Natural Resources publication: Threatened and Endangered Plants and Animals of Maryland, available through this office. A site evaluation should include a consideration of these species and their habitats.

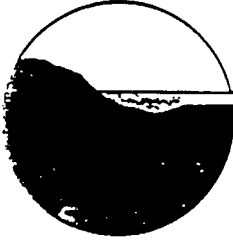
Sincerely,


Jonathan A. McKnight
Maryland Natural Heritage Program

JAM:nlt

VI-179

Telephone (301) 974-2870
TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609



Maryland Department of Natural Resources

Tidewater Administration
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

336

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

October 23, 1987

MEMORANDUM

TO: Cynthia D. Simpson, Chief
Environmental Management
Department of Transportation

FROM: W.P. Jensen, Director
Fisheries Division

SUBJECT: Contract No. P-844-101-371 Maryland Route 450 west of Whitfield Chapel Road to Maryland Route 3 Prince George's County. Wetlands Field Review Comments

PROJECT DEVELOPMENT DIVISION
NOV 13 3 02 PM '87

Fisheries Division was unable to attend the September 15, 1987, agency field review. We would appreciate a copy of the wetlands summary table and mapping. These were not included in the notification letter.

At this stage of project planning, Fisheries Division recommends bridges at all stream crossing. Fisheries Division advocates early coordination during the final design of the various waterway crossings.

These comments were prepared by Jeff Mosley and represent this Division's views.

Collington Branch, Lottsford Branch and Folly Branch are Class I streams, protected for water contact and growth and propagation of fish, other aquatic life and wildlife. Enclosed for your information are two documents of survey results of the finfish species that inhabit these streams.

Based on present information, a March 1 through June 15 restriction on all instream construction will be recommended by our office to protect finfish resources.

WPJ:KJM:cp

LITERATURE CITED:

Prince George's County Stormwater Management Technical Group, 1981. Technical Study Western Branch of the Patuxent River. The Environmental Planning Division, Maryland National Capital Park and Planning Commission. County Administration Building, Upper Marlboro, Maryland 20772

Telephone: (301) 974-3061
DNR TTY for Deaf: 301-974-3683



Maryland Department of Transportation
State Highway Administration

337

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 30, 1987

MEMORANDUM

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

FROM: Cynthia D. Simpson, Chief *BM6/jn*
Environmental Management

SUBJECT: Contract No. P 844-101-371
Maryland Route 450 west of
Whitfield Chapel Road to
Maryland Route 3
PDMS No. 163033
Wetland Field Review

On September 15, 1987, a wetland field review with the U.S. Army Corps of Engineers and other agencies was held for the subject project, currently in Stage 2 of Project Planning. The following people were in attendance:

Mary Dircks	U.S. Army Corps of Engineers
Bob Zepp	U.S. Fish and Wildlife Service
Peter Knight	U.S. Fish and Wildlife Service
Claudia Jones	U.S. Fish and Wildlife Service
Michelle Huffman	DNR/Water Resources Administration
Donald Sparklin	SHA/Environmental Management
Mark Lotz	The Wilson T. Ballard Company
Howard Erickson	Environmental Services, Inc.
Roy Pool	Environmental Services, Inc.

The following people were invited but did not attend:

Jeff Alper	Environmental Protection Agency
Michael Slattery	DNR/Non-tidal Wetlands
Nick Carter	DNR/Fisheries Division

Prior to this review, approximately 16 wetland areas (the majority of which are non-tidal palustrine, forested and emergent) were identified and flagged in the project corridor. Half of these wetlands are high quality wildlife habitat and nutrient traps, and provide sediment and soil erosion control and flood dissipation. The remainder have both low and medium functional values. Most of these wetlands are associated with streams and their tributaries crossing

My telephone number is (301) 333-1177

338

Mr. Louis H. Ege, Jr.
September 30, 1987
Page Two

Maryland Route 450 and hydric soils are present in many cases. Dominant vegetation generally consists of cattails, sweetgums, rushes, and river birch. Impacts to wetlands were calculated based on worst case right-of-way requirements (six-lane widening), although these requirements would hold true if either a four or five lane typical section alternate is selected. A preliminary analysis indicates that nearly 3.5 acres of wetlands could be affected by the proposed project. Impacted areas were defined based on preliminary engineering. Additional refinements during the final design phase may result in more or less impacts.

The purpose of the review was to determine if the U.S. Army Corps of Engineers will take jurisdiction over wetlands, review wetland types and boundaries, and obtain agency comments.

The U.S. Army Corps of Engineers will take jurisdiction over all wetlands identified in the project corridor, except sites W-2a (filled by developers) and W-10. The U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service agreed with the wetland types and boundaries that were developed.

Site W-9 (two sections) will be impacted by future sewer line construction and Prince George's County's advanced construction of relocated Maryland Route 450 prior to the State Highway Administration's roadwork. The U.S. Army Corps of Engineers stated that permits would be needed for the two County projects and the State Highway Administration would only address those impacts occurring in any remaining wetlands in this area. Site W-8 is not affected by the proposed alternates.

Interchanges or new at-grade intersection configurations are being studied at Maryland Route 450/Electric Terrace/Maryland Route 704.

Both the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service prefer Option A (interchange or at-grade intersection configurations at Maryland Route 450/Electric Terrace) over Option C (at-grade intersection at Maryland Routes 450/704) due to substantially less wetland impacts. Option B and Option C (interchange alternative) have been dropped from further consideration.

The U.S. Fish and Wildlife Service also inquired about stormwater management facility locations and stated that such facilities should not be placed in wetlands. The State Highway Administration responded that locations will be developed in final design and the design bureaus will be advised of agency concerns.

No other comments were received.

CDS:clh

- cc: Attendees
- Mr. Ed Stein
- Mr. Paul Wettlaufer
- Mr. Donald Honeywell
- Mr. Ed Jankiewicz

339

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency) Date Of Land Evaluation Request: 1/14/88

Name Of Project: Maryland Route 450: Whitfield Chapel Rd. to West of Maryland Route 3 Federal Agency Involved:

Proposed Land Use: Improved Arterial Highway County And State: Prince George's County, Maryland

PART II (To be completed by SCS) Date Request Received By SCS: January 20, 1988

Does the site contain prime, unique, statewide or local important farmland? Yes No Acres Irrigated: None Average Farm Size: 98
(If no, the FPPA does not apply - do not complete additional parts of this form).

Major Crop(s): Corn, Soybeans, Tobacco, Small Grain Farmable Land In Govt. Jurisdiction: Acres: 145,621 % 46.7 Amount Of Farmland As Defined in FPPA: Acres: 111,985 % 35.9

Name Of Land Evaluation System Used: P.G. Co., Land Evaluation System Name Of Local Site Assessment System: Use FPPA System Date Land Evaluation Returned By SCS: January 29, 1988

	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	98.6	87.6	106.0	
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	98.6	87.6	106.0	

PART IV (To be completed by SCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland	6.4	5.3	6.2
B. Total Acres Statewide And Local Important Farmland	4.6	2.9	4.4
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.001	.001	.001
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	67	46.2	54.8

PART V (To be completed by SCS) Land Evaluation Criterion

Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	57	68	60
---	----	----	----

PART VI (To be completed by Federal Agency)

Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points	Site A	Site B	Site C
1. Area In Nonurban Use	15	7		7
2. Perimeter In Nonurban Use	10	4		4
3. Percent Of Site Being Farmed	20	0		0
4. Protection Provided By State And Local Government	20	0		0
5. Distance From Urban Builtup Area	0	0		0
6. Distance To Urban Support Services	0	0		0
7. Size Of Present Farm Unit Compared To Average	10	3		3
8. Creation Of Nonfarmable Farmland	25	0		0
9. Availability Of Farm Support Services	5	5		5
10. On-Farm Investments	10	8		8
11. Effects Of Conversion On Farm Support Services	25	0		0
12. Compatibility With Existing Agricultural Use	10	1		2
TOTAL SITE ASSESSMENT POINTS	160	28		29

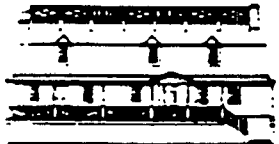
PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	57		60
Total Site Assessment (From Part VI above or a local site assessment)	160	28		29
TOTAL POINTS (Total of above 2 lines)	260	85		89

Site Selected: _____ Date Of Selection: _____ Was A Local Site Assessment Used? Yes No

Reason For Selection:
 Note: "Site A" is the 4-Lane Divided Alternate
 "Site B" is the 5-Lane Undivided Alternate which has been dropped from consideration
 "Site C" is the 6-Lane Divided Alternate

MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT
DIVISION

William Donald Schaefer
Governor

SEP 16 9 43 AM '88

Jacqueline H. Rogers
Secretary, DHCD

September 13, 1988

Ms. Cynthia D. Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Contract No. P 844-101-371
MD 450 from East of Whitfield
Chapel Road to West of Road
Route 3
PDMS No. 103033

Dear Ms. Simpson:

Thank you for your letter of August 3, 1988 concerning Buena Vista. This office concurs with the currently proposed boundaries.

Should you have any questions, please contact Michael Day at 974-5000.

Sincerely,

Michael Day
George J. Andreve
Project Review and
Compliance Administrator
Office of Preservation Services

GJA:MKD:lcb

cc: Ms. Rita Suffness
Mrs. Sara Walton
Ms. Shirley Baltz

Maryland

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

VI-184



341

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

October 7, 1988

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

Re: Contract No. P 844-101-371
MD 450 Whitfield Chapel Road to
West of MD 3
PDMS No. 163300
Prince George's County, Maryland

Dear Mr. Ege:

Thank you for sending us a copy of the report of the Phase I archeological survey conducted of the above-referenced project. The report was prepared by Berger Burkavage, Inc. and is dated June 1988. This office received its review copy from the State Highway Administration on August 15, 1988.

The report presents concise documentation of the goals, methodology, results and recommendations of the survey. The level of research and the resulting report are consistent with the "Guidelines for Archeological Investigations in Maryland" (McNamara, 1981) and the Secretary of the Interior's "Standards and Guidelines" (1983). We do, however, suggest that the following be added to the final report as appendices:

1. the Maryland Inventory forms for the 3 sites identified
2. the vitae, or brief summary of qualifications, of the principal project personnel

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

240

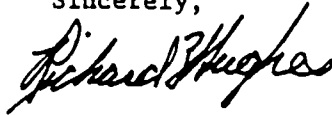
Mr. Louis H. Ege, Jr.
October 7, 1988
Page 2

The survey identified and recorded two prehistoric and one historic archeological site. One prehistoric site, Simpson Site A (18 PR 376) is located approximately 200 feet outside of the proposed right-of-way. We recommend avoidance of this site by all construction activities and equipment. The second prehistoric site, Simpson Site B (18 PR 360) contains a low density of cultural materials. It is not likely that Site 18 PR 360 would yield any additional information beyond that already collected during the Phase I survey and, therefore, this office concurs that this site is not potentially eligible for the National Register. The historic site identified, Duvall's Store (18 PR 378) was found to contain a mixture of historic and modern artifacts. This office concurs that Site 18 PR 378 lacks physical integrity and therefore is not potentially eligible for the National Register.

Based upon the results of the Phase I survey, we concur that the proposed project will have no effect upon significant archeological resources. No additional archeological investigations are warranted for this particular project.

Thank you for providing us the opportunity to comment.

Sincerely,



Richard B. Hughes
Chief Administrator,
Archeological Programs
Office of Management and Planning

RBH/ERE/meh

cc: Mr. Tyler Bastian
Ms. Rita Suffness
Dr. Gary D. Shaffer
Ms. Shirley Baltz

343

2. Comments following Environmental Assessment publication

Written comments were received following publication of the Environmental Assessment from the following government agencies:

- Maryland Department of State Planning -- Office of State Clearinghouse
- State of Maryland - Department of the Environment (Air Quality Analysis)
- State of Maryland- Department of the Environment (Waterways and Wetlands)
- United States Environmental Protection Agency
- United States Environmental Protection Agency (Air Quality Analysis)
- Maryland Department of Natural Resources - Forest, Park and Wildlife Service
- Maryland Department of Natural Resources - Water Resources Administration
- United States Department of the Interior - Office of Environmental Project Review
- The Maryland-National Capital Park and Planning Commission (M-NCPPC - Archer Tract)
- M-NCPPC (Glenn Dale Hospital Site)



344

●

MARYLAND
DEPARTMENT OF STATE PLANNING
 301 W. PRESTON STREET
 BALTIMORE, MARYLAND 21201-2365

WILLIAM DONALD SCHAEFER
 GOVERNOR

CONSTANCE LIEDER
 SECRETARY

January 16, 1989

Mr. Neil J. Pedersen, Director
 Office of Planning and Preliminary Engineering
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21203-0717

State Application Identifier: MD890110-0022

State Clearinghouse Contact: Samuel Baker

RE: Environmental Assessment/Section 4(f) Evaluation -
 Md. 450 West of Md. Rte. 3 to Whitfield Chapel Road
 P-844-101-371

Dear Mr. Pedersen:

This is to acknowledge receipt of the referenced project. We are providing notice of the project to State and local public officials via the Intergovernmental Monitor for their information

Please be assured that all intergovernmental review requirements have been met in accordance with the Maryland Intergovernmental Review and Coordination Process (COMAR 16.02.01).

Sincerely,

Mary J. Abrams
 Director, Maryland State Clearinghouse
 for Intergovernmental Assistance

MJA:SB:scl

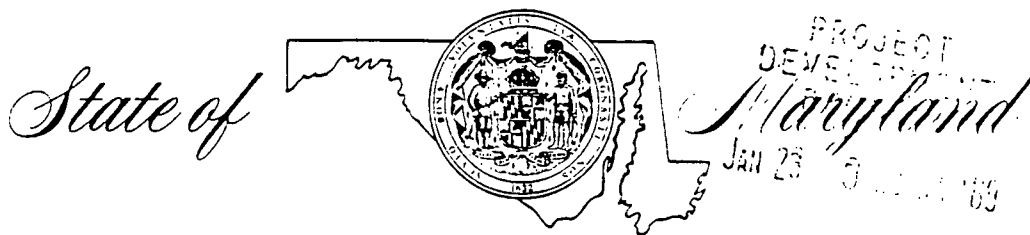
RECEIVED

JAN 20 1989

DIRECTOR, OFFICE OF
 PLANNING & PRELIMINARY ENGINEERING

TELEPHONE: 301-225-4490
 TTY for Deaf: 301-383-7555
 OFFICE OF STATE CLEARINGHOUSE

VI-188



DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224
Area Code 301 • 631-3245

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

January 19, 1989

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

RE MD Route 450 from Whitfield Chapel
Road to MD 3 Contract No. P 844-101-371N
PDMS No. 163300

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the proposed widening and improvement of Maryland Route 450 from Whitfield Chapel Road to Maryland Route 3 in Prince George's County and concur with its conclusions.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Washington Interstate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from any construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario E. Jorquera, P.E.
Program Administrator
Air Management Administration

MEJ/sf



DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224

Area Code 301 • 631-7400

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

March 15, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 N. Calvert Street, Room 506
Baltimore, Maryland 21202

RE: Environmental Assessment MD 450 West of MD 3 to Whitfield Chapel Road,
Contract No. P 844-101-371

Dear Mr. Ege:

We are in receipt of the above-referenced document and offer the following comments:

- 1. Of all alternate options proposed, option C results in the least impact to waterways and wetlands; therefore, it is recommended. (1)
- 2. Option A results in the greatest wetland impacts and should be the option of least preference. (1)
- 3. Unavoidable wetland losses shall be mitigated at a minimum ratio of one-to-one and in-kind. Off-site mitigation shall be considered only when on-site alternatives are infeasible. (2)
- 4. Naturally occurring wetlands and waterways should not be impounded for the purposes of stormwater control or mitigation enhancement. (2) (3)
- 5. Vegetated stormwater management ponds are not adequate for mitigation. (2) (3)
- 6. Pollutants from the first one-half inch of stormwater runoff from impervious surfaces shall be removed in uplands. Infiltration is the preferred method. If infiltration is not selected, documentation of the unsuitability of soils must be provided. (3)

347

Mr. Louis H. Ege, Jr.
Page 2

7. Stream restoration/stabilization and stormwater retention may be considered as partial mitigation in severely degraded areas.

(2)

Thank you for the opportunity to comment. If you have any questions please contact me at (301) 631-3609.

Sincerely,



Andrew T. Der
Natural Resources Biologist
Standards & Certification Division

ATD:sh

cc: JoAnn S. Watson

248

Responses to Comments from State of Maryland Department of the Environment

1. MD 704 design Option D has been selected for the MD 450/704 intersection. Although Option C had the least wetland impacts, it was rejected on the basis of traffic operations.

Option D proposes the slight northern relocation of MD 704 and reorientation of the MD 450/704 intersection to give preference as a through movement to the traffic from westbound MD 450 to southbound MD 704 and from northbound MD 704 to eastbound MD 450. Westbound MD 450 traffic would flow uninterrupted across the intersection by means of a one lane ramp. Eastbound MD 450 would go through the right angle intersection using double left turns. The basis for this option was the accommodation of the heavy projected volume of traffic intending to travel from westbound MD 450 to southbound MD 704 (1900 veh./hr. in the A.M. peak). Under Options A or C, this heavy volume of westbound to southbound traffic would require prohibitive signal phase lengths (75 sec. \pm for the WB to SB Phase) even with triple left turns which would be undesirable and inefficient given that these left turn lanes would be fed by one through westbound lane approaching the intersection.

2. As discussed in Section III.B.5.b. of the FONSI, wetland losses are unavoidable for this project. Wetland losses shall be mitigated in-kind at a minimum ratio of one-to-one, possibly supplemented by additional in-kind replacement or other measures to improve water quality such as providing more infiltration than would otherwise be required or providing stormwater management retrofits. The exact type and location of mitigation measures will be determined during the final design phase in consultation with the Corps of Engineers and Department of Natural Resources in accordance with the Section 404 (b)(1) guidelines. Wetlands would not be used for stormwater management. Replacement of wetlands will be sought initially within the project corridor. If suitable sites are not available, off-site mitigation will be developed in the Patuxent watershed, in which this project is located.
3. Stormwater runoff will be managed under the Department of the Environment Stormwater Management Regulations. These regulations will require stormwater management practices in the following order of preference:

- on-site infiltration;
- flow attenuation by open vegetated swales and natural depressions;
- stormwater retention structures; and
- stormwater detention structures.

It has been demonstrated that these measures can substantially reduce pollutant loads and control runoff.

To minimize water quality impacts, final design for the proposed improvements will include plans for grading, sediment and erosion control, and stormwater management, in accordance with State and Federal laws and regulations. Final plans require review and approval by the Maryland DNR, Water Resources Administration and the Department of the Environment.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

349
MAR 21 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration Room 506
707 North Calvert Street
Baltimore, Maryland 21202

Re: MD Rt. 450
Whitfield Chapel Road to west of MD Rt. 3
Prince George's County, Maryland (89-01-227)

Dear Mr. Ege:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Environmental Assessment (EA) for the above referenced project. The following comments are provided for your consideration:

Land Use

The need for the proposed project and its conformance with local land use plans is of concern to EPA. Both the eastern and western portions of the study area have virtually achieved ultimate development (page I-11). The text mentions two large potential developments between Maryland Route 193 and Maryland Route 197, although these developments have not been approved. Therefore, in order to justify the need for the project, independent of proposed development, currently approved and newly constructed development should be described. The density of residential developments allowed in current and future land use plans should also be given. ①

The EA does not give a preference between the four lane and six lane option. Differences in levels of service (LOS) provided by these options is a major factor in the selection process. As explained by Donald Sparklin (SHA) in conversation with Lynn Rothman, March 3, 1989, SHA is redoing the traffic analysis to ensure that it reflects current development in the study area. ②

In addition to the LOS provided by each option, further environmental documentation should evaluate the implications of all of the alternatives (including the No-Build) with regard to secondary development. Note that secondary development has the potential to impact the environment to a ③

352

greater extent than the project itself. For example, terrestrial habitat loss resulting from residential construction is likely to be more severe than that resulting from the project.

EPA is pleased that all impacted forest land areas of greater than one acre will be replaced on a 1:1 basis (p. IV-18). We suggest that replacement areas be identified and reserved as soon as possible, before the remaining open space in the study area is claimed for residential development.

4

Build Alternates

Regardless of the Alternate selected for this proposal, Prince George's County plans to construct a four-lane divided highway south of the existing roadway, between Maryland Route 193 and Highbridge Road and along a northern relocation between Highbridge Road and Moylan/Trinity Drives, as an agent of SHA. Therefore, we recommend that mitigation requirements which apply to the federally funded portion of this project, for example, the replacement of woodlands and wetlands, also apply to this section of roadway.

5

Wetlands

With regard to the Maryland Route 450/704 intersection, Option C has the least impact to wetlands, while also requiring fewer displacements and less right of way than Option D. Option D, however, is preferred because of its superior traffic operational characteristics. We suggest that the levels of service provided by these options be compared and an attempt made to further reduce wetland impact with Option D, in order to justify its selection.

6

For wetlands which cannot be avoided, impacts should be minimized to the greatest extent possible. It is EPA policy that all impacted wetlands be replaced in kind, on at least a 1:1 basis. Replacement areas should be on-site, if possible. Furthermore, we recommend that a tentative mitigation plan be developed before the final design phase of the project and that replacement areas be reserved. EPA would like to participate in the formation of a mitigation plan. Please contact Peter Stokely, 215-597-3642, in this regard.

7

Surface Water

The EA states that box culverts or bridges will replace the existing single span bridges at Bald Hill Branch, Folly Branch and Lottsford Branch (page IV-16). Please note that EPA strongly recommends the use of bridges rather than culverts for all surface water crossings. Furthermore, cost comparisons of bridges versus culverts should be provided in all environmental documents to assist in the evaluation of the proposed structures.

8

351

Groundwater

In order to protect groundwater, fuels, de-icing materials, etc. should be stored away from exposed cuts. Likewise, stormwater runoff should be diverted away from recharge areas. (9)

Noise

For those Noise Sensitive Areas (NSA) where noise barriers are not economically feasible (for example, NSA 13 and 35), it would be worthwhile to evaluate the benefit/feasibility of soundproofing to reduce indoor noise impacts. (10)

Multi-Use Trail

EPA fully supports the inclusion of a multi-use trail for the entire project. (11)

Thank you for allowing EPA the opportunity to review this document. Should you have any questions, or if we can be of further assistance, please contact Lynn Rothman at 215-597-7336.

Sincerely,



Jeffrey M. Alper, Chief
NEPA Compliance Section

cc: Mr. Herman Rodrigo, FHWA

352

Responses to Comments From the United States Environmental Protection Agency
(Dated March 21, 1989)

1. The number of lanes associated with the Selected Alternate is based on capacity requirements dictated by traffic volume projections for the year 2015. These projections are based on Washington Council of Governments (COG) Round 3.5 data for the year 2010 in addition to developments that were either approved or under construction. Analysis by SHA's Traffic Forecasting Section between 1986 and 1990 indicated that the COG Round 3.5 projections alone for residences and employment positions in the Bowie area for the year 2010 were already exceeded by existing plus approved development. Therefore, the following developments within the area immediately adjacent to the project area were hand adjusted (Spring, 1987) into the forecasts:

Hilltop Plaza Addition
Bowie Forest Subdivision
Freestate Mall Addition
Collington Plaza
Bowie Business Park Expansion
Stewart's Landing
Highbridge Subdivision and Shopping Center
Red Willow
Colonial Village Shops
Holmehurst
Silverbrook
Glennsford
Duvall Village
Janes Dale
Washington Business Park
Glenn Estates
Enterprise Shopping Center Expansion

Within the Bowie area, more than 110 development proposals are at some point in the development pipeline. The proposed roadway improvements are designed to address the residential and commercial development outlined above. The roadway improvements are consistent with area master plans which dictate the types and densities of development that will occur.

An equally important component driving the need for the project is existing MD 450's substandard features with regard to pavement width, shoulder width, horizontal curvature and sight distance.

2. Based on review by the project planning team, it was concluded that the traffic analysis did not require any further updating. It was believed that traffic forecasts were based on an accurate portrayal of current plus approved development.
3. Development in the corridor occurs as a result of planning and zoning by the County. Regardless of major improvements to MD 450, development will occur. This project does not force or spur development. The need for major improvements to MD 450 is created in response to both existing travel demand and development planned in and near the corridor. The project is

being proposed in response to intense growth both planned and underway in the area and, as with this planned development, is in conformance with the latest area master plans. In addition, this project is not anticipated to have major land use impacts or induce unplanned growth as little land remains that is not already planned or targeted for development.

The impact of development is addressed by developers, as they are required to comply with federal, state, and county environmental requirements and must obtain appropriate permits for impacts to floodplains and wetlands, sediment and erosion control, etc. Federal, state and county resource agencies review these permits when submitted, at which time mitigation is addressed.

- 4. State regulations require that the cutting or clearing of trees be minimized on State construction projects. All impacted forest land areas of one acre or greater must be replaced on an acre for acre basis. The first priority for replacement would be within the limits of the project. If the required area is not available within the limits of the project, other lands owned by the State Highway Administration that may be suitable and available for reforestation, and reforestation would be identified by the SHA Landscape Architecture Division during the final design phase. Landscaping studies throughout the project will be undertaken during final design and coordinated with Bowie Streetscape Studies.
- 5. Prince George's County participation in the MD 450 project was withdrawn in 1990 due to a shift in funding priorities. The entire project from Whitfield Chapel Road to west of MD 3 has been addressed in the FONSI.
- 6. MD 704 design Option D has been selected for the MD 450/704 intersection. Although Option C had the least wetland impacts, it was rejected on the basis of traffic operations.

Option D proposes the slight northern relocation of MD 704 and reorientation of the MD 450/704 intersection to give preference as a through movement to the traffic from westbound MD 450 to southbound MD 704 and from northbound MD 704 to eastbound MD 450. Westbound MD 450 traffic would flow uninterrupted across the intersection by means of a one lane ramp. Eastbound MD 450 would go through the right angle intersection using double left turns. The basis for this option was the accommodation of the heavy projected volume of traffic intending to travel from westbound MD 450 to southbound MD 704 (1900 veh./hr. in the A.M. peak). Under Options A or C, this heavy volume of westbound to southbound traffic would require prohibitive signal phase lengths (75 sec. ± for the WB to SB Phase) even with triple left turns which would be undesirable and inefficient given that these left turn lanes would be fed by one through westbound lane approaching the intersection.

- 7. As discussed in Section III.B.5.b. of the FONSI, studies were conducted at each wetland location to avoid or reduce impacts. Based on these studies, the Selected Alternate represents the best possible design with regard to wetland impact minimization without substantial compromises in safety, increases in right-of-way costs or impacts to improved properties.

354

Mitigation will be provided by wetland replacement, on a one-to-one basis, or enhancement in accordance with the Section 404 (b)(i) guidelines within the Patuxent watershed. The first preference for wetland replacement will be on-site followed by locations within the watershed. A suitable wetland mitigation plan will be developed during the project's final design phase and will be coordinated with appropriate permitting and resource agencies.

8. The design of all drainage and stream crossing structures will be made during final design. At this preliminary stage, prior to the completion of detailed hydrologic and hydraulic studies, it would be difficult to develop accurate cost comparisons between bridges and box culverts.
9. Due to the large reserves of groundwater contained in the study area aquifers, the relatively small cuts and fills required, and the stormwater management facilities that will be provided, the proposed project will not have an adverse effect upon the groundwater of the study area.
10. SHA is not in the practice of soundproofing individual residences.
11. A multi-use trail is proposed on the north side of MD 450 for the entire length of the project except east of Race Track Road. Where an outer curb is to be initially constructed, the trail would be 8 feet in width and would be set back approximately 5' from face of curb. Where an outer shoulder is initially constructed, the multi-use trail would utilize the shoulder until the ultimate outer curb is constructed. Funds permitting, ultimate roadway slopes would be constructed initially.

355



PROJECT DEVELOPMENT DIVISION
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

MAY 5 1989
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

MAY 01 1989

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

Re: MD 450 from Whitfield Chapel Road to MD 3
(89-01-245)

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Air Quality Analysis for the above referenced project. The EPA-approved MOBILE3 and CALINE3 models were used, however, there is no mention of the use of models specifically designed for intersections.

1

Since the highest CO concentrations usually occur close to intersections, major intersections should be modeled, or sufficient justification given as to why this is not necessary, using an appropriate model.

In addition, the analysis does not state the specific hours of the day that were modeled. The final report should give these hours, as well as the rationale for their selection.

2

Thank you for including EPA in the early coordination of this report. We apologize for the delay in our response. Should you have any questions, or if we can be of further assistance, please contact Larry Budney (215-597-0545) or Lynn Rothman (215-597-7336).

Sincerely,

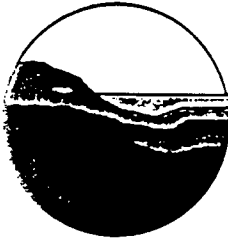
Jeffrey M. Alper, Chief
NEPA Compliance Section

cc: Larry Budney; EPA

256

Responses to Comments From the United States Environmental Protection Agency
(Dated May 1, 1989)

1. FHWA guidance regarding the appropriate level of air quality analyses indicates that intersection analyses are not required and the analysis conducted for this project is sufficient to address air quality issues since no problem areas were identified by the analysis.
2. The 1 Hr. analysis was conducted for the 5-6 p.m. period while the 8 Hr. analysis was for the 3-11 p.m. period. These periods were selected because they result in the highest CO concentrations when considering traffic volumes and meteorology.



357
Maryland Department of Natural Resources

Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401

FEB 11 1989

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Donald E. MacLauchlan
Director

February 14, 1989

Mr. Neil J. Pedersen
STATE HIGHWAY ADMINISTRATION
707 North Calvert Street
Baltimore, MD 21203-0717

Re: Contract # P 844-101-371 - MD 450
West MD 3 - Whitfield Chapel Rd.

Dear Mr. Pedersen:

This is in response to your request for information regarding the above referenced project. There are no known federal or state threatened or endangered plant or wildlife species present at this project site.

If you have any questions regarding this matter please feel free to call me at (301) 974-3195.

Sincerely,

James Burtis, Jr.
James Burtis, Jr.
Assistant Director

JB:dec

cc: Robert Miller
Jonathan McKnight

ER# 89.01.016

Telephone: _____
DNR TTY for Deaf: 301-974-3683

RECEIVED

FEB 16 1989

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

356



Maryland Department of Natural Resources

Water Resources Administration

Tawes State Office Building
Annapolis, Maryland 21401
Telephone: (301) 974-2265

PROJ: 89-PP-0595
DIV: 3

MAR 3 1989

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Catherine P. Stevenson
Director

March 7, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 506)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: WRA File No. 89-PP-0595
SHA No. P-844-101-371
Environmental Assessment Section 4(f)
Evaluation - MD Route 450 - Whitfield
Chapel Road to MD Route 3 - Prince
George's County

Dear Mr. Ege:

Your Environmental Assessment Section 4(f) Evaluation for the above referenced project has received the necessary review. However, we have not received all of the comments from the different agencies within the Department. Additional comments will be forwarded at the earliest date possible.

Section 4(f) of the Department of Transportation Act requires that land taken from a significant, publicly-owned park be replaced. However, no mention of replacement appears among the mitigation measures discussed in the Section 4(f) Evaluation included in this document. Consequently, clarification of your intention to replace parkland that may be converted as part of the project. ①

On page I-17, paragraph 4 states that Collington Branch is crossed by MD 450 at its headwaters, however, on pages I-20 and I-21 the drainage area is said to be 0.70 square miles and the 2-year discharges is 10 cfs. These three items seem to indicate conflicting information. If the drainage area is 0.70 square miles, then a waterway construction permit will be required for the MD 450 crossing of Collington Branch. At this time we have received permit applications for Bald Hill Branch, Lottsford Branch and Folly Branch but nothing has been submitted for Collington Branch. ②

On page I-17, paragraph 5 states that the streams are categorized by the Department of Natural Resources. Streams in the State are classified by the Department of the Environment. Also, the in-stream closure period for Class I Waters is from March 1 through June 15. ③

359

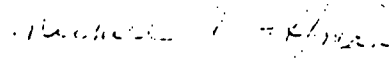
Mr. Louis H. Ege, Jr.
March 7, 1989
Page Two

We would like to recommend the selection of either the four-lane divided highway, option C alternate or the six-lane divided highway, option C alternate. These alternatives impact the smallest acreage of non-tidal wetlands while allowing for the needed construction. Mitigation should be provided on a schedule that provides for an equal acreage and value replacement in the same watershed as close to the area of impact as possible. Mitigation plans should be submitted for review when they are available.

④
⑤

If you have any questions or comments concerning the contents of this letter, please do not hesitate to contact me at (301) 974-2265.

Very truly yours,



Michele A. Huffman
Project Engineer
Waterway Permits Division

MAH:das

3/60

Responses to Comments from the Maryland Department of Natural Resources
Water Resources Administration

(Dated March 7, 1989)

1. Coordination is on-going with M-NCPPC to develop parkland replacement sites. M-NCPPC has identified a parcel of land north of Bell Station Road on MD 193 as a potential replacement site for Archer Tract Neighborhood Park area acquired. Section 4(f) laws only require consideration of mitigation, not specifically replacement. Consideration of replacement is required in the case of Archer Tract Neighborhood Park since Program Open Space funds were used in the purchase of this property.

Based upon the considerations outlined in the FONSI and coordination with federal, state and local agencies, in accordance with 23CFR771.135, there are no feasible and prudent alternatives to the use of land from the two parks and that the proposed action includes all possible planning to minimize harm to the parks resulting from such use.

2. A Waterway Construction Permit application will be submitted during final design for the additional structure crossings.
3. These changes have been included in the FONSI.
4. MD 704 design Option D has been selected for the MD 450/704 intersection. Although Option C had the least wetland impacts, it was rejected on the basis of traffic operations.

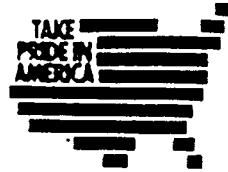
Option D proposes the slight northern relocation of MD 704 and reorientation of the MD 450/704 intersection to give preference as a through movement to the traffic from westbound MD 450 to southbound MD 704 and from northbound MD 704 to eastbound MD 450. Westbound MD 450 traffic would flow uninterrupted across the intersection by means of a one lane ramp. Eastbound MD 450 would go through the right angle intersection using double left turns. The basis for this option was the accommodation of the heavy projected volume of traffic intending to travel from westbound MD 450 to southbound MD 704 (1900 veh./hr. in the A.M. peak). Under Options A or C, this heavy volume of westbound to southbound traffic would require prohibitive signal phase lengths (75 sec. \pm for the WB to SB Phase) even with triple left turns which would be undesirable and inefficient given that these left turn lanes would be fed by one through westbound lane approaching the intersection.

5. As discussed in Section III.B.5.b. of the FONSI, wetland losses are unavoidable for this project. Wetland losses shall be mitigated in-kind at a minimum ratio of one-to-one, possibly supplemented by additional in-kind replacement or other measures to improve water quality such as providing more infiltration than would otherwise be required or providing stormwater management retrofits. The exact type and location of mitigation measures will be determined during the final design phase in consultation with the Corps of Engineers and Department of Natural Resources and in accordance with the Section 404(b)(1) guidelines. The first site preferences when identifying wetland replacement will be on-site, followed by off-site within the Patuxent River watershed.



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
WASHINGTON, D.C. 20240



361

RECEIVED APR 7 1989

APR 10 1989

SECRETARY
OF TRANSPORTATION

RECEIVED
APR 10 1989
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

ER 89/0035

Mr. Porter Barrows
Division Administrator
Federal Highway Administration
711 West 40th Street, Suite 220
Baltimore, Maryland 21211

Dear Mr. Barrows:

This responds to a request for the Department of the Interior's comments on the draft environmental assessment/Section 4(f) evaluation for SR 450 (Whitfield Chapel Road to SR 3), Prince Georges County, Maryland.

SECTION 4(f) EVALUATION COMMENTS

We concur that there are no prudent and feasible alternatives to the proposed use of land from Sussex Lane Recreational Area, Archer Tract Neighborhood Park, and Whitemahsh Park. With regard to measures to minimize harm, we recommend that all impacted parkland be replaced and that appropriate landscaping be provided to the satisfaction of the park officials. (1)

The National Park Service (NPS) advises that its records indicate that there are lands within Whitemarsh Park that have been developed with grants from the Land and Water Conservation Fund (Grants #24-00172 and #24-00207). Further coordination with the NPS and with the Maryland State Liaison Officer (SLO) should be undertaken to determine if the project would involve a Section 6(f) conversion. The Maryland SLO is Mr. Michael J. Nelson, Assistant Secretary for Capital Programs, Department of Natural Resources, Tawes State Office Building, Annapolis, Maryland 21404. The NPS indicates that it would be willing to consider any proposed conversion request after Section 4(f) approval and upon submission of such request by the SLO. (2)

The trail system to be located on the north side of SR 450 is across the road from Whitemarsh Park. We recommend that safe pedestrian and bicycle access be provided between the trail and the park across the proposed project. (3)

ENVIRONMENTAL ASSESSMENT COMMENTS

The U.S. Fish and Wildlife Service (FWS) recommends that all unavoidable wetland losses be replaced on a 2:1 basis for palustrine forested wetlands and on a 1:1 basis for all other wetland types. The 2:1 replacement ratio for forested wetlands will compensate for the time lag (40 to 50 years) required for planted seedlings to reach maturity. (4)

The FWS further recommends selection of Option C for either the 4-lane or the 6-lane Divided Alternative, since that option minimizes impacts to wetlands. (5)

362

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The FWS advises that its position on any Section 404 permit for this project would likely be one of no objection, providing an acceptable compensation plan is developed and a viable wetlands replacement site(s) is identified prior to permit issuance.

SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of this project, provided the measures to minimize harm discussed above are adequately addressed and documented in the final Section 4(f) evaluation.

For technical assistance and further information about potential Section 6(f) conversions please contact the Regional Director, National Park Service, 143 South Third Street, Philadelphia, Pennsylvania 19106 (telephone: FTS 597-3503 or commercial 215/597-3503).

Thank you for the opportunity to provide these comments

Sincerely,


John H. Farrell
Acting Director

✓ cc: MD-DOT

cc.
Hal Kanoff
Marilyn Duvall

363

Responses to Comments from the United States Department of the Interior
Office of Environmental Project Review

1. Coordination is on-going with M-NCPPC to develop parkland replacement sites. M-NCPPC has identified a parcel of land north of Bell Station Road on MD 193 as a potential replacement site for Archer Tract Neighborhood Park area acquired. No property is required from Whitemarsh Park under the Selected Alternate.

The SHA is committed to extensive landscaping within its right-of-way throughout this project. Comprehensive landscape studies will be undertaken to determine the feasibility of a number of preservation and enhancement measures. Features to be considered include berming, privacy screening, plantings, etc. Particular emphasis will be focused on residential areas and a streetscape plan for the Bowie central business district. Additional R/W dedications could result in enhanced landscaping. Final decisions will be made during the design phase dependent upon funding, available R/W, utility locations and drainage requirements.

2. Subsequent to the public hearing and based on coordination with the City of Bowie, retaining walls were included with the Selected Alternate to avoid impacts to Whitemarsh Park.

A temporary construction easement (0.03 ac.±) is required to relocate and rebuild a trail connection between the proposed trail along MD 450 and the existing Whitemarsh Park trail. The City of Bowie has agreed to this easement and believes that it would not impact the park.

3. An appropriately marked and signalized crossing for bicyclists and pedestrians will be provided at the MD 450/Race Track Road intersection to provide a connection between the MD 450 longitudinal trail and the Whitemarsh Park trail.

4. As discussed in Section III.B.5.b. of the FONSI, wetland losses are unavoidable for this project. Wetland losses shall be mitigated in-kind at a minimum ratio of one-to-one, possibly supplemented by additional in-kind replacement or other measures to improve water quality such as providing more infiltration than would otherwise be required or providing stormwater management retrofits. The exact type and location of mitigation measures will be determined during the final design phase, in consultation with the Corps of Engineers, Department of Natural Resources, Department of the Environment and the U.S. Fish and Wildlife Service, in accordance with the Section 404(b)(1).

5. MD 704 design Option D has been selected for the MD 450/704 intersection. Although Option C had the least wetland impacts, it was rejected on the basis of traffic operations.

204

Option D proposes the slight northern relocation of MD 704 and reorientation of the MD 450/704 intersection to give preference as a through movement to the traffic from westbound MD 450 to southbound MD 704 and from northbound MD 704 to eastbound MD 450. Westbound MD 450 traffic would flow uninterrupted across the intersection by means of a one lane ramp. Eastbound MD 450 would go through the right angle intersection using double left turns. The basis for this option was the accommodation of the heavy projected volume of traffic intending to travel from westbound MD 450 to southbound MD 704 (1900 veh./hr. in the A.M. peak). Under Options A or C, this heavy volume of westbound to southbound traffic would require prohibitive signal phase lengths (75 sec. \pm for the WB to SB Phase) even with triple left turns which would be undesirable and inefficient given that these left turn lanes would be fed by one through westbound lane approaching the intersection.

365

CITY OF BOWIE

CITY HALL • BOWIE, MARYLAND 20715 • 262-6200 • TDD 262-5013

April 18, 1989

APR 20 2 26 PM '89

PROJECT DEVELOPMENT

Ms. Cynthia D. Simpson
Chief, Environmental Management
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

I am writing in response to your letter dated April 5th regarding the State Highway Administration's need to acquire a minor strip of right-of-way from Whitemarsh Park.

The City is currently trying to identify potential replacement sites and a map indicating such sites will soon follow this letter. When such sites are identified, the City will notify Mr. George Forlifer, Department of Natural Resources P.O.S. representative, so that he may perform a preliminary review of said locations.

The City will proceed with this project if the Bowie City Council's alignment and design is the selected alternate identified for construction. At that point, the City will require that the State Highway Administration provide property appraisals for the impacted property and replacement property as well as a report on the project. The property transfer agreements must include within them their commitment to the aforementioned items and/or responsibilities all of which are required prior to signature of the land conversion application.

Mr. David Warrington will work with your staff regarding the land conversion while Mr. James Cronk will address any items which relate to the design and configuration of the proposed road.

Sincerely,



G. Charles Moore
City Manager

GCM/DWW/eme
cc: G. Forlifer
J. Cronk
City Council

366

Response to Comments from
Bowie City Manager G. Charles Moore

The Selected Alternate includes retaining walls at Whitemarsh Park to avoid the need to acquire park property in this location. A temporary construction easement (0.03 ac.±) will be required to relocate and rebuild a trail connection between the proposed trail along MD 450 and the existing Whitemarsh Park trail. The City of Bowie has agreed to this easement and believes that it would not impact the park.

367



PROJECT DEVELOPMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6600 Kenilworth Avenue • Riverdale, Maryland 20737-0707

FEB 4 11 47 AM '91

January 29, 1991

Mr. Don Sparklin
Maryland State Highway Administration
701 N. Calvert St. Room 503
Baltimore, MD 21203

Dear Mr. Sparklin:

The Maryland-National Park and Planning Commission Department of Parks and Recreation has reviewed the design options for a trail along Route 450 on the Commission's Archer Tract. Based on severe topographic constraints, our recommendation is to place the trail adjacent to Route 450.

My apologies for the delay in responding on this issue.

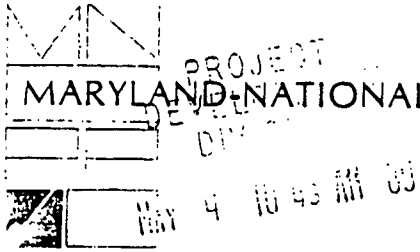
Sincerely,

Charles Montrie, Park Planner
Park Planning & Development Division

368

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6600 Kenilworth Avenue • Riverdale Maryland 20737-0707



April 24, 1989

Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert St.
Baltimore, MD 21203-0717

RE: Contract #P-844-101-371
MD 450, Whitfield Chapel Road
to west of MD 3
PDMS #163300

Dear Mr. Ege:

In response to your letter dated April 5, 1989 regarding the Archer Tract Neighborhood Park, please be advised that the Commission agrees in principle to the use of the proposed land bank arrangement, although the land bank site has not yet been transferred to the Commission.

Sincerely,

Robert M. Arciprete, Chief
Park Planning and Development
Division

RMA/CJM/dc

cc: R. Ravenscroft

369

PROJECT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6600 Kenilworth Avenue • Riverdale, Maryland 20737-0707

NOV 21 12 45 PM '90

November 16, 1990

Mr. Louis H. Ege, Jr.
Deputy Director, Office of
Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Ms. Cynthia D. Simpson
Assistant Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Proposed Acquisition of Glenn Dale Hospital
Contract No. P 844-102-070
MD 450, Whitfield Chapel Road to MD 3
Prince George's County

Dear Mr. Ege and Ms. Simpson:

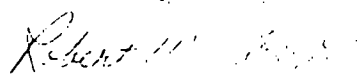
This is in reply to your letter of November 5, 1990, informing the Commission of the State Highway Administration's plans to improve Maryland State Route 450 at the intersection of Route 953.

The Park and Planning Commission has been authorized by the Prince George's County Government to pursue the acquisition of the subject hospital site. Negotiations are on-going by the Commission for the acquisition of the 209± acre hospital site with funds from the Advance Land Acquisition Program. This office is working closely with the Prince George's County Government's Office of Law for the purpose of securing a land purchase contract.

I am taking the liberty of forwarding a copy of your request to Mr. John Davey, Chief Administrative Officer of Prince George's County Government, and Chairman John Rhoads of the Prince George's County Planning Board. At such time as the property becomes in the ownership of the Commission, I will be happy to contact you to discuss arrangements needed for setting aside a portion of the site for the widening of Md. Route 450.

Should you have any questions, please feel free to contact me at (301) 699-2525.

Very truly yours,


Robert M. Arciprete
Land Acquisition Officer

RMA/sgs
cc J. Davey w/ attachment
J. Rhoads "

VII

APPENDIX

VII. APPENDIX

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

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646 and amendments as published in CFR Vol. 51, No. 39 on February 27, 1986) and/or the annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

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

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

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

37A

persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

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

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

In lieu of the payments described above, the business may elect to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is no part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner during th two taxable years prior to displacement.

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

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

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

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

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

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