

**C. PUBLIC COMMENTS RECEIVED
SUBSEQUENT TO THE PUBLIC HEARING**

**1. LOCAL BUSINESS, COMMUNITY
ORGANIZATIONS AND PRIVATE
CITIZENS**

From: SHA Administrator
To: Fred Gamble, Jr.
Date: 7/30/01 11:23AM
Subject: Re: Maryland 210 Widening Project

Dear Ms. Gamble:

Thank you for your recent email regarding MD 210. I have forwarded your concerns to Mr. Gregory Welker, that area's District Engineer. He will have the appropriate person respond to you directly.

Thank you again,

Chris Diaczok

>>> "Fred Gamble, Jr." <fgamble6@hotmail.com> 07/29/01 05:28PM >>>
Dear SHA,
I just want to give you my feedback on your Maryland 210 Project.

Every morning I embark on my "journey" to Verizon in Silver Spring, Maryland on Route 29-Columbia Pike. If I do not leave my home at 6:30 on the dot or before, it will cost me 15 extra minutes.

I live on the intersection of Old Fort Road North and Maryland 210. Because the traffic signals are timed, the intersection at Swann Creek and MD 210 will always stop me. I have decided since a signal will stop my journey, I may as well leave from Swann Creek and be stopped at Fort Washington Road and MD 210 instead.

It takes me no less than twenty minutes to get from Old Fort Road North to I-95 in the mornings and that's if I leave at 6:30. It is so disgusting to start my day off this way in heavy expressway traffic that is being forced to travel on a highway with signaled traffic lights. The other disgusting point is that I am forced to deal with this again in the afternoons as well.

My suggestion to SHA is to REMOVE ALL SIGNALLED TRAFFIC LIGHTS from MD 210, create overpasses and on/off ramps, and just basically make Indian Head Highway and Expressway and rename it as such.

When this is done, it would be most appropriate to make sure that the new Indian Head Expressway is clearly visible at night with the appropriate street lamps for motorists who have car problems (I see this quite frequently) and have sound barriers installed along both sides of the expressway in residential areas where the expressway will travel.

I would also like to see the exit identifier from I-95 and I-295 identify Fort Washington as a place where motorists can access by travelling MD 210. Indian Head is identified there and yes, you can access that city by this route, however, Fort Washington is a very large residential community and it will help people who are not from this area identify where to access this neighborhood.

Now, you may think these requests and opinions are far fetched, however, I can't help but think that if this same highway situation was located in Montgomery or Howard Counties that it would be well constructed and planned the first time around.

There are a lot of residents who live in this corridor who want to hold on to the rural appeal that this county boasted for many, many years, but in my opinion, it is far too late for that because of the amount of people who have relocated to this area and the growth that has seen in recent years.

Thank you for listening to my opinions and suggestions. I would like to be notified on what has been decided for this region since I am a concerned citizen who lives in this area.

Most Sincerely,
Lenore H. Gamble
"A man without God is just breath and britches. . ."

Lenore Hampton Gamble
12819 Lampton Lane
Ft. Washington, MD 20744
301.203.5582 Get more from the Web. FREE MSN Explorer download : <http://explorer.msn.com>

CC: GREGORY WELKER; SUE JENKINS

VI-175



Maryland Department of Transportation
State Highway Administration

August 15, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Lenore Hampton Gamble
Page 2

<internet>fgamble69@hotmail.com
Ms. Lenore Hampton Gamble
12819 Lampton Lane
Fort Washington MD 20744

Dear Ms. Gamble:

Thank you for your e-mail dated July 29, 2001 concerning the MD 210 Project Planning Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project. We anticipate that a selected alternative(s) for this project will be identified this Fall.

The project team has noted your support for the removal of all traffic signals to address capacity needs along the MD 210 corridor. Your suggestion most closely corresponds to the study's Capacity Option 2, which calls for the elimination of signals (with construction of grade-separated interchanges) at all intersections north of Farmington Road. Noise barriers continue to be evaluated along with all of the improvement alternatives being considered along MD 210. Your other comments regarding signing on I-95 and I-295 will be forwarded to the area's District Engineer for consideration. Signing and lighting issues on MD 210 itself will be considered in the design process if a build alternative is selected.

We are continuing to evaluate citizen comments received as a result of the recent Public Hearing. After careful evaluation of these comments, the study team will formulate a recommendation for the selection of an alternative.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Your name is on our mailing list and you will be notified of future progress on this initiative. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins. He can be reached at 410-545-8548 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Dennis M. Atkins
Project Manager
Project Planning Division

Chris Diaczok (w/incoming)
Cynthia D. Simpson
Mr. Douglas H. Simmons
Mr. Charlie Watkins

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes interchanges from Kerby Hill Road to Old Fort Road South and at-grade signalized intersections at Farmington Road and MD 373 on MD 210. Traffic signals on MD 210 will be eliminated from Wilson Bridge Drive to Old Fort Road South. The proposed interchanges, with the side roads bridging over MD 210, may have traffic signals at the ramp intersection tie-ins to the existing side roads. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-176

From: DENNIS ATKINS
To: RevFlo@aol.com
Subject: MD 210

Pastor Florida Morehead Ford
 Shalom Ministries Worship Center
 Fort Washington, MD.
 <RevFlo@aol.com>

Dear Pastor Ford:

Thank you for your recent e-mail concerning the status of the MD 210 Project Planning Study. As you had discussed with Ms. Heather Murphy, our previous Project Manager, the Shalom Ministries Worship Center has been identified as a potential displacement with all of the build alternatives currently under consideration. As you are aware the Public Hearing was held in June of 2001. During the MD 210 Public Hearing comment period, the study team received an overwhelming amount of opposition regarding the implementation of HOV lanes on MD 210. The study team is currently developing additional alternatives to address these public concerns. The interchange options did receive public support. A decision regarding a selected alternative for MD 210 is not anticipated until the end of this year. There is currently no funding for design and/or construction of this project. Typically projects require several years to design and acquire right-of-way prior to construction. The earliest design funding could be made available is FY 2004 which begins in July 2003. As this project moves forward we will keep you abreast of any future developments.

I hope this information is helpful. If you have any additional questions or concerns, please don't hesitate to call me at (410) 545-8548.

Very Truly Yours

Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

By:
 Dennis M. Atkins
 Project Manager
 Project Planning Division

>>> <RevFlo@aol.com>>>>

Good afternoon Ms. Murphy,
 I left you a voice message, but if you would rather email me, please feel free to do so. I am Pastor Florida Morehead Ford, Shalom Ministries Worship Center, Fort Washington, MD.

I would like an update on the proposed Indian Head Hwy Corridor Project.

- Has it been decided what will take place (i.e. overpasses, light rail, etc.)

- What is the timeline for the project?

- Have dollars been made available to begin?

Thank you for sharing as much info as you can at this time.

Shalom (peace),

Pastor Ford
 301-293-0915 (home office)
 301-587-5505 (church office)

CC: BOB BOOT; CHARLIE WATKINS; HEATHER AMICK; Internet:Mlctz@wtbco.com;
 KEITH KUCHARAK; MELISSA KOSENAK; ROBERT SANDERS

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes Kerby Hill Road Interchange Option C with the Shalom Ministries Worship Center identified as a displacement. At this time, no money has been made available to begin detailed design, right of way acquisition or construction of the project. Until money is made available we cannot speculate on when these phases will begin. The proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

From: "Dan Lieman" <lieman@erols.com>
To: "DENNIS ATKINS" <DATkins@sha.state.md.us>
Date: 1/25/02 12:57AM
Subject: Re: MD210

Dear Mr. Atkins:

Thank you for your response to my email. I also received the reply in July 2001 to my June 2001 hearing remarks. While I do not expect a point by point description of what is good and bad about my remarks, the Focus Group was led to believe they would be involved in the discussion of the public input. And, incidentally, some of my suggestions might be resolved for or against during the discussions.

I am glad the MD 210 project is being worked on. The other Focus Group members might like to know about your progress over the last seven months and your intention of holding a meeting in the spring.

Dan Lieman

-----Original Message-----

From: DENNIS ATKINS <DATkins@sha.state.md.us>
To: lieman@erols.com <lieman@erols.com>
Cc: BOB BOOT <bboot@sha.state.md.us>; CYNTHIA SIMPSON <CSimpson@sha.state.md.us>; CHARLIE WATKINS <CWatkins@sha.state.md.us>; HEATHER AMICK <HAMick@sha.state.md.us>; KEITH KUCH-AREK <KKucharek@sha.state.md.us>; ROBERT SANDERS <RSanders@sha.state.md.us>; storckmt@stvinc.com <storckmt@stvinc.com>; Mark Lotz <mlotz@wtbco.com>
Date: Thursday, January 24, 2002 2:35 PM
Subject: Re: Are there any MC210 Focus Group Meetings?

Mr. Dan Lieman
lieman@erols.com

Dear Mr. Lieman:

Thank you for your recent e-mail regarding the status of the MD 210 project. First and foremost I want to assure you that the team has not held any focus group meetings since the public hearing last year. Secondly, as a member of the focus group you will certainly be informed of any upcoming meetings. We do intend to meet again with you folks and I hope to schedule that meeting this spring.

I did want to let you know that while we have not been out front meeting with the public there have been some ongoing activities that the study team has been involved with. As you know, and probably as we could have predicted based on the last several focus group meetings, the comments received regarding the HOV alternatives at the public hearing were less than positive. As a result the study team has been instructed to develop an additional alternative that we hope will address some of the comments we heard at the hearing. We will discuss the details of this additional alternative at the next focus group meeting.

One of the major comments we heard from the focus group members at the last meeting was a question regarding which interchange concepts the team was

favoring at each of the intersections. At the time we were not in a position to offer an opinion. However, we thought that the question was very important and have been spending some time trying to be in a position to get an answer. The first step for us was to get our Highway and Bridge Design Divisions to buy into the interchange concepts and associated structures (bridges and retaining walls). We are still working with them and when we meet with the focus group again should be able to show you the results of that additional coordination.

Regarding your specific comments an initial response was sent out to everyone who provided comments during the public hearing. Our records indicate that a response went back to you on July 20, 2001. Since your comments were so voluminous, we wanted to sort out some of the overall project issues before we responded to them in detail. As part of the preparation of the Final Environmental Impact Statement for this project we will respond to your specific comments.

At the next focus group meeting we will talk about the comments we received and we hope that the concepts we will be presenting will help to address those major comments. We look forward to meeting with you folks again later this spring. If you have any additional questions please feel free to call me at (410) 545-8548.

Very truly yours

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Dennis M. Atkins
Project Manager
Project Planning Division

cc: Charlie Watkins
Heather Amick
Mark Lotz
Keith Kucharek

Thanks!

Dennis M. Atkins
Project Manager
Project Planning Division
(410) 545-8548

>>> "Dan Lieman" <lieman@erols.com> 01/14/02 12:41AM >>>
Mr. Atkins:

VI-178

THIS PAGE INTENTIONALLY BLANK

For a few years, I attended most MD210 Focus Group meetings at the Harmony Hall Performing Arts Center in Fort Washington MD. The meetings were led by your predecessor Heather Murphy. Since the June 2001 hearing on MD210, I have not heard about any meetings to discuss design selections for the improvement of MD210 intersections. I submitted detailed comments about the MD210 designs based on the information provided for the June 2001 hearing and extra study information distributed to the Focus Group. The public comments were supposed to be discussed by the Focus Group.

Have there been any Focus Group meetings I was not told about?
Are any Focus Group meetings scheduled?

Dan Liernan

Supplemental Response:

Two focus group meetings have been held, May 7, 2002 and September 12, 2002, to discuss the status of the project and to introduce Alternative 5A Modified to the group, which was based on comments heard at the June 2001 Public Hearing. Alternative 5A Modified is the SHA-Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Your comments have been addressed in the FEIS Section VI Comments and Coordination.

A final project newsletter will be mailed pending location approval from the Federal Highway Administration anticipated in Spring 2004.

VI-179

Boot, Robert

From: CHRIS WEBER [CWeber@sha.state.md.us]
Sent: Monday, June 24, 2002 1:57 PM
To: BOB BOOT; DENNIS ATKINS; HEATHER AMICK; MELISSA KOSENAK
Subject: Helen Sindair 301-894-2073

Item Type: Phone
Caller: Helen Sinclair
Company: MD 210 - Indian Head Hwy. Project
Phone: 301-894-2073

Telephoned Please Call
 Will Call Again Returned Your Call
 Wants to See You Came to See You
 Urgent

Ms. Sinclair would like more hearings on the Indian Hwy. Project and no selection/decision made on July 2. She feels it is dangerous to eliminate all the traffic signals. The community walks and drives to stores, etc., and needs the traffic stopped to do so. She feels we should not mix high speed traffic with the local, slower traffic. There are plans for 2 sr. citizen developments to be built - 1 at Ft. Washington & Indian Head Hwy. (6 1 further south). She feels the residents need calmer traffic conditions and should not be expected to merge into and out of the uninterrupted, high speed traffic.

If you have any questions about this message please call me.

Thanks,
- Chris
etc

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes interchanges from Kerby Hill Road to Old Fort Road South and at-grade signalized intersections at Farmington Road and MD 373 on MD 210. Traffic signals on MD 210 will be eliminated from Wilson Bridge Drive to Old Fort Road South. The proposed interchanges, with the side roads bridging over MD 210, may have traffic signals at the ramp intersection tie-ins to the existing side roads. All interchange ramp tie-ins to MD 210 will have acceleration/deceleration lanes, based on current American Association of State Highway and Transportation Officials (AASHTO) standards to allow safe merging to/from MD 210.

For example: A person wanting to travel from east of MD 210 to west of MD 210 on one of the existing side roads would be able to cross over MD 210 on a proposed bridge without having to interact with MD 210 mainline traffic.

3420 RICKEY AVENUE
APT 323
TEMPLE HILLS, MD 20748

OB BOOT - Sandra Robinson

Page 1

From: MELISSA KOSENAK
To: BOB BOOT; CHISA WINSTEAD; DENNIS ATKINS
Date: 6/27/02 3:29PM
Subject: Sandra Robinson

FYI...a citizen, Sandra Robinson, called with concerns about the Woodrow Wilson Bridge as well as our MD 210 Project. She requested a hearing to address all issues in the Oxon Hill area. I informed her that we are in the process of planning some form of public involvement for the MD 210 corridor project.
Thanks,
Melissa

Supplemental Response:

The Woodrow Wilson Bridge Project is a separate effort from the MD 210 Multi-Modal Study. An Informational Public Workshop, which the public was invited, was held on September 26, 2002.

Alternative 5A Modified is the SHA-Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-180

From: MELISSA KOSENAK
To: BOB BOOT; DENNIS ATKINS
Date: 6/26/02 10:47AM
Subject: MD 210 Citizen Call

FYI, an Oxon Hill resident, JR Hawthorne, called on 6/26/02. He received the newsletter and was upset that lightrail wasn't included in the project. I explained to him that traffic projections do not warrant lightrail. I indicated that the structures for the interchanges would be built approximately 50' longer than necessary in order to not preclude future transportation enhancements. He was unhappy with this, because he believes that SHA is conspiring to allow insufficient right-of-way for transit so that in the future lightrail can be ruled out because there won't be enough room. Therefore, leaving HOV lanes are the only option. Mr. Hawthorne will be putting his thoughts into writing and sending them to Dennis.

Thanks!
Melissa

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative. Rail is not being considered as part of this project; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. Earlier studies had indicated that the MD 5 corridor was a better candidate for rail in the near term future.

From: MELISSA KOSENAK
To: DICK RAVENSCROFT
Date: 6/28/02 1:39PM
Subject: MD 210 Resident

Dick,
I received a phone call from Mr. Everhett Keeton, a citizen who lives at 10000 Indian Head Highway. According to the MD 210 project, his home is a take. He would like for you to phone him to explain what his rights are as a property owner. His phone number is (301)265-9050.

Thank you,
Melissa

CC: BOB BOOT; DENNIS ATKINS

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes Old Fort Road North Interchange Option C; however, proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

A meeting with the property owners of potential residential displacements was held on July 30, 2002 to discuss the project and explain the SHA Right of Way and Relocation Assistance Process property owner's rights and benefits.

ACCOKEEK DEVELOPMENT REVIEW DISTRICT COMMISSION

ADRDC

2307 Rockwood Road
Accokeek, MD 20607
(T) 301-283-2854
(F) 301-283-4520

October 25, 2002

Dennis Atkins, Project Manager
MD 210 Multi-Modal Study
State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717, Mail Stop C-301
Baltimore, MD 21203-07171

Subject: DSP-02047—Indian Head Woods Subdivision

Dear Mr. Atkins:

The ADRDC has reviewed the Detailed Site Plan (DSP-02047) submitted to Prince George's County for Indian Head Woods subdivision adjacent to MD 210 (Indian Head Highway) in Accokeek.

The plan includes an access to Indian Head Highway (MD 2100, which ADRDC thinks is very dangerous.

Context:

MD 210 was built in 1949 as a controlled access highway to serve Indian Head Naval Base (now Naval Surface Warfare Center/Indian Head Division). The access at issue was accepted at that time. In 1993, the Prince George's County Planning Board accepted a Preliminary Subdivision Plat (Plat 4-93013) that included this access point.

A great deal has happened since then. Indian Head Highway has been widened to 6 lanes (3 each way), a median is in place, and MD 228 from MD 5/US 301 in Waldorf now joins MD 210 with a 4-lane entry (2 each way).

Traffic on MD 210 has expanded exponentially, to 60,000 cars a day, as southern Maryland (Charles, Calvert, and St. Mary's counties have built out; exacerbated by the relocation of Naval Air Systems Command to the Patuxent River Naval Air Station, Lexington Park, MD.

Plans are being considered for divided grade entry/exit points on Indian Head Highway from I495 (Washington Beltway) to MD 228.

The crossroads to the north and south of the proposed Indian Head Woods Subdivision are both considered dangerous. Farmington Road, to the north, has been certified as a dangerous intersection—with plans for a traffic control camera at the existing traffic light; and MD 373, to the south, already has a traffic control camera. More than one death has occurred at these intersections.

Traffic on Indian Head Highway routinely moves at speeds in excess of 55 mph, typically at about 70 mph.

The Detailed Site Plan submitted does not include merge/acceleration/deceleration lanes. Also, a hill blocks the view of the access point from the south.

The Maryland Department of Transportation, State Highway Administration, Office of Planning and Preliminary Engineering has been conducting a series of hearings and public informational workshops since June 2001 (last date: September 22, 2002) to study access points to Indian Head Highway and develop safe future options. Indian Head Woods access has not been mentioned during these hearings. Also, it is not noted in informational material (attachment 1) on maps provided for these hearings.

Given this background, ADRDC *strongly recommends* that you not allow this access to be built.

Previous to the 1993 acceptance of the Preliminary Subdivision Plat, the Maryland Department of Transportation, State Highway Administration, reviewed the plat (attachment 2). John Contestabile, then Chief of the Engineering Access Permits Division, recommended, "allowing the construction of a public street to serve this parcel and the adjoining parcel to the north."

ADRDC's preferred option is that this recommendation be made mandatory before Indian Head Woods can be built. It was a good and thoughtful recommendation in 1992. It is an even better one in 2002.

Realizing that this recommendation is legally and fiscally difficult, ADRDC still thinks that the bottom line of public safety must take precedence. Too much is at stake—human lives—for other considerations to dominate this decision.

If ADRDC's recommendation is not accepted, and the Indian Head Woods access is allowed, ADRDC recommends that every possible safety precaution be taken including, but not limited to:

- warnings to motorists in advance of construction;
- inclusion of merge/acceleration/deceleration lanes;

VI-182

- a traffic light, or flashing warning lights;
- prominent signage, well in advance of the access point.

ADRDC's considered opinion remains that the only way to prevent loss of life at this access point is to not build it.

Sincerely,



Jean Thompson, Chairman, ADRDC

Attachments:

(1)

(1) Memorandum, July 8, 1992, Md Dept of Transportation, SHA, subj.: right-of-way plat #46525

Craig Rovelstad, MNCPPC

Ken McDonald
Chief, Engineering Access Division, SHA
707 N. Calvert St.
Baltimore, MD 21202

VI-183



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Acting Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

March 23, 2003

Ms. Jean Thompson,
Chairman
Accokeek Development Review
District Division (ADRDC)
2307 Rockwood Road
Accokeek, Maryland 20607

Re: Prince George's County
MD 210 (east side)
North of Livingston RD)
Indian Head Woods
Revised Plan
File No. #02-AP-PG-020
Mile Post 11.48

Dear Ms. Thompson:

This is in reference to your October 25, 2002 letter to Mr. Dennis Atkins, of our Office of Planning and Preliminary Engineering. We were asked by Mr. Atkins to reply to your inquiry regarding the Indian Head Woods subdivision. Please accept our apology for not responding sooner. Since the letter was not addressed to us directly, we assumed a response would come from the Office of Planning and Preliminary Engineering.

It is my understanding that the Accokeek Development Review District Division is concerned about potential impacts to traffic movements along MD 210. The State Highway Administration (SHA) recognizes that when additional traffic is introduced onto public roads the transportation system is impacted. As a matter of routine, this office will review supplied Traffic Impact Studies and make recommendations for mitigation in order to maintain adequacy of service and safety. The SHA has offered our review and comment with regard to Indian Head Woods at the Subdivision Review Committee meeting. Based upon SHA standards and guidelines we have concluded that access to MD 210 (Indian Head Highway) is appropriate for the proposed use. Given the development size and location the expected total traffic generated upon full build will not negatively impact the roadway system. A proposed public street designed to connect the subdivision with the state road will be built by the developer and will effectively mitigate the impact of this development.

This office is currently reviewing a permit application for the improvements described above that lie within the state right-of-way along the Indian Head Woods property fronting MD 210. Rest assured that the work will be compliant with current design standards for facilities of this type.

Ms. Jean Thompson
March 23, 2003
Page 2

Thank you again for your letter. We appreciate your opinions and interest.

If you have any questions, feel free to contact Michael Bailey at (410) 545-5593 or call our toll free number in Maryland only 1-800-376-4742 extension 5593. Also, you may E-mail him (m Bailey@sha.state.md.us).

Sincerely,


for Kenneth A. McDonald, Jr., Chief
Engineering Access Permits
Division

KAM/MB

Cc: Mr. Dennis Atkins, O. P.P.E., State Highway Administration
Mr. Eric Foster, Chief, Transp. Plann., M-NCPPC
Mr. Thomas Green, Project Engineer, ACTS, P.L.C.
Mr. Richard Ravenscroft, Chief, R/W, State Highway Administration
Mr. Majid Shakib, A.D.E. Traffic, State Highway Administration
Mr. Charlie Watkins, District Engineer, State Highway Administration

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-184



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 1, 2002

Mr. Alphonso Pegram
15406 Whistling Oak Way
Accokeek MD 20607-2709

Dear Mr. Pegram:

This letter is a follow-up to your recent telephone conversation with Ms. Nicole Ross, of our staff, regarding a sound barrier for the Farmington Woods community along southbound MD 210 between Farmington Road East and Livingston Road (MD 373) in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, a multi-modal study of MD 210, between I-95/I-495 and MD 228 is being conducted. The effects of highway traffic noise are being studied as part of this study. We are determining whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we will also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise will also have to predate the approval of the highway improvements. If these conditions are met, we will then determine whether we could reduce the excess noise levels for a reasonable cost. By copy of this letter, we are forwarding your name and address to Mr. Dennis Atkins, the Project Manager for the MD 210 Multi-Modal Study, so that you will receive updates on the progress of the study as well as notice of any public meetings that may be conducted. Mr. Atkins can be contacted by phone at 410-545-8548 or 1-800-548-5026 or, by e-mail, at datkins@sha.state.md.us. He will be happy to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully-controlled access highways where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number s _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Alphonso Pegram
Page Two

The Farmington Wood community has been evaluated under the Type II portion of our Sound Barrier Program as outlined above. The homes along Whistling Oak Way were constructed between 1997 and 2001 after the 1986 dualization of MD 210 from MD 373 northward to Fort Washington Road. Also, MD 210 is not a fully controlled-access highway. Based on this information, the Farmington Woods community is not eligible for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will also be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure

cc: Mr. Dennis Atkins, Project Manager, Office of Planning and Preliminary Engineering,
State Highway Administration
The Honorable M.H. Jim Estepp, Member, Prince George's County Council
The Honorable Thomas V. Mike Miller, Jr., Member Senate of Maryland
The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

VI-185



Robert L. Ehrlich Jr., Governor
Michael S. Steeak, Lt. Governor

Robert L. Flanagan, Secretary
Nell J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

May 27 2003

RECEIVED

MAY 28 2003

THE WILSON T. BALLARD CO.
BY _____

Mr. Alphonso Pegram
15406 Whistling Oak Way
Accokeek MD 20607-2709

Dear Mr. Pegram:

This letter is a follow-up to your recent e-mail message to Ms. Nicole Ross, of our staff, regarding a noise study for the Farmington Woods community along southbound MD 210 approximately mid-way between Farmington Road and Livingston Road (MD 373) in Prince George's County. I appreciate the opportunity to clarify my last letter to you.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. As part of the current MD 210 Multi-Modal Study between I-95/495 and MD 228, the Farmington Woods community has been studied to determine if the community would be impacted by highway traffic noise levels from the proposed improvements to MD 210. It is our understanding that Ms. Heather Amick, SHA's Environmental Manager for the MD 210 Multi-Modal Study, has provided you with a copy of the *Draft Environmental Impact Statement and Section 4(f) Evaluation MD 210 Multi-Modal Study, Prince George's County, I-95/I-495 to MD 228*, (DEIS), approved by the Federal Highway Administration (FHWA), April 30, 2001.

In this document, the "Noise Sensitive Area" designated "N" (NSA N) includes the Farmington Woods community, along southbound MD 210 approximately mid-way between Farmington Road and Livingston Road (MD 373) and the Accokeek Groves community, also along southbound MD 210 between Livingston Road (MD 373) and Berry Road (MD 228). In NSA N, Noise Receptor 8 (R-8) was 15404 Whistling Oak Way, the home next door to yours. The noise levels measured for the DEIS were recorded in March 2000. There are three proposed alternative designs for the improvements to MD 210 and are designated "Alternative 5A," "Alternative 5B" and "Alternative 5C." The results of the noise study for these alternatives for NSA N are summarized in Table IV-27, Table IV-28 and Table IV-299 on pages IV-98, IV-100 and IV-102 respectively. For Receptor R-8, the table indicates that the measured existing noise level was 61 decibels and the predicted "build" noise level in Design Year 2020 is 61 to 62-decibels; the predicted "no-build" noise level in Design Year 2020 is 61-decibels. The impact threshold noise level we follow is 66-decibels. Existing and design year noise levels for R-8 neither equal nor exceed the 66-decibel impact threshold. A sound barrier for the homes in the Farmington Woods community was not recommended because the noise levels did not equal or exceed the 66-decibel impact threshold.

It is important to note that while the measured noise levels reported in the DEIS date to March of 2000, it is upon the design year predicted noise levels that decisions regarding sound barriers are made. The design year predictions are based on future year traffic conditions that would result in the highest noise levels. This approach is standard practice in highway noise analysis and is intended to forecast the maximum level of noise impact that may be expected from the proposed project improvements.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.785.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Alphonso Pegram
Page Two

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. The Type II program only applies to those highways that are fully-controlled-access highways where access to the highway is by interchange rather than at-grade intersections. The Farmington Woods community has been evaluated and we have determined the community is not eligible for the Type II program. This is based on the fact that MD 210 is not a fully controlled-access highway. If MD 210 were a fully controlled-access highway, the community would not be eligible because the homes along Whistling Oak Way were constructed between 1997 and 2001 after MD 210 was expanded, in 1986, from MD 373 northward to Fort Washington Road. In those circumstances where a community is not eligible based on the date of development, no further investigation such as noise level measurement studies can be performed because to do so may raise expectations that cannot be met.

Thank you for your e-mail message to Ms. Ross and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-3616 or 1-800-446-5962 or, by e-mail, a: nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

- cc: The Honorable Marilyn M. Bland, Member, Prince George's County Council
Mr. Mark Lotz, Project Manager, Office of Planning and Preliminary Engineering,
State Highway Administration
The Honorable Thomas V. Mike Miller, Member, Senate of Maryland
The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

VI-186

From: BOB BOOT
To: Carr2M@ncr.disa.mil
Date: 12/18/02 11:14AM
Subject: MD 210 Project Planning Study

THIS PAGE INTENTIONALLY BLANK

Dear Lt. Col. Carr

Thank you for your inquiry into the status of the MD 210 Project Planning Study. You can review our Spring Newsletter for the MD 210 Project Planning Study on the internet. This will provide a summary of the preferred alternative that has been developed. See the link below:
http://www.marylandroads.com/cppe/brochures/md210_brochure.pdf

We are also in the process of putting the Fall Newsletter on the internet. We will also send you a set of plans for the study. Please provide your mailing address so that we can send these to you.

Project planning will be completed in mid-2004 with receipt of Location/Design Approval. The project is not yet funded for design, so the future of the project beyond Location/Design Approval remains uncertain. Construction will likely occur in at least several stages, prioritized from north to south.

Alternate decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Please don't hesitate to call Dennis Atkins (Project Manager) with any questions or concerns. He can be reached at (410) 545-8548 or toll free at 1 (800) 548-5026.

Sincerely,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Dennis M. Atkins
Project Manager
Project Planning Division

CC: CHISA WINSTEAD; CYNTHIA SIMPSON; DENNIS ATKINS; ROBERT SANDERS;
Thomas_V_Mike_Miller@senate.state.md.us]

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, however, this does not preclude rail, HOV or any other studies/improvements in the future along MD 210.

Walter A. & Martha I. Ellison
102 Golf View Lane
Greenville, SC 29609-6911
Telephone Number 1-864-268-9258

May 3, 2003

RE: MD 210 Property Owners

The Honorable
Robert L. Ehrlich, Jr.
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401
Telephone Number 1-410-974-3591

Dear Honorable,

Your time is very valuable, but there is no way this letter can be made brief. Please forgive me for intruding on your time, but I think you can be of help to Martha and me.

We have been Maryland Land Owners and Taxpayers since our marriage in 1939 and residing on the property in question from 1949 until 1971.

The property in question is located at 919 Palmer Road, the southeast quadrant of the on going MD 210 project of Maryland Department of Transportation State Highway Administration (SHA). We purchased this property for our investment from Martha's uncle with a sizeable mortgage on April 16, 1966.

Years later (I think in the 1980's), we heard that Indian Head Highway (RD 210) was going to be widened, and the State would be taking some our property to make the improvement. From that time until now, we have had many enquiries to purchase this property, but there has been no one who has wanted it as a dwelling. It was for that reason we decided to apply for commercial zoning. We have had several signed contracts subject to commercial zoning with prices ranging from three hundred thousand dollars to one nearly one-half million dollars.

Zoning application number A-9181 was filed (do not remember the date), and many hearings were held. During one of those hearings a testimony was given something similar to, "Why should this rezoning be granted, and the government have to pay a commercial price for the property to widen the road?" There was a petition submitted with about ninety percent of the people living in the neighborhood that were in favor of the commercial zoning. The zoning was denied, and the case was closed.

Sometime later Steak and Ale Restaurants thought that with their help they could obtain the rezoning. They entered into a contract with us to have a long-term lease but finding that the road improvements were too far in the future they withdrew from the contract.

In March 1999, a request was made to SHA to acquire this property because of hardship. They decided there was no hardship because we had an income from the rented property. A little more than four years have passed since that request was made, and things have gotten worse for us in health and financially.

Since we have owned the property, taxes and insurance has increased while the rental income has decreased. In the seventies the rental income was six hundred and fifty dollars per month and has been decreasing with each tenant. Presently it has decreased to five hundred dollars. On our 2002 IRS return Schedule E shows the total rental income of (\$3,166.64) three thousand, one hundred, sixty-six dollars and sixty four cents. This amount is included our adjusted gross income of (\$14,695.00) fourteen thousand, six hundred, ninety-five dollars.

Now, to us this is definitely a hardship. May I suggest some reasonable offer be proposed to us from The Maryland State Government in the very near future? However, the most important reason for writing to you is our question, will you do what you can to help us?

As stated above, time is valuable, and at our age we have found it to be precious also. I can think of many more reasons to ask for your help, but I will not take any more of your time at present.

Very truly yours,

Walter A. Ellison

Martha I. Ellison

Enc. Copy of MD 210 proposed plan

Cc: E. Lowe Ellison

J. William Ellison

Charles A. Ellison

Jo-Ann E. Sykes

VI-188



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Robert L. Flanagan
Secretary
Trent M. Kittleman
Deputy Secretary

Mr. and Mrs. Walter A. Ellison
Page Two

September 5, 2003

Mr. and Mrs. Walter A. Ellison
102 Golf View Lane
Greenville SC 29609-6911

Dear Mr. and Mrs. Ellison:

Thank you for your letter to Governor Robert L. Ehrlich, Jr. regarding your property, which is located at 919 Palmer Road in Prince George's County, Maryland. The Governor received your letter and asked me to respond to you on his behalf.

The State Highway Administration's (SHA) planned improvements for Indian Head Highway are progressing. Various designs are being studied, and the next step will be to select the alternative that best serves the needs of the public. The SHA will then seek the approval of the Federal Highway Administration to continue with the design of the selected alternative. The SHA normally obtains this approval before it acquires real estate. If you would like your names to be added to SHA's project mailing list, so that you can be kept up to date on the progress of this project, please contact Mr. Dennis M. Atkins, SHA's Project Engineer, at the State Highway Administration, MS C-301 707 N. Calvert Street, Baltimore MD 21202. You may also call him at 410-545-8548 or 1-888-204-4828 or reach him by e-mail at dlatkins@sha.state.md.us. Mr. Atkins will be pleased to answer any questions that you may have about the project, including its schedule.

Where there is a documented hardship, the State may decide to acquire specific real estate before the environmental permits are in hand. The enclosed information describes the criteria used to evaluate a hardship claim. Decisions on hardship requests are also considered in light of the Department's overall budget. Mr. Robert H. Tresselt, SHA's Deputy Director of Real Estate, will be pleased to answer any questions that you may have about how to document your claim of hardship. You may reach him at 410-545-0021, 1-888-204-4245 or, by e-mail, at rtresselt@sha.state.md.us. Mr. Tresselt's mailing address at the State Highway Administration is MS M-302, 707 N. Calvert Street, Baltimore MD 21202.

The Governor appreciates hearing from you and, on his behalf, I also thank you for your interest in this very important issue. If you have any additional questions, please do not hesitate to contact either Mr. Tresselt or Mr. Atkins. SHA will be pleased to assist you.

Sincerely,

Robert L. Flanagan
Secretary

Enclosure

cc: Mr. Dennis M. Atkins, Project Engineer, SHA
Mr. Robert H. Tresselt, Deputy Director of Real Estate, SHA
Mr. Neil J. Pedersen, Administrator, SHA

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes Palmer/Livingston Road Interchange Option E, with your residence identified as a displacement. Currently, there is no funding for design and/or construction of this project. However, based on your buyout request, SHA District 3 Right of Way has placed this property into the Advanced Acquisition Program.

VI-189

SEP08'03 PM 4:16 OPPE

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7211 Corporate Center Drive, Hanover, Maryland 21076

**2. PUBLIC INFORMATIONAL WORKSHOP
(SEPTEMBER 2002)**

MD 210 Public Informational Workshop September 26, 2002

The following is a summary of oral comments received at the Public Informational Workshop wall displays:

- Several residents of Old Palmer Road want the existing connection retained that allows them to access Old Fort Road North directly from Old Palmer Road. The selected option would leave them with Broadview Road and Old Palmer Road (to Palmer Road) as the only ways in and out of their communities, both of which are unsafe and unacceptable to them. A resident along Broadview Road is strongly opposed to the proposed design since it would increase cut-through traffic on a steep and narrow section of roadway. One solution that we may consider is a new connection between Old Palmer Road and Old Fort Road North that parallels the proposed northeast quadrant ramp. Note: The new connector road was briefly studied but was deemed to be too expensive and impactful as compared to the option currently proposed due to possible residential displacements, proposed excavation and a costly retaining wall. SHA and Prince George's County will coordinate to determine existing maintenance and roadway conditions to see if improvements are needed to accommodate possible additional traffic on the county roads.
- Several residents of the Brookside Park Condominiums, who are also bus patrons, were concerned with the median closure at Wilson Bridge Drive. After discussing the various options, they were amenable to the proposed design with either pedestrian overpasses or the collector bus system.
- Representatives of the Southminster United Presbyterian Church on Livingston (Kerby Hill Road) Road were concerned about impacts of the proposed interchange improvements on the church property. Note: The impacts will be reexamined in final design and may be able to be minimized.
- The owner of the Brookside Park Condominiums generally agrees that our design is the best solution for his complex, but has concerns on a range of issues, including playground relocation, security (doesn't want more bus traffic), reinforcing existing pavement for increased traffic because of redirected traffic from the proposed access road, schedule for noise barrier construction, is opposed to pedestrian overpasses and maintenance responsibilities (would the complex be responsible?) for the proposed access road. Note: SHA and Prince George's County will coordinate to determine maintenance issues for the access road.
- The owners of the former ABC Drive-in had concerns about access to that property, which they hope to develop. The selected alternative would leave them with only one location for a right-in/right-out access, which would not support their development. Note: The access issue may be reexamined in final design.
- Several requests were received for bike trails along sections of MD 210. Note: New bike trail connections are being added in the Henson Creek Stream Valley Park area as well as new bike lanes being provided on all side roads crossing over MD 210.

- What will become of the playground at the Brookside Park Condominiums? Note: The playground location has not been determined but it appears that it will be able to be moved to another location within the complex in close proximity to where it now resides.
- Are there sidewalks across MD 210 on Livingston/Swan Creek and Fort Washington Road? The landscape drawings do not show pedestrian crossings there. Note: All proposed side roads will have sidewalks.
- One person voiced opposition to the Swan Creek Road Interchange because it may divide the community. Note: Impacts to the existing level of community cohesion are anticipated as a result of the proposed Swan Creek Road Interchange Option G. The Swan Creek Interchange will not physically bisect any community not already divided by MD 210 and the existing side roads. The proposed interchange improvements are based on comments received to optimize accessibility and visibility. They will substantially reduce delays for motorists allowing local users to cross MD 210 as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic will no longer be factored into the timing. Ultimately, safety would improve on the east and west side of MD 210 for motorists, bicyclists and pedestrians providing beneficial community cohesion.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
INFORMATIONAL PUBLIC WORKSHOP
MD 210
FROM I-95/I-495 TO MD 228

THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD 20744



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Ms. Frankie Ann Baker
513 Wilson Bridge Drive, Unit C-2
Oxon Hill MD 20745

Dear Ms. Baker:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the impacts to the Brookside Community, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

The right-in/right-out will allow motorists to enter and exit the community, without having to wait for the signal light to change. While making a right turn onto MD 210 southbound to use the interchange at Kirby Hill Road to go north towards Washington may be more circuitous than the existing conditions, it will probably take about the same amount of time as it would to wait for the signal to change on MD 210. This is because the signals on MD 210 are designed to give priority to the main road versus the side streets. With increasing traffic volumes in 2020 this condition is expected to worsen substantially in the future.

In addition the service road from the south along Wilson Bridge Towers is designed to allow for additional access into the Brookside Community from the proposed Kirby Hill interchange. This proposal should not increase the amount of through traffic in Brookside since most of it would be generated by residents of the development. The community currently has speed bumps, several low speed turns, and a couple of stop signs. We believe this would discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and use the nearest interchange.

SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate impacts where possible. Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These may or may not change the preliminary results of the property impacts along the entire corridor.

PLEASE NAME Frankie Ann Baker DATE 9-26-02
PRINT ADDRESS 513 Wilson Bridge Dr C2
CITY Oxon Hill STATE MD ZIP 20745

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

I think it's very wrong to inconvenience the people at Brookside. You think more about the people that are busily coming from the southern part of the state. You are inconveniencing the people at Brookside and taking away their land. Our children play in the parklets because there's not that much traffic. Now you are opening it up for people to take short cuts through our complex. I am truly disappointed with this project. People are already speeding down the highway like it's a race track and now you are giving them more. You don't care about the people but just to move traffic.

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

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

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

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

THIS PAGE INTENTIONALLY BLANK

Mr./Frankie Ann Baker
PageTwo

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Arnick (w/incoming)
Ms. Sylvia Baruch, President, Brookside Park Homeowners Association (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

Supplemental Response:

Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

MS. BONNIE BICK

Vote No Record of Decision Now on MD 210 Overpasses

This \$200 million overpass project is NOT FUNDED. It is not projected to start for YEARS. So why are we being told that we need a Preferred Alternative and a Record of Decision now?

It is to our benefit to make a decision closer to the time that the actual changes would take place.

What do we REALLY need? We need RAIL ON THE WILSON BRIDGE.

Once we have final decision to build a Metro stop in Oxon Hill – that will be the time to make such secondary decisions as overpasses – or, light rail along the 210 Corridor.

Overpasses on Indian Head Highway are designed to promote additional growth in the south side of the corridor in Accokeek and Charles County. **Is this what we want?**

These overpasses would not make it easier for residents of Oxon Hill and Fort Washington to get on the highway.

These overpasses would completely close access at Wilson Bridge Drive.

These overpasses are designed to facilitate through traffic. Because they will attract additional traffic, they would **increase pressure for a new Lower Potomac Crossing.**

What do we REALLY need? We need RAIL **NOW ON THE WILSON BRIDGE – NOT HOV.**

Choosing a preferred alternative and Record of Decision now may keep us from getting light rail along MD Route 210 in the future (\$200 million for overpasses may be better spent on light rail).

For more info, call: Sierra Club (301) 839-7403



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 3, 2003

Ms. Bonnie Bick
Sierra Club
P.O. Box K
Bryans Road MD 20616

Dear Ms. Bick:

Thank you for submitting the Sierra Club's position regarding the MD 210 Project Planning Study in Prince George's County Maryland. Your comments about mass transit, access to MD 210, and the decision making process for MD 210, like many others that have been received, help us better understand community issues and concerns within the study area.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

THIS PAGE INTENTIONALLY BLANK

Ms. Bonnie Bick

Page 2

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified. Rail is not being considered as a part of this project; however, the proposed improvements will not preclude rail or any other studies/improvements in the future.

As for access to MD 210 from the existing communities of Oxon Hill and Fort Washington there are currently lights on MD 210 with very long signal cycles. The overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic, which is programmed to be a priority over the side streets, will no longer be factored into the timing.

It should be noted that there would be access at Wilson Bridge Drive from MD 210 via right-in/right-out movements. Left turns in would be accomplished by using service roads and the proposed Kerby Hill/Palmer Road interchange. The MD 210 Study Team has been working with the leadership at the Brookside Park Condominium Complex and plans to continue that coordination.

As you know, this project is currently funded for project planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

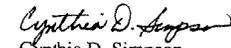
Finally, with regards to the rail decision along the Woodrow Wilson Bridge, this is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210. As previously stated, the footprint along MD 210 associated with the preferred alternative would not preclude additional improvements along the corridor including rail. It should be noted that earlier studies had indicated that the MD 5 corridor was a better candidate for light rail in the more near term future.

THIS PAGE INTENTIONALLY BLANK

Ms. Bonnie Bick
Page 3

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,


Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlic Watkins (w/incoming)

Supplemental Response:

Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
INFORMATIONAL PUBLIC WORKSHOP
MD 210
FROM I-95/I-495 TO MD 228

THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD 20744



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 4, 2002

Ms. May Chen
9116 B Livingston Road
Fort Washington MD 20744

Dear Ms. Chen:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments expressing your opposition to the project due to lack of funding for future phases are appreciated.

The project is currently funded for project planning only. Alternate decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

PLEASE PRINT NAME May Chen DATE 9/26/02
ADDRESS 9116-B Livingston Rd
CITY Fort Washington STATE MD ZIP 20744

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

I opposed to this project because the ~~fund~~ project is not fund yet. the overpass would just causes more traffic into Fort Washington which we really don't need anymore.

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

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

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

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-197

THIS PAGE INTENTIONALLY BLANK

Supplemental Response:

Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The project is currently funded for project planning only.

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG221A11
 INFORMATIONAL PUBLIC WORKSHOP
 MD 210
 FROM I-95/I-495 TO MD 228

THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.
 FRIENDLY HIGH SCHOOL
 10000 ALLENTOWN ROAD
 FORT WASHINGTON, MD 20744



Maryland Department of Transportation
 State Highway Administration

Parris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

December 13, 2002

Ms. Nicole Chen
 9116 Livingston Road
 Fort Washington MD 20744

Dear Ms. Chen:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments expressing your concern with the project, like many other comments that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

In June, 2001, State Highway Administration (SHA) held a Public Hearing and presented three alternatives: Alternatives 5A, 5B and 5C. Alternative 5A was the proposed interchange improvements and Alternatives 5B and 5C were HOV options (with an additional lane in either direction) along with various interchange improvements. Alternatives 5B and 5C were not supported through the hearing process. In an effort to strike a compromise, we took Alternative 5A, which was supported, and incorporated the footprint of Alternatives 5B and 5C. This way Alternative 5A could be implemented without additional lanes along MD 210, but with overpass bridges wide enough to accommodate the potential future improvements. This way, the improvements proposed by SHA would not preclude future projects or development along the corridor.

The improvements at Palmer/Livingston location were very hard to design without impacting any of the businesses along Livingston Road. The property operated by your family's business, unfortunately would be impacted by the proposed alternative.

Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

PLEASE PRINT NAME Nicole Chen DATE 9/26/02
 ADDRESS 9116 Livingston Rd.
 CITY Fort Washington STATE MD ZIP 20744

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

I believe that more alternatives needed to be considered for family run business. I believe that Public Service of the County need to have a one to one cooperation with business owners. To know about our concerns I also think that mailing list should be up to date. Considering that this is a government run operation. I myself was not inform until just recently which caused me and my family to miss other meeting about this situation. So I greatly opposed to their intention in my life & business.

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

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

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-199

THIS PAGE INTENTIONALLY BLANK

Ms. Nicole Chen
Page 2

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Your name is on our mailing list and you will be notified of future progress on this initiative. This summer we had a series of meetings with impacted business owners throughout the corridor. Unfortunately, representatives from your family were unable to make these meetings. If you would like us to set up an additional meeting with your family and our Right-of-Way Office to explain your rights as a property owner please contact us at one of the numbers listed below.

Finally, if you have any additional questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

Supplemental Responses:

Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Proposed Palmer/Livingston Road Interchange Option E was selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources. Unfortunately, the proposed option would impact your family business and, as stated above, you are encouraged to call the SHA project representatives to explain the situation. Please note this project is only funded for the planning phase.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
INFORMATIONAL PUBLIC WORKSHOP
MD 210
FROM I-95/I-495 TO MD 228

THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD 20744



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Ms. Gloria Fitzgerald
13302 Coldwater Drive
Fort Washington MD 20744

Dear Ms. Fitzgerald:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about stormwater management, continued business growth, local impact of the overpasses and safety issues, like many others that have been received, help us better understand and address community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Safety, aesthetics and insect proliferation with stormwater management areas are a concern for SHA. SHA will continue to work with project area communities to develop stormwater management practices that are sensitive to the community while meeting environmental protection objectives. Preferred methods for providing stormwater management, such as infiltration and bioretention, result in no standing water for extended periods of time.

Encouraging businesses to locate in the area is not a specific goal. However, in general, transportation projects are designed to address a traffic need. For this project we used a 2020 horizon year and developed improvements that would provide for acceptable traffic operations in that "design" year. The improvements may help businesses overall due to the reduction in congestion, and better access.

As for the traffic lights on the overpasses, there are currently lights on MD 210 with very long signal cycles. The overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic, which is programmed to be a priority over the side streets, will no longer be factored into the timing.

The preferred alternative should improve traffic operations along MD 210 and the side roads. Those traveling north and south will be able to do so without the interruptions and safety issues associated with motorists stopping and turning at traffic signals. The use of interchanges and control of access points will allow for motorists to safely enter and exit MD 210 to reach their destinations.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

PLEASE PRINT NAME Gloria Fitzgerald DATE 9/26/02
ADDRESS 13302 Coldwater Dr.
CITY Ft. Wash. STATE Md ZIP 20744

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

①. ~~What~~ What consideration is being made to ensure that the SWM areas don't become breeding grounds for mosquitoes. ~~and~~ If there is a balance in the Eco system who will provide or assure that balance occurs?

②. How will this encourage business to locate in this area?

③. It appears that the flow of traffic from Charles County will be unhindered but there are traffic lights on some over passes for local residence. How is this helping us?

④. MD 210 has historically been used as a drag strip, this seems to be inviting more traffic deaths.

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

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

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

THIS PAGE INTENTIONALLY BLANK

Ms. Gloria Fitzgerald
Page Two

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Karuna Pujara (w/incoming)
Mr. Charlie Watkins (w/incoming)

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The responses provided in the SHA response letter above, dated December 6, 2002, still apply to the concerns stated in the original comment form for Alternative 5A Modified. Please note the project is currently only funded for the planning phase.

Comment Card

Name: Christopher D. Fountain

Business Address: 9119 Livingston Rd ^{Palmer 99}
Ft Washington, MD 20744

Mailing Address
P.O. Box 6278
Annapolis, MD 21401

Phone: 410-562-6091 Evening
301-227-0357 Day

Comment: I was not on your original mailing list. I own a business which is located at 9119 Livingston Rd, Ft Washington, MD. Option E at Palmer/Livingston Rd appears to affect the front of my property. Possibly taking off the front of my building, with the access road that goes to the car wash located next door. Please included me in the process.

Sincerely, C.D. Fountain



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Mr. Christopher Fountain
P.O. Box 6278
Annapolis MD 21401

Dear Mr. Fountain:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments regarding Option E, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

We have requested from the county, site plans for your business and are reviewing them currently. We will contact you to discuss with you, specifically, how Option E may impact your property and explain your rights. Please note that this project is funded only for the planning phase. During the design phase, refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns and minimize impacts. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. We regret that you were not on the original mailing list, but we are glad that you were able to attend the workshop this fall. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2268 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

THIS PAGE INTENTIONALLY BLANK

Supplemental Response:

Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The responses provided in the SHA response letter above, dated December 6, 2002, still apply to the concerns stated in the original comment form for Alternative 5A Modified Palmer/Livingston Road Interchange Option E. Please note the project is currently only funded for the planning phase.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
INFORMATIONAL PUBLIC WORKSHOP
MD 210
FROM I-95/I-495 TO MD 228

THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD 20744



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 3, 2003

Mr. Chan Fui
9116 Livingston Road
Fort Washington MD 20744

Dear Mr Fui:

Thank you for submitting a comment card regarding the MD 210 Project Planning Study in Prince George's County Maryland. Your comments about the decision making process for MD 210 like many others that have been received, help us better understand community issues and concerns within the study area.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified.

PLEASE PRINT
NAME CHAN CHENG FUI DATE 9/26/2002
ADDRESS 9116 Livingston Rd
CITY BYON HILL STATE MD ZIP 20744

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

VOTE NO RECORD OF DECISION NOW ON MD 210
OVERPASSES.

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

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

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

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-205

Mr. Chan Fui
Page 2

THIS PAGE INTENTIONALLY BLANK

As you know, this project is currently funded for Project Planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

Supplemental Response:

Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcaro
Secretary
Parker F. Williams
Administrator

January 3, 2003

Mr. Sidney Gibson
9706 Polaris Terrace
Fort Washington MD 20744

Dear Mr. Gibson:

Thank you for submitting comments regarding the MD 210 Project Planning Study in Prince George's County Maryland. Your comments about mass transit and the decision making process for MD 210, like many others that have been received, help us better understand community issues and concerns within the study area.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS B or better) in the design year 2020.

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The Record of decision should be postponed until other mass transit programs have been identified and funded. The solution should be comprehensive and not piecemeal.

Sidney Gibson
9706 Polaris Terr
Fort Wash., MD 20744

VI-207

THIS PAGE INTENTIONALLY BLANK

Mr. Sidney Gibson
Page 2

As you know, this project is currently funded for Project Planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:



Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kucharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

VI-208

THIS PAGE INTENTIONALLY BLANK

Supplemental Response:

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. The additional capacity and operational improvements that will result from the proposed interchanges and intersection improvements associated with the Selected Alternative will improve travel times for all bus routes traveling on or across MD 210. Improved travel times for transit vehicles promote increased ridership and reduced transit operating costs. Each of the bus routes and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot. Future transit service changes in this area will continue to be evaluated on an as-needed basis by the respective transit service agencies, independent of the MD 210 project.

Alternative 5A Modified is the SHIA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
INFORMATIONAL PUBLIC WORKSHOP
MD 210
FROM I-95/1-495 TO MD 228

THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.
FRIENDLY HIGH SCHOOL
10600 ALLENTOWN ROAD
FORT WASHINGTON, MD 20744



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 13, 2002

Mr. Petey Green
6009 Oxon Hill Road Suite 206
Oxon Hill MD 20745

Dear Mr. Green:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments supporting Option C at Swan Creek, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Trying to provide access to the existing shopping area has been challenging. It is true that Option C may provide better access, generally, for the shopping area, however, it would have greater impacts to the wetlands in the area. In fact, almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers has expressed strong concerns about Option C which lead the team to subsequently develop Option G. To move forward with Option C, a permit would need to be obtained from the Corps and given their past concerns this scenario is not very likely. With that said, Option C does still remain under consideration primarily because of the concerns you have raised.

Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later rather than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.

PLEASE PRINT NAME GREEN, Petey DATE 9-26-02
ADDRESS 6009 Oxon Hill Rd, Suite 206
CITY Oxon Hill STATE MD ZIP 20745

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

After careful consideration I am assured that
Option C is the best and should be the
preferred alternative for Swan Creek Road.
The Option (G) that you've chosen as the
preferred alternative will drive the
shopping center out of business, due to the
inability of traffic to see the shopping
center as they approach the center. The
community will be come underserved if
you don't accept or change to Option C.

VI-210

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

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

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

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

THIS PAGE INTENTIONALLY BLANK

Mr Petey Green
Page 2

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr Keith Kurcharek (w/incoming)
Mr Charlie Watkins (w/incoming)

Supplemental Response:

Swan Creek Interchange Option C may provide better access, generally, for the shopping area; however, it would have greater impacts to the wetlands in the area. Almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers has expressed strong concerns about Option C, which led the team to subsequently develop Option G. Option C would require a permit from the U.S. Army Corps of Engineers and given the past concerns with this option, the permit will be difficult to obtain. Meetings have been held with the shopping center representatives to discuss the preferred interchange options at the Swan Creek intersection resulting in modifications to Selected Option G to better facilitate access to the property.

Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later rather than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.

Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications and additional pedestrian connections as necessary.

Alternative 5A Modified is the SHA Selected Alternative (which includes Swan Creek Interchange Option G); however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.