

**MARYLAND STATE HIGHWAY ADMINISTRATION
PLANNING PROJECTS FACT SHEETS
INTRODUCTION**

The Project Planning Division has lead responsibility for the first steps in the Highway Development Process. The Division develops transportation improvements that incorporate mobility, environmental and community needs. These preliminary engineering activities ultimately aim to obtain federal and state regulatory approvals, which will allow the project to move onto final design and construction. Public participation is an important part of the planning and preliminary engineering process and your comments are encouraged.

This document allows you to choose an active project, learn more about it and provide us feedback, if you wish. These fact sheets contain information on the major capital projects found in the Development and Evaluation portion of the Consolidated Transportation Program (CTP). The CTP is Maryland's six-year transportation funding plan and is updated annually.

The projects are listed by route number.

Each Project contains the following Information:

PROJECT – indicates the project name or route number

COUNTY – identifies the county where the project is located. Projects that cross county borders are listed in both counties.

PROJECT LIMITS – notes the area where improvements are being examined. Project limits may change as the study progresses.

SUMMARY OF PURPOSE AND NEED – is a brief summary of the Purpose and Need Statement that defines the purpose of the project and the reason why transportation improvements are needed. Local government and regulatory agencies to assure that there is adequate justification to study capital transportation improvements review the Purpose and Need Statement.

WHAT'S UNDER STUDY - is a short description of the types of improvements under consideration.

MAJOR MILESTONES - lists the timeframes of the major steps in the Project Planning Process for this project.

UPCOMING ACTIVITIES - samples future project events, such as public involvement activities.

FUNDING – provides the funding status of the project. Each phase of the Highway Development Process it is funded individually. The four phases are Project Planning, Final Design, Right-of-Way Acquisition and Construction. Once a project completes Project Planning, it becomes eligible to be funded for Final Design and succeeding steps.

ENVIRONMENTAL DOCUMENT – identifies the type of environmental documentation that will be prepared. These documents describe the environmental impacts of the proposed alternates, what was done to avoid or minimize those impacts, and what mitigation will be undertaken for those impacts that were unavoidable. The classifications of environmental documentation include:

Categorical Exclusions (CE) are completed when there are no significant natural environmental or socio-economic impacts. Small-scale maintenance and operational improvements tend to fall under this category.

Environmental Assessments (EA) are completed when the extent of the impacts is not clear. Smaller scale capital improvements may fall under this category. A Finding of No Significant Impact (FONSI) or an EIS (see below) could be the final document for a project described in an EA.

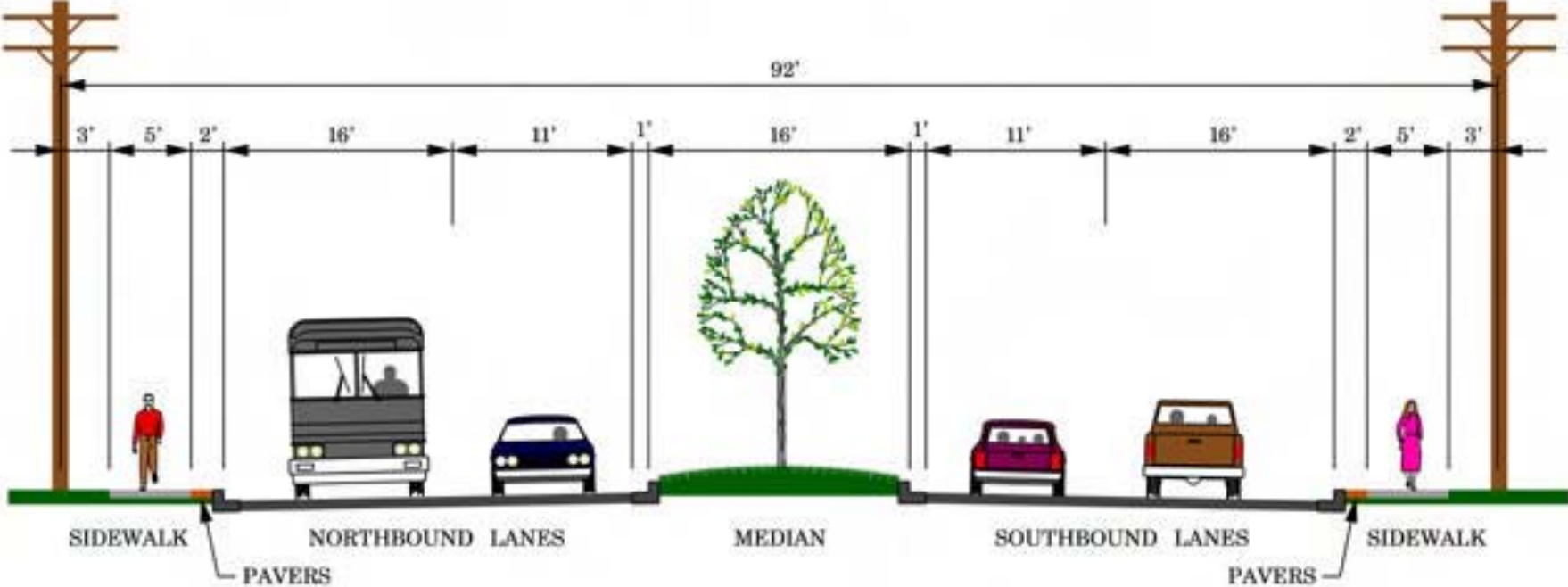
Environmental Impact Statements (EIS) are completed when it is probable that there will be unavoidable significant impacts to either or both the natural and socio-economic environment, or when the proposed project is considered controversial. The preparation of a final EIS is accompanied by a Record of Decision, which documents impacts and mitigation associated with the selected alternate

Section 4(f) Evaluations – are completed in addition to the above documents when a proposed project results in the use of property from an historic site listed on, or considered eligible for, the national Register of Historic Places, publicly owned parkland or recreational areas, or wildlife refuges.

PUBLIC INVOLVEMENT - Public involvement is a vital part of any project planning study. Specific activities vary from project to project. Advertisements describing proposed project activities are sent to media in the project area and to a list of persons potentially affected and/or interested in the project. These mailings start with project initiation and continue with project information updates as the study progresses. At least two formal meetings are always held during the Project Planning Process. Additional informational meetings are often scheduled. Focus Groups, comprised of a cross-section of citizens, civic leaders, elected officials, community and business groups may be held periodically to give SHA local insight throughout the planning process. SHA staff is always available to make project presentations to any organization or interested group.

QUESTIONS OR COMMENTS - Please feel free to contact the project manager by mail, e-mail or during normal business hours by phone if you have any unanswered questions or if you have comments about the project.

PROJECT	US 1 – College Park
COUNTY	Prince George’s County
PROJECT LIMITS	From College Avenue to Sunnyside Avenue
SUMMARY OF PURPOSE AND NEED	The purpose of this project is to improve safety and mobility along US 1 in the College Park area. This project will analyze existing and projected vehicular, bicycle and pedestrian circulation, evaluate safety concerns, and examine issues concerning access to and from US 1. The project will also address the visual appearance of US 1, since the roadway serves as College Park’s “Main Street”.
WHAT’S UNDER STUDY	Reconstruction of US 1 from College Avenue to Sunnyside Avenue, is being studied, including five-foot sidewalks and two-to-six-foot areas outside the curb on both sides of US 1 for street trees or pavers. The project is also looking at making intersections improvements at US 1/Cherry Hill Road and US 1/MD 430, as well as consolidating access points along US 1 by combining entrances to businesses. Options for a grade separated interchange, as well as intersection improvements at US 1 and Cherry Hill Road, and Autoville Drive realignment options have been developed.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project Initiated – January 1998 • Alternates Public Workshop held November 1999 • Alternates Selected for Detailed Study – Winter 1999 • Location/Design Public Hearing held June 2001 • Public Hearing Transcript on Public Display – October 2001 • Informational Workshop – June 23, 2004 • Administrator’s Selection – 4-Lane Divided Alternate with At-Grade Intersection Option B
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Preparation of the Finding of No Significant Impact
FUNDING	Funded for Project Planning only.
ENVIRONMENTAL DOCUMENT	Environmental Assessment / Finding of No Significant Impact
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Focus Group – meetings as required • Brochures • Community/civic association meetings upon request • Public Workshops • Business owner and property owner meetings
QUESTIONS OR COMMENTS	Nicole Washington, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-301 Baltimore, MD 21202 Telephone: 410-545-8570 or toll free 1-800-548-5026 Email: nwashington@sha.state.md.us



4-LANE DIVIDED HIGHWAY

PROJECT	I-270/US 15 Multi-Modal Corridor Study
COUNTY	Montgomery County/Frederick County
PROJECT LIMITS	Shady Grove Metrorail Station to Biggs Ford Road
SUMMARY OF PURPOSE AND NEED	<p>The I-270/US 15 Corridor provides an essential connection between the Washington D.C. area and both central and western Maryland. Much of the corridor suffers from bumper-to-bumper congestion during the morning and evening rush hours. The accident rate is significantly higher than the statewide average for similar roadways. Conditions are expected to worsen considerably by 2020, as traffic is expected to increase up to approximately 60% over this time period.</p>
WHAT'S UNDER STUDY	<p>Several combinations of transit and highway strategies are being evaluated, including general-purpose lanes, auxiliary lanes, High Occupancy Vehicle (HOV) lanes, Collector-Distributor (C-D) lanes, managed lanes, Light Rail Transit (LRT), Bus Rapid Transit (BRT), and others. Specifically, the following alternates are under consideration:</p> <ul style="list-style-type: none"> • Alternate 1: No-Build (Modified Baseline) Alternate • Alternate 2: Transportation Systems Management/ Transportation Demand Management (TSM/TDM) Alternate, includes enhanced bus service, park and ride lots, hiker/biker trails, etc. throughout the Corridor and a shoulder conversion on southbound I-270 for HOV lanes between MD 121 and I-370 • Alternate 3A: Master Plan HOV/LRT Alternate Alternate 3B: Master Plan HOV/BRT Alternate Includes TSM/TDM strategies, additional general-purpose, C-D, HOV, and auxiliary lanes (<i>with one additional <u>HOV lane</u> in each direction along I-270 between MD 121 and I-70</i>), interchange improvements, and a separate transitway alignment to be evaluated as either LRT (3A) or BRT (3B) • Alternate 4A: Master Plan General-Purpose/LRT Alternate Alternate 4B: Master Plan General-Purpose/BRT Alternate Includes TSM/TDM strategies, additional general-purpose, C-D, HOV, and auxiliary lanes (<i>with one additional <u>general-purpose lane</u> in each direction along I-270 between MD 121 and I-70</i>), interchange improvements, and a separate transitway alignment to be evaluated as either LRT (4A) or BRT (4B) • Alternate 5A: Enhanced Master Plan HOV/General-Purpose/LRT Alternate Alternate 5B: Enhanced Master Plan HOV/General-Purpose/BRT Alternate Alternate 5C: Enhanced Master Plan HOV/General-Purpose/Premium Bus Alternate Includes TSM/TDM strategies, additional general-purpose, C-D, HOV, and auxiliary lanes (<i>with one additional <u>HOV lane and general-purpose lane</u> in each direction along I-270 between MD 121 and I-70</i>), interchange improvements, and a separate transitway alignment to be evaluated as either LRT (5A) or BRT (5B), or a 'Premium' express busway along the I-270 HOV lanes (5C) • I-270 Express Toll Lanes (ETL) Option The I-270 ETL concept consists of adding two express toll lanes per direction from I-370 (southern limit) to approximately I-70 (northern limit), a distance

PROJECT	I-495 Corridor Transportation Study
COUNTY	Montgomery County/Prince George's County
PROJECT LIMITS	American Legion Bridge to Woodrow Wilson Bridge
SUMMARY OF PURPOSE AND NEED	The purpose of the project is to address the current traffic problems and future traffic growth along the Beltway corridor. Capital Beltway provides an essential link on the national highway network and it serves local, regional and interstate trips. It is also the only circumferential route in the Washington D.C. area connecting many radial routes. Currently several sections of the roadway experience severe congestion, with bumper to bumper traffic with stop and go conditions during morning and evening rush hours. The traffic volumes are projected to increase considerably by the year 2020.
WHAT'S UNDER STUDY	<ul style="list-style-type: none"> • Express Toll Lanes
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project started as an HOV study was reinitiated as a multi-modal study in late 1994. • Public workshops were held in 1995, 1996, 1998 and in 2000. • Phase I studies completed in Spring 2001
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Informational Public Workshops in Fall 2004
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Four sets of formal public meetings held. • Open Houses held in May 2004. • Periodical Open Houses, Community Meetings • Newsletters • Citizen Consultation Group meetings at milestones • Informational Website: www.capitalbeltway.mdproject.com
QUESTIONS OR COMMENTS	<p>R. Suseela Rajan, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410- 545-8514 or toll-free 800-548-5026 Email: srajan@sha.state.md.us</p>

PROJECT	I-81, Maryland Veterans Memorial Highway
COUNTY	Washington County
PROJECT LIMITS	From West Virginia State Line to Pennsylvania State Line
SUMMARY OF PURPOSE AND NEED	The purpose of the study is to address safety and alleviate congestion along I-81 due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development, particularly in the Hagerstown area, will further contribute to the congestion.
WHAT'S UNDER STUDY	The alternates currently under consideration include inside widening, collector-distributor extension, and interchange improvements. In addition, a weigh station option and several toll options are under consideration.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project Initiated July 2001. • Alternates Workshop held June 2002 • Informational Workshop held May 2004 • Location/Design Public Hearing held October 6, 2004
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Alternate Selection - Winter 2005 • Finalize Final Environmental Document – Summer/Fall 2005
FUNDING	Funded for Project Planning.
ENVIRONMENTAL DOCUMENT	Environmental Assessment
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Brochures/Newsletters • Business Owner & Property Owner Meetings • Community/Civic Association Meetings
QUESTIONS OR COMMENTS	<p>Nicole Washington, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8570 or toll-free 1-800-548-5026 E-mail: nwashington@sha.state.md.us</p>

of approximately 23 miles. The ETL concept will not convert general-purpose lanes to toll lanes. The ETL lanes will be created by utilizing the proposed general-purpose and/or the proposed HOV lane(s) from I-370 to I-70. The ETL concept will also utilize electronic toll collection technologies to collect the fare from the users without toll booth facilities.

MAJOR MILESTONES

- Project initiated in June 1994 jointly by the Maryland State Highway Administration (SHA) and the Maryland Mass Transit Administration (MTA)
- Analysis of proposed alternates ongoing
- Draft Environmental Impact Statement available on Marylandroads.com
- Location/Design Public Hearings held June 25 & 27, 2002
- Open Houses to be held June 29 & 30, 2004

Montgomery County: Tuesday, June 29, 2004
Martin Luther King Jr., Middle School
13737 Wisteria Drive, Germantown, MD 20872

Frederick County: Wednesday, June 30, 2004
Ballenger Creek Middle School
5525 Ballenger Creek Pike, Frederick, MD 21703

UPCOMING ACTIVITIES

Open Houses to be held June 29 & 30, 2004 in Montgomery and Frederick Counties.

FUNDING

Funded for Project Planning

ENVIRONMENTAL DOCUMENT

Environmental Impact Statement / Section 4(f) Evaluation
Draft Environmental Impact Statement on Display May 24, 2002 also available @ Marylandroads.com
Final Environmental Impact Statement scheduled to be completed Summer 2006.

PUBLIC INVOLVEMENT

- Formal public meetings held in Spring 1995, Winter 1996, Spring 1997, February 2001 and Public Hearings June 25 and June 27
- Newsletters distributed periodically (most recently January 2001)
- Periodic meetings held with the Citizen Focus Group (most recently March 2002)
- Additional public meetings to be held

QUESTIONS OR COMMENTS

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www.mtmaryland.com

PROJECT	MD 3 (Robert Crain Highway) Project Planning Study
COUNTY	Anne Arundel and Prince George's Counties
PROJECT LIMITS	From US 50 to MD 32
SUMMARY OF PURPOSE AND NEED	The proposed study is needed to address both existing and forecasted operational and safety issues within the MD 3 corridor. The existing roadway will be inadequate to handle future traffic volumes resulting from the existing and planned growth and development in the study area. By year 2025, all intersections within the study limits are anticipated to fail with the exception of the ramps at Belair Drive. The study area of MD 3 has safety issues related to rearend, sideswipe, and opposite direction collisions. The significantly higher forecasted traffic volumes on this roadway are likely to increase the occurrence of accidents within the study area.
WHAT'S UNDER STUDY	Several alternates for improving existing MD 3; by-pass alternates are not within the scope of this study due to significant environmental and community issues.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project Initiation – July 2001 • Scoping Meeting – October 31, 2001 • Received Purpose & Need Concurrence – January 2002 • Alternates Public Workshop – November 7, 2002 • Received Concurrence: Alternates Retained for Detailed Study – Spring 2003 • Draft Environmental Impact Statement (DEIS) signed – March 31, 2004 • Location/Design Public Hearing – May 20, 2004
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Team Recommendation • Selected Alternate
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement / Section 4(f)
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Informational Newsletter with Questionnaire – January 2002 • Presentation to various community groups – 2002-2003 • Presentation to MD 175 area community – March 2004 • Presentation to Forest Drive area community – April 2004 • Presentation to Canter Farms HOA – April 2004 • Presentation to Gambrills/Crofton businesses – April 2004 • Presentation to Greater Crofton Council – May 2004 • Focus Group meeting periodically • Formal Public Meetings
QUESTIONS OR COMMENTS	<p>Christopher Weber, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-301 Baltimore MD 21202 Telephone: 410-545-8519 or toll free 1-800-548-5026 Email: cweber@sha.state.md.us</p>

PROJECT	I-270/Watkins Mill Road Study
COUNTY	Montgomery County
PROJECT LIMITS	I-270 from Game Preserve Road/Great Seneca Creek to MD 117, and Watkins Mill Road between MD 355 and MD 117
SUMMARY OF PURPOSE AND NEED	The extension of Watkins Mill Road between MD 355 and MD 117, with improved access to I-270, is needed to address existing congestion and serve the planned development area along Watkins Mill Road. The existing roads within the study area lack the capacity and continuity to provide adequate accessibility. Currently, failing levels of service are being experienced throughout the study area during the peak hours, especially along I-270 near the MD 124 interchange and at several nearby signalized intersections. In addition, the project will improve access to the current Metropolitan Grove MARC station which is underutilized due in part to poor access to the station from the interstate, as well as from MD 117 and MD 124.
WHAT'S UNDER STUDY	The selected alternate is Alternate 3 Revised, which consists of a new full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. The selected alternate includes the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355. In addition to the interchange, the Selected Alternate includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions. This alternate is consistent with the City of Gaithersburg master plan and satisfies the project's purpose and need.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project initiated in Spring 1999 by the Maryland State Highway Administration (SHA) • Environmental Assessment / Section 4(f) signed November 15, 2000 • Final Environmental Document signed by the Federal Highway Administration (FHWA) December 10, 2001
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • End of Project Planning
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Finding of No Significant Impact / Section 4(f) Evaluation

PUBLIC INVOLVEMENT

- Alternates Public Workshop held November 23, 1999
- Newsletters/brochures to be distributed periodically
- Citizen Focus Group meets periodically
- Location/Design Public Hearing held January 16, 2001

**QUESTIONS OR
COMMENTS**

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PROJECT	MD 140 Project Planning Study
COUNTY	Carroll County
PROJECT LIMITS	Sullivan Road to Market Street
SUMMARY OF PURPOSE AND NEED	To work with the City, County, and community to develop transportation options that meet the future travel demands along MD 140 which improve future transportation operations, capacity problems and overall accessibility.
WHAT'S UNDER STUDY	Currently developing several alternates for improving existing MD 140.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Location/Design Public Hearing – October 26, 2004 • Alternates Public Workshop – March 2003 • Purpose & Need Concurrence – March 2002 • Project initiated – July 2001
UPCOMING ACTIVITIES	Director's Recommended Alternate Meeting
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	Finding of No Significant Impact (FONSI)
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Location/Design Public Hearing – October 26, 2004 • Alternates Public Workshop – March 4, 2003 • Newsletters/Mailings • Focus Group Meetings held periodically
QUESTIONS OR COMMENTS	<p>Ms. Carmeletta T. Harris, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 410-545-8522 or 800-548-5026 Fax: 410-209-5004 charris@sha.state.md.us</p>

PROJECT	MD 159 – Perryman Project
COUNTY	Harford County
PROJECT LIMITS	From US 40 to MD 7
SUMMARY OF PURPOSE AND NEED	To improve access to the Perryman Peninsula, to address operation issues at the existing access points to the peninsula and to accommodate economic development and future transportation needs to and from the peninsula.
WHAT'S UNDER STUDY	
MAJOR MILESTONES	Project Initiation – July 1, 2001
UPCOMING ACTIVITIES	Developing the Purpose and Need
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	To Be Determined
PUBLIC INVOLVEMENT	Conduct Alternates Public Workshop
QUESTIONS OR COMMENTS	Carmeletta T. Harris, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-301 Baltimore, MD 21202 Ph. (410) 545-8522, toll free within Maryland (800) 548-5026 Fax (410) 209-5004 Email: charris@sha.state.md.us

PROJECT	US 301 / MD 197 Corridor
COUNTY	Prince George's County
PROJECT LIMITS	US 301 from north of Mount Oak Road to US 50
SUMMARY OF PURPOSE AND NEED	<p>This section of US 301 and the surrounding area has seen significant development over the past five years. Extensive growth planned in the next 10-to-15 years will dramatically increase traffic. Current traffic volumes at the MD 197/US 301 intersection are expected to jump from approximately 53,000 vehicles-per-day (VPD) to 98,000 VPD by 2020.</p> <p>The occurrence of rear-end accidents on this segment of US 301 is above the statewide average for similar roadways. Accident rates have doubled over the last three years, with 60% of the accidents occurring at intersections – a symptom of rapidly increasing congestion and reduced levels of service. The large amount of development along this segment of US 301 also indicates a strong need for access controls.</p>
WHAT'S UNDER STUDY	Several alternates for upgrading existing US 301 to a fully access-controlled facility with grade separations at MD 197 and Mill Branch/Excalibur Roads
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project initiated in July 1999 • Alternatives Retained for Detailed Study – Spring 2002 • Public Hearing – November 20, 2002 • Public Hearing Transcript available for public review – Spring 2003
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Detailed study (engineering & environmental analyses) of new Alternate 2 with Roundabouts • Informational Public Meeting – Fall/Winter 2005
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Categorical Exclusion
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Community meetings upon request • Focus Group • Brochures • Public Hearing
QUESTIONS OR COMMENTS	<p>Christopher Weber, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410- 545-8519 or toll-free 800-548-5026 Email: cweber@sha.state.md.us</p>

PROJECT	US 301/MD 313 Intersection Improvements Study
COUNTY	Kent County
PROJECT LIMITS	US 301/MD 313 Intersection
SUMMARY OF PURPOSE AND NEED	The purpose of the US 301/MD 313 project is to improve safety at this CSIL (Candidate Safety Improvement Location, previously known as High Accident Intersections). Providing needed improvements at this unsignalized intersection is part of a long-range plan to gradually upgrade US 301.
WHAT'S UNDER STUDY	To improve traffic operations and safety, including the possible construction of an interchange. The recently implemented J-turn improvements will be monitored as the project progresses, but the intersection will likely need major improvements.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Received concurrence from regulatory agencies on Purpose and Need Statement – Sept. 2000 • Workshop/Location/Design Public Hearing – July 26, 2001 • Received Administrator Approval – October 2001 • Obtained Location/Design Approval – April 24, 2002
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Transfer files to Highway Design once future funding is granted
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Categorical Exclusion
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Focus Group comprised of community reps., elected officials and project team members meet periodically throughout the study. • Public Workshop/Location/Design Hearing
QUESTIONS OR COMMENTS	<p>Wesley G. Mitchell, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore MD 21202 Telephone: 410-545-8542 Email: wmitchell@sha.state.md.us</p>

PROJECT	MD 210 Multi-Modal Study
COUNTY	Prince George's County
PROJECT LIMITS	I-495/I-95 (The Capital Beltway) to MD 228
SUMMARY OF PURPOSE AND NEED	MD 210 serves as a major route connecting the Capital Beltway, the District of Columbia and Virginia with southern Prince George's and Charles counties. This roadway has experienced worsening traffic congestion and associated safety concerns. Peak hour delays and congestion have become particularly prevalent at the signalized intersections for through traffic and side-road traffic.
WHAT'S UNDER STUDY	<p>The Selected Alternative, 5A Modified, focuses on intersection improvements, while preserving the option of mainline improvements for the future. This alternative includes interchanges at the following intersections:</p> <ul style="list-style-type: none"> • Kerby Hill Road/Livingston Road, • Livingston Road/Palmer Road, • Old Fort Road North, • Fort Washington Road, • Swan Creek Road/Livingston Road • Old Fort Road South <p>Alternative 5A Modified does not include High Occupancy Vehicle (HOV) lanes or widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc).</p>
MAJOR MILESTONES	<ul style="list-style-type: none"> • Initiated in Fall 1997 • Public Hearing held June 2001 • Selected Alternative June 2003 • Final Environmental Impact Statement Approved by FHWA June 2004 • Record of Decision September 2004
UPCOMING ACTIVITIES	Design Approval
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Meetings with area businesses & residents • Focus Group met periodically throughout the study • Informational Public Workshop held May 2000 • Informational Public Workshop held September 2002
QUESTIONS OR COMMENTS	<p>Heather Lowe, Environmental Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8526 or toll-free 800-548-5026 Email: hlowe@sha.state.md.us</p>

PROJECT	MD 32 from MD 108 to I-70
COUNTY	Howard County
PROJECT LIMITS	MD 108 to I-70
SUMMARY OF PURPOSE AND NEED	To investigate alternatives that would improve safety and traffic operations along the MD 32 corridor, between MD 108 and I-70, including all reasonable short- and long-term options.
WHAT'S UNDER STUDY	SHA is considering dualization of MD 32 to include a 34-foot median and interchanges at key locations. Interchanges are being considered for the combined Linden Church Roads, the Dayton Shop Complex, Burntwoods Road, Rosemary Lane, Nixon's Farm Lane and MD 144. Access management concepts are being developed that would eliminate all private driveways onto MD 32 from Burntwoods Road north to I-70.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Initiated in July 1994. • Alternatives Public Workshop -- June 1996. • Alternatives Selected for Detailed Study -- Fall 1997. • Informational Meeting -- June 1998. • Location/Design Public Hearing -- March 1999. • Land Use Expert Panel Report • Informational Public Workshop – September 8, 2004
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Town Hall Meeting – January 19, 2005 • Final Selection of Alternative • Final Environmental Impact Statement
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Community/civic association meetings upon request • Citizen Focus Group • Brochures • Public meetings at major milestones • Stakeholders Group
QUESTIONS OR COMMENTS	<p>Nicole Washington, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8570 or toll-free 1-800-548-5026 Email: nwashington@sha.state.md.us</p>

PROJECT	MD 24 Study
COUNTY	Harford County
PROJECT LIMITS	North of MD 924 to South of MD 7, Including the MD 24/I-95 Interchange
SUMMARY OF PURPOSE AND NEED	The purpose and need of the MD 24 Study is to provide improved vehicular and transit access between major state roadways and the interstate system while improving safety, eliminating congestion and providing sufficient capacity to serve existing and planned development.
WHAT'S UNDER STUDY	This section of roadway will likely need major improvements, including the possible modification of the I-95 interchange and grade separation of the MD 24/MD 924 intersection. Also likely are intersection improvements at Edgewood Road and MD 7.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Conducted Agency Field View – October, 2000 • Presented project to regulatory agencies – September, 2000 • Concurrence from regulatory agencies on Purpose and Need Statement complete – November, 2000 • Alternates Public Workshop to solicit public input on preliminary studies – April 25, 2001 • Location /Design Public Hearing – Fall 2003 • Alternate Selection – Spring 2004
UPCOMING ACTIVITIES FUNDING	<ul style="list-style-type: none"> • Location Approval – Winter 2004/2005 Funded for Project Planning by the Maryland Transportation Authority and the State Highway Administration
ENVIRONMENTAL DOCUMENT	Categorical Exclusion
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Focus Group comprised of community representatives, elected officials and state and county team members who meet periodically to assist in the development of alternatives • Alternates Public Workshop – April 25, 2001 • Community meetings (upon request)
QUESTIONS OR COMMENTS	Wesley Mitchell, Project Manager Maryland State Highway Administration 707 N. Calvert Street, MS C-301 Baltimore, MD 21202 Telephone: 410-545-8542 E-mail: wmittchell@sha.state.md.us

PROJECT	MD 26 (Liberty Road)
COUNTY	Carroll County
PROJECT LIMITS	Between MD 32 (Sykesville Road) & Liberty Reservoir
SUMMARY OF PURPOSE AND NEED	To develop a community facility that will support the existing and future commercial opportunities of the study area. In addition to enhancing the livability of the surrounding communities, the project will address current and future safety and operational problems along the corridor and also provide improved access for pedestrians and bicyclists.
WHAT'S UNDER STUDY	Consistent with the <i>Freedom Area Comprehensive Plan</i> , will address goals for development within the "Boulevard District." Improved traffic operations options will be considered after review of the number and location of existing accesses to the road as well as the configuration of existing intersections. Enhanced pedestrian and bicyclist movement will be reviewed from both a safety standpoint along with the promotion of such traffic.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Alternates Public Workshop to solicit public input on preliminary studies – May 31, 2001 • Public Hearing for Proposed Improvements/Design – Nov. 6, 2001 • Recommended Alternative to Administrator – January 29, 2002 • Location and Design Approval – July 24, 2002
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Project Planning Close Out – Fall 2002
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Categorical Exclusion
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Focus Group comprised of community representatives, elected officials and state and county team members meet periodically to review and provide input on the progress, scope and direction of the project • Alternates Public Workshop – Spring 2001 • Community meetings upon request • Location/Design Public Hearing – November 2001
QUESTIONS OR COMMENTS	<p>Wesley G. Mitchell, Project Manager Maryland State Highway Administration 707 North Calvert Street Baltimore MD 21202 410-545-8542 E-mail: wmitchell@sha.state.md.us</p>

PROJECT	MD 97 – Brookeville Transportation Study
COUNTY	Montgomery County
PROJECT LIMITS	From South of Gold Mine Road to North of Holiday Drive
SUMMARY OF PURPOSE AND NEED	To address the increasing traffic volumes on MD 97 through Brookeville by improving traffic operations and safety, while preserving the historic character of the town.
WHAT'S UNDER STUDY	The SHA Selected Alternate is Alternate 7 Modified which provides a 0.72-mile long bypass for commuter traffic on the west side of Brookeville, with roundabouts located at Brookeville Road and the southern termini (north of Gold Mine Road).
MAJOR MILESTONES	<ul style="list-style-type: none"> • Study re-initiated -- April 2000 • Expect completion of final environmental document -- Spring/Summer 2001 • Location/Design Public Hearing -- October 3, 2001 • Director's Meeting -- Summer 2002 • Administrator's Selected Alternate Meeting -- Fall 2002 • FEIS signed by FHWA – May 11, 2004 • Location Approval given by FHWA – October 18, 2004
UPCOMING ACTIVITIES	Design Approval
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement (EIS)
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Public meetings include Informational and Alternate Workshops and Location/Design Public Hearing • Community Focus Group meets periodically • Newsletter Winter 2003
QUESTIONS OR COMMENTS	<p>Carmeletta T. Harris, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-301 Baltimore MD 21202 Ph. (410) 545-8522, toll free within Maryland (800) 548-5026 Fax (410) 209-5004 Email : charris@sha.state.md.us</p>

PROJECT	US 1 / MD 201 Corridor Study
COUNTY	Prince George's County
PROJECT LIMITS	Sunnyside Avenue to MD 198
SUMMARY OF PURPOSE AND NEED	<p>Anticipated growth within the study area will make the existing traffic congestion more severe, compromising safety and the quality of life for communities within the project limits. The congestion along these corridors is worsened by the lack of access management and recurring flooding in the study area.</p> <p>Accidents normally associated with traffic congestion are prevalent in these corridors, including rear end, left turn, angle, and opposite direction accidents.</p>
WHAT'S UNDER STUDY	Highway improvement options are being evaluated to improve vehicular, transit, bicycle, and pedestrian mobility. Improvements should support planned economic development in the area, relieve traffic congestion, and enhance safety along the US 1 and MD 201 corridors.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project Planning Initiated – July 1999 • Alternates Public Workshop held – September 2000 • Initiate Stage II – January 2001 • Receive Agency Concurrence on Alternates Retained for Detailed Study – Spring 2002
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Updating traffic volumes • Preparation of Draft Environmental Impact Statement (DEIS) • Location/Design Public Hearing
FUNDING	Funded for Project Planning only.
ENVIRONMENTAL DOCUMENT	Draft Environmental Impact Statement / Section 4(f) Evaluation
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Informational Public Meeting held – June 2000 • Alternates Public Workshop held – September 2000 • Informational Public Meeting held – March 2002
QUESTIONS OR COMMENTS	<p>Christopher Weber, Project Manager State Highway Administration Project Planning Division, C-301 707 North Calvert Street Baltimore, MD 21202 410-545-8519 or 1-800-548-5026 410-209-5004 (fax) e-mail:cweber@sha.state.md.us</p>

PROJECT	Intercounty Connector Study
COUNTY	Montgomery and Prince George's County
PROJECT LIMITS	The study area is located along I-270 and I-95 corridors. It is bounded by I-270 and I-95/US 1 within central and eastern Montgomery County and northwestern Prince George's County.
SUMMARY OF PURPOSE AND NEED	The proposed Intercounty Connector (ICC) project is intended to link existing and proposed development areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.
WHAT'S UNDER STUDY	Updating traffic and environmental data; developing preliminary alternatives based on public and agency comments from June Open Houses
MAJOR MILESTONES	Alternatives Retained for Detailed Study (ARDS)
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> - Draft EIS (DEIS) release date – Fall 2004 - Public Hearing – December 2004 - Record of Decision (ROD) – Summer 2005
FUNDING	Programmed through Project Planning Partially funded for Design
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement (EIS)
PUBLIC INVOLVEMENT	An Alternatives Public Workshop and a Location/Design Public Hearing will be held to receive and address public comments. Local civic, business and church groups will be briefed on the project as needed. Newsletters providing project updates will be distributed throughout the study area on a periodic basis. A comprehensive web site has also been developed to keep the public informed.
QUESTION OR COMMENTS	Maryland Department of Transportation State Highway Administration ICC Study Team 707 N. Calvert Street Baltimore, MD 21202 1 (866) 462-0020 e-mail: iccstudy@sha.state.md.us website: www.iccstudy.org

PROJECT	US 220 South Corridor Study
COUNTY	Allegany County
PROJECT LIMITS	US 220 South, from Corridor H, near Scherr, WV, to I-68, near Cumberland, MD
SUMMARY OF PURPOSE AND NEED	To be determined
WHAT'S UNDER STUDY	This study will evaluate corridor alternates. West Virginia will act as the lead Highway Administration.
MAJOR MILESTONES	Project Start Date: July 1, 2003
UPCOMING ACTIVITIES	To be announced
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	To be determined
PUBLIC INVOLVEMENT	To be determined
QUESTIONS OR COMMENTS	Christopher Weber, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-301 Baltimore MD 21202 Telephone: 410-545-8519 or toll free 1-800-548-5026 Email: cweber@sha.state.md.us Norse Angus Telephone: 304-558-9664 Email: nangus@dot.state.wv.us

PROJECT	US 219 Project Planning Study
COUNTY	Garrett County
PROJECT LIMITS	US 219 from Meyersdale Pennsylvania to I-68 in Maryland
SUMMARY OF PURPOSE AND NEED	The purpose of this study is to improve the level of safety and accessibility between Meyersdale PA and the I-68 interchange in MD.
WHAT'S UNDER STUDY	This study will develop and evaluate all reasonable alternates, including the "No-Build" Alternate, to improve accessibility between Meyersdale PA and I-68 in MD. In addition the study will evaluate the social, economic, cultural and natural environmental impacts associated with the alternates. PennDot will be the lead Highway Administration.
MAJOR MILESTONES	Project initiated in January 2002
UPCOMING ACTIVITIES	Developing alternates
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	EIS
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Public Informational Meeting held June 17, 2002 • Project Newsletter mailed Winter 2004 • Public Open House Meeting #2 – February 25, 2003 • Public Open House Meeting #3 – November 6, 2003 • Public Hearing – Spring 2005 • Project web page: www.us219.com
QUESTIONS OR COMMENTS	<p>Sue Rajan Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8514 or toll-free 800-548-5026 Email: SRajan@sha.state.md.us</p> <p>David Sherman, P.E. Pennsylvania Department of Transportation 1620 North Juniata Street Hollidaysburg, PA 16648 Telephone: 814-696-7170 Email: dsherman@dot.state.pa.us</p>

PROJECT	US 301 Northern Corridor
COUNTY	Prince George's County
PROJECT LIMITS	MD 5 to US 50 (21 miles)
SUMMARY OF PURPOSE AND NEED	<p>The purpose is to develop transportation solutions that integrate land use and growth management, local community issues, and environmental protection.</p> <p>The need stems from the significant growth in recent years along the corridor. This existing pattern of growth and development has contributed to increased travel demand and congestion, and is expected to continue. The jobs/housing imbalance is another primary reason for the current and projected traffic congestion.</p>
WHAT'S UNDER STUDY	Traffic, natural environmental and socio-economic studies along with developing an access management plan for corridor preservation purposes. The study will also determine the limits for various project planning breakout projects (US 301 / MD 197 is the first breakout project)
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project initiated – January 1997 • Signed Draft Environmental Impact Statement – March 1998 • Public Hearings – June 1998 • Approval of Final Environmental Impact Statement (FEIS) – December 2000 • Obtained Record of Decision for Corridor Approval - May 2001
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Breakout of potential projects for Project Planning
FUNDING	Project Planning
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Public Hearings – June 1998 • Presentations and briefings to various community organizations.
QUESTIONS OR COMMENTS	<p>Chisa Winstead, Project Engineer Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410- 545-8545 or toll-free 800-548-5026 Email: cwinstead@sha.state.md.us</p>

PROJECT: US 301 Southern Corridor

COUNTY: Prince George's County & Charles County

PROJECT LIMITS: US 301 from the Governor Nice Bridge to US 301/MD 5 Interchange at TB and MD 5 from the MD 5/US 301 Interchange at TB to the Capital Beltway (I-95/I-495)

SUMMARY OF PURPOSE AND NEED: There are two aspects to the US 301 Southern Corridor Study. For the Waldorf area, the purpose is to develop transportation strategies that integrate existing land use and growth management, local community issues, and environmental protection. Transportation options are needed to provide for local commuter and through movement of people in a safe, efficient, environmentally sensitive, cost-efficient manner. The goal is to receive Location Approval for a selected alternative that could be constructed once funding is available. For the remaining portions of the Southern Corridor (excluding Waldorf), rapid development is ongoing and is reducing the options for major future transportation improvement in the area. Given the potentially serious environmental implications within the corridors, SHA identified that preservation of right-of-way (within a specific corridor) is needed to maintain options for future transportation improvements. The goal is to receive approval on a selected corridor(s) which will enable hardship and protective right-of-way acquisition with the selected corridor(s) to ensure that specific transportation options would still be available within those areas where development is rapidly occurring.

WHAT'S UNDER STUDY: Several upgrade alternatives to existing US 301; several bypass options to the east and west of Waldorf; bus rapid transit and interim improvements; HOV along the MD 5 corridor from the Capital Beltway to MD 5/US 301 interchange; access control management along existing US 301

MAJOR MILESTONES: Project initiated - July 1998, Alternates Public Workshop - September 1999

PROJECT STATUS: Re-initiating Project Planning activities

FUNDING: Funded for Project Planning

ENVIRONMENTAL DOCUMENT: Environmental Impact Statement

PUBLIC INVOLVEMENT: Alternates Public Workshops (3) were held September 1999; Waldorf Citizen's Advisory Group meets periodically; Prince George's County Citizen Advisory Group meets periodically; Community/civic group meetings upon request

**QUESTIONS OR
COMMENTS:**

Steven Hawtof, Project Manager
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore, MD 21202
Telephone: 410-585-1460 or toll-free 800-548-5026
Email: shawtof@gfnet.com

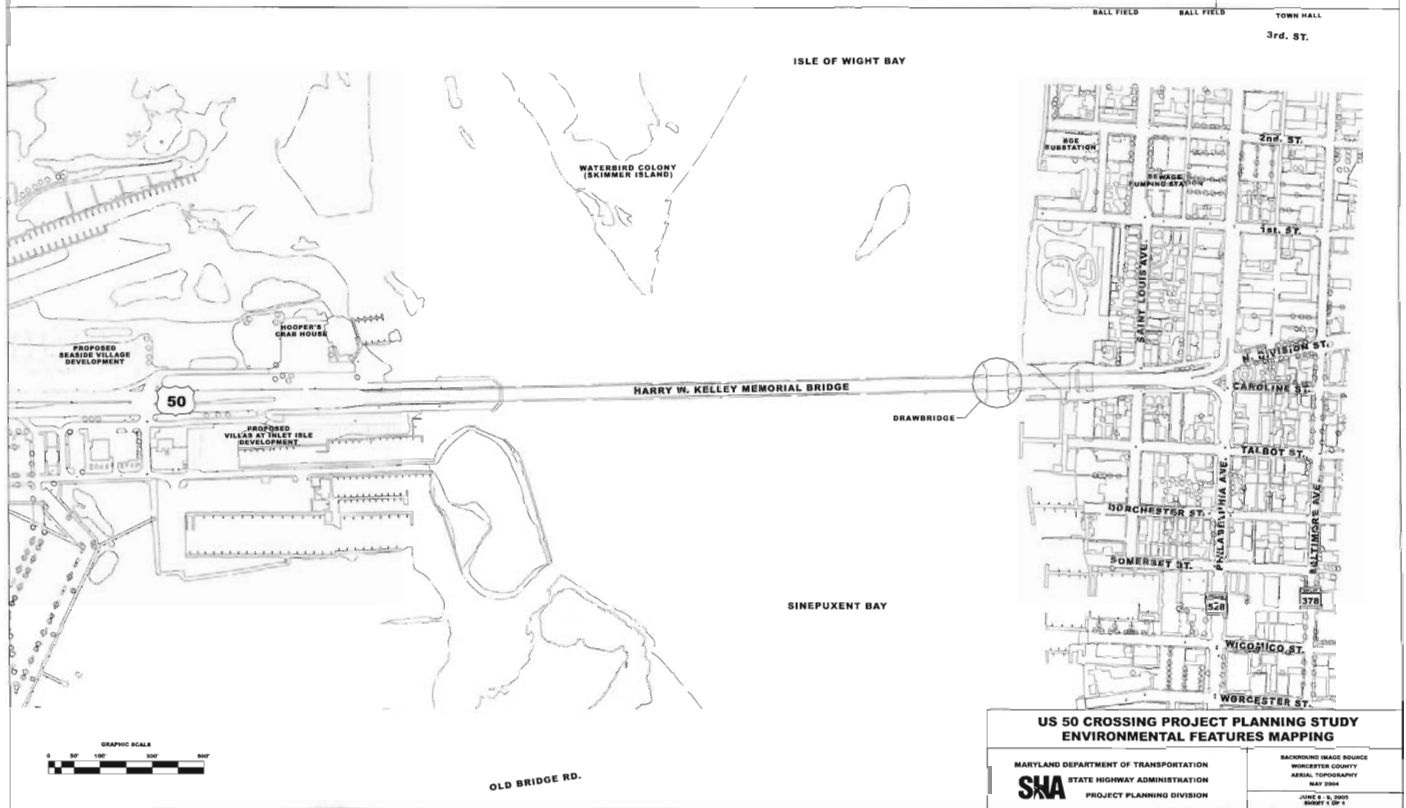
PROJECT	MD 28/MD 198 Corridor Study
COUNTY	Montgomery County/Prince George's County
PROJECT LIMITS	East of MD 97 (Georgia Avenue) to US 29/I-95 Corridor
SUMMARY OF PURPOSE AND NEED	Accommodate travel in a safe and efficient manner along the MD 28/MD 198 Corridor between MD 97 and the US 29/I-95 Corridor. Provide relief to present and future traffic congestion and improve traffic operations. Preserve quality of life relative to localized traffic congestion along the corridor.
WHAT'S UNDER STUDY	Alternates retained for detailed study include The No-Build Alternate, The Transportation System Management Alternate and The Master Plan Features Alternate. In addition, several Section 4(f) resource avoidance/minimization and access management options are being evaluated. The study team is currently coordinating with agency staff and other project teams the results from detailed engineering and environmental studies on the retained alternates for the development of a draft environmental document.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project initiated Fall 2000 • Agency Concurrence on Purpose and Need Statement - Jan. 2002 • Alternates Public Workshop held June 4, 2002 • Agency Concurrence on Alternates Retained for Detailed Studies – June 2003 • Completed Technical Studies December 2003
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Distribution of Draft Environmental Impact Statement – Spring 2005 • Location/Design Public Hearing – Fall 2005 • Concurrence on SHA Selected Alternate – Winter 2006
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	Environmental Impact Statement/Section 4 (f) Evaluation
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Public Alternates Workshop held Spring 2002 • Community meetings held April 2003 • Public Hearing anticipated Fall 2005 • Meetings with a Citizen Focus Group are on-going • Study Team project briefings with interested groups as requested
QUESTIONS OR COMMENTS	Shawn Burnett, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8531 or toll-free 800-548-5026 Email: sburnett@sha.state.md.us

PROJECT	MD 28 Rockville Town Center Study
COUNTY	Montgomery County
PROJECT LIMITS	MD 28/ MD 586/ MD 911 Intersection
SUMMARY OF PURPOSE AND NEED	The purpose of the proposed project is to improve traffic operations and address congestion at this intersection.
WHAT'S UNDER STUDY	Currently developing preliminary alternatives.
MAJOR MILESTONES	<ul style="list-style-type: none"> • ARDS – Summer 2004 • Received Approval on the Segmentation Paper to breakout the MD 28/ MD 586/ MD 911 Intersection from the Rockville Town Center Study – Fall 2003 • Initiated – March 1999
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Perform detailed engineering and environmental technical studies
FUNDING	Funded for Project Planning.
ENVIRONMENTAL DOCUMENT	EA
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Held Alternates Public Workshop – May 11, 2004 • ARDS Newsletter – Summer 2004 • Informational Public Workshop held – April 2000 • Focus Group meeting periodically • Community/civic association meetings upon request • Newsletters
QUESTIONS OR COMMENTS, CONTACT	<p>Carmeletta T. Harris, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8522 or toll free 1-800-548-5026 Email: charris@sha.state.md.us</p>

PROJECT	I-95 / I-495: Greenbelt Metro Access Study
COUNTY	Prince George's County
PROJECT LIMITS	The study area is centered on the existing partial interchange at the Greenbelt Metro Station and the Capital Beltway and extends along the Capital Beltway to the interchanges at US 1 and MD 201.
SUMMARY OF PURPOSE AND NEED	The purpose of the I-95 / I-495: Greenbelt Metro Access study is to facilitate planned transit-oriented development by providing improved access to and from the Greenbelt Metro Station. The need for this project is to provide a sufficient level of access and mobility to support transit-oriented development in the Greenbelt Metro Station Area, as identified in the December 2000 Greenbelt Metro Area Adopted Sector Plan and Endorsed Sectional Map Amendment.
WHAT'S UNDER STUDY	Providing missing movements between the Greenbelt Metro Station and Capital Beltway to facilitate transit-oriented development.
MAJOR MILESTONES	Selected Alternate and Conceptual Mitigation Package
UPCOMING ACTIVITIES	Obtain Location Approval
FUNDING	Funded Project Planning and Design
ENVIRONMENTAL DOCUMENT	Categorical Exclusion (CE)
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • SHA Selected Alternate Newsletter – Fall 2004 • Location/Design Public Hearing – January 22, 2004 • Public alternates workshop held – June 2002 • Elected/appointed officials will be briefed on a regular basis • Focus Group meets periodically • Local civic, business, and church groups are afforded the opportunity to be briefed on the project as needed
QUESTIONS OR COMMENTS	<p>Carmeletta Harris, Project Manager State Highway Administration Project Planning Division, C-301 707 North Calvert Street Baltimore, MD 21202 410-545-8522 or 1-800-548-5026 410-209-5004 (fax) e-mail: charris@sha.state.md.us</p>

PROJECT	US 50 over Sinepuxent Bay
COUNTY	Worcester County
PROJECT LIMITS	US 50 (Ocean Gateway) between MD 611 (Stephen Decatur Highway) and MD 378 (Baltimore Avenue)
SUMMARY OF PURPOSE AND NEED	To be determined
WHAT'S UNDER STUDY	Rehabilitate the existing bridge, build a new option, or develop a non-bridge option.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project Initiation – November 2004
UPCOMING ACTIVITIES	<ul style="list-style-type: none"> • Developing the Purpose & Need • Open House – June 8 & 9, 2005
FUNDING	Funded for Project Planning
ENVIRONMENTAL DOCUMENT	To be determined
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Newsletter • Open House – June 8 & 9, 2005 at Ocean City Convention Center
QUESTIONS OR COMMENTS	<p>Tessa K. Mercer, Assistant Project Manager Project Planning Division Maryland State Highway Administration 707 North Calvert Street, Mail Stop C-301 Baltimore MD 21202 Telephone: toll free 1-800-548-5026 or 410-545-8039 Email: tmerc@sha.state.md.us</p>

US 50 CROSSING STUDY - OCEAN CITY



The study team is looking at a variety of options for the crossing including a no-build option. What would you like to see?

What is most important in a crossing of the bay?

What is good or bad about the existing bridge?

Regarding the Park and Ride lot west of the bay:

- a. Should we encourage use of the lot to reduce congestion in Ocean City?**
- b. How can we get more people to use the lot?**

Are there any natural or community features we need to avoid/protect?



Exit Survey

The purpose of this study is to develop and analyze future options for US 50 over Sinepuxent Bay. This study will consider a wide range of options, including no-action, rehabilitating the existing bridge, building a new bridge, or potentially developing a non-bridge option.

On a scale from 1 to 5, for the US 50 Crossing study into Ocean City how important is:

Please circle one:

1 - not important 5 - very important

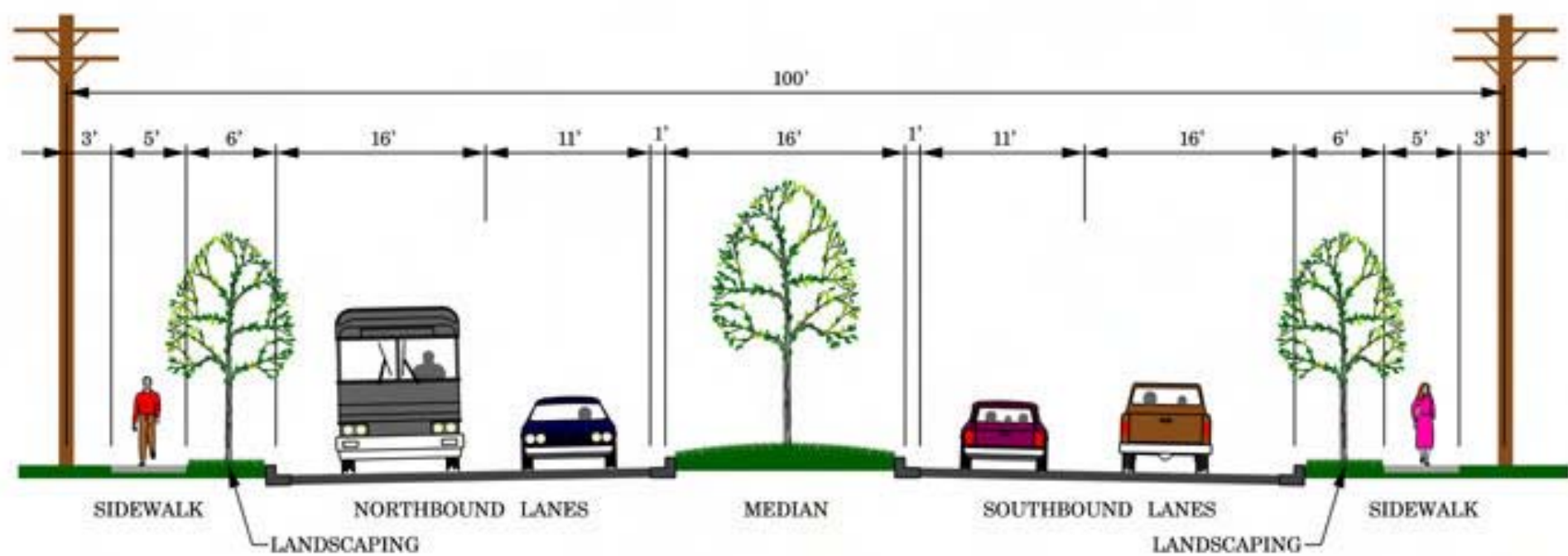
1. Fishing?	1	2	3	4	5
2. Pedestrian access?	1	2	3	4	5
3. Car and truck access?	1	2	3	4	5
4. Bus access?	1	2	3	4	5
5. Bicycle lanes?	1	2	3	4	5
6. Navigation?	1	2	3	4	5
7. Limiting the number of cars into Ocean City?	1	2	3	4	5
8. Attractiveness?	1	2	3	4	5
9. Other?	1	2	3	4	5

Please check which of the following apply to you:

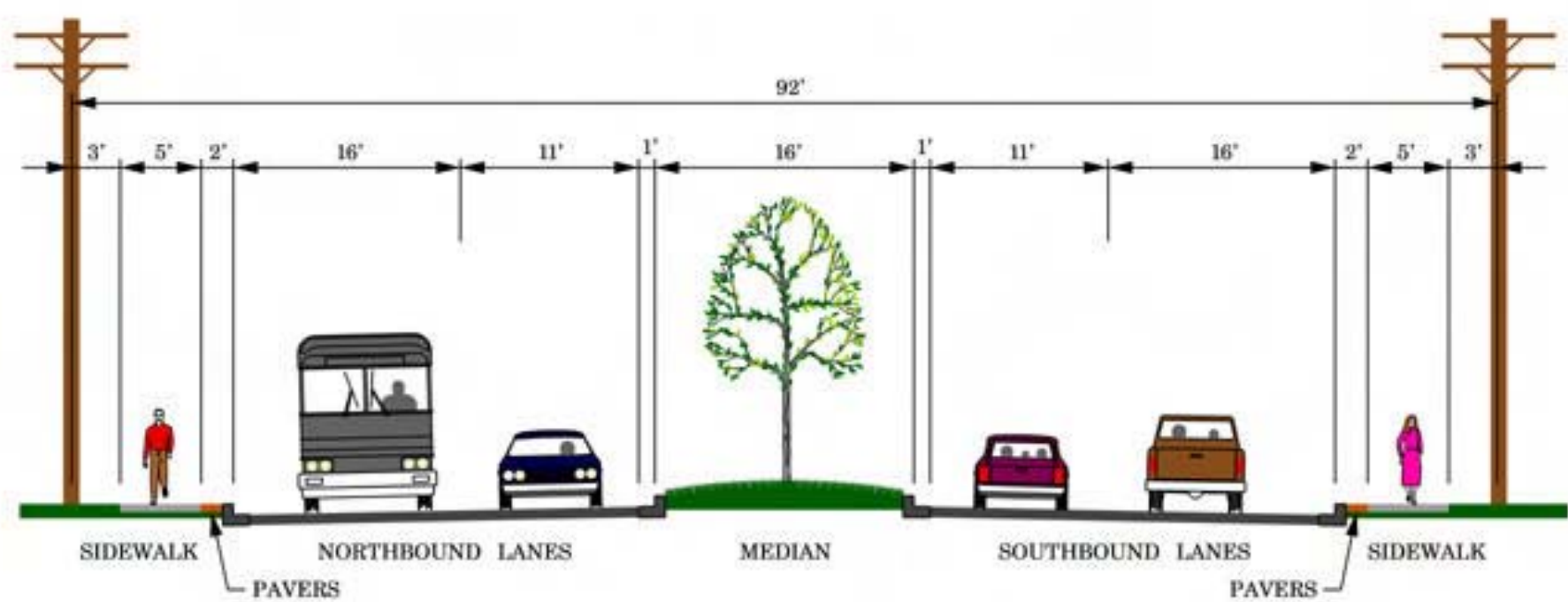
- Full-time Ocean City resident Visitor
- Part-time Ocean City resident Other _____

Comments: _____

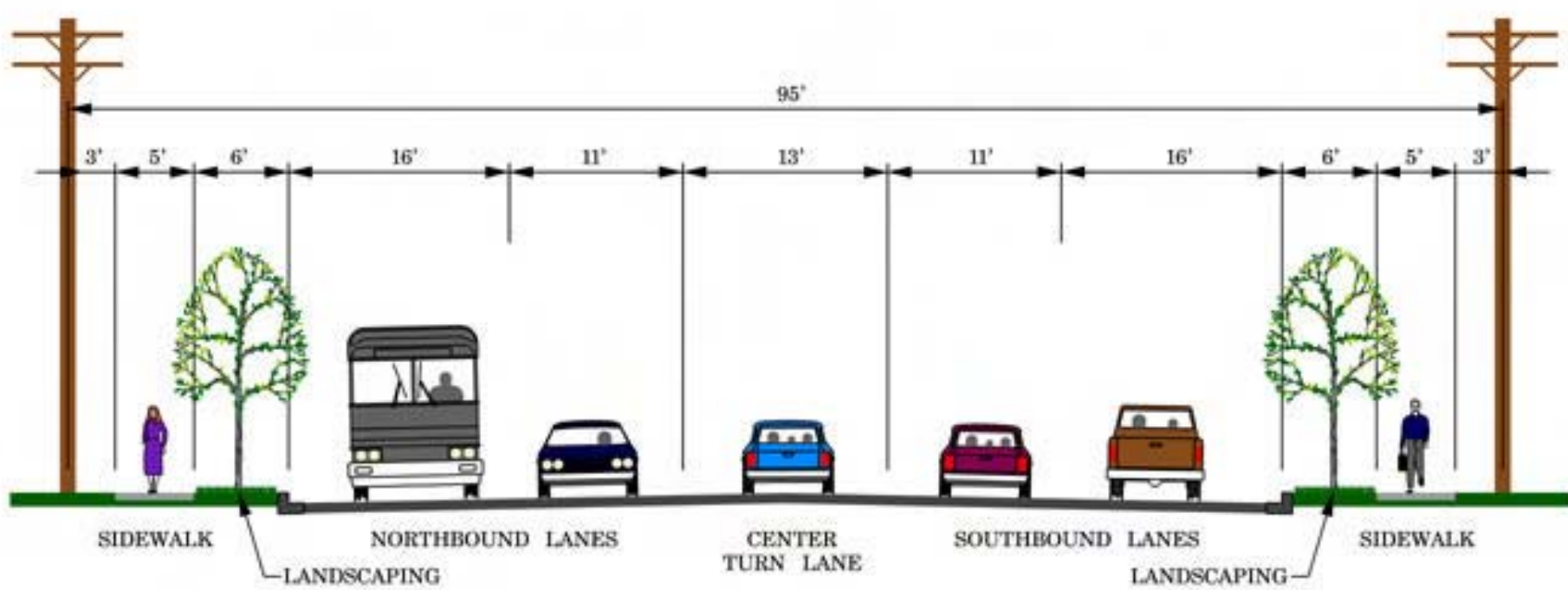
PROJECT	I-95/Contee Road Transportation Improvement Study
COUNTY	Prince George's County
PROJECT LIMITS	The study area is located along the I-95 Corridor between the existing interchanges at I-95/MD 198 and I-95/MD 212. The study area is bounded on the east by Virginia Manor Road/Van Dusen Road and on the west by Old Gunpowder Road.
SUMMARY OF PURPOSE AND NEED	The purpose of the I-95/Contee Road Transportation Improvement Study is to provide improved access to the proposed development. This development, known as Konterra, includes a mixed-use town center, upscale retail, research and technology campuses, and areas reserved for special uses such as major governmental, educational or corporate facilities.
WHAT'S UNDER STUDY	Improved access to and from I-95 for the proposed development.
MAJOR MILESTONES	Scoping Meeting - September 6, 2001 Received Purpose & Need Concurrence – May 2002 Alternates Public Workshop – October 10, 2002 Concurrence for Alternates Retained for Detailed Study – 3/03 Draft Environmental Document signed - September 2004 Location Design Public Hearing – October 19, 2004
UPCOMING ACTIVITIES	Preferred Alternate Selection - January 2005 Location Design Approval – Fall 2005
FUNDING	Funded for Project Planning and partially for Final Design
ENVIRONMENTAL DOCUMENT	Environmental Assessment
PUBLIC INVOLVEMENT	A Focus Group comprised of community representatives, elected officials and state and county team members has met six times to assist in the development of alternatives. A Public Alternates Workshop and a Location/Design Public Hearing was held to receive and address public comments. Local civic, business and church groups have been briefed on the project as needed. Three newsletters presenting the Purpose and Need of the study and providing project updates were distributed throughout the study area.
QUESTION OR COMMENTS	Wesley Mitchell, Project Manager Ashok Saini, Project Engineer State Highway Administration Project Planning Division, C-301 707 N. Calvert Street Baltimore, MD 21202 (410) 545-8542 or 1-800-548-5026 e-mail: wmittchell@sha.state.md.us



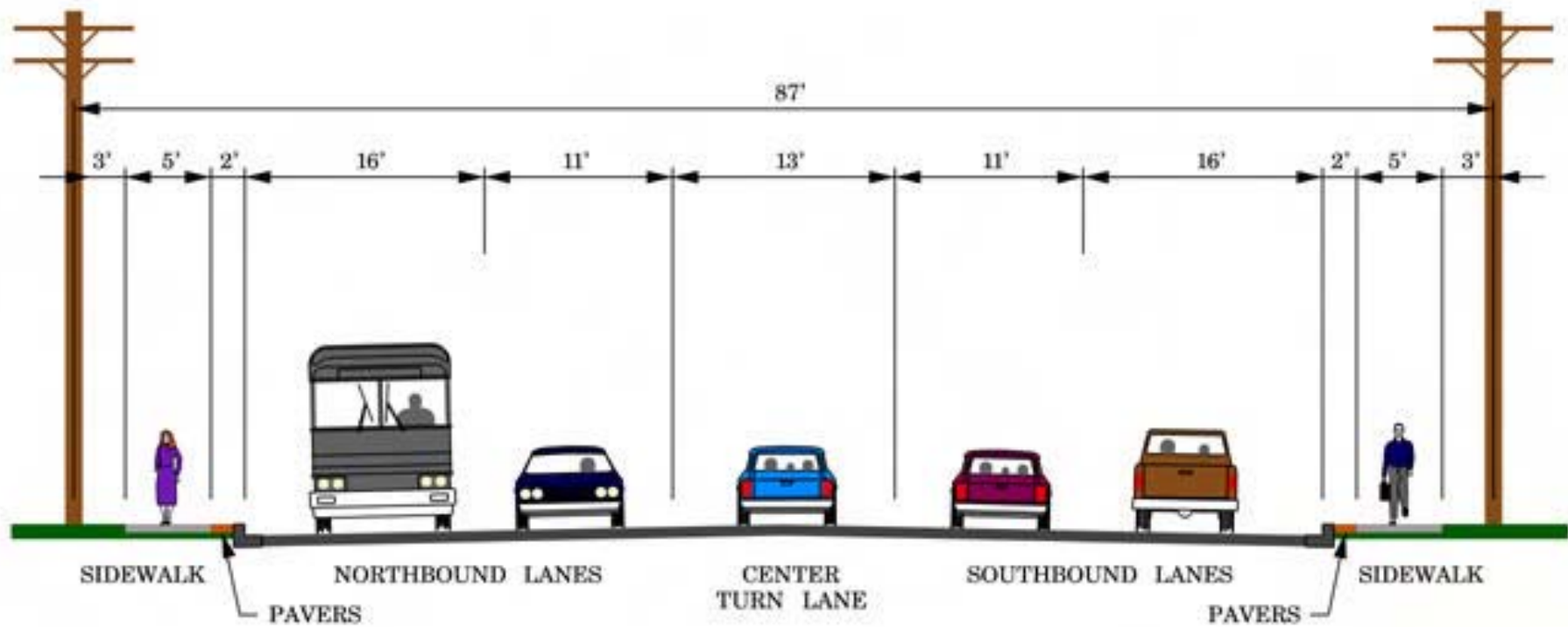
4-LANE DIVIDED HIGHWAY



4-LANE DIVIDED HIGHWAY



5-LANE UNDIVIDED HIGHWAY



5-LANE UNDIVIDED HIGHWAY

PROJECT	US 15/MD 26 Interchange Study
COUNTY	Frederick County
PROJECT LIMITS	US 15 between Opossumtown Pike/Motter Avenue and Hayward Road/Worman's Mill Road, and MD 26 between Thomas Johnson Drive and Worman's Mill Road.
SUMMARY OF PURPOSE AND NEED	Enhance vehicular, bicycle and transit access to and from the local transportation network, and to improve safety at the US 15/Hayward Road-Worman's Mill Road intersection, as well as to accommodate and provide sufficient capacity to serve existing and planned economic development in the area.
WHAT'S UNDER STUDY	The selected alternate is Alternate 2. This alternate provides a ramp from westbound MD 26 to northbound US 15 in addition to maintaining the existing interchange. Due to safety issues, this ramp necessitates the closure of the existing median opening on US 15 between MD 26 and Hayward Road. Alternate 2 extends the Hayward Road right turn acceleration lane to southbound US 15. Worman's Mill Road would be a cul-de-sac at US 15.
MAJOR MILESTONES	<ul style="list-style-type: none"> • Project initiated in July 2001 • Purpose and Need Concurrence received in November 2001 • Open House held December 13, 2001 • Alternates Public Workshop held April 24, 2002 • Location/Design Public Hearing held January 7, 2003 • Project Planning complete- Location and Design Approval received October 2003
UPCOMING ACTIVITIES	Candidate for Design Funding
FUNDING	Funded for Project Planning only
ENVIRONMENTAL DOCUMENT	Categorical Exclusion
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> • Newsletter distributed Fall 2001 • Open House held December 2001 • Public Workshop held April 2002 • Public Hearing held January 2003
QUESTIONS OR COMMENTS	<p>Russell Walto, Project Manager Maryland State Highway Administration 707 North Calvert Street, Mailstop C-301 Baltimore, MD 21202 Telephone: 410-545-8547 or toll-free 800-548-5026 Email: rwalto@sha.state.md.us</p>