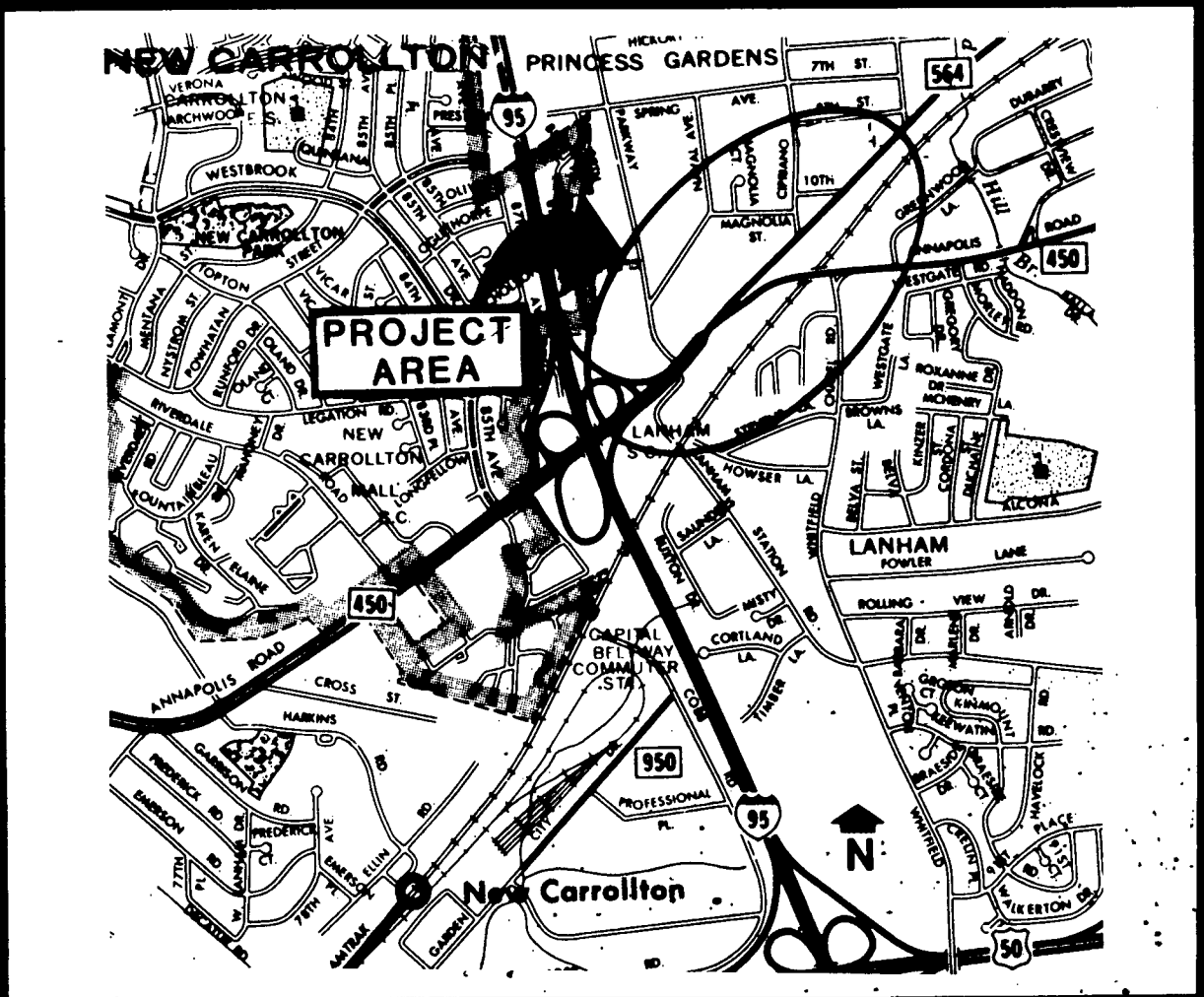


FINDING OF NO SIGNIFICANT IMPACT FOR

Contract No. P 185-101-371
Maryland Route 450 (Annapolis Road)
Interchange at Maryland Route 564



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

2

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

MD ROUTE 450 INTERCHANGE AT MD ROUTE 564

PRINCE GEORGE'S COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of Alternate 2 Modified. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Aug. 8, 1985

Date

Jud J. Hempel
for Division Administrator

TABLE OF CONTENTS

	<u>Page No.</u>
I. Record of Decision	
II. Comparison of Alternates	II-1
III. Summary of Actions and Recommendations	
A. Background	III-1
1. The Problem and Purpose of the Project	III-1
2. Project History	III-3
B. Alternates	III-4
1. Description	III-4
a. Alternates Presented at the Public Hearing	III-6
b. TSM Alternate	III-6
c. Modified Alternate 2 (Selected Alternate)	III-8
d. Special Projects	III-12
2. Service Characteristics	III-13
a. Traffic Volumes and Service Levels	III-13
b. Collision Data	III-14
3. Environmental Consequences	III-16
a. Natural Environment	III-16
b. Noise Analysis	III-16
c. Air Quality Analysis	III-17
d. Socio-Economic	III-18
4. Other Significant Features	III-19
5. Implementation Costs	III-20
C. Positions Taken	III-20
1. Elected Officials	III-20
2. Citizens	III-21
3. Agencies	III-22
D. Recommendation	III-22
1. Recommendation and Supporting Reasons	III-22
2. Staging	III-22
IV. Public Hearing Comments	IV-1
V. Correspondence	V-1
A. Written Comments Received Subsequent to the Location/Design Public Hearing, 5/20/80, and Responses	

4

TABLE OF CONTENTS (cont'd)

	<u>PAGE NO.</u>
B. Elected Officials	V-14
C. Comments Received as a Result of Project Status Report, 8/6/84, and Responses	V-24
VI. Appendix	
A. Summary of the Relocation Assistance Program of the State Highway Administration of Maryland	VI-1

LIST OF FIGURES

		<u>PAGE NO.</u>
1	Project Area Location Map	III-1a
2	Plan of Modified Alternate 2	III-8a
3	Modified Alternate 2, Typical Section	III-8B

LIST OF TABLES

1	Comparison of Alternates	II-1
2	Traffic Summary	III-13a
3	Collision Data	III-14
4	Projected Noise Levels	III-17
5	Air Quality Analysis	III-17

I.
RECORD
OF
DECISION

7

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
WEDNESDAY, MARCH 13, 1985

* * *

CONCURRENCE WITH PRIOR ACTION

In accordance with established procedures, an environmental document "Finding of no Significant Impact" FONSI) is being prepared for submission to the Federal Highway Administration for the project listed below. Location approval will be recommended for Modified Alternate 2.

1. State Contract No. P-185-101-371
P.D.M.S. #163002
Md. Rte. 450 (Annapolis Road) Interchange at Md. Rte. 564

The decision to proceed in this manner was made by Administrator Kassoff at a staff meeting held on January 23, 1985.

Copy: Mr. J. A. Agro, Jr.
Mr. G. E. Dailey
Mr. E. Loskot
Mr. N. Pedersen
Mr. E. S. Freedman
Mr. A. M. Capizzi
Mr. L. H. Ege, Jr.
Mr. M. Snyder
Mr. D. G. Honeywell
SHA-Contract P-185-101-371
Ms. C. Simpson

8



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 12, 1985

MEMORANDUM

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

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

SUBJECT: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

RE: Selection of Alternate

The Bureau of Project Planning is preparing a Finding of No-Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of March, 1985. The decision to proceed with the FONSI recommending Modified Alternate 2 for Location Approval was made by Administrator Kassoff at a meeting on January 23, 1985.

A summary of this meeting including the Project Management Team Recommendation of Modified Alternate 2 and the concurrence of Administrator Kassoff is attached.

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

I concur with the above information:

3/13/85

Date

by:

Hal Kassoff
Administrator

HK:mm

Attachment

cc: Mr. John Agro
Mr. Gordon E. Dailey
Mr. Edward Loskot
Mr. Earle S. Freedman

Mr. Anthony M. Capizzi
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

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

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 11, 1985

MEMORANDUM

TO: Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

FROM: Donald G. Honeywell *DGH*
Project Manager

SUBJECT: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

RE: Administrative Review - Supplement

This supplements my memorandum dated January 30, 1985 reporting the proceedings of the Administrative Review of January 23, 1985 and selection of Modified Alternate 2.

With regard to the Planning Team's recommendation to control traffic flow entering and exiting the Princess Garden Inn from Princess Garden Parkway, the intent is to assure that these movements do not inhibit traffic flow on Maryland Route 450. During the design phase the Project Engineer will investigate methods to provide access to the Princess Garden Inn property which mitigate effects of proposed channelization on business operations. This investigation may require further discussion with the owners.

During the Administrative review a suggestion was offered to add a third lane to westbound Maryland Route 564 to increase travel efficiency. The feasibility of this lane was investigated and reviewed with certain members of the Project Planning Team. Administrator Kassoff concurred with the addition of this lane on March 5, 1985.

DGH:mm

cc: Recipients of 1/23/85 memorandum
Mr. Barry E. Ditto
Mr. Vernon J. Kral

My telephone number is 659-1136



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

February 28, 1985

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

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

SUBJECT: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

RE: ADDITIONAL WESTBOUND LANE AT MARYLAND ROUTE 564

At your request, the Bureau of Project Planning has investigated provision of an additional westbound lane for Maryland Route 450 at its merger with Maryland Route 564 at Lanham. The purpose of this lane is to increase the capacity of this intersection for more efficient traffic operation and to allow future expansion, if necessary.

The additional lane, as depicted on enclosed prints, is recommended on the basis of its cost effectiveness and minimal impact. This lane requires minor realignment of the westbound roadway of Maryland Route 564 toward the north. The horizontal curvature is revised from 3°00' to 5°30' but is well within design criteria for the 40 MPH design speed. There is minor encroachment on the parking lot of Steuart Ford AMC Jeep Renault requiring acquisition of approximately 675 square feet, equivalent to approximately two (2) parking spaces. The estimated total cost of the additional lane (right-of-way and construction) is \$15,700.

STATE HWY ADM This recommendation has been reviewed and concurred by District Engineer Michael Snyder, District Traffic Engineer Majid Shakib, Mr. Lester F. Wilkinson, Jr., of the M-NCPPC, the Bureau of Highway Design, and the Bureau of Project Planning.

My telephone number is 659-1110

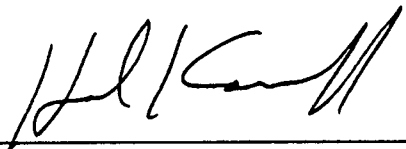
Teletypewriter for Impaired Hearing or Speech

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

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

Page Two

I concur with this recommendation.



Hal Kassoff
Administrator

3/5/85

Date

NJP:mm
Enclosure

cc: Mr. Michael Snyder
Mr. Majid Shakib
Mr. Vernon J. Kral
Mr. Louis H. Ege, Jr.

12



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 30, 1985

MEMORANDUM

TO: Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

FROM: Donald G. Honeywell *DGH*
Project Manager

SUBJECT: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

RE: Administrative Review

The Project Planning Team assembled in the Administrator's conference room on January 23, 1985 to present the project recommendation which was distributed by memorandum dated January 18, 1985. Those in attendance were:

- Mr. Hal Kassoff - Administrator
- Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering
- Mr. Michael Snyder - District Engineer
- Mr. Majid Shakib - District Traffic Engineer
- Mr. Edward M. Loskot - Deputy Chief Engineer, Development
- Mr. Steve D. Kouroupis - Bureau of Highway Design
- Mr. Hansel B. Travers - Bureau of Highway Design
- Mr. Stephen F. Drumm - Bureau of Highway Design
- Mr. Harry F. Meyers - Bureau of Bridge Design
- Mr. Ollie K. Mumpower - Bureau of Traffic Projects
- Mr. Joseph F. Finkle - Bureau of Highway Statistics
- Mr. Chas. M. McCormick, Jr. - Bureau of Planning & Program Development
- Ms. Wanda Brocato - Bureau of Planning & Program Development
- Mr. Francis X. Lauer - Bureau of Engineering Access Permits
- Mr. Chas. A. Carroll - Bureau of Accident Studies
- Mr. Louis H. Ege, Jr. - Acting Chief, Bureau of Project Planning
- Ms. Cynthia Simpson - Bureau of Project Planning
- Mr. Donald Honeywell - " " "
- Mr. S. Lewis Helwig - " " "
- Mr. Donald Sparklin - " " "
- Mr. Douglas Simmons - " " "

My telephone number is 659-1136

- Mr. James R. Novak - Director, Dept. of Public Works & Transportation,
Prince George's County
- Mr. Frank Derro - Maryland National Park and Planning Commission
- Mr. Lester F. Wilkinson, Jr. - Maryland National Park & Planning
Commission
- Mr. Frank L. Todd - Federal Highway Administration
- Mr. David Wallace - Rummel, Klepper & Kahl
- Mr. Ernest G. Disney - Rummel, Klepper & Kahl

The project manager gave a brief overview of the project development and the Team's recommendation for Modified Alternate 2. A brief slide presentation and discussion focused upon the concerns of local businesses and residents in terms of accessibility and diversion of local traffic to residential streets resulting from the proposed prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection. Several letters and petitions had been recently received opposing these prohibitions associated with the recommended alternate. The Team's analysis of this opposition concluded that there was little substance to these objections because 1) short term accessibility disadvantages will be offset by better overall traffic service, and 2) local streets will be able to adequately accommodate any diverted traffic.

Mr. Novak advised that Prince George's County has considered the objections raised, but their position remains as stated in their letter endorsing Modified Alternate 2 dated December 5, 1984.

Mr. Wallace then described the engineering features of the recommended alternate including proposed signalization.

At the Maryland Route 450/Princess Garden Parkway intersection the only signalization initially required may be pedestrian actuated. The need to signalize the westbound to southbound left turn movement may not be necessary until the design year.

The need to control access to the Princess Garden Inn by curbing the east side of Princess Garden Parkway met with concurrence by the meeting participants.

Access to the Mobil service station on Maryland Route 564 was identified as a safety concern. It was decided to close the easternmost entrance and provide a shoulder on the drivers left of the turning roadway from eastbound Maryland Route 564.

Entrance channelization will be applied to the shopping center along the south side of westbound Maryland Route 564 with curbing extending westerly to the merge with Maryland Route 450.

Page Three

A study will be prepared to determine the impact and cost of adding a third lane to the westbound roadway of Maryland Route 450 at its merger with Maryland Route 564 to add increased intersection capacity. This study will be reviewed with Administrator Kassoff.

Two residences were identified as significantly impacted although not required for construction. These are: 9106 Annapolis Road, and 9115 Lanham-Severn Road. It was agreed that the Administration will contact the owners of these residences and offer to purchase these homes if they wish to be relocated; condemnation proceedings will not be used.

At the conclusion of these deliberations and concurrence by Mr. Todd, Administrator Kassoff indicated his concurrence in the recommendation subject to considerations noted above.

A status report advising of this decision will be furnished those on the project mailing list.

DGH:mm

cc: Attendees
Mr. Barry Ditto
Mr. Vernon Kral



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 18, 1985

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

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

SUBJECT: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

RE: Administrative Review Meeting

This confirms the meeting scheduled in your conference room at 9:00 a.m., Wednesday, January 23, 1985 for presentation of the Project Planning Staff Recommendation. Attached for your use are:

- Brochure distributed for the May 20, 1980 Public Hearing
- Project Status Report dated August 6, 1984
- Staff recommendation.

The Project Planning Team recommends Modified Alternate 2 as was recommended in concept by Prince George's County during October 1983, to provide required design year traffic service. This alternate is being recommended after circulation of the attached Project Status Report, staff participation at a Public Hearing conducted by the City of New Carrollton the evening of August 15, 1984 and evaluation of resulting comments received. The City of New Carrollton endorsed the recommended alternate by letter dated September 25, 1984. By letter dated December 5, 1984 Prince George's County endorsed the recommended alternate including the restriction of traffic movements associated with the recommended alternate. The County also accepted responsibility for any local street improvements necessitated by this alternate. The major elements of the recommended alternate include:

1. Widening of Maryland Route 450 to a four lane divided highway from Princess Garden Parkway to Whitfield Chapel Road.

My telephone number is 659-1110

Mr. Hal Kassoff
January 18, 1985
Page Two

2. Replacement of deteriorating bridge (No. 16014) carrying Maryland Route 450 over the electrified Amtrak Railroad.
3. Bifurcation of the eastbound and westbound roadways of Maryland Route 564 from Maryland Route 450 to Cipriano Road with the eastbound roadway overpassed by Maryland Route 450.
4. Prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection with provision for these movements by emergency vehicles.
5. Displacement of two businesses and two residences.

The recommended alternate can be processed as a Finding of No Significant Impact (FONSI).

A transcript of the Public Hearing, the Environmental Assessment, a synopsis of comments received from distribution of the Project Status Report dated August 6, 1984, and other back-up information are available from the Project Manager, Mr. Donald G. Honeywell, 659-1136.

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

NJP:mm
Enclosures (3)
cc: (w/encl.)

- | | |
|--------------------|--------------------------|
| Mr. G. E. Dailey | Mr. D. A. Wiles |
| Mr. J. F. Ross | Mr. M. Snyder |
| Mr. E. M. Loskot | Mr. J. F. Finkel |
| Mr. A. M. Capizzi | Mr. J. L. White |
| Mr. H. B. Travers | Mr. C. M. McCormick |
| Mr. S. F. Drumm | Mr. R. J. Finck |
| Mr. J. K. Gatley | Mr. B. E. Ditto |
| Mr. J. A. Logan | Mr. C. D. Simpson |
| Mr. C. E. Rose | Ms. S. L. Helwig |
| Mr. L. H. Ege, Jr. | Mr. L. J. Saben |
| Mr. J. H. Grauer | Mr. F. Derro |
| Mr. M. Shakib | Mr. L. F. Wilkinson, Jr. |
| Mr. V. J. Kral | Mr. J. R. Novak |
| Ms. G. Anthony | Mr. G. C. Martin, Jr. |
| Mr. C. R. Anderson | Mr. A. A. Fluery |
| Mr. T. Hicks | Mr. F. L. Todd |
| Mr. O. K. Mumpower | Mr. D. W. Wallace |
| Mr. J. A. Hester | |
| Mr. P. S. Jaworski | |

II.
COMPARISON
OF
ALTERNATES

Table 1
Comparison of Alternates
Maryland Route 450 Interchange
at Maryland Route 564

	No-Build Alt.	(Selected) Mod. Alt. 2	Alt. 2	Alt. 3
<u>Socio-Economic Impacts</u>				
Residential Displacements	0	2	3	22
Number of Residents Relocated	0	5	9	55
Minority Residents Relocated	0	0	0	0
Business Displacements	0	2	12	12
Persons Employed by Displaced Businesses	0	8	60	60
Farm Displacements	0	0	0	0
Other Properties Affected	0	12	24	24
Historic and Archeological Sites	0	0	0	0
Public Recreational Lands Affected	0	0	0	0
Effect on Residential Access	None	Improved	Improved	Improved
Consistency with Land Use Plans	No	Yes	Yes	Yes

Natural Environment Impacts

Loss of Natural Habitat	None	None	None	None
Effect on Wildlife Populations	None	None	None	None
Effect on Rare Threatened or Endangered Species	None	None	None	None
Stream Crossings	None	None	None	None
Wetland Areas Affected	None	None	None	None
100 Year Floodplains Affected	None	None	None	None
Agricultural Lands Affected	None	None	None	None
Air Quality Impacts (sites exceeding S/NAAQS)	None	None	None	None
Noise Level Impacts (NSA exceeding Federal Noise Abatement Criteria)	None	None	None	None

Costs (1984 dollars in thousands)

Construction	0	8,659*	9,747*	13,093*
Right-of-way	0	789**	3,597**	5,668**
TOTAL	0	9,448	13,344***	18,761***

(minimal)

* Includes railroad electrification adjustments, protective services, etc.. Estimated at 1,218.

** Includes right-of-way acquisition and relocation.

*** Includes cost of slip ramp from I-95 ramp to Lanham Station Road: Right-of-way - 36; construction - 317.

III.
SUMMARY OF
ACTIONS AND
RECOMMENDATIONS

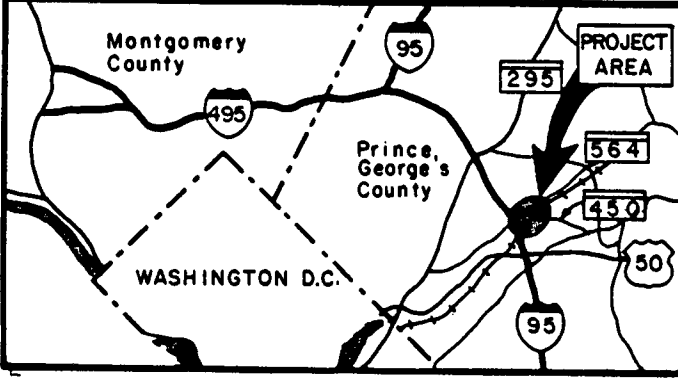
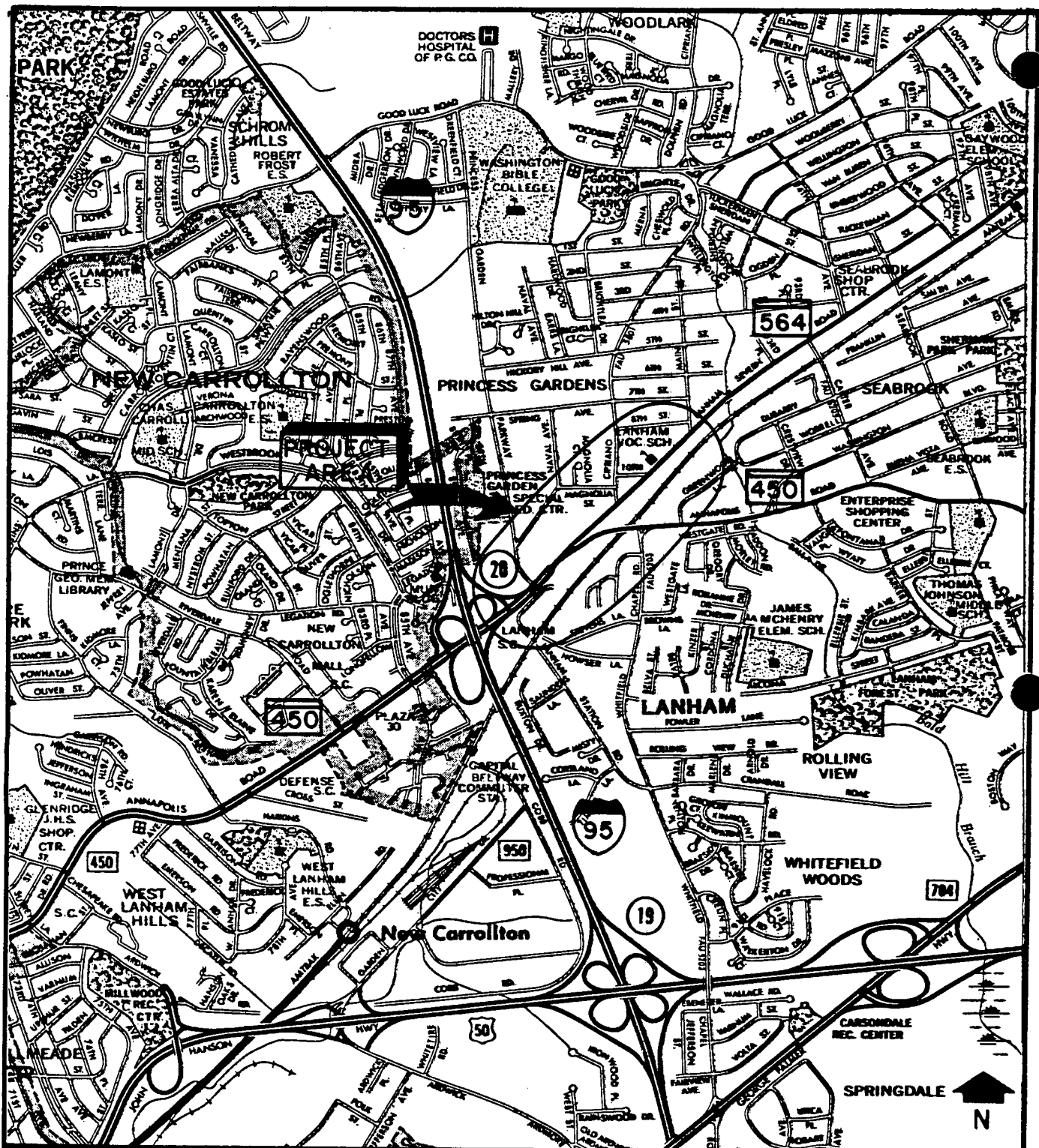
A. Background

1. The Problem and Purpose of the Project

The Maryland Routes 450/564 study area is located northeast of Washington, D.C. at Lanham in north-central Prince George's County, Maryland, immediately east of the Capital Beltway (I-95) interchange with Maryland Route 450. The urbanized project area focuses upon the intersection of Maryland Route 450 (Annapolis Road) with Maryland Route 564 (Lanhan-Severn Road), and the Maryland Route 450 bridge over the electrified Amtrak Railroad (Bridge No. 16014). (See Figure 1)

The highway transportation problem at the intersection of Maryland Routes 450 and 564 includes geometric deficiencies and inadequate capacity which contribute to collision rates significantly greater than the statewide average for similar facilities. These are caused by heavy traffic volumes (Level of Service 'E'), weaving and turning movements, roadside friction due to commercial driveway entrances and excessive delays. Although Maryland Route 450 is a 6 lane divided highway immediately west of its intersection with Maryland Route 564, the roadway narrows to a single two lane roadway east of the intersection and across the Amtrak railroad bridge. These problems are aggravated by the adjacent signalized intersection at Princess Garden Parkway, the Capital Beltway interchange ramp and their associated signalization immediately west of the intersection and the signalized intersection at Whitfield Chapel Road.

The intersection of Maryland Route 450 with Princess Garden Parkway, just 350 feet west of the Maryland Route 564 intersection, contributes significantly to operational problems within the study area. The eastbound approach consists of a directional northbound to



**INTERCHANGE STUDIES
MARYLAND ROUTES 450/564**

**PROJECT AREA
LOCATION MAP**

SCALE 1"=2000'

FIGURE I

eastbound exit ramp from the Capital Beltway, three through lanes of Maryland Route 450 and double left turn storage lanes for vehicles destined north on Princess Garden Parkway. Vehicles from the Beltway exit ramp attempting to enter the left turn storage lanes for access to Princess Garden Parkway often block the eastbound through lanes of Maryland Route 450. During AM peak hours the intersection operates at Level of Service 'E' being aggravated by back-ups from the Maryland Route 564 intersection. This limits the effective green signal utilization for westbound Maryland Route 450 traffic.

Current land use forecasts in the study area and the adjacent Capital Beltway interchange area, indicate a continuation of growth which will further aggravate traffic operations in the area. For example, two (2) hotels, the Climat de France and a Red Roof Inn are being planned contiguous to this project. By the design year 2010, traffic volumes west of the Maryland Routes 450/564 intersection on Maryland Route 450 are expected to increase 11%, while east of the intersection, a 9% increase is expected. On Maryland Route 564 east of the intersection, an increase of approximately 13% is projected.¹ With these traffic volume increases, delays and accident rates are expected to worsen, and traffic operation of the Maryland Route 450/Princess Garden Parkway intersection and the Maryland Routes 450/564 intersection are predicted to deteriorate to Level of Service 'F' by the design year.

¹ These forecasts are based on the assumption that neither Maryland Route 450 nor 564 are widened beyond two lanes east of the limits this project resulting in constraints on the total amount of traffic which will be able to use each roadway.

The Maryland Route 450 bridge (No. 16014) over the electrified Amtrak Railroad, constructed in 1931, has a vertical clearance of 23 feet above the tracks. The current minimum prescribed vertical clearance is 23'-6". Horizontal clearance from the center of the northern track is 14'-6" to the abutment, and from the center of the ultimate southern track* 13'-6" to the abutment. The current minimum prescribed horizontal clearance is 18'-6". The lack of crash walls protecting the bridge jeopardizes its ability to withstand a railroad derailment impact. Although the bridge is structurally sound, there is general cracking and spalling in the wingwalls, deck, sidewalk, and curbs. The original deck is in a deteriorating condition, with probable chloride damage to the reinforcing and supporting steel structure. It is estimated that the deck will require replacement by 1988. The bridge provides insufficient roadway width to safely accommodate both present and projected traffic volumes. The structure may qualify for Federal-Aid Bridge Replacement Funds due to obsolescence based upon a stopping sight distance of 175 feet, inadequate for the posted speed of 30 miles per hour (200 feet is required).

The purpose of this project is to provide a facility which would better accommodate future traffic volumes utilizing Maryland Route 450 and enable traffic in the project area to operate with improved safety at Level of Service 'D' during the design year (2010).

2. Project History

In December, 1977, Project Planning studies were begun on the project. Major milestones of the study were:

Public Informational Meeting September 11, 1978

*Although a future track has been planned, it may not be necessary to provide space because of recent Railroad decisions.

- Alternates Public Meeting November 21, 1978
- Environmental Assessment Circulated April, 1980
- Combined Location/Design Public Hearing May 20, 1980

Due to funding constraints which surfaced at about the time of the Public Hearing and as a result of Public Hearing comments, the Project Planning Team investigated a number of revisions to the Public Hearing alternates, as well as a Transportation Systems Management (TSM) Alternate. In October, 1983, Prince George's County recommended a concept for this reconstruction which has been designated Modified Alternate 2. This alternate was analyzed by the team members who found in favor of its feasibility.

On August 6, 1984 a Project Status Report was circulated to an expanded project mailing list (about 800) to inform recipients about Modified Alternate 2 and solicit their comments. Although responses were generally favorable toward Modified Alternate 2, several businesses were concerned about proposed travel pattern changes. A number of citizens were apprehensive about local traffic diversions onto streets which are perceived to be inadequate.

This project has appeared in construction programs since Fiscal Year 1972, but was identified in the 1981-1986 Consolidated Transportation Program (CTP) as a Secondary Highway Improvement to be deleted following completion of current activities (Project Planning - attainment of Location and Design Approvals). Preliminary Engineering for the project reappears in the Secondary Development and Evaluation Program of the 1985-1990 Consolidated Transportation Program.

B. Alternates

1. Description

In addition to Alternates 1, 2, and 3 which were presented at the

May, 1980 Public Hearing, two other preliminary alternates were considered during the Project Planning study.

Alternate 4 consisted of an interchange to accommodate all traffic movements between Maryland Routes 450 and 564 as provided with Alternate 3, except that the ramp from westbound Maryland Route 450 to eastbound Maryland Route 564 was located west of the railroad bridge.

Due to the geometric deficiencies, such as insufficient ramp radii, this alternate was dropped from consideration prior to the November, 1978 Alternates Public Meeting.

Alternate 5 replaced the existing intersection with a triangular one-way system including an extension of Whitfield Chapel Road north to Maryland Route 564 into Cipriano Road. Eastbound and westbound Maryland Route 450 would be divided into two roadways. The eastbound roadway diverged at Maryland Route 564 and extended eastward to Whitfield Chapel Road, with a new bridge over Amtrak. Westbound Maryland Route 450 was to follow an extension of Whitfield Chapel Road from Maryland Route 450 to westbound Maryland Route 564 and required an additional structure over Amtrak. It then followed the alignment of Maryland Route 564 as a one-way roadway from Cipriano Road to its merger with present Maryland Route 450. Westbound Maryland Route 450 over the railroad consisted of a two-way four lane 52 foot wide roadway from its diverge from Maryland Route 450 at Whitfield Chapel Road to Cipriano Road. This alternate also included a frontage road located north of westbound Maryland Route 564.

This alternate was dropped from consideration prior to the November 1978 Alternates Public Meeting due to potentially dangerous turning and weaving maneuvers that would occur on the two-way portion of westbound Maryland Route 450 (extension of Whitfield Chapel Road) between its intersection with existing Maryland Route 450 and its

intersection with existing Maryland Route 564.

a. Alternates Presented at the Public Hearing

The alternates presented at the May, 1980 Combined Location/ Design Public Hearing and in the Environmental Assessment are summarized as follows:

Alternate 1 - No-Build

Alternate 2 - Grade Separation. This alternate provides all movements presently available between the two State highways. Traffic movements not provided by this alternate (westbound Route 564 to eastbound Route 450 and return) would be accommodated by the local street system. These movements are provided by Carter Avenue located approximately 0.60 mile to the east.

Alternate 3 - Full interchange. This alternate supplements presently available traffic movements by providing movements from westbound Maryland Route 564 to eastbound Maryland Route 450 and return.

Subsequent study of traffic operational problems within the study area resulted in supplementing Alternates 2 and 3 with a slip ramp to alleviate left turning movements at Maryland Route 450 and Princess Garden Parkway by vehicles which have exited from northbound I-95 to eastbound Maryland Route 450. The slip ramp provides access from the northbound I-95 outer connection eastbound into Lanham Station Road (functions as a service road) from which left turns are made into Princess Garden Parkway northbound without disruption to eastbound Maryland Route 450 traffic.

b. TSM Alternate

Transportation Systems Management (TSM) alternates were

considered for this project due to the high cost of the interchange alternates and capacity limitations in the Princess Garden Parkway intersection. The TSM Alternate was developed for two stages of construction and designed for 40 MPH. A total of five (5) properties were affected with this alternate which is also the least costly of the alternates studied. No displacements were required.

The initial stage of the TSM Alternate consisted of improvements to the existing roadway system to upgrade traffic service and safety including lane widening, intersection improvements, an updated traffic signal system, and other traffic engineering measures. Maryland Route 450 would be widened to three (3) through lanes in each direction plus auxiliary lanes from Princess Garden Parkway to Maryland Route 564. The double left turn from eastbound Maryland Route 450 to northbound Princess Garden Parkway would be further widened.

A right turn lane for northbound I-95 motorists exiting onto eastbound Maryland Route 450 would direct traffic to Princess Garden Parkway via Lanham Station Road.

Maryland Route 564 from Cipriano Road to Maryland Route 450 would be widened on the north side to a five lane street. East of Cipriano Road, Maryland Route 564 would taper to its existing width. Cipriano Road would be widened to a 52 foot street.

Signal metering of westbound Maryland Route 564 at the intersection of Maryland Route 450 would be implemented similar to Alternates 2 and 3.

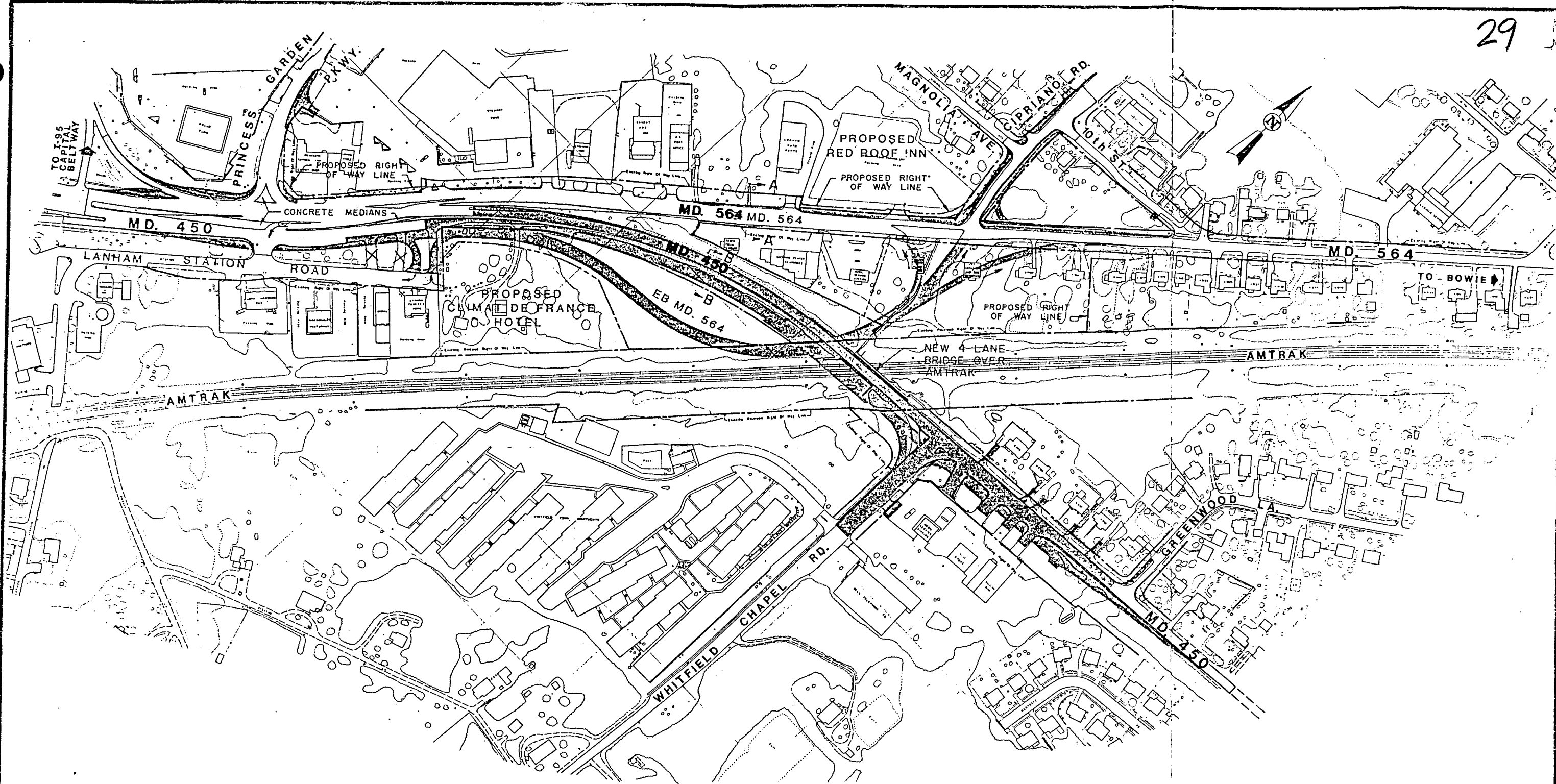
Stage 2 of the TSM Alternate proposed that Maryland Route 450 be raised approximately three (3) feet and widened to a four (4) lane

divided facility with a raised 2' to 12' median from east of Maryland Route 564 to Whitfield Chapel Road. The bridge over the Amtrak railroad would be replaced to accommodate the widened roadway section and comply with current railroad clearance requirements. The new bridge can be constructed in half sections to avoid detouring traffic to Carter Avenue. A sidewalk was proposed along the south side of Maryland Route 450.

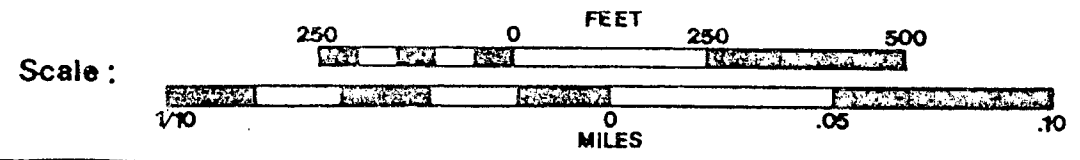
c. Modified Alternate 2

Modified Alternate 2 is the selected alternate. It combines features of the build alternates presented at the 1980 Public Hearing with features of the more economical TSM concept. Refer to Figures 2 and 3. This alternate improves both safety and capacity and contributes to the capacity and elimination of conflicts on both State routes and at intersections in the study area. It has a design speed of 40 mph.

Modified Alternate 2 proposes that Maryland Route 450 be widened to a four lane divided urban highway without access controls from Princess Garden Parkway across the Amtrak railroad to east of Whitfield Chapel Road. The improved roadway would taper into the existing two (2) lane roadway east of Greenwood Lane where a left turn storage lane is proposed for eastbound traffic. The narrow bridge over the Amtrak railroad would be replaced with a four lane divided structure which would also span the eastbound roadway of Maryland Route 564. Maryland Route 564 would be separated into 2, two-lane one-way, roadways between Princess Garden Parkway and Cipriano Road in a manner similar to Alternates 2 and 3. Eastbound Maryland Route 564 would intersect Cipriano Road at its present location. Cipriano Road would be widened to a four lane street. The east side of Princess



 PROPOSED HIGHWAY IMPROVEMENT

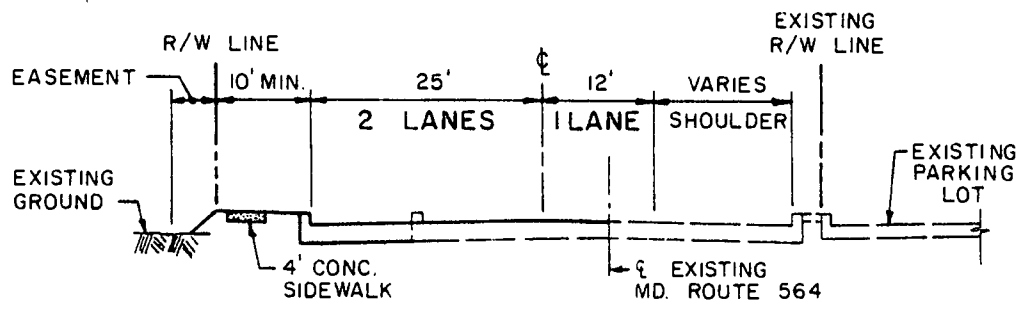


INTERCHANGE STUDIES
MARYLAND
ROUTES 450/564

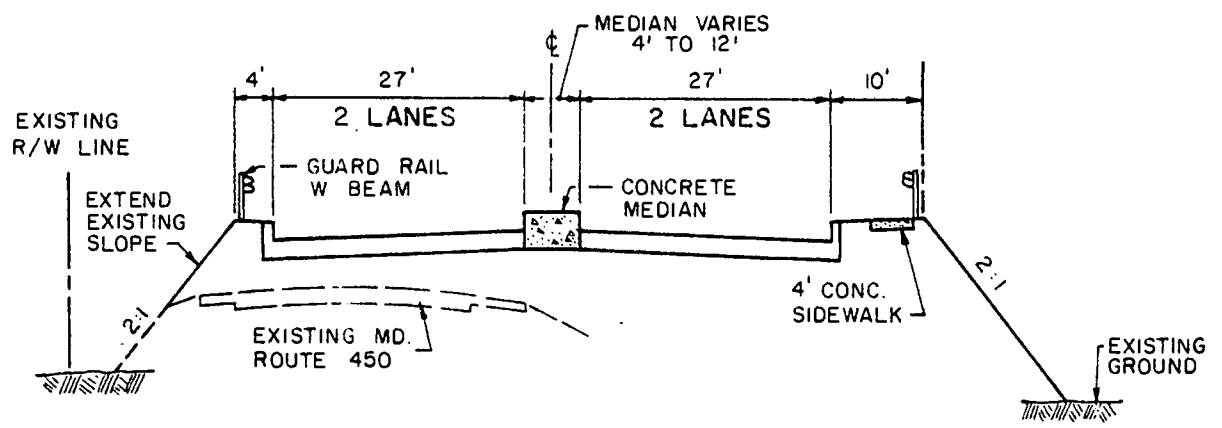
State Project No. P185-101-371

PLAN
MODIFIED
ALTERNATE 2
 (SELECTED ALTERNATE)

FIGURE 2



SECTION A-A ALONG MD. ROUTE 564
(LOOKING EAST)



SECTION B-B ALONG MD. ROUTE 450
(LOOKING EAST NEAR AMTRAK BRIDGE)

NOTE:

DIMENSIONS OF ALL ROADWAYS, SHOULDERS, MEDIANS, SAFETY GRADING WIDTHS, ETC. ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

INTERCHANGE STUDIES
MARYLAND
ROUTES 450/564

TYPICAL SECTIONS
MODIFIED
ALTERNATE 2
(SELECTED ALTERNATE)

State Project No. P 185-101-371

FIGURE 3

Garden Parkway would be curbed from Maryland Route 450 northerly approximately 300 feet to channelize traffic movements accessing the Princess Garden Inn.

Capacity and operational improvements are proposed at the four (4) major at-grade intersections within the study area. All travel lanes are proposed to be 12 feet wide and will have appropriate offsets.

At the Princess Garden Parkway intersection the eastbound approach of Maryland Route 450 would be widened to four (4) through lanes. The westbound approach would also be widened to four (4) through lanes with a right curb lane which provides for a mandatory free right turn onto Princess Garden Parkway and a left turn storage lane to Lanham Station Road: A pedestrian actuated traffic signal is proposed at this location. The left turn into Lanham Station Road may require signalization by the design year 2010. Improved access between eastbound Maryland Route 450 and Lanham Station Road is proposed by means of one-way turning roadways near the Lanham Funeral Home.

Most conflicts would be eliminated at the remaining portions of the Maryland Routes 450/564 "Y" intersection. At the eastbound diverge of Maryland Route 564 and Maryland Route 450 two (2) through lanes proceed east on one-way Maryland Route 564. At the westbound merge with Maryland Route 564, Maryland Route 450 would consist of a three (3) through lane approach and westbound Maryland Route 564 would consist of two (2) through lanes and an auxiliary lane which, as previously noted, provides for a mandatory right turn at Princess Garden Parkway. Signalized metering is proposed at this merger.

At the intersection of Whitfield Chapel Road and proposed eastbound Maryland Route 450 (2 through lanes), a free right turn lane

32

onto Whitfield Chapel Road is provided. The westbound approach consists of two (2) through lanes and a left turn storage lane for motorists destined for Whitfield Chapel Road. This intersection will continue to be signalized.

The Maryland Route 564/Cipriano Road intersection would be converted to a four legged intersection. The proposed eastbound approach of Maryland Route 564 to Cipriano Road would consist of two (2) lanes straight northbound onto Cipriano Road, a free left turn onto westbound Maryland Route 564 and a free right turning roadway (Dc=11°30') which ties into existing eastbound Maryland Route 564. The westbound approach of Maryland Route 564 to Cipriano Road would consist of two (2) through lanes and a free right turn lane onto Cipriano Road; a left turn is prohibited. This intersection is proposed to be signalized.

An important feature of Modified Alternate 2 is the proposed prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection to all but emergency vehicles. These prohibitions require that traffic patterns be altered for certain destinations and some local traffic would be diverted onto local streets. Signing would be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) to divert motorists on eastbound Maryland Route 564 to Princess Garden Parkway and the hospital. It is believed that these modifications to traffic patterns will be more than offset by the long-term benefits and lessened congestion in the vicinity of this intersection. Presently permissible movements which would be prohibited at this intersection and the proposed traffic patterns are discussed in the following cases:

Case 1 - Eastbound Maryland Route 450 to northbound Princess Garden Parkway (presently a two lane left turn).

The proposed traffic pattern would require eastbound motorists on Maryland Route 450 west of Princess Garden Parkway to use eastbound Maryland Route 564 to the Cipriano Road intersection where a left turn would be executed onto westbound Maryland Route 564 leading to Princess Garden Parkway. The right turn onto northbound Princess Garden Parkway would be improved.

Vehicles exiting northbound I-95 onto eastbound Maryland Route 450 destined for the Gould Building or the Ramada Hotel would also follow this proposed traffic pattern.

Case 2 - Southbound Princess Garden Parkway to eastbound Maryland Route 450 (presently a left turn) and straight across Maryland Route 450 to Lanham Station Road.

Motorists who currently proceed southbound on Princess Garden Parkway to eastbound Maryland Route 450 toward Bowie would use Cipriano Road to eastbound Maryland Route 564 (Lanham-Severn Road) to southbound Carter Avenue to Maryland Route 450. Although traffic volumes on Princess Garden Parkway are expected to continue to increase at the same rate as with other alternates, Cipriano Road and Carter Avenue would be expected to experience an increase of approximately 9,000 and 10,000 additional vehicles per day, respectively, by the design year 2010. Approximately one-half of the forecasted traffic volume increases on Cipriano Road and Carter Avenue are expected as a result of planned growth. The remainder of this increase would result from the new travel patterns required by Modified Alternate 2. Both of these local collector streets have adequate capacity for the anticipated local traffic volume increases.

Motorists using Princess Garden Parkway would no longer have direct access to the Lanham Shopping Center and other commercial

establishments along Lanham Station Road. These commercial establishments would be accessed by proceeding southbound on Cipriano Road, turning right onto Maryland Route 564 westbound and turning left at Princess Garden Parkway into Lanham Station Road.

Case 3 - Movements straight across Maryland Route 450 onto northbound Princess Garden Parkway and westbound onto Maryland Route 450 from Lanham Station Road (presently a left turn).

The proposed traffic pattern would require motorists leaving the Lanham Shopping Center and commercial establishments along Lanham Station Road whose destinations are west of Princess Garden Parkway, or along Princess Garden Parkway, to follow a new course as described under Case 1.

The Maryland Route 450/Princess Garden Parkway intersection would be designed with mountable curbs to allow all prohibited movements by emergency vehicles only.

Without these movement restrictions at the Maryland Route 450/Princess Garden Parkway intersection, traffic service would be inconsistent with service anticipated throughout the remainder of the project. Modified Alternate 2 with movement prohibitions has been found to be the only means of achieving adequate traffic service throughout the study area.

As requested by Prince George's County, this alternate also includes the closure of Tenth Street at Maryland Route 564 by means of a "tee" turnaround. The County would conduct all road closing procedures required by local statute.

d. Special Projects

Construction of a third lane to both east and westbound Maryland Route 450 within the I-95 (Capital Beltway) interchange between 85th

Avenue and Princess Garden Parkway and a two lane left turn from eastbound Maryland Route 450 onto northbound Princess Garden Parkway was completed during June, 1984.

A short westbound bypass lane was added to Maryland Route 450 at Whitfield Chapel Road during November, 1980. This lane enables westbound motorists to continue past standing vehicles to execute a left turn into Whitfield Chapel Road.

W-Beam guard rail was installed along the Amtrak bridge approaches during March, 1982.

2. Service Characteristics

a. Traffic Volumes and Service Levels

Peak hour traffic volumes have reached capacity (Level of Service 'E') at the intersection of Maryland Route 450 with Maryland Route 564 as well as its approach roadways and the nearly contiguous Maryland Route 450/Princess Garden Parkway intersection. (See Table 2) These conditions adversely affect travel efficiency within the study area.

These two intersections and their approach roadways are predicted to deteriorate to Level of Service 'F' by the year 2010. The Maryland Routes 450/564 intersection now experiences peaks with traffic backing up through the intersection, as well as the adjacent intersections with Princess Garden Parkway and with Whitfield Chapel Road. Due to urbanization and commercial activities in the study area, congestion is an all day occurrence and is expected to continue in the future. Because of this congestion and physical constraints, vehicular breakdowns and/or any of the frequent collisions at this intersection or along its approach roadways result in instantaneous

TABLE 2

MARYLAND ROUTES 450/564 INTERCHANGE
Traffic Summary

July 2, 1984
Rev. October 22, 1984

Traffic volume forecasts are restrained by the capacity of highways leading to the study area for all alternates except Modified Alternate 2

Segments and Intersections	Current	DESIGN YEAR 2010											
		Alternate 1 No-Build				TSM Alternate		Modified Alternate 2:		Alternate 2 Grade Separated		Alternate 3 Interchange	
		Volume ADT	LOS*	Volume ADT (Report 12/80)	LOS*	Increase	Volume ADT (Report 12/82)	LOS*	Volume ADT ³ (Report 2/84)	LOS*	Volume ADT (Report 12/80)	LOS*	Volume ADT (Report 12/80)
MARYLAND ROUTE 450													
I-95 (Beltway) to Princess Garden Parkway	46,100	D	49,200	D		51,200	D	70,000	D	51,200	D	51,200	D
Princess Garden Parkway to Maryland Route 564	39,400	-	43,700	-	11%	45,700	-	81,000	-	45,700	-	45,700	-
Princess Garden Parkway Intersection		E ⁴		F (1.22)			E		D		E		E
Maryland Route 564 Intersection		E ¹		F ¹ (1.10)			B		D ²		B ²		B ²
Maryland Route 564 to Whitfield Chapel Road	20,200	E	22,000	F (104)	9%	24,000	C	40,500	D	24,000	C	24,000	C
Whitfield Chapel Road Intersection		D		E			B		D		B		B
MARYLAND ROUTE 564													
Maryland Route 450 to Cipriano Road	19,200	E	21,700	E	13%	21,700	D	40,500	C	21,700	D	21,700	D
Cipriano Road Intersection		D		E			A		C		A		A

- *Level of Service along the various segments is determined by operating characteristics at the intersection within the segments.
- LOS C: Speeds and maneuverability closely controlled by volumes. Most drivers restricted from selecting speeds, changing lanes, or passing. Relatively satisfactory operating speeds.
 - LOS D: Beginning to tax capabilities of street section. Approaching unstable flow. Average overall speed 15 miles per hour. Delays at intersection.
 - LOS E: Volumes at capacity. Unstable flow. Speeds near 15 miles per hour. Continuous back-up at intersection approaches.
 - LOS F: Volumes near capacity. Forced flow. Speeds below 15 miles per hour. Continuous back-up at intersection approaches and extending back with excess distributed through the section. The percentage of saturation is indicated in parentheses.

¹ Intersection capacity restrained by adjacent roadway segments.
² Highway Segment
³ Assumes widening of both Maryland Route 564 and Maryland Route 450 east of the study area by the design year.
⁴ P.M. Peak operates at LOS B/C.

II-13a

de

Level of Service 'F' operation.

Although the Maryland Route 450 approaches to the intersection with Princess Garden Parkway would be widened by one lane in the westbound direction, peak hour traffic volumes are predicted to decline to Level of Service 'E' by the design year with the TSM Alternate, Alternate 2 and Alternate 3. Only Modified Alternate 2 with its movement prohibitions at this intersection could provide a facility of better than capacity service (predicted Level of Service 'D').

Traffic volumes at the other two intersections within the study area (i.e., Maryland Route 450/Whitfield Chapel Road, and Maryland Route 564/Cipriano Road, unsignalized) are predicted to reach their respective intersection capacities by the design year.

Table 2 indicates that projected traffic volumes in the vicinity of the Maryland Route 450/564 intersection are largely dependent on planned residential and commercial growth beyond the study limits.

b. Collision Data

Collision rates for January, 1978 through December, 1983 are shown with comparison to the statewide rates in the following table:

TABLE 3
Collision Data

Collision Rates Within the Maryland Route 450/564 Study Area
Reported Collisions per 100
Million Vehicle Miles of Travel

	<u>Actual Rate</u>	<u>Statewide Rate</u>	<u>Difference</u>
Study Area	490	372	+32%
Md. 450 & Md. 564- peak period (includes Capital Beltway inter- change area, 1978 -1981)	818	471	+74%

38

Collision Severities by Year
For Study Area

<u>Number of:</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u>
Fatal Collisions	0	0	0	0	0	1	0	0	1
Personal Injury Collisions	8	24	22	31	23	22	23	28	181
Property Damage Collisions	<u>67</u>	<u>46</u>	<u>44</u>	<u>35</u>	<u>19</u>	<u>16</u>	<u>18</u>	<u>21</u>	<u>266</u>
TOTAL COLLISIONS	75	70	66	66	42	39	41	49	448

The predominant collision types found at the Maryland Routes 450/564 intersection are rear-end accidents resulting from "stop and go" operation of vehicles. A serious merge problem also exists for westbound motorists on Maryland Route 564 where a lane is dropped in the westbound merge with Maryland Route 450. This problem has resulted in both sideswipe and rear-end accidents and has been compounded by the many commercial driveways that cause additional friction. Such accidents are expected to continue to increase in frequency with anticipated increases in traffic volumes.

The following intersections within the study area have been identified as "High-Accident Intersections":

- Maryland Route 450 at Princess Garden Parkway (1974, 1975, 1976 & 1982)
- Maryland Route 450 at Maryland Route 564 (1976, 1977, 1978 1979)
- Maryland Route 450 at Whitfield Chapel Road (1976).

The above data has been compared to the latest available information (1983). Collision reporting methods of property damage collisions underwent change in Prince George's County during 1979, however, the personal injury data indicates that trends are continuing.

Implementation of either Alternate 2 or Alternate 3 was projected

to reduce both the number and severity of collisions. Alternate 2 was projected to result in accident rates slightly less than Alternate 3 because certain merging and weaving maneuvers would not occur with Alternate 2. The TSM Alternate's collision rates would be an improvement over the No-Build, but would provide less benefit than Alternate 2, Modified Alternate 2, or Alternate 3. Although Modified Alternate 2 is expected to result in collision rates greater than Alternate 2 due to lack of access controls, it would be a significant improvement over the TSM Alternate due to reduction of conflicts at the Maryland Route 450/Princess Garden Parkway and Maryland Routes 564/450 intersections.

3. Environmental Consequences

a. Natural Environment

The natural environmental impacts of Modified Alternate 2 are minimal as the study area is densely developed. No known threatened or endangered species inhabit the study area.

No floodplains or wetlands exist in the study area and no stream modifications would be required. Some small decrease in the quality of stormwater runoff is anticipated. This project is consistent with the Coastal Zone Management plan developed by the Department of Natural Resources.

b. Noise Analysis

A detailed noise analysis has been completed for the No-Build Alternate and Modified Alternate 2. The results of the noise studies are contained in the following table and in the Noise Report which is available for review at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland. None of the noise sensitive areas will exceed the Federal Highway Administration noise abatement criteria.

TABLE 4
PROJECT NOISE LEVELS

NSA	Description	Ambient L ₁₀ 1984	Design Year Mod. Alt. 2	2010 L ₁₀ No-Build
1	Lanham Mansion	61	64	63
2	Princess Garden Inn	74*	69	69
3	Funeral Home	61	64	64
4	Lanham Inn	74*	67	73
6	Church	65*	62	66
7	Residence	66	67	67
8	Apartments	63	65	66

*Ambient noise levels are higher than projected noise levels due to noise from other sources in the area which cannot be accounted for in the noise prediction model.

c. Air Quality Analysis

A detailed microscale air quality analysis of the No-Build Alternate and Modified Alternate 2 has also been performed. No violation of the 1 hour or 8 hour State/National Ambient Air Quality Standards will occur with the No-Build Alternate or Modified Alternate 2 in the completion year 1990 or the design year 2010. The results of the air quality analysis are also available for review at the State Highway Administration in Baltimore.

TABLE 5
AIR QUALITY ANALYSIS
CO CONCENTRATIONS* AT EACH RECEPTOR SITE, PPM

RECEPTORS	NO BUILD				BUILD ALT. (Mod. Alt. 2)			
	1990		2010		1990		2010	
	1 HR	8 HR	1 HR	8 HR	1 HR	8 HR	1 HR	8 HR
1. P. Garden Inn	7.5	2.8	7.4	2.9	9.2	4.5	12.6	6.3
2. Lan. Fun. Home	6.3	2.3	6.2	2.5	6.4	2.7	8.2	3.7
3. Whit. Town Apts.	10.1	4.0	9.7	3.7	5.2	2.2	6.4	2.9
4. Church	6.3	2.3	6.7	2.5	6.1	2.6	8.2	3.8
5. Residence	8.4	3.1	8.0	3.0	7.0	3.2	9.1	4.3
6. Residence	6.5	2.6	6.6	2.6	8.2	3.5	10.2	4.8
7. Jerry's Sub Shop	6.5	2.4	6.4	2.4	6.4	2.7	8.2	3.7

*Including Background Concentrations

The S/NAAQS for CO: 1 HR maximum = 35 PPM
8 HR maximum = 9 PPM

d. Socio-Economic

The primary impacts associated with this project are the acquisition of occupied dwellings and displacement of families and active businesses.

Modified Alternate 2 (the selected alternate) would displace two residences occupied by five persons. One additional occupied residence was acquired by the State Highway Administration during the 1970's. Both dwellings are owner-occupied. The residents of one of the owner occupied dwellings are elderly and living on a fixed income. Relocation of any displaced families or individuals will be accomplished in accordance with the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970. (See Appendix)

Modified Alternate 2 would displace two active businesses. These businesses employ a total of approximately 8 persons, ranging from 2 to 6 persons per business. One of these businesses, Collins Produce & Plant Co., is a tenant of the Highway Administration. Neither of these businesses are believed to be owned by members of a minority group. The State Highway Administration will assist any displaced businesses in relocating. It is estimated that a lead time of twelve to eighteen months will be needed to successfully complete all relocations in a timely, humane manner.

Coordination with representatives of the proposed Climat de France Hotel has resulted in revision of both the hotel plan and the highway plan for Modified Alternate 2 to achieve mutual compatibility. Modified Alternate 2 also appears compatible with the proposed Red Roof Inn at the northwest corner of Maryland Route 564 and Cipriano Road.

No National Register or National Register eligible historic sites or significant archeological sites would be impacted.

4. Other Significant Features

The design criteria applicable to the selected alternate are:

	<u>MD Route 450</u>	<u>MD Route 564</u>
Design Speed	40 mph	40 mph
Maximum Degree of Curve	4°30'	11°30'
Maximum Percent of Gradient	7.00	3.92
Level of Service	D	D
Control of Access	None	None
Travel Lane Width	12'	12'
Roadway Width (min.)	27'	28'
Median Width	4' to 12'	----
Bridge vertical clearance-roadway	----	16.5'
Bridge vertical clearance-railroad	23.5'	----
Bridge horizontal clearance-railroad	18.5'	----

Modified Alternate 2 requires reconstruction of the bridge over the railroad and adjustment of the electrical traction and signal/communications systems. Costs associated with such items are difficult to accurately estimate.

An important feature of Modified Alternate 2 is the restriction of left turning movements at the Maryland Route 450/Princess Garden Parkway intersection to all but emergency vehicles.

These proposed traffic patterns would revise certain access routes to several institutions, commercial enterprises and residences. The institutions involved include the New Carrollton Municipal Center, Washington Bible College and Doctors Hospital

of Prince George's County. Commercial enterprises involved include the Gould Building, the Ramada Hotel, the Lanham Shopping Centers and several other businesses.

These restrictions would also require that some local traffic would be diverted onto other local streets in the community of Princess Gardens. This Administration has reviewed the effects of these turning prohibitions and proposed traffic patterns on the local street system. These local streets include Naval Avenue/Magnolia Street, Spring Avenue, and Hickory Hill Avenue. These are older, two lane, open sectioned residential streets with varying roadway widths. Other streets are Cipriano Road and Carter Avenue, both of which are four lane, local collector streets of modern design.

Of the existing ADT of 14,400 vehicles, approximately 3,200 (22%) are generated by the Ramada Hotel and Gould Building. Local trips account for 6,500 (45%) of the ADT and through trips comprise approximately 4,700 (33%) of the total ADT.

Of the trips to and from the Ramada Hotel and Gould Building, all inbound trips (1,600) would utilize the "new" State highway system (Modified Alternate 2) to enter at Princess Garden Parkway. Based on traffic counts taken by the Maryland National Capital Parks and Planning Commission, it is estimated that 200 trips per day from the two buildings turn left on Maryland Route 450 from Princess Garden Parkway. Of these 200 trips, 25% to 50% are expected to turn right at Princess Garden Parkway and utilize the U-turn at 85th Street and Maryland Route 450. Therefore, 100-150 vehicles may utilize Naval Avenue/Magnolia Street under Modified Alternate 2. It is not anticipated that Spring and Hickory Hill Avenues will experience an

increase in through traffic.

The 4,700 through trips would use Cipriano Road to access Good Luck Road.

Of the local trips, approximately 2,800 vehicles would use Cipriano Road to enter their community. Therefore, Cipriano Road is expected to experience an increase of approximately 7,500 vehicles per day.

Prince George's County is responsible for the maintenance of and any further improvements to these streets. The Prince George's County Department of Public Works and Transportation has determined that this increased traffic will not impact the structural integrity of these streets. They have agreed that all these local streets would be considered for future improvements based upon periodic needs studies.

5. Implementation Costs

The estimated costs of the build alternates in terms of thousands of 1984 dollars are shown in Table 1. These are total costs including utility relocations; construction engineering, administrative and overhead additives (13.5%); and right of way, administrative and overhead costs (12.0%).

C. Positions Taken

1. Elected Officials

Although elected officials were represented at the May 20, 1980 public hearing, no County Council member or members of the Legislative Delegation offered comments. Mrs. Vera Weinback, late Chairperson of the New Carrollton City Council, testified in support of the proposed

improvements.

Modified Alternate 2 has been recently endorsed by local elected officials. By letter dated September 25, 1984 Mayor Andrew C. Hanko and Mr. Robert E. Martini, Chairman of the City Council of the City of New Carrollton, jointly endorsed the selected alternate. Delegate Frank B. Pesci endorsed this alternate by letter dated October 2, 1984. County Executive Parris N. Glendening and County Council Chairman Floyd E. Wilson, Jr. endorsed Modified Alternate 2 in their joint letter dated December 5, 1984. (See Correspondence Section)

2. Citizens

Citizen comments received as a result of the May 20, 1980 public hearing indicate a preference for Alternate 2 as more suitable to users and less disruptive to the community.

Citizen comments received as a result of the distribution of the Project Status Report of August 6, 1984 were largely supportive of Modified Alternate 2. However, several citizens residing in the area of Princess Garden Parkway north of Maryland Route 450 expressed concern about the diversion of local traffic onto residential streets connecting Princess Garden Parkway with Cipriano Road. Several persons advised that these residential streets are unsuitable for additional traffic volumes and require rehabilitation.

Of the ten local businesses responding to the Project Status Report, three expressed concern over the new traffic patterns associated with the recommended alternate. The business operators of the Princess Garden Inn claim half of their business is attributable to their drive-in window to which access would be restricted. Trustees of the smaller shopping center along the south side of

Lanham-Severn Road immediately east of Maryland Route 450 perceive severe impacts to their business tenants. This shopping center was acquired by new owners during December 1984. Owners of the Gould Building and the Ramada Hotel also perceive serious impacts and loss of customers. Other business responses ranged from support to mild concern over traffic movement restrictions at the Princess Garden Parkway intersection with Maryland Route 450.

Traffic pattern revisions will affect local accessibility to area businesses. However, overall long-term areawide traffic service benefits would exceed short-term localized disadvantages and access would be maintained. This Administration will endeavor to mitigate as many business impacts as possible.

During the design phase, methods would be investigated to provide access to the Princess Garden Inn which minimize the effects of the proposed channelization on business operations. Under Alternate 2 Modified eastbound, Maryland Route 564 traffic destined for Princess Garden Parkway would continue to have access to the shopping center via the new one-way eastbound Maryland Route 564 roadway to westbound Maryland Route 564. Access would be maintained to the Gould Building and the Ramada Hotel via new traffic patterns. Signing would direct traffic to Princess Garden Parkway and consequently to these businesses. The attainment of acceptable area traffic service and planned orderly growth is only possible with the proposed traffic movement restrictions at the Maryland Route 450/Princess Garden Parkway intersection.

3. Agencies

As a result of the May 1980 public hearing the Washington Suburban Sanitary Commission indicated support for either Alternate 2 or Alternate 3. The Prince George's County Department of Public Works

and Transportation and the Maryland-National Capital Park & Planning Commission favored Alternate 2.

Modified Alternate 2 was initially jointly suggested by the staff of Prince George's County and the Maryland-National Capital Park & Planning Commission. The Prince George's County Office of the Fire Chief also endorsed Modified Alternate 2.

D. Recommendation

1. Recommendation and Supporting Reasons

Modified Alternate 2 is recommended by the Project Planning Team for the following reasons:

- This alternate would provide all the traffic movements that currently exist at the Maryland Route 450/564 intersection with less impact to the adjacent residential and commercial communities and natural environment than either Alternate 2 or 3.
- Modified Alternate 2 is the only alternate that can provide adequate traffic service and capacity through the entire project area through the design year 2010. It provides better service than the more expensive alternates due to the prohibition of certain traffic movements at the Princess Garden Parkway/Maryland Route 450 intersection.
- Improves capacity, travel efficiency and safety on Maryland Route 450 and Maryland Route 564 and at all intersections within the project limits.
- Improves capacity and traffic operations at all intersections within project limits.
- Trip times for new traffic patterns associated with movement prohibitions at the Princess Garden Parkway intersection are expected to be comparable to the times associated with the

present traffic patterns when congestion delays forecasted with retention of present travel patterns are taken into account.

- Fewer residential (two) and business (two) displacements than Alternate 2 (three families and 12 businesses) or Alternate 3 (22 families and 12 businesses).
- Collision rates would be expected to decrease within the project area.
- Modified Alternate 2 includes construction of a new bridge over the Amtrak Railroad and correction of current sight distance deficiencies on the approach roadways.
- This alternate, considering right of way and construction, costs approximately \$4 million less than Alternate 2 and \$9 million less than Alternate 3.

2. Staging

Due to the continuing deterioration of the bridge over the Amtrak railroad and the grade differential associated with the approach roadways, staging is not recommended.

IV.
PUBLIC
HEARING
COMMENTS

A Combined Location/Design Public Hearing was held for the project on May 20, 1980 at 7:30 p.m. in the Princess Garden Special Education School located at 6016 Princess Garden Parkway in Lanham, Maryland. (During 1984 this building was converted to the New Carrollton Municipal Center.) The purpose of the hearing was to present the results of the engineering and environmental analysis and to receive public comments on the project. Alternate 1 (No-Build), Alternate 2 (Grade Separation) and Alternate 3 (Full Interchange) were presented. Approximately 45 persons attended the hearing and seven individuals made statements following the presentation by State Highway Administration personnel.

The following is a summary of the statements made and the responses given by the State Highway Administration. A complete transcript of all comments made at the hearing is available for review at the Bureau of Project Planning, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland, 21202. Written comments received subsequent to the Public Hearing are discussed in the Correspondence Section.

1. Mr. John L. Brunner, City Administrator, City of New Carrollton: Mr. Brunner questioned the current and projected levels of service (LOS) for the existing facility and the LOS for the design year upon completion of Alternates 1 and 2; the need for a fringe parking lot near an already congested intersection; access into the proposed frontage road and the lack of address to all linear problems along Maryland Route 450 in the vicinity of New Carrollton.

SHA Response: Five levels of service have been designated to describe traffic service ranging from "A", where there is free traffic flow and no delay at signals, to "F", where there is forced traffic flow, successive back-ups between signals and very low operating speeds.

The Maryland Routes 450/564 intersection currently operates at LOS "E" and is projected to operate at LOS "E" by the design year. The Princess Garden Parkway intersection presently (1984) operates at LOS "E" and would deteriorate to LOS "F" under Alternate 1, the No-Build.

Under Alternate 2 it would operate at LOS "E".

Modified Alternate 2 (selected) with its movement prohibitions at the intersection of Princess Garden Parkway and Maryland Route 450 is predicted to operate at LOS "D".

The Princess Garden Inn property will not be converted to a fringe parking lot.

No frontage road would be provided along the north side of Maryland Route 564 under Modified Alternate 2. Access to those businesses on the north side of this State road would continue to be provided directly off the westbound, two-lane, one-way Maryland Route 564, with the eastbound side able to feed into the westbound side at Cipriano Road. Access would be slightly circuitous, but the effect on traffic operations would outweigh this disadvantage.

There are linear problems along Maryland Route 450 near the Beltway. Since the public hearing an additional travel lane in each direction has been added to Maryland Route 450 through the Capital Beltway interchange from 85th Avenue to Princess Garden Parkway. The improvements considered in this document will provide adequate traffic service on Maryland Route 450 in the vicinity of New Carrollton.

- 2. Mr. Morris Benson, an Attorney representing the owners of the Princess Garden Inn, questioned the acquisition of their property.

SHA Response: Modified Alternate 2, the selected alternate, will not result in the acquisition of the Princess Garden Inn.

Some right-of-way would be taken from the property fronting the intersection of Princess Garden Parkway and Maryland Route 450. Curbing is recommended on the east side of Princess Garden Parkway to channelize traffic in and out of the Inn to assure that these movements do not impede traffic flow on Maryland Route 450 and in the intersection.

- 3. Mr. Kenneth Todd, questioned the traffic levels of service, differences in intersection capacity improvements proposed in 1978 and 1980 and the lack of TSM improvements.

SHA Response: Compared with the 1978 alternates, especially at the Princess Garden Parkway/Maryland Route 450 intersection, there are no significant increases in the capacity at area intersections among the 1980 alternates. The differences are in the provision of auxiliary lanes on Maryland Route 450 for turning movements.

TSM improvements were discussed during the project planning phase (Modified Alternate 2 is a combination of TSM improvements and Alternate 2). Modified Alternate 2

eliminates the Maryland Routes 450/564 intersection, and provides some capacity improvements and traffic movement prohibitions at the Princess Garden Parkway intersection.

- 4. Mrs. Gene Duarte, 10030 Worrell Avenue, Glenn Dale, questioned the wisdom of terminating improvements at Whitfield Chapel Road and urged planning to be extended to Maryland Route 704 at this time.

SHA Response: The need to improve Maryland Route 450 from Whitfield Chapel Road to Maryland Route 704 has been concurred by this Administration and local elected officials. However, funding constraints and county priorities preclude this project being included in the current state transportation program.

- 5. Mrs. Vera C. Weinback, Chairwoman, New Carrollton City Council: She suggested extending improvements westward through the Capital Beltway interchange to 85th Avenue.

SHA Response: Construction of a third lane to both east and westbound Maryland Route 450, within the Capital Beltway interchange between 85th Street and Princess Garden Parkway, was completed during June, 1984.

- 6. Mr. G. Robert Peilmeyer, 9308 Van Buren Street, Lanham, urged that Alternate 2 be constructed as soon as possible.

SHA Response: Modified Alternate 2 is the selected alternate. This alternate is more cost effective and better accommodates the traffic movements through the project area, as compared to Alternate 2.

- 7. Ms. Adele DiDio, Glen Dale, questioned whether residents of the Whitfield Chapel Road area had commented on this project.

SHA Response: No residents of this area have commented on this project.

V.
CORRESPONDENCE

A. .Written Comments Received Subsequent to the Location/Design
Public Hearing, 5/20/80, and Responses

check

5/19/80

F.W.

QUESTIONS AND/OR COMMENTS

COMBINED LOCATION/DESIGN PUBLIC HEARING
Maryland Route 450/564 Interchange
Contract No. P 185-151-371
Tuesday, May 20, 1980

NAME: JOHN J. LACOMBE 15 MAY 1980

PLEASE PRINT

ADDRESS: 9112 ANNAPOLIS ROAD (ROUTE 450)

CITY/TOWN: LANHAM STATE: M.D. ZIP CODE: 20801

I/We wish to comment ~~on~~ ~~regarding~~ about the following aspects of this project.

Comment:

We have reviewed the studies for Maryland Routes 450/564 Interchange. We have no objection to Alternate Plan 2 which we understand would take some of our frontage but would still leave us with access to Route 450 although we can't understand why the Route 450 Plan has been changed from four lanes to six lanes. It would seem that this would create a serious bottleneck when merging with the present two lane highway at Greenwood Lane.

As for Alternate Plan 3 we strenuously object as it would deny us access to Route 450 and necessitate relocation of our present residence. We have resided here for over twenty years and have found this location very accomadating especially as we have a son who has been confined to a wheelchair since 1956. The house is suitable for his condition and the location is necessary for his employment in Washington due to the proxinaty to the Beltway and Route 50.

We feel that the number of people using the cleverleaf from 450 to 564 would be very limited and those who would be going from 450 to 564, primarily to Seabrook, already have Carter Ave. and the railroad overpass which has just recently been completed. Therefor, we respectfully request that Alternate Plan 3 net be implemented.

Additional comment:

My son who was injured in a diving accident has been a quadriplegic since 1956. He is only able to work six hours per day and requires an attendand eight hours a day to prepare him for work and to remain with him during the day. Any more time required to commute to work would seriously jeperdize his ability to held his job. He was the Outstanding Handicapped Employee for the Federal Government for 1979 and won commendations from Representative Gladys Spellman, Senators Frank Church and Alan Cranston and President Jimmy Carter.

We moved to our present home because of our son's handicap after years

of searching for a home accessible to him and our accompanying needs. It is close to Doctor's Hospital and our family doctor in Greenbelt.

At a time when emphasis should be placed on mass transit and governments are faced with large budgetary problems we feel that constraint should be exercised (i.e. the lesser cost of Plan 2 vs. Plan 3).

We also feel that special consideration should be given to long term residents of the area who have worked hard to improve their property and neighborhood. Our neighbors are also long term residents of their current homes and have worked hard making their homes and land pleasing to the eye although this does not show up on a blueprint. We feel that Alternate Plan 3 would destroy the neighborhood atmosphere in this area and should be deleted from the study.

John J. Lacombe
Marian A. Lacombe

Lacombe Response:

The State Highway Administration has selected Modified Alternate 2 (a revision of Alternate 2) as the basis for further project development. Modified Alternate 2 proposes that Maryland Route 450 be widened to four lanes without access controls to east of Whitfield Chapel Road. This decision would not adversely impact the Lacombe family. Access and mobility through the area will improve both for this family, as well as all neighborhood residents and through traffic.

58

QUESTIONS AND/OR COMMENTS

COMBINED LOCATION/DESIGN PUBLIC HEARING
Maryland Route 450/564 Interchange
Contract No. P 185-151-371
Tuesday, May 20, 1980

NAME: FLEETWOOD JONES 1054 3
ADDRESS: 8505 MADISON ST.
CITY/TOWN: NEW CARROLTON STATE: MD ZIP CODE: 20784

PLEASE
PRINT

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

I feel because of traffic load we now need
or will need in near future the full
interchange. I believe we only have to look
at the Washington Beltway interchanges to
the trouble and future problems ^{we} can
get into by trying to go cheap now to save
money. It will never cost us less than
it will today.

I am currently on the Mailing List.

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

Jones Response:

Modified Alternate 2, which has been selected by the State Highway Administration is capable of handling the traffic volumes through the design year 2010, while at the same time reducing roadside friction attributable to the business and residential entrances which abut Maryland Routes 450 and 564. Modified Alternate 2 provides for similar traffic movements between the two State highways as is presently available at approximately \$9 million less than the full interchange solution (Alternate 3) and about \$4 million less than Alternate 2. This alternate also creates less adverse impacts to area businesses and residences. The full interchange would not provide better traffic service along Maryland Route 450 than the selected alternate.

60

QUESTIONS AND/OR COMMENTS

COMBINED LOCATION/DESIGN PUBLIC HEARING

Maryland Route 450/564 Interchange

Contract No. P 185-151-371

Tuesday, May 20, 1980

NAME: GEORGE R. PELMEIER

PLEASE
PRINT

ADDRESS: 9308 VAN BUREN ST.

CITY/TOWN: LANHAM STATE: MD. ZIP CODE: 20801

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

AFTER STUDY OF THE ALTERNATIVE PLANS, IT APPEARS
TO ME THAT ALTERNATIVE 2 IS MORE SUITABLE TO
THE NEEDS OF THE GREAT MAJORITY OF USERS OF
ROUTES 450 AND 564. THE PROVISION OF WEST TO
EAST TURNS IN ALTERNATIVE 3 IS UNNECESSARY.

I am currently on the Mailing List.

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

Pielmeier Response:

The State Highway Administration has selected Modified Alternate 2. The right-turn movement from westbound Maryland Route 450 to eastbound Maryland Route 564 and return would be handled by Carter Avenue located approximately one-half mile to the east. Modified Alternate 2 costs less than Alternate 2, it better accommodates the anticipated traffic volumes, it has a lesser impact on area businesses and residences, and it eliminates most traffic conflicts and congestion at the intersection of Maryland Route 450 and Princess Garden Parkway.

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

62

COMBINED LOCATION/DESIGN PUBLIC HEARING

Maryland Route 450/564 Interchange

Contract No. P 185-151-371

Tuesday, May 20, 1980

21 May 1980

NAME: Mrs. W. A. Loosen

PLEASE
PRINT

ADDRESS: 9316 Dubarry Ave.

CITY/TOWN: Lanham STATE: Md. ZIP CODE: 20801

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

1. Would it be possible to have 450 East as four lanes until passing the intersection of Greenwood Lane (east of Whitfield Chapel)? Many of us make left turns on Greenwood and traffic now backs up on 450. It would be worse if three lanes going east were merging into one between Whitfield Chapel and Greenwood which is actually a very short distance. It is not practical to drive to Washington Blvd. or Carter Ave. to make the left.

2. The following question was first raised by me 15 Nov. 1973 and answered by your office Nov. 26, 1973. It is not a question of signalization at Whitfield Chapel going west on 450 but one of traffic flow going to the right of cars waiting for a left turn on Whitfield Chapel. If the one pole could be moved further from the road it would be possible to have a second lane at that point. It is very frustrating to turn out of Greenwood and sit through two and three light changes to green because of the inability to pass cars waiting for the opportunity of making a left turn on Whitfield Chapel. The proposed plan will solve that but in the meantime what?

3. For us to go up to Carter Ave. and left on 564 is further and two bottlenecks are there - one making a left from Dubarry to Carter and a left from Carter to 564. A light is desperately needed at the latter.

I am currently on the Mailing List. Was added at last night's hearing.

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

Leeson Response:

1. Maryland Route 450 east of Whitfield Chapel Road is not planned as a four-lane highway under Modified Alternate 2. However, a separate left-turn bay from EB 450 to Greenwood Lane is proposed to separate the turning traffic from the through traffic.

2. The utility pole has been moved and the Maryland Route 450 approach was widened during October 1980 to provide a lane around the left turning vehicles in response to Mrs. Leeson's suggestion.

3. A traffic signal is now in service at the intersection of Maryland Route 450 and Carter Avenue.

KENNETH TODD

64
1954 Columbia Road
#707
Washington D.C. 20009

462 8660

May 23, 1980

Comments on the Maryland Routes 450/564 Interchange Studies presented by the Maryland State Highway Administration, at Lanham, May 20, 1980.

1.) Intersection of Md. 564 and Cipriano Road. The proposed north-eastbound roadway of Md. 564 and the loop from this intersection to eastbound Md. 450 join the intersection at an acute angle in the vicinity of two closely spaced signals. The lay-out is likely to create at Cipriano Road the identical problem that the project is trying to eliminate 1/3 of a mile to the south-west.

Intersection of Md. 450 and Whitfield Chapel Road. With a radius of nearly 500 ft., the curve joining south-eastbound Md. 450 to north-eastbound Md. 564 is designed for speeds well in excess of 40 mph. It threatens to demolish 15 buildings or more. A curve designed for a speed of 25 or 30 mph would result in less harmful effects.

2.) Intersection of Md. 564 and Princess Garden Parkway. Local residents have in the past pointed out that the project would not relieve the bottleneck at this intersection. The latest brochure lists "significant capacity improvements" here, but these are not apparent from the drawings supplied. Without such capacity improvement here and at the Beltway ramps, the net benefit of this \$12 - \$18 million project will be to get people quicker to the nearest bottleneck where they have to wait that much longer.

3.) Federal regulations require the inclusion of TSM measures in the no-build alternative. It is regrettable that no TSM measures are proposed by SHA at the present time, complete with a cost-effectiveness analysis. In the absence of a range of TSM proposals, the public is at a severe disadvantage to assess the merits of the various alternatives available.

The following TSM measures within the no-build alternative are suggested:

1. An increase in the capacity of the Whitfield Chapel Road intersection through removals of the signals and by minor geometric improvements.
2. An unsignalized one-way system at Md. 564, Cipriano Road and 10th Street, with minor curb adjustments.
3. An increase in the capacity of the Princess Garden Parkway intersection by geometric changes, combined with a realignment of Md. 450 to give a less acute angle of entry.
4. Geometric improvements at the Beltway diamond interchange.

Todd Response:

1. Design features mentioned by Mr. Todd, which include the loop ramp from Route 564 and its return, would increase the total cost of the project by approximately \$6 million and would involve the displacement of several more families. The selected action avoids these undesirable consequences.

2. This project is the first in a series of projects proposed for this area along Maryland Route 450. It is true that relieving congestion at this location presents no benefits at other unimproved locations, but the increased capacity of the intersection of Maryland Routes 450 and 564 significantly reduces the accident potential throughout this area, as well as contributes to improved travel efficiency.

3. TSM Alternates have been considered, however, the Project Planning Team found that the existing progressive traffic signalization at this location is at "the State of the Art", and no additional improvements have been identified.

66

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

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

Tuesday, May 20, 1980

June 26, 1980

NAME Dan D. Aurigemma DATE _____

PLEASE
PRINT

ADDRESS 12421 Melling Lane

CITY/TOWN Bowie STATE MD ZIP CODE 20715

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

On a subject somewhat related to the above project I wish to comments as follows: Although the widening of Maryland Rt. 450 - from Rt. 193) - Bowie to the Beltway is tentatively scheduled for the distant future, according to your plans, why not expedite this operation to a more current event.

Surely, you did find the money and approval to widen Rte. 197 in Bowie - now in progress and neglected a more urgent and pressing problem area -Rte. 450. There are many many vehicles traversing this route, causing chaotic traffic problems and a very dangerous safety situation when vehicles attempt to pass these slower moving plows, etc. Also, when Rte. 50 becomes congested many cars leave 50 to travel on 450, further aggravating the Rte. 450 congestion problem. Why such a high priority for Rte. 197 which never had any traffic problems, at least not immediate as 450 has, and completely ignore a real problem area? This is the kind of planning? OPEC members would salute you.

Dan Aurigamma - Bowie, Maryland

(A retyped copy of the original due to bad print)

I am currently on the Mailing List.

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

Aurigemma Response:

Both facilities (Maryland Routes 450 and 197) are on the State Secondary Highway System and priorities for these improvements have been determined in consultation with local elected officials who have a major voice in ranking construction projects within prevailing economic parameters.



68

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Room 3090
(301) 952-4150

May 28, 1980

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
Maryland Department of Transportation
State Highway Administration
Box 717
Baltimore, Maryland 21203

Re: Maryland Route 450
Cr: Maryland Route 564
(Contract No. P 185-101-371 Maryland Route 450/564 Interchange)

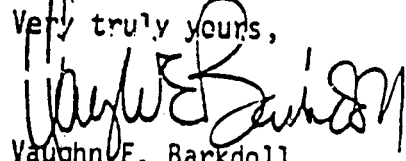
Dear Mr. Camponeschi:

We have reviewed the Environmental Assessment for the proposed Interchange at Maryland Routes 450 and 564, and attended the Public Hearing on May 20, 1980.

We feel that this Interchange is very badly needed to relieve traffic congestion and make this intersection safer for the traveling public. There appears to be only a minimal impact on the environment. We support the construction of Alternate #2. The additional ramp construction shown with Alternate #3 is not warranted because of the greatly increased cost. These movements can be handled at Carter Avenue.

Thank you for the opportunity of commenting on this important project.

Very truly yours,


Vaughn E. Barkdoll
Director

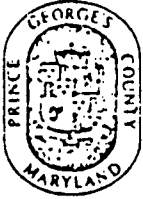
VEB:GCM:jd

cc: Mr. Fleury
Mr. Chen

The State Highway Administration has selected Modified Alternate 2. Modified Alternate 2 combines elements of Alternate 2 and the TSM Alternate. This Administration has concluded that this alternate is the most economical and cost effective solution available, as well as the only alternate that can provide adequate traffic service through the entire project area (especially the Maryland Route 450/Princess Garden Parkway intersection) through the design year 2010.

B. Elected Officials

Letters were received from area elected officials expressing their support for the proposed project. Their endorsements are reproduced on the following pages.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

October 26, 1983

Mr. M. S. Caltrider, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Re: Interchange at MD 450 (Annapolis Road)
and MD 564 (Lanham-Severn Road)

Dear Mr. Caltrider:

We have been advised that the State Highway Administration intends to select an alternate for the above-referenced project on October 28, 1983. We also understand that the SHA project planning team will be recommending a two-stage Transportation Systems Management (TSM) alternate for this project. Consequently, before a decision is made, we felt it desirable to advise you of the County's position on this highly important project.

The County's Glenn Dale, Seabrook, Lanham Master Plan proposes a partial interchange at this intersection. The Plan also recognizes the need to upgrade both Annapolis Road (Maryland 450) and Lanham-Severn Road (Maryland Route 564). Thus, we are concerned that when these highway improvements are undertaken, an at-grade intersection will not be adequate. In this regard, the State's assumption that improvements will not be needed (or provided) until after the year 2010 seems totally unrealistic. Utilization of a more reasonable improvement schedule for these highways would show traffic increases considerably higher than projected by the State, and make clear that an at-grade intersection would rapidly become a serious problem.

This intersection is the juncture of two important State highways serving a growing corridor of this County. Because a substantial amount of development is occurring in this corridor, it seems certain that Annapolis Road will need improvements in the reasonably near future to accommodate the rising traffic volume. Service levels on this highway are already low and getting worse daily. Our concerns are reflected in the County's Highway Priority list, which places a

71

Letter to Mr. M. S. Caltrider
Page 2

high priority on Annapolis Road in recognition of current development activity. For these reasons, we urge that steps be taken to advance the scheduling of improvements to both Annapolis Road and Lanham-Severn Road.

Although Alternate No. 2 could be prohibitively costly, an alternative that would utilize some of the elements of Alternate No. 2, combined with the TSM Alternate, would appear to provide the greatest benefits to Prince George's County. Further, we are aware of the problems at the intersection with Princess Garden Parkway, but do not agree that this intersection should be the single constraining factor dictating policies for the entire corridor. It may be necessary to restrict turning movements at this intersection to improve through movement on Annapolis Road.

Attached is a proposed alternative that would retain the basic elements of the TSM alternate proposed by the State but would incorporate the following modifications:

1. The intersection at Princess Garden Parkway is revised to allow only a left turn across the Annapolis Road median for westbound traffic on Annapolis Road. Traffic from Princess Garden Parkway would be permitted to make right turns only. Right turns would also be permitted at the entrance to the service road on the south side of Annapolis Road.
2. A ramp is provided under the Annapolis Road railroad bridge for eastbound Annapolis Road traffic to go eastbound on Lanham-Severn Road. This ramp would also allow traffic eastbound on Annapolis Road to make a left turn onto westbound Lanham-Severn Road to provide access from the Beltway to Princess Garden Parkway.

This scheme would accommodate the most important movements in this intersection and would provide for anticipated traffic increase within the corridor. The additional cost should not be considered excessive when compared with the TSM alternate under consideration. Further, the approved site plan and building permit for the Climat de France Hotel, currently under development on the site adjacent to the proposed ramp, will not be significantly affected by incorporation of the ramp into the project. Any effect upon stormwater management plans resulting from construction of the ramp would, of course, be a public responsibility.

In closing, this intersection is extremely important to the County and an improvement should not be considered that will restrict the development potential of this corridor or create intolerable

Letter to Mr. M. S. Caltrider
Page 3


future traffic congestion. It is absolutely essential that the deficiencies at this key intersection be resolved in a timely manner, including the Stage 2 bridge replacement and widening.

Thank you for considering the attached proposal. We look forward to working with the State Highway Administration to achieve a reasonable and timely solution to this complex intersection.

Sincerely,



Parris N. Glendening
County Executive



Frank P. Casula
Chairman

Attachment

- cc: Senator Thomas P. O'Reilly
- Senator Leo E. Green
- Delegate David Bird
- Delegate Gerald F. Devlin
- Delegate Richard A. Palumbo
- Delegate Frank B. Pesci
- Delegate Joan B. Pitkin
- Delegate Charles Ryan
- Charles A. Dukes, Chairman, PGC Planning Board



Maryland Department of Transportation

State Highway Administration

73

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

NOV 21 1983

RE: Maryland Route 450
(Annapolis Road)
Interchange at
Maryland Route 564

The Honorable Parris N. Glendening
County Executive
The Honorable Frank P. Casula
Chairman, County Council
The Prince George's County Government
County Administration Building
Upper Marlboro, Maryland 20870

Dear Messrs. Glendening and Casula:

Thank you for your letter dated October 26, 1983 advising of the County's position on the captioned project and recommending revisions to the Transportation Systems Management (TSM) Alternate.

The County's recommendations were presented by Mr. Lester J. Wilkinson, Jr. to the Project Planning Team at the Administrative Review the morning of October 28, 1983. The preliminary consensus of the Team was that your recommendations have considerable merit toward resolving the capacity restraints caused by the intersection of Princess Garden Parkway at Maryland Route 450. However, this merit is contingent upon the County's ultimate willingness to revise current traffic patterns associated with the Princess Garden Parkway intersection should your alternate be adopted by this Administration. Should your recommendations prove feasible, another public hearing or public meeting may be required to achieve project approvals.

We will evaluate your recommendations and will advise you of our findings in the near future.

Very truly yours,

Original signed by
M. S. Caltrider

M. S. Caltrider
State Highway Administrator

MSC:bh

cc: ~~Mr.~~ E. H. Meehan
~~Mr.~~ H. Kassoff
✓ Mr. W. Schneider, Jr.

My telephone number is 659-1111

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



CITY of NEW CARROLLTON

8511 LEGATION ROAD • NEW CARROLLTON, MARYLAND 20784

November 10, 1983

MAYOR

JORDAN L. HARDING

CITY COUNCIL

ANDREW C. HANKO
CHAIRMAN

ROBERT M. POTTER
VICE CHAIRMAN

WILLIAM J. MCEWEN
MAYOR PRO TEM

ROBERT E. MARTINI
COUNCILMAN

JOHN J. TEMPLE
COUNCILMAN

CITY OFFICERS

JOHN L. BRUNNER
CITY ADMINISTRATOR

R. JAMES BYRD
CITY TREASURER

JOHN R. FORAN, ESQ.
CITY ATTORNEY

PETER F. SHUPE
GRANTS OFFICER

MARY L. FLANAGAN
ACCOUNTING OFFICER

CHARLES J. DEITZ
PUBLIC WORKS DIRECTOR

DONALD A. ROSS
CHAIRMAN
BOARD OF ELECTIONS

Mr. M. Slade Caltrider, Administrator
State Highway Administration
State of Maryland
707 North Calvert Street
Baltimore, Maryland 21203

Re: Maryland Route 450 (Annapolis Road)/Maryland
Route 564 (Lanham-Severn Road) Intersection

Dear Mr. *Slade* Caltrider:

Prince George's County recently submitted for your consideration a modification to a proposed "Transportation Systems Management (TSM) Alternate(s)" for the above intersection. We encourage you to give this modification serious consideration.

The County's modification accepts components of the TSM Alternates, in stages I, IA, and II, and adds a crucial grade separation for eastbound Route 564. In addition, it proposes to restrict certain left turning movements at Princess Garden Parkway.

As you know, heavy traffic volumes on Route 450 and Route 564, in addition to the different elevations of the two roadways, cause this intersection to be substandard. Add the proximity of the Beltway, Princess Garden Parkway, and "McDonalds" service road, and traffic backs up to beyond Riverdale Road during evening rush hours. The combination of high volumes of through, weaving and turning traffic justify the need for a grade separation at this location.

The County not only shares our concern about the present congestion but projected increases in traffic caused by substantial development occurring now and planned for the Annapolis Road corridor and also the Lanham-Severn corridor.

DATE BY 803

You will recall that we had many discussions about Annapolis Road while you were District Engineer, and the problem of the Princess Garden Parkway intersection always arose. It now may be necessary to restrict turning movements at this intersection in order to justify funding for more than interim improvements that will not solve the problem in the long run.

We were very disappointed, as you know, that this project was removed from the construction program several years ago, but this latest proposal gives us hope that a reasonable solution can be found, and the project can be restored to its rightfully high priority in the State's program.

With warm personal regards, I am

Sincerely,
Jordan
Jordan L. Harding
Mayor
Andy Hanko
Andrew C. Hanko
Chairman
City Council

JLH/ACH:ec

- cc: Honorable Thomas P. O'Reilly
- Honorable David Bird
- Honorable Richard A. Palumbo
- Honorable Frank B. Pesci
- Honorable Parris N. Glendening
- County Council



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

OCT 9 1984

Re: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland
Route 564
PDMS No. 163002

The Honorable Parris N. Glendening
Prince George's County Executive
The Honorable Floyd E. Wilson, Jr.
Chairman, Prince George's County Council
The Prince George's County Government
County Administration Building
Upper Marlboro, Maryland 20772

Dear Messrs. Glendening and Wilson:

Further reference is made to your letter dated October 26, 1983 to former Administrator M. S. Caltrider recommending revisions to the Transportation Systems Management (TSM) Alternate solution to the transportation problem at the intersection of Maryland Routes 450 and 564 at Lanham.

We have conducted engineering refinements and environmental evaluations of the County's recommended alternate which has been designated as Modified Alternate 2. Our development of this alternate included an inter-agency staff review on July 12, 1984 at which the participants agreed on its feasibility. On August 6, 1984, we circulated a status report to an expanded project mailing list describing the alternate with emphasis on the restriction of movements at the Maryland Route 450/Princess Garden Parkway intersection and the resulting traffic pattern modifications. A summary of this action and resulting comments are attached hereto. In addition, we participated in a public hearing relative to the County's recommended alternate conducted by the City Council of the City of New Carrollton the evening of August 15, 1984. A copy of our memorandum dated August 21, 1984 summarizing this hearing is attached.

My telephone number is 659-1111

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

Page Two

The comments resulting from this public involvement are capsulized in two major areas of concern as follows:

1. A number of citizens residing in the area of Princess Garden Parkway north of Maryland Route 450 expressed concern about diversion of local traffic onto residential streets connecting Princess Garden Parkway to Cipriano Road. These streets are Naval Avenue/Magnolia Avenue, Spring Avenue and Hickory Hill Avenue. Several persons advised these County streets were unsuitable for additional traffic volumes and would require rehabilitation should Modified Alternate 2 be implemented. Such improvements would not be the responsibility of this Administration.
2. Of the ten local business entities responding, three expressed concern over the new traffic patterns associated with the County's recommended alternate. The business operators of the Princess Garden Inn claim half of their business is attributable to their drive-in window to which access would be restricted. Trustees of the smaller shopping center along the south side of Lanham-Severn Road immediately east of Maryland Route 450 perceive severe impacts to their business tenants. Owners of the Gould Building and the Ramada Hotel also perceive serious impacts and loss of customers. Other business responses ranged from support to mild concern over traffic movement restrictions at the Princess Garden Parkway intersection with Maryland Route 450.

Coordination with representatives of the proposed Climat de France Hotel has resulted in revision of both the hotel plan and the highway plan to achieve mutual compatibility.

Our technical evaluation of Modified Alternate 2 leads us to the conclusion that it is the most cost effective solution available as well as the only alternate that can provide adequate traffic service through the entire project area through the design year 2010. If a decision is made to go forward with the project, we will endeavor during the remainder of the project development process to mitigate as many business impacts as possible through further deliberations and through such means as adequate signing. In summary, from a technical standpoint, the benefits in terms of orderly planned growth and traffic service seem to outweigh the associated disadvantages.

The Honorable Parris N. Glendening
The Honorable Floyd E. Wilson, Jr.

OCT 9 1984

Page Three

Prior to our proceeding further with this alternate, I am requesting a verification of your support of the restrictions of traffic movements at the Maryland Route 450/Princess Garden Parkway intersection together with the responsibility for any local street improvements due to increased traffic caused by this project. Your favorable response will enable us to formalize our selection of this alternate, and enable my staff to begin preparation of the final environmental document and the initiation of design preliminaries.

Please feel free to contact me if you wish to further discuss this matter. I look forward to hearing from you in the near future.

Sincerely,

Original Signed By:
HAL KASSOFF

Hal Kassoff
State Highway Administrator

HK:tn

Attachments (2)

- cc: Mr. Neil J. Pedersen
- Mr. Michael Snyder
- Mr. Louis H. Ege, Jr.
- Mr. Frank Derro
- Mr. J. R. Novak
- Mr. J. L. Brunner



79

THE PRINCE GEORGE'S COUNTY GOVERNMENT

December 5, 1984

Mr. Hal Kassoff
Administrator
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Kassoff:

Prince George's County endorses Modified Alternate 2 for the Route 450/564 intersection. We believe, as has been stated in the various meetings on this project, that closing the median of Route 450 at Princess Garden Parkway presents the only means of improving traffic flows through this intersection, even though it has some undesirable impacts.

The County is responsible for the maintenance and any future improvements to Naval Avenue, Magnolia Avenue, Spring Avenue and Hickory Hill Avenue to which some traffic will be diverted by the proposed modification of the 450/Princess Garden intersection. The Department of Public Works and Transportation does not feel that the diverted traffic will have a significant impact on these streets initially, but they will be considered for improvement based on needs studies. In addition, Transportation will obtain traffic counts immediately before and after construction to compare the study findings and pre-construction conditions with the actual conditions.

We urge you to do everything possible to resolve the business problems which have been brought to your attention and also to provide an emergency vehicle crossing of the Route 450 median.

Finally, we want to emphasize that this project is listed fourth on our County priority list. It should be moved out of the Development and Evaluation Program into the Construction Program immediately. Engineering should be started now, and not delayed until Fiscal Year 1987 as indicated in the program. Further, we urge you to begin right of way acquisition promptly so that development activities will not preempt reconstruction of the interchange or force an escalation in land acquisition cost.

STATE HWY ADM

10 DEC 84 10:39

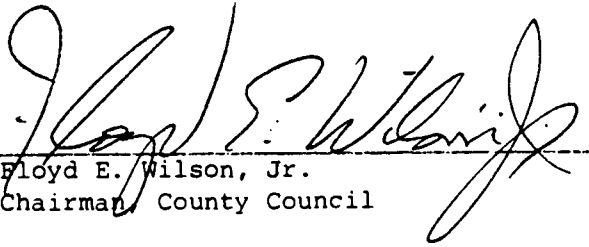
County Administration Building — Upper Marlboro, Maryland 20772

80

Mr. Hal Kassoff
Page Two

We thank you for considering our recommendations on this vital project. If there is any way we can help resolve any of the business problems, please let us know.

Sincerely,


Floyd E. Wilson, Jr.
Chairman, County Council


Parris N. Glendening
County Executive

- cc: Senator Thomas V. Miller
- Senator Thomas D. O'Reilly
- Delegate Charles J. Ryan
- Delegate David Bird
- Delegate Richard A. Palumbo
- Delegate Frank B. Pesci, Sr.
- Mayor Richard J. Logue, Bowie
- Mayor Andrew C. Hanko, New Carrollton



Maryland Department of Transportation

State Highway Administration

DEC 26 1984

William K. Hellmann
Secretary
Hal Kassoff
Administrator

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland
Route 564
PDMS No. 163002

13
The Honorable Parris N. Glendening
County Executive

The Honorable Floyd E. Wilson, Jr.
Chairman, County Council
The Prince George's County Government
County Administration Building
Upper Marlboro, Maryland 20772

Dear Sirs:

Thank you for your letter dated December 5, 1984 endorsing Modified Alternate 2 as the solution to the highway problem at the Maryland Route 450/Maryland Route 564 intersection. Your concurrence facilitates timely completion of this Project Planning study.

We have reviewed the schedule for engineering on the project and will begin design activities in Fiscal Year 1986 rather than Fiscal Year 1987 as shown in the draft program reviewed at the Consolidated Transportation Program meeting. Engineering activities will be performed on as expeditious a schedule as is permitted by production constraints. Actions will be taken to acquire right-of-way on a protective buying basis if development is imminent on properties required for the interchange improvements.

The Department's ability to add this project to the construction program will depend upon our upcoming revenue picture. In the meantime actions will be taken from a project development standpoint to ensure that if and when revenues become available the project can be built at the earliest time possible from a production standpoint.

Thank you for your continuing interest and cooperation in the development of this important highway improvement.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK:mm
cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Gordon Dailey
bcc: Mr. Louis H. Ege, Jr.
Mr. Anthony M. Capizzi

My telephone number is 659-1111

82



CITY of NEW CARROLLTON

8511 LEGATION ROAD • NEW CARROLLTON, MARYLAND 20784

September 25, 1984

MAYOR

ANDREW C. HANKO

CITY COUNCIL

ROBERT E. MARTINI
CHAIRMAN

JOHN J. TEMPLE
VICE CHAIRMAN

ROBERT M. POTTER
MAYOR PRO TEM

ROSE MARIE HURDLE
COUNCILWOMAN

WILLIAM J. MCEWEN
COUNCILMAN

CITY OFFICERS

JOHN L. BRUNNER
CITY ADMINISTRATOR

THOMAS A. PATTERSON
CITY TREASURER

JOHN R. FORAN, ESQ.
CITY ATTORNEY

EUGENIA V. CZUMAK
CITY CLERK

PETER F. SHUPE
GRANTS OFFICER

MARY L. FLANAGAN
ACCOUNTING OFFICER

CHARLES J. DIETZ
PUBLIC WORKS DIRECTOR

Mr. Hal Kassoff
Administrator
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Maryland Route 450 (Annapolis Road),
Maryland Route 564 (Lanham-Severn Road),
Princess Garden Parkway Intersection
Contract No. P 185-101-371

Dear Mr. Kassoff:

In 1983, Prince George's County submitted a modification to a proposed "Transportation Systems Management (TSM) Alternates" for the above intersection, and we encouraged the Administration to give this modification serious consideration.

The County's modification accepted components of the TSM Alternates, in stages I, IA, and II and added a grade separation for Route 564 eastbound. In addition, it proposed to restrict certain left turning movements at Princess Garden Parkway.

As you no doubt know, heavy traffic volumes on Route 450 and Route 564, in addition to the different elevations of the two roadways, cause this intersection to be substandard. Add the proximity of the Beltway, Princess Garden Parkway, and "McDonald's service road," and traffic often backs up to Riverdale Road during evening rush hours. However, recent interim improvements have alleviated that congestion somewhat.

We were happy to learn that the County's suggested modification was reviewed and analyzed by staff. We have carefully considered the staff's supplemental studies, and, in particular, the Environmental Assessment and the Project Status Report of August 6, 1984.

STATE HWY ADM

SEP 84 1:39

Mr. Hal Kassoff
September 25, 1984
Page Two

A primary concern for us became the impact of severely restricted turning movements to and from Princess Garden Parkway. That concern prompted, in large part, the City Council to hold a public hearing on the various alternatives that were presented, including the County's modification known as "Modified Alternate 2."

Following that hearing, on September 5, the City Council unanimously endorsed "Alternate 2," with the condition that pedestrian crosswalks be provided on Annapolis Road at Princess Garden Parkway.

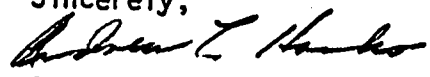
The Council concluded that the recent interim improvements will not solve the problem in the long run. Present congestion will be aggravated by projected increases in traffic caused by substantial development occurring now and planned for the Annapolis Road corridor and also the Lanham-Severn Road corridor.

The intersection of Annapolis Road and Lanham-Severn Road currently operates at an unacceptable level of service, and it appears to us that Modified Alternate 2 is the only viable alternative that has been proposed. We fully understand and appreciate the inconveniences that restrictions on turning movements at Princess Garden Parkway will cause local businesses and residents. However, the current situation is unacceptable, and in the future, it will only get worse.

Modified Alternate 2 is not the perfect solution, but we believe that it is viable, affordable, and the only alternative that holds the prospect of the intersection operating at an acceptable level of service.

Thank you for the opportunity to comment on this project.

Sincerely,



Andrew C. Hanko
Mayor



Robert E. Martini
Chairman
City Council

ACH/REM:ec

- cc: Senator Thomas P. O'Reilly
- Delegate David Bird
- Delegate Richard A. Palumbo
- Delegate Frank B. Pesci
- Parris N. Glendening, County Executive
- James M. Herl, County Councilmember

84



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

OCT 22 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

The Honorable Andrew C. Hanco
Mayor, City of New Carrollton
The Honorable Robert E. Martini
Chairman, City Council
City of New Carrollton
6016 Princess Garden Parkway
New Carrollton, Maryland 20784

Dear Mayor Hanco and Mr. Martini:

Thank you for your letter dated September 25, 1984 advising of your endorsement of Modified Alternate 2 as suggested by Prince George's County during 1983.

We share your concerns about pedestrian safety and changes in traffic patterns. We intend to continue discussions with Prince George's County relative to their responsibility to accommodate traffic diverted to local residential streets as a result of the proposed improvements. A pedestrian crosswalk across Maryland Route 450 at Princess Garden Parkway will be included as part of Modified Alternate 2 if a decision is made to proceed with construction.

Thank you for your continuing interest and participation in the development of this important highway improvement.

AB
100
100
100
100

Sincerely,

Original Signed By:

HAL KASSOFF

Hal Kassoff
Administrator

HK:cms

- cc: Mr. M. Snyder
- Mr. N. J. Pedersen
- ✓ Mr. L. H. Ege, Jr.

My telephone number is 659-1111

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

FRANK B. PESCI, SR.
LEGISLATIVE DISTRICT 22
PRINCE GEORGE'S COUNTY

ANNAPOLIS OFFICE
203-B HOUSE OFFICE BUILDING
ANNAPOLIS AREA 841-3058
WASHINGTON AREA 858-3058

DISTRICT OFFICE:
8311 FREMONT PLACE
NEW CARROLLTON, MARYLAND 20784
(301) 577-8424



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401-1991

85
COMMITTEE ON
CONSTITUTIONAL & ADMINISTRATIVE
LEGISLATIVE ADVISORY COUNCIL
SOUTHERN REGIONAL EDUCATION BOARD
CHAIRMAN
JOINT BUDGET AND AUDIT
COMMITTEE

October 2, 1984

Mr. Hal Kassoff
State Highway Administrator
P. O. Box 717
707 North Calvert Street
Baltimore, MD 21203-0717

Dear Hal:

I am in receipt of a copy of a letter dated September 25 which you received from the Mayor of New Carrollton and the Chairman of the City's Council. The letter is in regard to Contract No. P 185-101-371, the Princess Garden Parkway intersection with MD 450 and MD 564.

I want you to know that I am in full agreement with the contents of that letter. Modified Alternate 2 is not the perfect solution, but I believe that it is viable, affordable, and the only alternative that holds the prospect of that intersection operating at an acceptable level of service. I do regret the inconveniences that restrictions on turning movements will cause local businesses and certain residents, but the present situation is unacceptable to all and it will only get worse in the years to come.

Sincerely,

FRANK B. PESCI, SR.
State Delegate

FBP/blh

STATE HWY ADM. CO: The Honorable Andrew C. Hanks

1 OCT 84 2:21

86



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

OCT 22 1984

Re: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

The Honorable Frank B. Pesci, Sr.
Member-Maryland House of Delegates
203 Lowe House Office Building
Annapolis, Maryland 21401-1991

Dear Delegate Pesci:

Thank you for your letter dated October 2, 1984 concurring with the endorsement of Modified Alternate 2 on the part of the Mayor and City Council of the City of New Carrollton.

Your advice on this matter will be of great value in reaching prudent decisions regarding improvements at this location.

Thank you again for your continuing interest in the project.

Sincerely,

Original Signed By:

HAL KASSOFF
Hal Kassoff
State Highway Administrator

HK:tn

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

My telephone number is 659-1111

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

87

C. Comments Received As A Result of Project Status Report,
8/6/84, and Responses

A public hearing was held on May 20, 1980 at which two build alternates were presented. Subsequent to that hearing, Modified Alternate 2, which combines features of Alternates 2 presented at the 1980 Public Hearing and the TSM concept, was recommended for further project development.

A Project Status Report, dated August 6, 1984, describing this "preferred" alternate, was circulated to those on the project mailing list.

Their comments and associated SHA responses follow:

58

Summary of Telephone Comments Received by
Mr. Lester F. Wilkinson, Jr., Principal Transportation Coordinator
Maryland-National Capital Park and Planning Commission

Mr. Morris Benson - Princess Garden Inn - Inquired about right-of-way taking on his property and access.

Response: Some right-of-way would be required from the property fronting the intersection for geometric and turning improvements. It has been proposed that traffic movements from Princess Garden Parkway be channelized into the Princess Garden Inn via curbing. The intent is to assure that traffic entering and exiting the property does not inhibit traffic flow on Maryland Route 450 and at the intersection. During the design phase, further consideration will be given to traffic movements within this property to mitigate the effects of the proposed channelization on business operations. There would be some disruption to access on the eastbound Maryland Route 450 to northbound Princess Garden Parkway turning movement - one would have to proceed to Cipriano Road to access the westbound Maryland Route 450 to northbound Princess Garden Parkway movement.

Mr. Sheo K. Kedia - 9106 Annapolis Road - Inquired about construction proposed in front of his property and if this would justify possible rezoning.

Response: Roadway construction is not a justification for the rezoning of a property.

Lanham Funeral Home - 9013 Annapolis Road - Concerned about placement of sign in front of their business. They believe the "preferred" plan will greatly improve traffic flow.

Response: The Lanham Funeral Home sign is on State Highway Administration property within the roadway right-of-way by permit. Evaluations will be made both during and after construction to determine whether there is adequate space for the sign to remain in its present location.

Mr. Allen V. Partington - 6005 Naval Avenue - He is concerned about short-cut traffic using Naval/Magnolia Avenues.

Response: Due to the prohibition of certain traffic movements at the Princess Garden Parkway/Maryland Route 450 intersection, traffic patterns would be altered for certain destinations. Some local traffic would be diverted onto Naval/Magnolia Avenues, and other local streets, which connect Princess Garden Parkway with Cipriano Road. The Prince George's County Department of Public Works and Transportation does not believe the additional, diverted traffic will initially have a significant impact on these local streets but they will consider improvements based on future needs studies and traffic counts.

Mr. Woodford D. Patton - 9115 Lanham-Severn Road - Inquired about the impact to his home. Also, he indicated that the Maryland Route 564 ramp may go directly over a large landfill in back of the small shopping center.

Response: This residence is not required for construction. However, this Administration would purchase this home if the owner wishes to relocate. The driveway of this residence exits onto existing Maryland Route 564 near the end of the eastbound turning roadway. This may create a safety problem due to less than desirable sight distances and accessibility problems to and from his property.

Any landfills encountered on this project will be evaluated by the State Highway Administration, Bureau of Soils and Foundations. Recommendations as to its disposition will be addressed during the design phase in the soils report.

Mr. Gracen T. Scott - Scott Realty, 9004 Lanham-Severn Road - Inquired about the effect of the proposal on his property. He has no problem with the plan.

Response: Modified Alternate 2 would not affect this property.

The Administration has received petitions from area business and citizens concerned about the proposed traffic patterns associated with the selected alternate. These comments, as well as responses are summarized on the following pages:

1. Two Petitioners on behalf of the National Society for Histotechnology, Lanham Thirty Office Building - were opposed to Modified Alternate 2 because it would eliminate left turns from eastbound Maryland Route 450 to Princess Garden Parkway.

Response: After extensive studies and coordination with the Prince George's County Government, it has been determined that adequate traffic service for planned orderly growth cannot be achieved without prohibition of certain traffic movements at this intersection. State Highway Administration evaluations reveal that these traffic pattern revisions will affect local accessibility, but overall long-term, areawide traffic service benefits will far exceed localized, short-term disadvantages.

2. Mr. Gary S. Williams - Executive Vice President, Coakley and Williams, Inc. - Gathered 348 signatures of persons opposed to changes associated with Modified Alternate 2, specifically the elimination of left turns onto Princess Garden Parkway from eastbound Maryland Route 450.

Response: See response #1.

3. Mr. Ronald W. Young - Vice President and General Manager Steuart Ford/AMC/Jeep/Renault - Petition signed by 88 employees indicated opposition to the proposed changes associated with Modified Alternate 2, especially the prohibition of left turns onto Princess Garden Parkway from eastbound Annapolis Road. They believe their dealership would be adversely impacted by the changes, and emergency vehicle services would be hampered.

Response: See response #1. Emergency vehicles will be allowed to execute the prohibited movements.

4. Two Petitioners on behalf of First General Mortgage Co., Lanham Thirty Office Building - Opposed to Modified Alternate 2 because turning movements would be restricted at the Maryland Route 450/Princess Garden Parkway intersection.

Response: See response #1.

5. Seven Petitioners on behalf of Marathon Mortgage Corp., Lanham Thirty Office Building - Opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

6. Nine Petitioners on behalf of White Brokerage Co., Lanham Thirty Office Building - Opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

7. Mr. D. A. Yates - President, Yates Business Systems, Lanham Thirty Office Building - Four petitioners were opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

8. Thirty-One Petitioners representing residents of 88th Place, 89th Place, and 89th Avenue - Opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

9. One Hundred Eight-Two Petitioners representing the guests and employees of the Ramada Hotel - Opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

10. Petitioner on behalf of Kutz Real Estate, Inc., Lanham Thirty Office Building - Opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

11. Five Petitioners on behalf of Early Learning, Inc., Lanham Thirty Office Building - Opposed to the proposed changes to the Maryland Route 450/Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

12. Two Petitioners on behalf of First Union Mortgage Co., Lanham Thirty Office Building - Opposed to eastbound Modified Alternate 2 because it would eliminate left turns from Maryland Route 450 to Princess Garden Parkway.

Response: See response #1.

13. Three Petitioners on behalf of Encyclopedia Britannica, Inc., Lanham Thirty Office Building - Opposed to the proposed changes to the Maryland Route 450 Princess Garden Parkway intersection whereby turning movements would be restricted.

Response: See response #1.

14. Thirteen Petitioners on behalf of the Lanham Thirty Office Building, headed up by Ms. Eleanor Gauvin - Opposed to Modified Alternate 2 because it would restrict left turning movements from eastbound Maryland Route 450 to Princess Garden Parkway.

Response: See response #1.



PRINCE GEORGE'S CHAMBER OF COMMERCE

9827 CENTRAL AVENUE
LARGO, MARYLAND 20772
(301) 350-7300

July 16, 1984

Mr. Don Honeywell
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, MD 21203

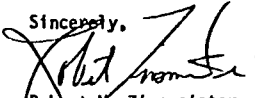
Dear Mr. Honeywell:

Enclosed you will find a list of those individuals who attended the briefing on the proposed improvements to Maryland Routes 450 and 564. There was much discussion regarding the upgrading of this intersection and the proposal presently under consideration. Following this meeting, the Chamber went on record in support of these improvements.

Those individuals in attendance were unanimous in their agreement that some kind of improvements were necessary. The overwhelming majority of those at the meeting were comfortable with the plan once it was explained. We indicated to those business representatives that if they had any problems with the plan after taking the information and reviewing it in more detail, that they contact the Chamber. We did not hear from any of those who attended the meeting so the assumption was made that they would support the plan as presented.

If you need any additional information, please do not hesitate to call.

Sincerely,


Robert M. Zinsmeister, Director
Governmental Affairs

Enclosure

cc Edward H. Meehan

Paul F. Oberle

A. A. Fleury

Lester F. Wilkinson, Jr.

David W. Wallace



"IN BUSINESS FOR
YOUR BUSINESS"

PRINCE GEORGE'S CHAMBER OF COMMERCE
January 18, 1984
450/564 Briefing

Attendees

James Rogers
James W. Rogers & Associates

Glenn Harrell
O'Malley, Miles, McCarthy, Harrell & Levin

Dick Charlton
Millard T. Charlton Company

Tom Hendershot
Hendershot, Koester, Worshtil & Malament

*Barbara Goldsworth
Jerry's Sub Shop

*Lloyd W. Geiser
Steuart Ford

*Ronald W. Young
Steuart Ford

*Jim Monaw
Lanham Auto Parts

*Carl Smith
Ramada Hotel

*Mike Del Santo
Coakley & Williams

*Robert A. Crawley
Crawley & Thomas Insurance, Inc.

*Michael Hollins
Prospective Land Purchaser

*Joseph Morisi
Lanham Inn

*Gary C. Andrzesevski
Duff's Smorgasbord

*Robert Drg
Duff's Smorgasbord

Frank Derro
MNCP&PC

Les Wilkinson
MNCP&PC

*Stan Terry
Midas Muffler

Samuel Beck, Jr.
Fedco Systems, Inc.

Robert Almond, Sr.
Beltsville Agricultural Center

Tim Mahoney
Linowes & Blocher

Cleo Weaver
Kenneth H. Michael Companies

*Bob Mills
Storch Developers

*Frank Storch
Storch Developers

*Indicates business representative
in impacted area

Other individuals listed are members
of the Chamber's Transportation
Committee

26

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME MR & MRS ALLEN V. PARTINGTON DATE _____

PLEASE PRINT ADDRESS 6005 NAVAL AVE

CITY/TOWN LANHAM STATE MD ZIP CODE 20706

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

The problem at this intersection was created by previous administrations of the County Council. If they had planned ahead before allowing businesses like Stewart Ford Ramada Inn and the Gould building to build adjacent to a residential community we wouldn't be where we are today.

We can visualize motorists who wish to go east on Routes 450 or 564 from the vicinity of the Gould building would use the first local street which is Naval Ave. (See item #4 paragraph #3 in your report)

We don't think you should route motorists on local streets to alleviate the problems you have on the main roads

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassell
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. & Mrs. Allen V. Partington
6005 Naval Avenue
Lanham, Maryland 20706

Dear Mr. & Mrs. Partington:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: *Donald G. Honeywell*
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7655 Baltimore Metro - 685-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

93

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Robert A. Diemer DATE _____

PLEASE PRINT ADDRESS 5900 Princess Garden Parkway (Lanham 30 aka Gould Bldg.)

CITY/TOWN Lanham STATE Maryland ZIP CODE 20706

I/We wish to comment ~~on~~ about the following aspects of this project:

The 450/Lanham Stn./Princess Gdn. Pkwy./564 / 195 intersecting areas are indeed

PERPLEXING. However, in reviewing the respective proposal made me feel that I had

better call to your attention to a developing situation that does not seem to have been

taken into consideration: viz.: At present Princess Garden Parkway runs a distance of

a little over one mile-- from 450 to Goodluck Road, however where Princess Gdn. Pkwy.

meets Goodluck Rd. there is a hospital and nursing home both of which are adjacent

to a substantial area of vacant land upon which there is planned and should logically

be used for high density office/commercial/ and residential uses. Roadway from

Greenbelt Rd. going to Goodluck Rd. is about 3/5 finished now. Because of necessity

there is little doubt in my mind that the connecting road will be finished with the

next couple of years. The most logical point of connection is where Princess Garden

Parkway connects with Goodluck Rd. This means that the roadway from Greenbelt Rd to

450 will be Princess Garden Parkway. The traffic will be extremely heavy and a greater

dilemma will develop than exists there now.

One way of resolving the problem could be to Lanham-Savern Rd. (564) meet with Cipriano

Rd. and merge with 450 on the other side of the tracks. Thus, the Princess Gdn. Pkwy.

would only interact with 450. Conceivably, this traffic solution would enjoy the improve-

ment many years, more foresight would be given the significance of Princess Gdn. Pkwy. as a

connecting corridor. I suspect that the cost of this approach would make it practicable.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hollmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Robert A. Diemer
5900 Princess Garden Parkway
Lanham, Maryland 20706

Dear Mr. Diemer:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by:
Donald G. Honeywell
Project Manager

LINE: DGH:cms

My telephone number is 650-1136

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

46

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

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Mr. & Mrs. Kenneth Lane DATE 8/8/84

PLEASE PRINT ADDRESS 8924 Hilton Hill Dr.

CITY/TOWN Lanham STATE Md. ZIP CODE 20706

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

Everyone in our area knows what is the greatest contributing

cause to the congestion at the 495(95) interchange at 450.

There should have been an interchange built at 495(95) and

Good Luck Road. All drivers in New Carrollton make their

way to the 450 interchange to travel northwest or south on

495(95) and all the drivers from outside the beltway that live

on or near Good Luck Road must travel Princess Garden Parkway,

Cipriano, or Lanham Severn to enter 495(95) northwest or

south. Drivers from 495 South use the 450 interchange as a

short cut to Goddard(NASA).

Your solution to the problem should be to consider on and

off ramps at Good Luck Road and 495(95). Everyone in our

area would certainly be supportive of such a plan and we

are almost certain that there would be heavy support from

the majority of people now living in New Carrollton.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Hal Kessoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. & Mrs. Kenneth Lane
8924 Hilton Hill Drive
Lanham, Maryland 20706

Dear Mr. & Mrs. Lane:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your suggestion for interchange ramps connecting Interstate Route 95 (Capital Beltway) with Good Luck Road cannot be supported by the Project Planning Team. Requests for additional access points to the interstate system must undergo review to satisfy a number of stringent warrants designed to preserve the free flow and safety of the interstate system. In this instance, the warrants for type (Good Luck Road is not an arterial highway) and traffic carrying capacity of the cross road, interchange spacing, inclusion on approved master plans, previous approval of a change in design concept and evidence of a compelling public need, could not be satisfied. The satisfaction of all warrants is ordinarily required to obtain approval by the Federal Highway Administration.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by:
Donald G. Honeywell
Project Manager

LHE:DCB:cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 685-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

96

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Dr. M. P. DeROBERTIS DATE 8 Aug 1984
PLEASE PRINT ADDRESS 6515 GREENFIELD COURT
CITY/TOWN LANHAM STATE MD ZIP CODE 20706

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

The real "culprit" is traffic from 450 & W/Chapel road on to 564.
No traffic flows from 564 west to those roads. Route 450 should be
shifted westside to Carver Ave; right on Carver Ave bridge to 564 then westside
as 450/564.

The 450 bridge over Ambrose at W/Chapel should be closed! Have W/Chapel
traffic move right turn to 450, to Carver Ave; to 564/450.
Rt. Garden Parkway is not the heart of the problem. The suggested alternate
presents a smooth flow of 450 from I-95 to Carver Ave; I would
suggest improving the W/Chapel/450 intersection

Modified alternate 2 is ridiculous! It is a costly disaster
that will put more pressure & good luck lid from Capriwood
to Rt. Garden Parkway. And it goes chaotic to the way with cars
from Capriwood to Rt. Garden Pkwy! These streets cannot
handle the stress!

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Dr. M. P. DeRobertis
6515 Greenfield Court
Lanham, Maryland 20706

Dear Dr. DeRobertis:

Thank you for your recent response to distribution of our Project
Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in
the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Gabriel Isaiah Campbell DATE Aug 8, 1984

PLEASE PRINT ADDRESS 5933 89th ave

CITY/TOWN New Carrollton STATE Maryland ZIP CODE 20784

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

You mean The new 450 from Ramp 95
will tie into the old 450 which cross the old 450
tie in Cipriano Rd, at 564 and Cipriano Rd.
you can keep straight make a left or right / a left
turn can take you back to (princess Garden) where you
can make a right turn, on (princess Garden) or
when the new 450 cross the old 450 (you can
keep straight or turn right only) the old 450 bridge
will be 4 lanes (where the new 450 cross the old
450 (will there be a hill the same height from
the old bridge going down to Cipriano Rd)
No comments

Good Idea,

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hallmann
Secretary
Hal Kassoff
Administrator

September 18, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDS No. 163002

Mr. Gabriel I. Campbell
5933 89th Avenue
New Carrollton, Maryland 20784

Dear Mr. Campbell:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984. You have correctly interpreted proposed Modified Alternate 2.

Your suggestion for realignment of Maryland Route 450 was previously considered in conceptual form by the Project Planning Team. However, the geometric and traffic operational problems associated with that concept resulted in its dismissal from further consideration.

Thank you for support of this important highway improvement.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

Donald G. Honeywell
Project Manager

HEE:KEL:ans

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
303 7555 Baltimore Metro -- 565-0451 D.C. Metro -- 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Mr. & Mrs. Dwight M. Snyder DATE 8/9/84
PLEASE PRINT ADDRESS 6504 Greenfield Court
CITY/TOWN Lanham STATE MD ZIP CODE 20706

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

34
My husband & I are extremely against the proposed closing of Princess Garden Parkway to traffic turning left from Rt. 450. Why was all the time & money spent making a second left turn lane if it is to be closed? Extending the 2 lane traffic up to Naval Ave. on P.H. Parkway would be a tremendous improvement. At that point traffic slows off. Right now, having to go almost immediately to one lane makes traffic move very slowly around that turn.

I travel this route every day, in a; Route 495 East to 450 East, & left on P.H. Parkway. The motorists having to make a left on P.H. Parkway wait for a red light at the ramp of 495, then cross 450 very easily to the left turn lanes. I notice a lot more problems with the other motorists trying to blend in to travel along 450 or 564. I have 3 questions.

1. How is this going to help the motorists coming off 495 & still having to cross over to make a left at Cipriano. (With wider roads traffic will be moving faster)

2. Why is it, in St. Geo. County, all changes seem to be for the worse?

3. What happened to the right turn arrow from southbound P.H. Parkway to Westbound 450? By every car stopping for red, we have a

I am currently on the Mailing List. back upon P.H. Parkway, when the only other traffic that is moving in the left turn from 450 ST. Doesn't make sense!



Maryland Department of Transportation

State Highway Administration

William K. Holtmann
Secretary
Hal Kassoff
Administrator

September 19, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. & Mrs. Dwight M. Snyder
6504 Greenfield Court
Lanham, Maryland 20706

Dear Mr. & Mrs. Snyder:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

With Modified Alternate 2, motorists exiting I-95 and destined to Cipriano Road will be benefited by having a greater length in which to select their travel lane and they can proceed straight (no left turn) onto Cipriano Road.

Your suggestion for restoring the right turn green arrow for southbound Princess Garden Parkway phased with left turns northbound onto Princess Garden Parkway is being referred to our District Traffic Engineer for his consideration.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

By: Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE:DXI:cms

cc: Mr. M. Shakib (w/encl.)

My telephone number is 658-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

98

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Robert A. Crawley at Crawley & Thomas Insurance DATE August 9, 1984

PLEASE PRINT ADDRESS 5900 Princess Garden Parkway

CITY/TOWN Lanham STATE MD ZIP CODE 20706

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

1. I would suggest with the upgrading of Route 450 that a sidewalk be built along the north side between the Pleasant Lanham Inn up to the proposed Red Roof Inn at Cipriano Road.
2. I would suggest that traffic signals be placed at the new intersection at Cipriano Road and Route 564.
3. Since our firm is located in the Gould Building, we do rely on clients coming to us. I would suggest that some type of signing be put together that would indicate how a person can get to the Gould Building, the Ramada Inn, and possibly Stewart Ford. The signing would be at the point where 564 would go to the right and under 450.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Robert A. Crawley
Crawley & Thomas Insurance
5900 Princess Garden Parkway
Lanham, Maryland 20706

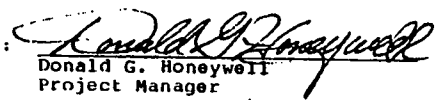
Dear Mr. Crawley:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: 
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7655 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-3082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

66

V-35

5915 89th Ave.
New Carrollton, Maryland 20784
August 9th, 1984

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

Dear Mr. Pedersen,

With reference to your PDMS No. 163002, contract No. P 185-101-371, please allow me to furnish the following comments;

I've been living just off Princess Garden Parkway for 27 years. During that time, the state has turned this residential area into a glittering business plaza. First, came Stewart Motor Co. to load up the intersection now in question. Quickly there followed the Ramada Inn, the Gould office building and now a seven-eleven. Now you tell us the intersection is too busy and is accident prone. I wonder why?? When you people approve business moving into residential areas don't you ever think of the impact on people who have lived there for years & years. Any intelligent person would be able to visualize a very real possibility of traffic problems when so much business was added to a residential street.

What street do you propose to use to route traffic back to Princess Garden Parkway? There are only two available, Spring Street & Hickory Hill Ave. Neither are suited to such a task and even more accidents will likely happen.

You've recently finished a two lane left turn off of 450 into Princess Garden Parkway. It seems to work well. Why not spend your money somewhere else, like Kenilworth Ave. in Riverdale. It needs repaving before it shakes my new car to pieces.

Sincerely,

Thomas F. Avery
Thomas F. Avery



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Thomas F. Avery
5915 89th Avenue
New Carrollton, Maryland 20784

Dear Mr. Avery:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: *Donald G. Honsywell*
Donald G. Honsywell
Project Manager

LHE: DGI:cms

SHA Response: The recent construction of the two lane left turn was at best an interim improvement. Our evaluations reveal that traffic turn prohibitions (Section III.B.1.c) at this intersection will best contribute to improved safety, efficiency capacity, and operation of traffic in this area based upon future forecasted traffic growth. These prohibitions would require some traffic to be diverted onto the local streets connecting Cipriano Road and Princess Garden Parkway. The Prince George's County Department of Public Works and Transportation does not believe the additional, diverted traffic will have a significant impact on these streets initially, but they would be considered for future improvements.

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 O.C. Metro - 1-800-482-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Mary Anne Friend DATE 8/10/84

PLEASE PRINT ADDRESS 5814 89th Avenue

CITY/TOWN New Carrollton STATE Maryland ZIP CODE 20784

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

If you would investigate what other cities have done to alleviate similar

problems it would be profitable to all. (i.e.) Nashville, Tennessee and

Pittsburgh, Pennsylvania, have constructed overpasses (called "tubes")

over congested intersections such as the above-cited.

Just widening the existing roadways will ^{NOT} help because you still have

six streams of traffic funneling into one spot. The above tubes would allow

free-flow of at least three streams.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Ms. Mary Anne Friend
5814 89th Avenue
New Carrollton, Maryland 20784

Dear Ms. Friend:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: 
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5083 Statewide Toll Free

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

101

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME William J. & Mary A. Webster DATE 8/11/84

PLEASE PRINT ADDRESS 8908 Hickory Hill Avenue

CITY/TOWN Lanham STATE MD ZIP CODE 20706

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

We are concerned about the impact of the proposed traffic pattern
on three residential streets: Hickory Hill Avenue (where we live,) Spring Avenue, and Magnolia Street. The proposed traffic pattern
would lead to a greatly increased traffic flow between Cipriano
Road and Princess Garden Parkway on at least one and probably
all of these streets. If this should occur we believe that
there should at least be plans made to have traffic lights
at the intersections and ideally the xxx streets should be
widened and otherwise improved. This would add to the cost of
the project, but if it isn't done the proposed cure would be
worse than the disease as you would merely be exchanging one
dangerous intersection for three dangerous streets.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. & Mrs. William J. Webster
8908 Hickory Hill Avenue
Lanham, Maryland 20706

Dear Mr. & Mrs. Webster:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

Donald G. Honeywell
Project Manager

LHE: DGH:cms

My telephone number is 659-1136

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

V-38

102

#48

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME ALVAH O. CONLEY TRUST UNDER WILL, OWNER
LANHAM SHOPPING CENTER DATE 8/13/84
ADDRESS C/O Chesapeake National Bank
P. O. Box 1419
CITY/TOWN Kilmarnock, STATE Virginia ZIP CODE 22482

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

We, the owners of the LANHAM SHOPPING CENTER, Lanham, Maryland, located at the junction of Maryland Routes 450 and 564, are greatly concerned about the adverse effect that the modified Alternate 2 Plan will have on the usefulness and value of this land. Subject real estate is described as .81697 acres, more or less, improved with shopping center store buildings and known as Parcel No. 55 at Grid B-3 on Prince Georges County, MD tax Map No. 44 and, further, in Liber 4867 at Folio 625 of the land records. Our specific comments and objection to the proposed rerouting of the roads and traffic pattern are as follows:

- (1) The restrictions on ingress and egress to the subject property is totally unacceptable.
- (2) It is estimated that the six stores and shop tenants of Lanham Shopping Center would lose at least 50% of their customers because of the difficult access situation planned.
- (3) With the cost of county and state taxes as well as insurance and maintenance costs rising every year, this property would no longer be a worthwhile investment for the owners if the tenants cannot continue to operate profitable businesses there.
- (4) The entire impact and loss to the shopping center cannot be accurately measured at this time, but we feel that the damage would be devastating. We strongly urge the State Highway Administration to review their options and propose other alternatives which would not destroy the value of this real estate parcel.

SIGNED: Alma H. Conley Dixon
Mrs. Alma H. Conley Dixon, Co-Trustee

SIGNED: Thomas B. Denegre

- I am currently on the Mailing List. Thomas B. Denegre, Sr. Vice Pres. & Trust Officer, Chesapeake National Bank, Co-Trustee
- Please add my/our name(s) to the Mailing List.

V-39

See SHA response on following page.

103



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 19, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDAS No. 163002

ALVAH O. CONLEY TRUST PROPERTY
R/W Item No. 67757

Mrs. Alva H. Conley Dixon
Mr. Thomas B. Denegre, Jr.
Chesapeake National Bank
P. O. Box 1419
Kilmorock, Virginia 22182

Dear Mrs. Dixon and Mr. Denegre:

Thank you for your response dated August 13, 1984 to distribution of our Project Status Report dated August 6, 1984. You have perceived the effects of Modified Alternate 2 as particularly adverse to the Lanham Shopping Center (9005 thru 9039 Lanham Severn Road) and requested our review of options with the purpose of discovering more beneficial alternatives. Modified Alternate 2 requires no right-of-way acquisition from the shopping center, although some entrance channelization would be required by our Bureau of Engineering Access Permits as part of our construction project.

Your opposition to Modified Alternate 2 is based upon the proposed traffic pattern and the conversion of existing Maryland Route 564 to one-way westbound traffic at your shopping center. You may have overlooked the proposed rerouting of eastbound traffic destined for Princess Garden Parkway past your shopping center. (Please see Project Status Report, Cases 1 and 3.) This feature of Modified Alternate 2, together with the relief of study area congestion attributable to proposed improved highway capacity, may mitigate possible loss of patronage due to the conversion of Maryland Route 564 to one-way traffic.

During the course of the Project Planning study, a number of options have been developed. Alternate 2 (see attached brochure), previously preferred by the Project Planning Team, would have acquired the entire shopping center, as would Alternate 3. Another option, the Transportation Systems Management (TSM) Alternate would have maintained two-way traffic along the shopping center, but the resulting intersection congestion would have imposed a negative economic impact on the entire study area. No other alternatives have proven feasible.

My telephone number is 659-1110

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

Mrs. Alva H. Conley Dixon
Mr. Thomas B. Denegre, Jr.
September 19, 1984
Page Two

Should you desire to discuss this matter further, please contact Mr. Donald G. Honeywell, the Project Manager, whose telephone number is 301-659-1136.

Very truly yours,

Neil J. Pedersen

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

NJP:cms
Enclosure

cc: Mr. M. Snyder
Mr. V. J. Kral
Mr. L. H. Ege, Jr.
Mr. C. E. Rose

V-40

164

KENNETH TODD

1854 Columbia Road, N.W.
Suite 707
Washington, D.C. 20009

(202) 462-8880

August 14, 1984

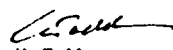
The State Highway Administration
Office of Planning and
Preliminary Engineering
P.O. Box 717
Baltimore, Md. 21203-0717

Comments on the Project Status Report of August 6, 1984, on
Contract No. P 185 -101-371, Interchange at Maryland Route 450
and Route 564.

In my oral statements at the public hearings on November 21, 1978, and May 20, 1980, as well as in my letters of November 24, 1978, and May 23, 1980, I pointed out that the relief of congestion could be achieved with less adverse impact by means of intersection designs that increased the capacity of congested intersections but did not require additional lanes along the entire length of a road or a widening of the bridge over the Antrak line. Such designs would require a minimal amount of new construction.

It appears that the State Highway Administration has not fully explored and evaluated such an alternative and its impact as compared to the preferred alternative.

To proceed with the preferred alternative without a full evaluation of an alternative that added capacity to congested intersections but required only a minimal amount of road widening and new construction would be a violation of Maryland State law (Transportation Code 8-102) and of Federal regulations (40 CFR 1500-1508, and 23 CFR 795).


Kenneth Todd

See SHA response on the following page.

V-41

105



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Kenneth Todd
1954 Columbia Road, N.W.
Suite 707
Washington, DC 20009

Dear Mr. Todd:

Thank you for your letter dated August 14, 1984 in response to distribution of our Project Status Report of August 6, 1984. You have alleged that this Administration has not adequately explored lesser cost alternatives as required by State law and Federal regulations.

The Annotated Code of Maryland, Transportation, 8-102, to which you refer, requires certain determinations prior to proceeding to the final project planning phase. This article was enacted July 1, 1981. As you note in your letter, the combined location/design public hearing for this project was conducted May 20, 1980, indicating that final project planning had reached a significant degree of completion prior to enactment of the statute. Therefore, this statute is not applicable to this project.

In a similar vein 23 CFR 795 "Process Guidelines for the Development of Environmental Action Plans" was removed from the Code of Federal Regulations by December 31, 1982. However, this Administration continues to follow developmental procedures adopted as a result of the prior regulation. These procedures have been utilized in the development of all alternates for this project.

Our highway development processes are structured to achieve compliance with the National Environmental Policy Act and associated Federal statutes and regulations referenced by 40 CFR 1500-1508. The Federal Highway Administration is represented on the Project Planning Team for this project. That agency is charged with the responsibility of assuring compliance of all Federal-aid highway projects with all pertinent Federal regulations. We are in compliance with these regulations.

Subsequent to the public hearing, we explored a two stage Transportation Systems Management (TSM) Alternate maximizing the use of existing roadways. This alternate widened both Maryland Routes 450 and 564 and replaced the deteriorating bridge over the Antrak Railway. Although this alternate exhibited the least cost, the disadvantages outweighed the cost savings. The disadvantages included retention of the

Mr. Kenneth Todd
September 13, 1984
Page 2

problematic Maryland Route 450/564 intersection and the Maryland Route 450/Princess Garden Parkway intersection. The latter intersection was forecasted to have reached capacity operating conditions prior to the design year. These constraints were perceived by Prince George's County as a threat to orderly planned growth to the east of the study area. This alternate is available for review in my office in Baltimore.

Thank you for your continuing interest in this important highway improvement.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by:
Donald G. Honeywell
Project Manager

LHE:DGH:cms

V-42

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7556 Baltimore Metro - 568-0451 D.C. Metro - 1-800-482-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

166

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME George & Deborah Reggett DATE Aug. 15, 1984
PLEASE PRINT ADDRESS 6160 Princess Grd. PKwy.
CITY/TOWN Lanham STATE MD ZIP CODE 20706

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

V-43
We have studied the proposal and think that it would alleviate the terrible conditions at the Princess Grd. PKwy - 450 intersection. Cipriano Rd. is more capable of carrying heavier traffic than Princess Grd. is. It's already been widened for the most part and most of the houses sit far enough from the road behind curbs & sidewalks to prevent accidents from nearly ending up on their front porches like we have had to endure.

The double left turn lane onto Princess Grd. is a night mare. The road narrows almost immediately after the turn and we have witnessed several near side-swipes.

We feel that it would be worth having to go slightly out of our way to get home if the congestion at that intersection was relieved.

Thank you;

George Reggett Deborah Reggett

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hollmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. & Mrs. George Reggett
6160 Princess Garden Parkway
Lanham, Maryland 20706

Dear Mr. & Mrs. Reggett:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5002 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

107

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME NEIL A. HOLLIKER DATE 8/16/84
ADDRESS 5935-89th Place
New Carrollton, MD 20784
CITY/TOWN _____ STATE _____ ZIP CODE _____

PLEASE
PRINT

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

*I support the suggested changes to the above
intersection as outlined in Modified Alternate
Plan 2. Something MUST be done with
this over crowded, danger intersection. As a nearby
resident, I and my family are willing to
drive a bit extra as required by your
plan in order to bring some sense
and order to the confused & dangerous traffic
patterns which are now current at
Rt. 450, Rt. 564 and Branches John Robey.*

I am currently on the Mailing List.

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

*Sincerely yours
Neil A. Holliker*



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Neil A. Holliker
5935 89th Place
New Carrollton, Maryland 20784

Dear Mr. Holliker:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: *Ronald G. Honeywell*
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

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

V-44

18

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME George W Bailey DATE Aug 16 84
ADDRESS 6104 NAVAL AVE
CITY/TOWN Lanham STATE Md ZIP CODE 20706

PLEASE
PRINT

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

We live at the corner of Naval ave +
Magnolia Ave. We ^{are} concerned if our property
will be rezoned or used in this new
traffic pattern. Please help us inform

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Hal Kassoff
Administrator

September 18, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. George W. Bailey
6104 Naval Avenue
Lanham, Maryland 20706

Dear Mr. Bailey:

Thank you for your recent responses to distribution of our Project Status Report dated August 6, 1984.

This Administration has no authority in local zoning matters.

As you are enrolled on our project mailing list, you will be informed of project decisions.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE:DGH:cms

My telephone number is 659-1136
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

109

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME MARY H. College DATE 8/17/84
PLEASE PRINT ADDRESS 9112-10th ST (301/459-5438)
CITY/TOWN LANHAM STATE MD ZIP CODE 20706

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

I live on the corner of 10th St + Lanham-Severn Rd. This project is not suppose to affect 10th St but cars use it now as a thoroughfare. There are signs posted 25 miles per hr and no thru trucks. These signs are disregarded. Trucks use it and cars come off Lanham Severn at 50 to 55 miles and hr. I have had several animals killed on this road. There have been several accidents in front of my house and I expect some body to be killed there. I have written to DOT in Upper Marlboro they did a study and the signs were put up. They did not help!! 10th St will be used more off Cyprian's Road unless it is made one way on no thru traffic. Something needs to be done

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 11, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Ms. Mary H. College
9112 Ninth Street
Lanham, Maryland 20706

Dear Ms. College:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your primary concern relates to present traffic operations on County streets. This matter is within the jurisdiction of the County.

I am taking the liberty of forwarding your concern to Mr. P. Michael Errico, Associate Director for Transportation, Prince George's County's Department of Public Works and Transportation with the request that he contact you about this matter.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by:
Donald G. Honeywell
Project Manager

LHE:lxil:ems

cc: Mr. P. Michael Errico (w/encl.)

My telephone number is 659-1136

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

110

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME William J. Wolf DATE 8/18/84

PLEASE PRINT ADDRESS 5704 WESTGATE ROAD

CITY/TOWN LANHAM STATE MD. ZIP CODE 20706

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

We have studied the modified alternate Plan 2 and we see no major problem with the traffic patterns at Rd 450, 564 and Province Gardens interchanges. It appears from figure 2 of Modified Alternate 2, on Page 9, that the portion of the new construction east of Greenwood Lane would not affect Rte 450 behind our house. If this is correct we have no objection to this plan, but if incorrect we would like to know just what effect it would have on our property. We would hate to see our trees and vines on the state property be destroyed.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Hal Kassoff
Administrator

September 19, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. William J. Wolf
5704 Westgate Road
Lanham, Maryland 20706

Dear Mr. Wolf:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

None of the alternates for this project require acquisition from your property. However, there may be some loss of the foliage buffer on this Administration's property behind your home.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ego, Jr., Acting Chief
Bureau of Project Planning

by Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE:DGH:cms

My telephone number is 659-1136

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Roger Cronshey DATE 8/20/84
PLEASE PRINT ADDRESS 5502 Belva Street
CITY/TOWN Lanham STATE Maryland ZIP CODE 20706

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

- 1) The 1980 public hearing planned 450 as a 6 lane divided highway for Alternative 2. The current plans reduced this to 4 lanes. (Mention of this in current status report.) Why? How many lanes are currently being considered for 450 east of Whitfield Chapel Road? Also please add my name to the mailing list for 450 im improvement east of this section.
- 2) The current short mixing area for westbound 450 and 564 near Process Garden Parkway (PG Pkwy) is a hazard that has been made worse by the recent 450 widening @ I-95. Motorist's westbound on 564 generally have ignored the yield sign at the merge and now that the merge lane continues on west of PG Pkwy, the yield sign is ignored at higher speeds. Because of this it is dangerous to attempt to turn right from 450 onto PG Pkwy or I-95 north at times of heavy traffic (ie - all day long). While the current plan indicates "signal metering" at the merge, it does not specify who will be "metered". Westbound 450 surely would allow 564 traffic to turn left onto Lanham Station Rd. Westbound 564 must also be signaled to allow safe right turns from 450, just leaving a yield sign with two 564 lanes will be worse than at present.
- 3) The eastbound 450 grade approaching the AMTRAK bridge is a frequent site of disabled vehicles. Currently such vehicles have no place to go, so they block the eastbound lane. The proposed plans will add another lane, but there is still no place off the traveled portion for such vehicles. Consider adding a 6' to 8' shoulder to the eastbound lanes up to the grade to the bridge.

4) This improvement is long overdue. Lets get on with it - more the priority up not down.

I am currently on the Mailing List. Try for both design & construction in next 5 years.
 Please add my/our name(s) to the Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 18, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Roger Cronshey
5502 Belva Street
Lanham, Maryland 20706

Dear Mr. Cronshey:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

As you have noted, our Project Status Report indicated on page 3 that with Modified Alternate 2 Maryland Route 450 is proposed to be widened to four (4) lanes to Whitfield Chapel Road. The public hearing alternates proposed Maryland Route 450 be widened to six lanes. This revision was adopted because our traffic studies indicate that four lanes would provide acceptable traffic service (Level of Service 'D') through the design year 2010. When studies resume, four lanes will be considered for Maryland Route 450 east of Whitfield Chapel Road.

You have correctly described the weaving problem at the westbound merge of Maryland Routes 450 and 564. It is proposed that both routes be metered at this location to allow lane changing toward several destinations.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Donald G. Honeywell
Donald G. Honeywell
Project Manager

HHB:JXB:cms

My telephone number is 659-1136

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

1/2

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Warren C. White DATE 8/22/84
ADDRESS 10107 Towhee Ave.,
CITY/TOWN Adelphi STATE Md. ZIP CODE 20783

PLEASE
PRINT

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

~~About May 1, 1980, I went to work for Legal Services Corp., which has offices in the old Lanham Mansion on Lanham Station Road. This was too late to hear about or participate in the hearing on the change of traffic pattern at this major intersection.~~

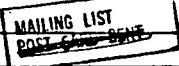
~~Coming to work in the morning, I exit onto Route 450 from the Beltway, Exit 20 A, and there appear to be no problem in this direction. In the evening, leaving Lanham Station Road and making a left turn onto Route 450 to enter the first entrance to the Beltway 95, there is a terrible conflict with people turning south in the same direction off of Princess Garden Parkway. This is a current, immediate and urgent problem. I feel that there should be no mixing allowed from Princess Garden Parkway when the traffic is crossing to make a left turn to try to make the turn onto the Beltway. It is no wonder that there has been excessive accidents at this intersection because the flow of traffic is not rationally directed at least as to these two feeder turns.~~

~~As to your proposal for the future, it may work, but it will inconvenience people like myself if we are still using this intersection in the year 2000. Frankly, if you are going to make any bridge to assist the traffic flow, the bridge should be to divide the traffic at the intersection and not up the road a mile or so. Have you thought about the possibility of making these intersections into a traffic flow circle such as are used in Washington, D. C. Ordinarily I would not recommend a traffic circle, but the complexity of this intersection would seem to be better handled by same more economically than in any other way. Otherwise, I would recommend the more expensive bridge being built at the intersection.~~

Warren C. White

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Warren C. White
10107 Towhee Avenue
Adelphi, Maryland 20783

Dear Mr. White:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: *Donald G. Honeywell*
Donald G. Honeywell
Project Manager

LINE: DGH:cms

113

My telephone number is 659-1136

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Mr & Mrs Howard E. Bishop DATE 8/23/84

PLEASE PRINT ADDRESS 5909 89th Ave

CITY/TOWN New Carrollton STATE MD ZIP CODE 20784

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

I have frequent need to use Whitfield Chapel Rd. With the new plan how would one go there from 89th Ave and Princess Garden Parkway without going way out of the way (ie. via Carter Avenue)?

What will happen to the Lanham Mobil. station on Lanham Severn Rd and Cipriano?

With all the problems of congestion I find to understand why we have to have a third hotel in this area.

Local roads (especially Spring Ave) are inadequate for any additional traffic caused by this possible plan. Especially during the winter, when streets failed to be plowed Spring is almost impassable.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 18, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PIMS No. 163002

Mr. & Mrs. Howard E. Bishop
5909 89th Avenue
New Carrollton, Maryland 20784

Dear Mr. & Mrs. Bishop:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

With Modified Alternate 2, you would have two routes from your home to Whitfield Chapel Road, neither as efficient as the present route. From Cipriano Road, you would proceed easterly along Lanham-Severn Road, southerly along Carter Avenue and westerly on Annapolis Road to Whitfield Chapel Road. Alternatively, you could proceed westerly on Lanham-Severn Road and U-turn at Princess Garden Parkway, then proceed easterly along Maryland Route 450 to Whitfield Chapel Road.

The Mobile service station you mentioned could remain in service.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Donald G. Honeywell
Donald G. Honeywell
Project Manager

THE:KTL:cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

114

THE PRINCE GEORGE'S COUNTY GOVERNMENT
County Administration Building
Upper Marlboro, Maryland 20772



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Fire Chief
Room 2132 952-4730

August 24, 1984

Neil J. Pedersen
August 24, 1984
Page 2

RECEIVED
#136
AUG 28 1984

PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
Maryland Department of Transportation
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203

Dear Mr. Pedersen:

I have received the project status report for Maryland Route 450 Interchange at Maryland Route 564. After careful consideration, I have concluded that the Modified Alternate 2 Plan will present the least problem to the Prince George's County Fire Department.

I have arrived at this decision based upon the following:

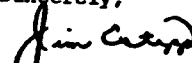
1. Truck Company 28 is the first aerial ladder to arrive at the 5900 Block of Princess Garden Parkway. This area is primarily occupied by two highrise, high occupancy buildings; the Ramada Inn Lanham, and the Gould Office Building. Both buildings pose a serious rescue problem, and therefore, an immediate undelayed response is imperative.
2. Truck Company 28 is the first aerial ladder to arrive at the Washington Bible College, the Prince George's Doctor's Hospital and the Magnolia Gardens Nursing Home, all of which are located in the 8100 Block of Good Luck Road. Truck Company 28 presently uses Princess Garden Parkway as the main access route to Good Luck Road. Again, an immediate undelayed response is imperative due to the high rescue problems inherent to these occupancies.

3. Engine Companies 48 and 18, when responding west bound on Route 564, will have no access to the Lanham Shopping Center, unless they initiate a U-turn in the east bound lane of Route 450 at Lanham Station Road. They must then travel east bound to the proposed new entrance to the service lane for Annapolis Road to reach the Lanham Shopping Center. This U-turn maneuver should be considered unsafe, especially when approaching from west bound Route 564.
4. Engine Company 48, when responding to the 5200 Block of Whitfield Chapel Road, presently travels via Carter Avenue. However, under the new proposal, Company 48 will be limited to using this route only to respond to calls in the Whitfield Chapel Road/Annapolis Road area.

By allowing emergency vehicle access at Princess Garden Parkway, Company 48 will have an alternate response route to this area. Therefore, based on the above facts, it is imperative that at no time should the emergency access to Princess Garden Parkway be omitted from the plan.

Thank you for allowing us to comment on the proposed changes. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,


M. H. (Jim) Estep
Fire Chief

MHE/lsp
842020 PD



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

September 25, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PMS No. 163002

Mr. M. H. Estep
Fire Chief
Office of the Fire Chief
County Administration Building
Upper Marlboro, Maryland 20870

Dear Mr. Estep:

Thank you for your letter dated August 24, 1984 in support of Modified Alternate 2.

We are pleased to know that implementation of this alternate would not inhibit the response time for emergency vehicles in the study area as long as emergency access is maintained to Princess Garden Parkway from eastbound Maryland Route 450. It is our intention to provide mountable curbs to allow this movement for emergency vehicles.

One point of clarification should be of interest to you as it regards your Comment Item #3. With Modified Alternate 2, westbound vehicles from both Maryland Route 450 and 564 will continue to be allowed to turn left at Princess Garden Parkway onto Lanham Station Road to access the Lanham Shopping Center. The U-turn maneuver you describe will be unnecessary.

Thank you for your participation in this Project Planning Study.

Very truly yours,

Neil J. Pedersen

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

NJP:ams

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

V-52

This is in response to the letter dated August 24, 1984 on the preceding page.

116

My telephone number is 659-1110

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



WASHINGTON BIBLE COLLEGE

PUBLIC AFFAIRS OFFICE

August 28, 1984

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
Maryland Department of Transportation

RECEIVED
#144
AUG 30 1984

RE: Maryland Route 450 (Annapolie Road)
Interchange at Maryland Route 564
Contract No. P 185-101-371; PDMS No. 163002

PLANNING & PRELIMINARY ENGINEERING

We are concerned about the impact Modified Plan 2 will have on access to our campus on Princees Garden Parkway. Probably 75% of our traffic comes off the Beltway at Exit 20.

Access to Lanham Station Road will also be greatly hindered from Princees Garden.

Modified Plan 2 will push a larger volume of traffic onto Good Luck Road. This is already known to be a hazardous road between the Good Luck Recreation Center and the Beltway underpass.

What are the future plans for Princees Garden Parkway? Will it be extended to Greenbelt Road?

We are not sure that the modified plan serves us and Princees Garden Parkway residences well. We desire to be kept informed.

If I can answer questions or give more detailed information, please contact me.

R.T. Evans
Robert T. Evans
Director

117

V-53

See SHA response on the following page.



Maryland Department of Transportation

State Highway Administration

Eec

William K. Hoffmann
Secretary
Hal Kasseff
Administrator

SEP 24 1984

Re: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Robert T. Evans
Director, Public Affairs Office
Washington Bible College
6511 Princess Garden Parkway
Lenham, Maryland 20706

Dear Mr. Evans:

Thank you for your letter dated August 28, 1984 regarding the subject project. You expressed concern about access to your campus and other proposed revisions to traffic patterns associated with Modified Alternative 2.

After an extended period of study, the Project Planning Team has developed an alternate that promises to provide acceptable traffic service along Maryland Route 450 while allowing continuation of orderly planned growth in this part of Prince George's County. Previous, more expensive alternatives were unable to achieve these objectives. Unfortunately, attainment of these objectives requires the rerouting of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection. However, if this were not done, it would be likely that congestion at that intersection would become so severe that access in the vicinity would be severely hampered.

Prince George's County proposes construction of Hoover Parkway beginning 1985. Initially, this will be a two lane rural roadway beginning at Princess Garden Parkway and Good Luck Road extending northerly to Maryland Route 193 (Greenbelt Road) at the Greenway Shopping Center, more or less shown on the attached map.

Mr. Robert T. Evans

Page Two SEP 24 1984

As you are enrolled on the project mailing list, you will be informed of decisions for the captioned project.

Very truly yours,
ORIGINAL SIGNED BY:
NEIL J. PEDERSEN
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

Attachment

cc: Mr. Michael Snyder
Mr. Louis H. Egan, Jr. ✓

V-54

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

811

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Mrs. Edward P. Lynch DATE August 28 '84
PLEASE PRINT ADDRESS 6009 Naval Avenue
CITY/TOWN Lanham STATE MD ZIP CODE 20706

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

I have read the project status report for the interchange, being considered at MD Rte #450 & MD Rte #564, & realize that a lot of work has gone into this most difficult intersection.

My main concern is that traffic on the part of Naval Avenue from Spring Ave to Princess Garden Parkway, & Magadia Avenue would very probably be increased. These roads are not wide enough for cars to be parked on the street & vehicular traffic to use the street as well.

A matter for consideration at the immediate present, is to re-install the right arrow green traffic light at the intersection of Rte 450 & Princess Garden Parkway - out of state cars leaving the Parade Inn are responsible for heavy backing up at rush hours.

DO NOT ENTER SIGN on left of median strip at #450 would prevent cars from driving into access to #564 - YIELD SIGN on #564 yielding on to #450 should be made more apparent.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmorn
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mrs. Edward P. Lynch
6009 Naval Avenue
Lanham, Maryland 20706

Dear Mrs. Lynch:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE: DGH:cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 505-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

119

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

577-3246

NAME James A. Lutz DATE 8/21/84

PLEASE PRINT ADDRESS 8919 Spring Ave.

CITY/TOWN Lanham STATE Md. ZIP CODE 20706

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

On pp. 3, 4 of the subject project status report are the words "some local traffic would be diverted onto other local streets." In all cases of modified traffic patterns there is implied (dotted line) re-direction of traffic on local residential streets between Prince of Wales Parkway and Capriano Rd. These streets, Naval Ave, Magnolia St., Spring Ave, and Hickory Hill Ave (see map p. 8), pass through residential areas and due to lack of sidewalks, poor grading, awkward intersections, visibility problems and narrowness are inadequate to support an increase in through-traffic. This presents a highly dangerous safety problem for residents - especially children - on these streets. The case of Spring Ave is exemplary:

- At Spring & P.G. Pkwy intersection there is poor visibility southbound due to grade on P.G. Pkwy south of Spring.

- Spring Ave is narrow; has no through sidewalks (except near Capriano); has visibility problems at Naval Ave due to grade on Spring approaching Naval from both directions; no shoulders.

Please send a copy of the 1980 Environmental Assessment of the project to the mailing list of the May 20, 1980 hearing.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
P.D.S. No. 163002

Mr. James A. Lutz
8919 Spring Avenue
Lanham, Maryland 20706

Dear Mr. Lutz:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Copies of the Environmental Assessment and a transcript of the May 20, 1980 public hearing are available for review and copying at the New Carrollton Branch Library, 7414 Riverdale Road.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE:IXJL:cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

V-56

120

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371
PROJECT STATUS REPORT
AUGUST 6, 1984

NAME THOMAS J GREEN DATE AUG 29 1984

PLEASE PRINT ADDRESS 6502 GREENFIELD CT
CITY/TOWN LANHAM STATE MD ZIP CODE 20706

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

I believe that to proceed with the Modified Alternate 2 proposal would be a big mistake and a waste of taxpayer money. The special project that was completed in June 1984 was a brilliant success that has alleviated the traffic problems. The SHA should be commended for such an ingenious, simple, effective and cost effective design. I believe the traffic problems have been solved for years to come at this intersection.

Why don't we recognize this success of June 1984 and halt plans to proceed with further construction? Let's wait a few years and see if we still have a problem!! This would be the prudent and fiscally responsible course of action.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Heilmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Thomas J. Green
6502 Greenfield Court
Lanham, Maryland 20706

Dear Mr. Green:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: *Donald G. Honeywell*
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
383-7655 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-6062 Statewide Toll F
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717



**COAKLEY
WILLIAMS**

DEVELOPERS & OPERATORS OF HOTELS & COMMERCIAL PROPERTIES

August 30, 1984

Mr. Donald G. Honeywell
Project Manager
Maryland Department of Transportation
State Highway Administration
Preliminary Engineering
707 North Calvert Street
Baltimore, Maryland 21203

Re: Maryland Route 450
(Annapolis Road)
Interchange at Md.
Route 564

Dear Mr. Honeywell:

This project will seriously hurt our business at the:

1. Ramada Hotel, Lanham and the
2. Lanham Thirty Office Building (also known as The Gould Building).

The reasons are:

1. Guests will have to take a very circuitous route to get to our hotel and office building. Presently they simply turn left into Princess Garden Parkway. Our major selling point of ease of access will be defeated.
2. Unfair competition is afforded by rerouting our guests directly in front of two new proposed hotels before they can get to us. They are the proposed Red Roof Inn and Clint de France Hotels.
3. The signage and criss-crossing effect of these changes will be a nightmare for our guests. They will choose to stay elsewhere.

In light of these comments, we urge the project committee to reconsider the alternatives. Our two buildings will be the most seriously affected businesses in the area.

We formally request a meeting with the committee to discuss this entire proposal.

Mr. Donald G. Honeywell.
August 30, 1984

Page 2

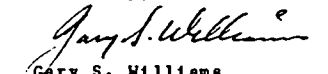
We ask you to also recognize the following facts:

1. Coakley & Williams, Inc. made a major commitment and investment in developing The Gould Building and the Ramada Hotel, Lanham. We made these investments based on the road patterns that are currently existing.
2. Coakley & Williams, Inc. has since moved their corporate headquarters to Prince Georges County in support of the County and its economic development.
3. Coakley & Williams, Inc. currently has two major hotels (the Holiday Inn, Greenbelt is the other) and 450,000 square feet of existing office space and another 400,000 square feet to be developed.

Note: I have discussed these comments with Mr. Lester F. Wilkinson, Jr.

I have set up a meeting for next Wednesday to review the plans. We want to fully understand this project.

Sincerely,


Gary S. Williams
Executive Vice President
Coakley & Williams, Inc.

GSW/ss

V-58

122

V-59

This is in response to the letter dated August 30, 1984 on the preceding page.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Gary S. Williams
Executive Vice President
Oakley & Williams, Inc.
Maryland Trade Center
Suite 1600
7500 Greenway Center Drive
Greenbelt, Maryland 20770

Dear Mr. Williams:

Thank you for your letter dated August 30, 1984 in response to distribution of our Project Status Report of August 6, 1984. You expressed great concern that the proposed traffic patterns associated with Modified Alternate 2 would adversely affect the Gould Building and the Ramada Hotel and requested the Project Planning Team reconsider the alternatives.

After an extended period of study, the Project Planning Team has developed an alternate that promises to provide acceptable traffic service along Maryland Route 450 while allowing continuation of orderly planned growth in this part of Prince George's County. Previous more expensive alternates were unable to achieve these objectives. Unfortunately, attainment of these objectives require the restriction of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection.

Although you met with Mr. Lester F. Wilkinson, Jr. of the Maryland-National Capital Park and Planning Commission on September 5, 1984, I wish to continue communication to enhance our mutual understanding and to receive your suggestions. Should you wish to discuss this further, please contact me.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

By: 
Donald G. Honeywell
Project Manager

LHE: DGH: cms

cc: Mr. N. J. Pedersen
Mr. M. Snyder
Mr. L. F. Wilkinson, Jr.

My telephone number is 659-1136

Teletypewriter for Impaired Hearing or Speech
283-7555 Baltimore Metro - 665-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

123

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME RONALD W. Young, Vice President DATE 8/30/84
STEUART FORD AMC JEEP RENAULT

PLEASE PRINT ADDRESS 9020 Lanham-Severn Road

CITY/TOWN Lanham STATE Maryland ZIP CODE 20706

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

We have some concern over the lack of "left turn" and "access to
Lanham Shopping Center" facilities when proceeding southbound on
Princess Garden Parkway - Reference Traffic Pattern Case 2. Our clientele,
wishing to travel Eastbound on Route 450, would have to circle through
very inadequate residential side streets to access the proposed
Cipriano Road pattern. It would appear that allowing a left turn
(and/or straight through) lane would only slightly diminish the efficiency
of the proposed project and certainly alleviate congeation and noiae in
a now pleasant residential area.

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Ronald W. Young
Vice President
Steuart Ford AMC Jeep Renault
9020 Lanham-Severn Road
Lanham, Maryland 20706

Dear Mr. Young:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: 
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 658-1136

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

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

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME Anna M. Funk DATE 9/30/84
PLEASE PRINT ADDRESS 6135 PRINCESS GARDEN PARKWAY
CITY/TOWN LANHAM STATE Md. ZIP CODE 20706

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

Since we live on Princess Garden we are really concerned if these changes could result in more traffic on Princess Garden. It is bad enough already, especially the huge sand and gravel trucks. It is a street consisting of knolls and gulleys with no shoulders from 450 north to Hickory Hill Ave. If a fire truck or ambulance comes along there is nowhere to get off the street. Not too long ago an ambulance came up over a knoll to see a car practically stopped in the gully. The driver had the difficult decision of pushing his ambulance by going in a ditch or praying by braking, he wouldn't hit the car in front of him too bad (there were cars stopped in the opposite lane). Luckily, he slightly hit the car in front and noise was heard. We have already had 3 cars on our driveway accidents, not counting those that didn't land on the way.

How about an overpass beginning at Perry's ^{Whitefield Chapel Road} ~~Interchange~~ over the railroad tracks to Topo Falls at ~~Interchange~~ Rd. for more traffic.

I am currently on the Mailing List. ^{As I have received this pamphlet I suppose I am already on your mailing list.}
 Please add my/our name(s) to the Mailing List.
You'd would like to be on your mailing list.
FUNA001 PG 3 13P



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Hal Kassoff
Administrator

September 13, 1984

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Ms. Anna M. Funk
6135 Princess Garden Parkway
Lanham, Maryland 20706

Dear Ms. Funk:

Thank you for your recent response to distribution of our Project Status Report dated August 6, 1984.

Your comments will be considered by the Project Planning Team in the formulation of the recommendation for this project.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Donald G. Honeywell
Donald G. Honeywell
Project Manager

LHE: DGH: cms

My telephone number is 659-1136
Teletypewriter for Impaired Hearing or Speech
363-7566 Baltimore Metro - 685-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

125

V-62

See SHA response on the following page.

F G Marker
Co., Inc.

Builders & Developers

SUITE 707, 5900 PRINCESS GARDEN PARKWAY LANHAM, MD. 20801
PHONE: 459-5586

January 2, 1985

Mr. Hal Kasoff
Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 North Calvert Street
Baltimore, Maryland 21203

Re: Maryland Route 450
(Annapolis Road)
Interchange at
Md. Route 564

Dear Mr. Kasoff:

We the tenants, guests and employees of the Lanham Thirty Office Building located at Suite 707, 5900 Princess Garden Parkway, Lanham, Md. 20706, are strongly opposed to the proposed changes to the Maryland Route 450 (Annapolis Road) Interchange at Maryland Route 564. The proposal known as the "Modified Alternate 2 Plan", will eliminate left turns onto Princess Garden Parkway off of Annapolis Road.

Eliminating this turn will be an unjustified, unnecessary and costly nuisance to ourselves and the community. Please do not continue with this plan.

Sincerely,

F. G. Marker
F.G. Marker Co., Inc.

126



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Hal Kassoff
Administrator

FEB 04 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolie Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. F. G. Marker
F. G. Marker Co., Inc.
5900 Princess Garden Parkway
Suite 707
Lanham, Maryland 20801

Dear Mr. Marker:

Thank you for your letter dated January 2, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government, it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

FEB 04 1985

Page Two

Thank you for your interest in this important highway improvement.

Sincerely,

Original Signed By:
HAL KASSOFF
HAL KASSOFF
Administrator

HK:mm

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

V-63

127

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

7555 Baltimore Metro - 665-0431 D.C. Metro - 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

O'Donovan & Associates, Inc.

Insurance and Bonds
5900 Princess Garden Parkway - Suite 709
Lanham, Maryland 20706
(301) 459-2224

January 2, 1985

Mr. Hal Kassoff
Administrator, Maryland DOT
State Highway Administration
Bureau of Project Planning
707 N. Calvert Street
Baltimore, Maryland 21203

RE: Maryland Route 450 Interchange at Maryland Route 564

Dear Mr. Kassoff:

We have recently been made aware of the proposed modification to the above referenced interchange. We are strongly opposed to the changes as outlined on Modified Alternate 2 Road Plan. Although we are certain that extensive studies have been made that show this to be the most effective way to alleviate the problems with this interchange, it will certainly create as many problems as it will eliminate.

Please keep us advised as to the status of this proposal. Thank you in advance for your kind consideration in this matter.

Sincerely,

O'DONOVAN & ASSOCIATES, INC.

Jeremiah J. O'Donovan
Jeremiah J. O'Donovan
President

JJO:tmg

cc: Coakley & Williams, Inc.

RECEIVED

JAN 7 1985

DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

STATE HWY ADM.

4 JAN 9 1985
Stamp: 45 97 22
Stamp: Bureau of Project Planning
Stamp: State Highway Administration

HIGHEST STANDARDS

V-64

SHA response can be found on the following page.

128



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JAN 21 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Jeremiah J. O'Donovan
O'Donovan & Associates, Inc.
5900 Princess Garden Parkway
Lanham, Maryland 20706

Dear Mr. O'Donovan:

Thank you for your letter dated January 2, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

5555 Baltimore Metro — 665-0451 O.C. Metro — 1-800-492-5082 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

JAN 21 1985

Page Two

Thank you for your interest in this important highway improvement.

Sincerely,
Original Signed By:
HAL KASSOFF
Hal Kassoff
Administrator

HK:mm

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

V-65

129



January 4, 1985

PUBLIC AFFAIRS OFFICE

RECEIVED

#399

JAN 8 1985

A-12

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoﬀ, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Kassoﬀ:

RE: Maryland Route 450 (Annapolis Road) Interchange at Maryland Route 564
Contract No. P 185-101-371; PDMS No. 163002

I am writing on behalf of Washington Bible College and Capital Bible Seminary to inform you that we are strongly opposed to the proposed changes being considered at the abovementioned location. The proposed plan Modified Alternate 2 which will eliminate left turns onto Princess Garden Parkway from Route 450 will have a very negative impact on us if it is adopted.

Our schools are located on a 63-acre campus at the end of Princess Garden Parkway at Good Luck Road. We feel like we will be adversely affected if the proposal is passed.

1. About 75% of the people coming to our campus flow off of Route 95. The proposed change would make it very difficult for people to find their way to the campus.
2. Our address is Princess Garden Parkway. Since the flow of traffic would place people via Cipriano onto Good Luck Road the natural entrance would become Good Luck Road. We would be forced to change our address.
3. The natural entrance to our campus is off of Princess Garden Parkway. We have realigned our entrance to conform with County Road work already. We are ready to finish paving the road and finalize the brick entrance way.
4. At this time we are facing an extreme financial need. Part of the problem is decline in student enrollment in our undergraduate school and adult education program. Since a majority are commuters, the nuisance of the proposal may have added negative impact in student enrollment.

STATE HWY ADM

6511 Princess Garden Parkway, Lanham, Maryland 20706 (301)552-1400

7 JAN 85 12:15

Mr. Hal Kassoﬀ

-2-

January 4, 1985

I pass through the existing intersection quite frequently. The recent modifications have seemed to eliminate much of the problem of today and I would think the future. I see the real bottleneck being the narrow lanes and bridge on Route 450.

We do not want to see the proposed plan enacted. Thank you for considering the opposition we have raised.

Sincerely,

Robert T. Evans
Director

130



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Hal Kassoff
Administrator

JAN 21 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Robert T. Evans
Washington Bible College and
Capital Bible Seminary
6511 Princess Garden Parkway
Lanham, Maryland 20706

Dear Mr. Evans:

Thank you for your letter dated January 4, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free

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

Mr. Robert T. Evans

JAN 21 1985

Page Two

Thank you for your interest in this important highway improvement.

Sincerely,
Original Signed By:
HAL KASSOFF

Hal Kassoff
Administrator

HK:mm

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

131

V-67



PRINCE GEORGE'S CHAMBER OF COMMERCE

9827 CENTRAL AVENUE
LARGO, MARYLAND 20772
(301) 350-7300

STATE HWY ADM

January 11, 1985

14 JAN 65 1:55

Mr. Hal Kasanoff
Administrator
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Kasanoff:

As you are aware, the Prince George's Chamber of Commerce has been a strong proponent of the proposed improvements to the Md. 450/564 interchange here in our County. This transportation project will go a long way in reducing the congestion and traffic problems currently being experienced by motorists in this area.

Last year the Chamber hosted a meeting for the benefit of the businesses in the area who would be impacted by the proposal. While it was not unanimous, there was a consensus reached that modified alternate 2 was the most viable and workable solution to the problem. We recognize that the restriction of movement onto Princess Garden Parkway may appear to be an inconvenience, but also believe that access to these businesses as proposed in modified alternate 2 will be an improvement in the present situation and will make better traffic circulation throughout the entire project area.

We hope that no additional delays will occur and that the State Highway Administration will move expeditiously forward on this project.

Sincerely,

Robert M. Zinsmeister, Director
Governmental Affairs

RECEIVED

#419

JAN 16 1985

4-41

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



"IN BUSINESS FOR
YOUR BUSINESS"



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary
Hal Kassoff
Administrator

JAN 29 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolie Road)
Interchange at Maryland Route 564
PDMS No. 163002

Mr. Robert M. Zinsmeister
Director, Governmental Affairs
Prince George's Chamber of Commerce
9827 Central Avenue
Largo, Maryland 20772

Dear Mr. Zinsmeister:

Thank you for your letter dated January 11, 1985 in support of Modified Alternate 2 as the preferred solution to the transportation problem at Maryland Routes 450 and 564 at Lanham, Prince George's County.

On January 23, 1985 I concurred with the Project Planning Team's recommendation to adopt Modified Alternate 2 as the basis for further project development. We are now preparing the final environmental document and expect to obtain location and design approvals during the early Spring of 1985. Project engineering (final design) for this project is scheduled in the Fiscal Year 1985-1990 Consolidated Transportation Program to begin in Fiscal Year 1986. Right-of-way acquisition and construction will be included in subsequent construction programs.

Thank you for your continued support of our efforts to implement needed highway improvements in Prince George's County.

Sincerely,
Original Signed By:
HAL KASSOFF

Hal Kassoff
Administrator

HK:mm

cc Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Louis H. Ege, Jr.
Mr. Anthony M. Capizzi

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

132

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 450
(Annapolis Road)
Interchange at Md. Route 564
Contract No. P 185-101-371

PROJECT STATUS REPORT
AUGUST 6, 1984

NAME David + Diane Etherton DATE Aug 19, 1984

PLEASE PRINT ADDRESS 9111 Lanham - Severn Rd.

CITY/TOWN Lanham STATE MD ZIP CODE 20706

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

Our house appears to be one of the two scheduled to be acquired as right-of-way under "modified alternate 2." Since we have already made major improvements and have plans for further remodeling, this project is of great concern to us. 1) What is the timetable for acquiring right-of-way? 2) What is the procedure for relocating families? Do we (or the state) have the option to take cash for the house or find a suitable, comparable dwelling? Who decides what is suitable or comparable? We would appreciate as much detail as you can provide, since it will greatly affect how much effort we put into this house over the next few years, as well as long-range planning for our family.

Sincerely,
Diane Jansen Etherton

I am currently on the Mailing List.

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

This property is proposed to be acquired in its entirety for highway purposes.

The project manager has made personal contact with Mr. & Mrs. Etherton and provided them with a copy of "Your Land and Your Highways" which discusses the various procedures associated with right-of-way acquisition. In addition Mr. & Mrs. Etherton were referred to our District 3 Office of Real Estate for further information and assistance.

Patricia Callaway
1203 Dreams Landing
Annapolis, Md 21401
February 11, 1985

Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 North Calvert Street
Baltimore, Maryland 21203

Dear Mr. Kassoff,

I am extremely concerned about the proposed change in traffic patterns at the intersection of Route 450 (Annapolis Road) and Princess Garden Parkway. I feel this would be an unnecessary change that would not only cause a great inconvenience to many motorists, but also increase traffic to heavily congested areas or small intersections without traffic lights.

I use this intersection every day from the beltway to Doctors' Hospital; having tried all other routes to the hospital I find this route the safest and most practical.

I hope you will consider my letter and give this proposal second thoughts.

Sincerely,
Patricia Callaway
Patricia Callaway

See SHA response on the following page.

V-70

134



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

1/21/85

MR 1 - 1

Page Two

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Thank you for your interest in this important highway improvement.

Ms. Patricia Callaway
1203 Dreams Landing
Annapolis, Maryland 21401

Sincerely,
Original Signed By:
HAL KASSOFF

Dear Ms. Callaway:

Hal Kassoff
Administrator

Thank you for your letter dated February 11, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

HK:mm

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

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

My telephone number is 659-1111

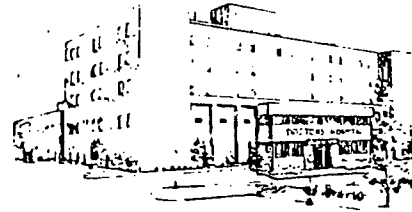
Teletypewriter for Impaired Hearing or Speech

202 7555 Baltimore Metro -- 565-0451 D.C. Metro -- 1-800-492-5062 Statewide Toll Free

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

V-71

135



DOCTORS' HOSPITAL
OF PRINCE GEORGE'S COUNTY

February 13, 1985

Mr. Hall Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Kassoff:

This letter is to register my objections to the proposed changes of Routes 564 and 430 (Annapolis Road) in Lanham. I use the intersection of Annapolis Road and Princess Garden Parkway daily and would be greatly inconvenienced by the proposed changes. To reach the area at the end of Princess Garden Parkway and just beyond the proposed Climat de France restaurant will be very indirect and difficult from Princess Garden Parkway. This section of Annapolis Road will become nearly inaccessible with these changes.

In addition, as the Director of Social Work/Discharge Planning for Doctors' Hospital of Prince George's County, I frequently deal with families from out of the area or who are themselves incapacitated and would have great difficulty reaching our facility with a more indirect route. On behalf of these people as well, I ask you to reconsider your proposal.

I believe that the traffic difficulties of this intersection could be greatly reduced with the installation of traffic lights with directional arrows from Princess Garden Parkway onto Annapolis Road.

Thank you for your consideration of these concerns and any changes you can make in this proposal which will facilitate, not impede, transportation will be greatly appreciated.

Sincerely,

Annette L. Ryan, LSWA
Director, Social Work/Discharge Planning

RECEIVED

FEB 21 1985

PLANNING & I

8118 GOOD LUCK ROAD, LANHAM, MARYLAND 20706, (301) 552-9400

See SHA response on the following page.

V-72

STATE HIGHWAY ADMIN

6 FEB 25 9: 51

136



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MAR 11 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Ms. Annette L. Ryan, LSWA
Director
Social Work/Discharge Planning
Doctor's Hospital of Prince George's County
8118 Good Luck Road
Lanham, Maryland 20706

Dear Ms. Ryan:

Thank you for your letter dated February 13, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

Page Two

Thank you for your interest in this important highway improvement.

Sincerely,
Original Signed By:
HAL KASSOFF

Hal Kassoff
Administrator

HK:mm

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

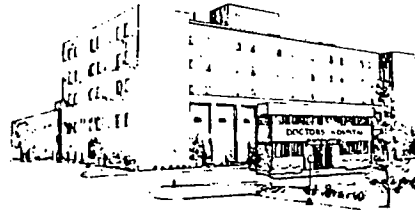
V-73

137

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

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



DOCTORS' HOSPITAL
OF PRINCE GEORGE'S COUNTY

February 14, 1985

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Kassoff:

It is public knowledge that New Carrollton, Seabrook and Lanham areas have rapidly grown and that there has been a need to fray traffic. I believe the proposed change at the intersection of Routes 450 and Princess Garden Parkway may be one way to deter congestion but it will greatly inconvenience many individuals who use this route on a daily basis.

I share your concern but believe this proposal is not the answer to problems which have obviously been building for years. Many of our patients, families and employees including myself use this route. Personally, I do not look forward to the proposed change. I feel installation of lights would make it simpler.

Sincerely,

Ann Smutz, LSWA
Social Work/Discharge Planning

AMS:mnr

See SHA response on the following page.

DATE MAY 14

FEB 15 9: 51

RECEIVED

#518

FEB 21 1985

B-77

BUREAU OFFICE OF
PLANNING & SURVEILLANT ENGINEERING

8118 GOOD LUCK ROAD, LANHAM, MARYLAND 20706, (301) 552-9400

138

VI-7A



Maryland Department of Transportation

State Highway Administration

MAR 11 1985

William K. Hellmann
Secretary

Hal Kassoff
Administrator

Page Two

MAR 11 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Thank you for your interest in this important highway improvement.

Ms. Ann Smutz, LSWA
Social Work/Discharge Planning
Doctor's Hospital of Prince George's County
8118 Good Luck Road
Lanham, Maryland 20706

Sincerely,
Signed By:
HAL KASSOFF

Hal Kassoff
Administrator

HK:mm

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

Dear Ms. Smutz:

Thank you for your letter dated February 14, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

My telephone number is 659-1111

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

V-75

139

7415 Wilhelm Drive
Lanham, Maryland 20706

February 20, 1965

RECEIVED

B-36
FEB 22 1965
521

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 No. Calvert Street
Baltimore, Maryland 21203

Dear Mr. Kassoff:

It is my understanding that changes have been proposed in the traffic pattern for the intersection of Route 450E (Annapolis Road) and Princess Garden Parkway. If the proposal is to eliminate the left turn onto Princess Garden Parkway, why was ALL THE TAXPAYERS' money spent on upgrading Princess Garden Parkway and making a double lane left turn if it is all to be wasted? That certainly sounds like the normal way for the bureaucracy to spend other people's money.

The intersection is working quite well now with traffic flow rarely backed up as it used to be. And certainly the Route 254 is not wide enough to handle its traffic and Princess Garden's also. There's another way to spend some money if you want excuses--Widen 254 up to Cipriano Road and Cipriano Road's last 500 feet.

A better solution to any bottle necks would be to close the numerous uncontrolled driveways at the intersection on Princess Garden Parkway (into the tavern and two into the office building/Ramada Inn.), and how about widening 450 going past Whitfield Chapel Road to Enterprise.

You also might consider the need for quick access to the hospital on Good Luck Road from 450 for ambulances. No left turn would certainly add many precious minutes to any patient's ride.

Thank you for considering my objections which I hope will be considered in your planning.

Sincerely,



Barbara P. Wilson (Mrs. John M.)

STATE HWY ADM

21 FEB 15 1965

See SHA response on the following page.

V-76

140



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MAR 11 1985

Page Two

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

Your name has also been added to the project mailing list assuring your receipt of information that will be distributed relative to this project.

Thank you for your interest in this important highway improvement.

Mrs. Barbara P. Wilson
7415 Wilhelm Drive
Lanham, Maryland 20706

Dear Mrs. Wilson:

Thank you for your letter dated February 20, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

I have attached a Status Report describing the selected Alternate and the reasons for its selection. During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns.

Sincerely,

Original Signed
HAL KASSOFF
Hal Kassoff
Administrator

HK:mm
Attachment

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

V-77

1/1

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

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

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

3/0



DOCTORS' HOSPITAL
OF PRINCE GEORGE'S COUNTY

February 25, 1985

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 North Calvert Street
Baltimore, MD 21203

Dear Mr. Kassoff:

I am writing this to register my complaint regarding the proposal to change the traffic patterns at the intersection of Route 450 and Princess Garden Parkway.

This proposal will have an impact on me in two ways. First as a commuter. Each day I use the beltway and take that intersection, this change will increase my already extensive commute by having to find an alternate route. I also am concerned as a Maryland taxpayer as to the excessive expense of the already expanded lanes at this intersection. The construction is newly completed.

Secondly, as a social worker at Doctors' Hospital, this change will also have an effect on my patients. Many of my patients and their families are elderly and have a difficult time driving to the hospital. This change will make this trip more difficult for them by not offering an easy access.

Please consider the concerns of the community before following through with this proposal.

Sincerely,

Debra Silverberg, L.S.W.A.
Social Work/Discharge Planning

TATE HWY ADW
5 FEB 25 9:42

DAS:mmr

RECEIVED
#543
FEB 27 1985
B-105
DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

142

V-78

See SHA response on the following page.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MAR 1 4 1

Page Two

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Thank you for your interest in this important highway improve-
ment.

Sincerely,
Original Signed By:
HAL KASSOFF

Hal Kassoff
Administrator

Ms. Debra Silverberg, L.S.W.A.
Social Work/Discharge Planning
Doctor's Hospital of Prince George's County
8118 Good Luck Road
Lanham, Maryland 20706

Dear Ms. Silverberg:

Thank you for your letter dated February 25, 1985 expressing
concern about the proposed traffic patterns associated with the
Project Planning Team's "preferred" solution - Modified Alternate
2.

HK:mm

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

Recent interim improvements at the intersection of Maryland
Route 450 and Princess Garden Parkway have resulted in some traffic
operational improvements, particularly the eastbound Maryland
Route 450 left turn to northbound Princess Garden Parkway. However,
westbound Maryland Route 450 traffic regularly experiences capacity
(Level of Service 'E') operating conditions at this intersection
during the morning rush period. Therefore, these interim measures
cannot satisfy design year (2010) travel needs. Predicted growth
in the vicinity of this project is expected to result in doubling
of traffic volumes on Maryland Route 450 at Princess Garden Parkway
by the design year. After extensive studies and coordination with
the Prince George's County Government it has been determined that
adequate traffic service with planned orderly growth cannot be
achieved without prohibition of certain traffic movements at the
Maryland Route 450/Princess Garden Parkway intersection as described
in our August 6, 1984 Project Status Report. However, emergency
vehicles will be allowed to make these prohibited movements. Our
evaluations reveal that these traffic pattern revisions will have
some negative effect on local accessibility, but overall benefits
will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements
to alleviate localized disadvantages associated with the proposed
traffic patterns. Should you have any detailed suggestions appli-
cable to Modified Alternate 2, please mail them to the Project Manager,
Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

My telephone number is 659-1111

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

V-79

143

S. R. 1, Box 171, Rr. 4
Huntingtown, Maryland 20639
February 14, 1985

Mr. Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
Bureau of Project Planning
707 No. Calvert Street
Baltimore, Maryland 21203

Dear Mr. Kassoff:

It is my understanding that changes have been proposed in the traffic pattern for the intersection of Route 450E (Annapolis Road) and Princess Garden Parkway that would eliminate left turns from 450E onto Princess Garden Parkway. Such a change would lengthen travel time from the Beltway to Doctors' Hospital of Prince George's County. This concerns me for two main reasons: Patients' travel time would be lengthened from the Beltway to the hospital, and employees who travel that way would be inconvenienced by the additional travel time. As an employee of that hospital whose travel time would be lengthened, I am writing to you of my objections to such a change. Most importantly, I object because of the inconvenience and possible danger to patients that this sort of change would cause.

With sincere concern,

Ms. Judith Phelps, R.N.

See SHA response on the following page.

08-V

STATE HWY ADM .

5 FEB 85 3: 14

149



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MAR 11 1985

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002

Ms. Judith L. Phelps, R.N.
S.R. 1, Box 171, Rte. 4
Huntingtown, Maryland 20639

Dear Ms. Phelps:

Thank you for your letter dated February 14, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2.

Recent interim improvements at the intersection of Maryland Route 450 and Princess Garden Parkway have resulted in some traffic operational improvements, particularly the eastbound Maryland Route 450 left turn to northbound Princess Garden Parkway. However, westbound Maryland Route 450 traffic regularly experiences capacity (Level of Service 'E') operating conditions at this intersection during the morning rush period. Therefore, these interim measures cannot satisfy design year (2010) travel needs. Predicted growth in the vicinity of this project is expected to result in doubling of traffic volumes on Maryland Route 450 at Princess Garden Parkway by the design year. After extensive studies and coordination with the Prince George's County Government it has been determined that adequate traffic service with planned orderly growth cannot be achieved without prohibition of certain traffic movements at the Maryland Route 450/Princess Garden Parkway intersection as described in our August 6, 1984 Project Status Report. However, emergency vehicles will be allowed to make these prohibited movements. Our evaluations reveal that these traffic pattern revisions will have some negative effect on local accessibility, but overall benefits will far exceed localized disadvantages.

During the subsequent design phase we will consider refinements to alleviate localized disadvantages associated with the proposed traffic patterns. Should you have any detailed suggestions applicable to Modified Alternate 2, please mail them to the Project Manager, Mr. Donald G. Honeywell, Bureau of Project Planning, at this address.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

381-7555 Baltimore Metro - 565 0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

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

MAR 11 1985

Page Two

Thank you for your interest in this important highway improvement.

Sincerely,

HAL KASSOFF

Hal Kassoff
Administrator

HK:mm

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

145

V-81

LANHAM MOBIL
9071 Lanham Severn Road
Lanham, MD 20706



Maryland Department of Transportation

State Highway Administration

William K. Heilmann
Secretary
Hal Kassoff
Administrative

February 26, 1985

April 15, 1985

Mr. Neil J. Pedersen, Director
Office of Planning & Preliminary
Engineering
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203

RE: Contract No. P 185-101-371
Maryland Route 450
(Annapolis Road)
Interchange at Maryland Route 564
PDMS No. 163002
R/W Item No. 67760

Re: Contract No. P185-101-371

Dr. Francis P. Griffith, Jr.
Lanham Mobil
9071 Lanham-Severn Road
Lanham, Maryland 20706

Dear Mr. Pedersen:

Dear Dr. Griffith:

I have been watching with interest the development of the project for the Maryland Route 450 and 564 interchange. Your February 11, 1985 status report showing Modified Alternate No. 2 as the plan of choice leaves me, the owner of the Mobil service station on Rt. 564, in serious financial jeopardy. I am caught in the final loop of Cipriano Road and the Rt. 564 cutback. This proposal not only makes one-way traffic at all hours but it denies access from the station back onto Rt. 564 (east or northbound). All traffic leaving my station must go west or south on Rt. 564 towards Princess Garden Parkway and try to make a "U" turn there to get back to where it started from if they were heading home in rush hour. In rush hour, from 3:30 p.m. onward, I will have no gasoline business since I cannot foresee anyone doing that. The afternoon rush hour accounts for one-third of my business income and I cannot survive without it. None of my business comes from west of Princess Garden Parkway or south of Rt. 450.

Thank you for your letter dated February 26, 1985 expressing concern about the proposed traffic patterns associated with the Project Planning Team's "preferred" solution - Modified Alternate 2 and proposing purchase of your business interest.

Your proposal that this Administration purchase your business is being investigated. We expect to furnish you with a further response within a month.

To eliminate this adverse effect for serious business depletion of Griffith's Lanham Mobil, I propose that the state purchase the business from me or compensate me for the loss not only of revenue but potential sale of business. The state does not need to buy the land since Mobil Oil Corporation owns that and they can put up anything they want in the future.

Very truly yours,

Neil J. Pedersen

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

I can be contacted at the service station at (301) 577-3751 or at my office at (202) 393-4562.

NJP:mm

cc: Mr. Michael Snyder
Mr. Frank Derro
Mr. Louis H. Ege, Jr.
Mr. Vernon J. Kral
Mr. H. B. Travers

Sincerely,

Francis P. Griffith, Jr.
Dr. Francis P. Griffith, Jr.

RECEIVED
545
FEB 28 1985

DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

My telephone number is 659-1110
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

1985

Attachment for Environmental
Impact Documents
Revised February 18, 1981
Bureau of Relocation Assistance

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

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

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. 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 moving expenses are limited

to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and estimates of the cost may be obtained. The owner may be paid an amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

When personal property of a displaced business is of low value and high bulk, and the estimated cost of moving would be disproportionate in relation to the value, the State may negotiate for an amount not to exceed the difference between the cost of replacement and the amount that could be realized from the sale of the personal property.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property and the property is abandoned, the owner is entitled to receive the lesser of the value for continued use of the item in place or the estimated cost of moving the item and the reasonable expenses of the sale. When personal property is abandoned without an effort by the owner to dispose of the property by sale, 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 \$500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed \$10 per hour.

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

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, with approval of the Federal Highway Administration, 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, but for twelve consecutive months during the two taxable years prior to the taxable year in which it is required to relocate, the owner of the business is 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, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid 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.

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 will be completed by the State Highway Administration and approved by the Federal Highway Administration before "housing as a last resort" could be utilized. "Housing as a last resort" could be provided to displaced persons in several different ways although not limited to the following:

1. An improved property can be purchased or leased.
2. Dwelling units can be rehabilitated and purchased or leased.
3. New dwelling units can be constructed.
4. State acquired dwellings can be relocated, rehabilitated, and purchased or leased.

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling unit that is within his financial means.

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 person, 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.