



Maryland Department of Transportation
State Highway Administration

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

December 11, 2002

Ms. Dorothy Hodges
306 Careybrook Lane
Oxon Hill MD 20745-1403

Dear Ms. Hodges:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about bicycle and pedestrian access at intersections and rail right of way are appreciated.

For the recommended alternative, the existing intersections are being replaced with interchanges. Pedestrian/bicycle access would be provided along the over passes of MD 210, using sidewalks, crosswalks and outside bike lanes. Crosswalks would also be provided at the remaining intersections in the study area.

In the past, we studied diamond interchanges, as well as other traditional types of interchanges. However, in many cases they were more impactive than the concepts identified as part of the preferred alternative. One of the big challenges the study team faced was to provide interchanges while maintaining access via at-grade intersections during construction to serve existing development along the corridor.

Rail options are not part of this projec; however, the typical section does not preclude future rail along the corridor.

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

4/24/02

Comments of Dorothy E. Hodges
306 Careybrook Lane, Oxon Hill MD 20745-1403

all intersections should provide for pedestrian and bicycle safe access, including crosswalks. Some commercial areas are inaccessible except by motorized vehicles - Example: Fort Washington Road

Diamond intersections could be used more.

The drawings do not show right of way for proposed Metro Rail route (purple line) to Oxon Hill area.
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Ms. Dorothy Hodges

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. If you have further questions 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 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
Project Engineer
Project Planning Division

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

VI-213

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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 specific intersection/interchange options included in the SHA-Selected Alternative consist of: Wilson Bridge Drive At-grade Option A, Kerby Hill Road Interchange Option C, Palmer/Livingston Road Interchange Option E, Old Fort Road North Interchange Option C, Fort Washington Road Interchange Option D, Swan Creek Road Interchange Option G, Old Fort Road South Interchange Option C, Farmington Road At-grade Option A and MD 373 At-grade Option A. These options were 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.

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current pedestrian/bicycle plans show connections to the Henson Creek Trail at the Palmer/Livingston Road interchange. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Short auxiliary lanes, severe skew angles, sharp curvatures, lack of open space and the close proximity of the service roads and businesses have created the need to study non-traditional types of interchanges to solve traffic congestion problems. Diamond interchanges, as well as other traditional types of interchanges have been developed and subsequently dropped at some intersection locations because in many cases those types of interchanges were more impactful than the concepts preferred as part of the selected alternative.

The rail decision along the Woodrow Wilson Bridge is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210.

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
Julia D. Purcell
Secretary
Parker F. Williams
Administrator

December 11, 2002

Mrs. Jane Hudnall
412 Riverwood Drive
Fort Washington MD 20774

Dear Mrs. Hudnall:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the pedestrian and bicycle use along the corridor, 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.

A path along MD 210 was considered by the study team. However, it was concluded that most pedestrians were crossing MD 210 versus traveling north/south along the roadway. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

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.

PLEASE PRINT
NAME Jane Hudnall DATE 9-26-02
ADDRESS 412 Riverwood Drive
CITY Fort Washington STATE MD ZIP 20744

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

A side path for pedestrians and bicycle riders should be constructed along 210 (Indian Head Hwy). Apartment buildings, communities, and employment/shopping centers should be connected. The present plans accommodate only cars. Although the overpasses show side walks, once you cross 210 you cannot walk or cycle to the next intersection. Connect the service roads that parallel 210 with side paths that encourage people to walk and cycle.

- 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

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Mrs. Jane Hudnall
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. Harvey Muller (w/incoming)
Mr. Charlie Watkins (w/incoming)

Supplemental Response:

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; 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 TC 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

Mr. Jim Hudnall
412 River Wood Drive
Fort Washington MD 20744

Dear Mr. Hudnall:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments on bicycles issues and Option C, 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.

A path along MD 210 was considered by the study team. However, it was concluded that most pedestrians were crossing MD 210 versus traveling north/south along the roadway. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Thank you for your support of Option C at Swan Creek. Trying to provide access to the existing shopping area has been challenging. It is true that Option C may provide better access, for the shopping area, however, it would have greater impacts to the wetlands. 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 have expressed strong concerns with Option C which led 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 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.

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 Jim Hudnall DATE 9/26/2002
ADDRESS 412 River Wood Drive
CITY Fort Washington STATE MD ZIP 20744

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

- I am very pleased that side roads crossing 210 will have 5 foot marked bicycle lanes on both sides.
- Take care that intersection design will accommodate bicyclists by having bike lanes for turning and straight-through cyclists.
- Consider direct connection from Palmer Road to Henson Creek Trail for bicyclists.
- Consider using roundabouts instead of traffic lights because a well-designed roundabout can be bike friendly and minimize delay for all vehicles.
- Consider bicycle access along MD210 corridor. Bike paths on both sides would encourage more trips by bicycle and be better than cycling on shoulder next to very high speed car & truck traffic.

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

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• Prefer OPTION C for Swan Creek Road. (over)

VI-217

From: _____



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Mr. Jim Hudnall
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, 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. Harvey Muller (w/incoming)
Mr. Charlie Watkins (w/incoming)

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- FOLD FOLD -----
- I would prefer to see more near-term, less costly improvements that can be done to ~~increase~~ make it easier for people off MD 210 to get on and across 210. At several intersections, an additional lane on the side road can reduce the number of light cycles one must wait through.
 - The MD 210 project is an expensive project to move more people from Charles County through the corridor. It is sure to lead to MORE ~~SPRAWL~~ SPRAWL and traffic. Delay decision until funds are available and we have better land use policy.

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Supplemental Response:

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current pedestrian/bicycle plans show connections to the Henson Creek Trail at the Palmer/Livingston Road interchange. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Refinements will continue to be made to the selected alternative in final design, 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 (including roundabouts) and additional pedestrian connections as necessary. For example: a roundabout was studied for the Swan Creek interchange on Livingston Road at the proposed Access Road west of MD 210 but was dismissed because right of way impacts based on the radius required to fulfill traffic volume demands for a two lane roundabout.

Meetings have been held with the shopping center representatives to discuss the preferred interchange options C and G at the Swan Creek intersection resulting in modifications to Selected Option G to better facilitate access to the property.

Alternative 5A Modified is the SHA-Selected Alternative (which includes Swan Creek Interchange Option G), 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
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD 20744

PLEASE NAME Blynn Kuhstoss DATE 9/26/02
PRINT ADDRESS 4673 Duley Dr.
CITY White Plains STATE MD ZIP 20695

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

would you respond to how much
property will be taken on the closed
Exxon station at Red Fort Road South



Maryland Department of Transportation
State Highway Administration

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

December 4, 2002

Mr. Blynn Kuhstoss
4673 Duley Drive
White Plains MD 20695

Dear Mr. Kuhstoss:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. The preferred alternative, will require 0.85 acres of the Exxon Station located at Old Fort Road South. Additionally, the proposed alternate will actually displace the existing building with no access being provided to this building in the future.

Please note that this project is in the planning phase and more detailed engineering evaluations will be necessary 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.

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. Charles Watkins (w/incoming)

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

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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, IIOV or any other studies/improvements in the future.

The Old Fort Road South Interchange Option C will require 0.86 acre of right of way from the Exxon Station located at Old Fort Road South in the southeast quadrant. Additionally, the selected option will displace the existing building with no access being provided to this building in the future.

Please note that this project is only funded for the planning phase and more detailed engineering evaluations will be necessary during the final design phase. Refinements will continue to be made to Alternative 5A Modified, 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.

**Remarks on
MD210 Multi-Modal Study I-95/I-495 to MD228
Preferred Alternative 5A Modified Workshop Draft (September 2002)**

The Preferred Alternative 5A Modified Workshop Draft was distributed to the public at a workshop in Fort Washington on September 26, 2002. Preferred Alternative 5A Modified is intended to become the basis for the official proposal for improvements on MD210. It remains subject to adjustments resulting from public comments and final design considerations. My remarks emphasize the Preferred Alternative 5A Modified, but other items will be mentioned as needed.

Figure 1 shows the currently proposed improvements for MD210 and nearby sections of the Beltway, Oxon Hill Road, and the I-295 ramp. These proposed improvements under the Woodrow Wilson Bridge project are of interest to the users of MD210. They have been upgraded from the obsolete information previously published in MD210 study documents. This is good. However, it is likely that the bridge for Bald Eagle Road includes cars and not only pedestrians and bicycles.

Figure 2 shows Wilson Bridge Drive Option A with its right in / right out turns. It seems to be the same as the previous Option A with more details of noise barriers and bus stop changes. Option A generally looks reasonable. A bus pullout lane has been added on northbound MD210 and a pedestrian overpass has been added across MD210. This may be helpful, but the merge-crossover of buses with heavy northbound MD210 traffic to the I-295/I-95/I-495 connection may be a problem. A suggestion to route northbound buses from Livingston-Kerby Hill Road (figure 3) to the service road near southbound MD210 to the Wilson Towers Apartments and Brookside Park Apartments to Wilson Bridge Drive to southbound MD210 to Kerby Hill-Livingston Road to northbound MD210 should be examined. There is some concern about whether the Brookside Park Apartments parking lot and the service road will become a short cut for southbound MD210 traffic to Kerby Hill Road. The possibility of restricting the southbound lane of the service road (on figure 3) to southbound buses should be determined. To clarify what I have written: southbound buses would use the southbound lane of the service road. Northbound buses would use the northbound lane of the service road and return to the Kerby Hill-Livingston Road interchange using the main MD210 highway southbound before returning to northbound MD210.

Figure 2 and many of the other figures mention "Potential SWM Areas". Storm Water Management areas should contain flowing water only. The increasing problems with disease-causing mosquitoes should preclude creating additional areas of standing water.

Figure 3 shows the new "Kerby Hill Road" Option C, which provides smoother curves near Kerby Hill Road than the old design proposal. The interchange should be called "Livingston Road / Kerby Hill Road", as before. Provision for a connection to the presently undeveloped commercial property west of MD210 was removed from an earlier proposal. The removal may not be useful since this will promote an unspecified future connection between the property and Oxon Hill Road, a connection that local residents consider undesirable. There is no apparent change for the Livingston Road side of the interchange. Option C is generally the best option. A bus pullout lane is added on the ramp from Livingston Road to northbound MD210 and a pedestrian overpass is added over MD210.

On the southern (right) end of figure 3, a business is shown west of MD210. This business is closed and the building was removed. The property is proposed to be a commercial development.

The service road near northbound MD210 is shown partly on figure 3 and partly on figure 4. The connection from the service road to northbound MD210 has a new acceleration lane to increase safety. A new curve in the service road allows some vehicles from northbound MD210 to travel southbound on the service road. Buses on the service road have a pulloff lane. The service road adjacent to the bus pulloff lane should be one-way southbound. The bus pulloff lane should be one-way northbound. Buses traveling northbound on MD210 should be routed south on the service road and turn left into the southern end of the pullout lane. The northbound exit of the bus pullout lane should be connected straight into the top of the new curve on the service road. A pedestrian overpass is added over MD210. Another bus pullout lane should be added on southbound MD210 since southbound buses will no longer be allowed to cross MD210.



**Maryland Department of Transportation
State Highway Administration**

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

January 8, 2003

Mr Daniel S. Lieman
13216 Park Lane
Fort Washington MD 20744

Dear Mr. Lieman:

Thank you for submitting comments concerning the MD 210 Project Planning Study. Your comments about this project, 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.

Your comments regarding the operations with potential bus pullout opposite Wilson Bridge Drive are noted. The concerns with the costs (including potential pedestrian overpasses) and operations with the pullout option, which preserves the existing bus stop location, will be weighed against the feeder bus system option. Restricting the service road to bus only is not preferred; we do not think that the short-cutting issue will be a concern because the community currently has speed bumps, several low speed turns, and a couple of stop signs to discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and then use the nearest interchange.

The potential impacts to residential communities regarding safety, aesthetics and insect proliferation with stormwater management areas are issues which concern us as well. SHA will continue to work with 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.

The removal of the potential connection to the undeveloped commercial property west of MD 210 from our displays at Kerby Hill Road was not necessarily to promote a connection of that development to Oxon Hill Road. Rather, it was intended to clarify that the potential developer, not SHA, would be responsible for building the service road along MD 210 and connection to Kerby Hill Road and/or Palmer Road to provide access to the development west of MD 210.

Thank you for the update on the removal of the building on Figure 3. We will update our mapping accordingly.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2278 Statewide Toll Free

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

VI-222

A deceleration/acceleration lane is needed for the southbound bus pullout lane. No connections are shown from the service road to the property of the former ABC Drive-In. I suggest a one-way driveway into the property be provided near the park boundary just south of the bus pullout lane and a one-way driveway out of the property be provided to the service road at the north end of the bus pullout lane. The service road should be terminated for vehicles at the park boundary and become part of the new hike-biker trail connection to the trail in the park.

Figure 4 shows the new Palmer / Livingston Road Option E. It is similar to the previous design proposal but has longer ramps connecting southbound MD210. Based on the arrows, it also reduces the width of the MD210 exit ramp from three lanes to two. I believe that three lanes will be more useful near Livingston Road. (The right lane for right turns. The center lane for straight ahead and left turn movements. The left lane for left turns.) There is no indication of a street connection to the golf range. A retaining wall seems to block access to the property. The street stub to Hovermale's or the street stub for the car wash should provide a connection to the golf range.

Figure 5 shows Old Fort Road North Option C. This looks like the best option. On Old Fort Road at the Livingston Road intersection, a right-turn lane, a straight-ahead lane, and a left-turn lane are identified. Local residents indicate a need for a reasonable connection between Old Palmer Road and Old Fort Road North to service the neighborhood east of MD210. The existing connection is removed by the design proposal. The off-the-map Old Palmer Road intersection with Palmer Road has a difficult left turn during rush hours. Also, the off-the-map indirect connection between Old Palmer Road and Old Fort Road requires use of a narrow, hilly residential street. With the reduction in the visibility of the shopping center, I suggest you place the name of the shopping center and fast food logos on highway exit and road signs.

Figure 6 shows the Fort Washington Road Option D. This looks like the best option. A business removal is marked at the connection of the relocated Fort Washington Road and the old Fort Washington Road. This business is already closed. A residence is identified on the southeast corner of Fort Washington Road and Livingston Road. This residence is no longer occupied. It is included in the property of a proposed police station. At the Fort Washington Road intersection with Livingston Road, the single westbound lane of Fort Washington Road is shown to allow right-straight-left actions. Left turns should be permitted in a separate lane with right-turns and straight-ahead actions from the right lane. With the reduction in the visibility of the shopping center, I suggest you place the name of the shopping center and three gas station logos on highway exit and road signs.

Figure 7 shows the area between interchanges. It includes the proposed closing of the median to remove a U-turn.

Figure 8 of the September 2002 Preferred Alternative 5A Modified shows a new "Swan Creek Road" Option G. It is based on a previous proposal but changes the position of the proposed bridge for Livingston Road and a proposed southbound MD210 exit and adds a new northbound MD210 loop exit. The interchange should be called "Livingston Road / Swan Creek Road", as before. Option G has a bridge connecting Livingston Road over MD210. The new northbound MD210 loop exit has an unsafe combination merge-crossover with the southbound service road to allow a right turn to the bridge to northbound Livingston Road or a straight-ahead action to southbound Livingston Road. This is followed by a complex Y-intersection with two straight-ahead actions, two left-turn actions, and two right-turn actions that merge with other actions at peculiar angles. Even with traffic light controls, I do not think the loop exit and Y-intersection can operate acceptably.

Old figure 8 of the May 2002 Alternative 5A Modified (distributed to the MD210 Focus Group) is a better version of the Livingston Road / Swan Creek Road interchange and is called Option F. Old Option F also has a bridge connecting Livingston Road over MD210. There is no loop exit from northbound MD210 and no complex Y-intersection between Livingston Road and the service road adjacent to northbound MD210. Livingston Road east of MD210 has perpendicular intersections with the service road and the ramps to/from northbound MD210. The simpler T-intersections on Livingston Road are easier to navigate.

Mr. Daniel S. Lieman

Page 2

We are in the process of working with the property owner of the former ABC Drive-in site and River Point apartments to revise the northbound MD 210 connection to these properties.

We concur that a bus pull-off would likely be necessary along southbound MD 210 under the pedestrian overpass scenario. Our current plans indicate the service road as a dead end at the park boundary with a trail connection to the existing Henson Creek trail.

Three lanes would be more useful at the ramp intersection with Livingston (Palmer) Road; however, analyses indicate that two lanes would work satisfactorily, and an additional lane may be hard to develop within the geometry of the proposed interchange. Access to the golf range is possible from the Hovermale's entrance (where there is currently a connection) and the car wash property. We are reevaluating the small service road connection opposite the interchange ramps due to impacts to the business adjacent to the car wash.

We have investigated the use of shopping center or restaurant logo signs at the highway exit and determined that they are not permitted under current policies for this type of highway. Some type of special signage may be feasible if shopping centers obtain some type of town center or village designation.

Perhaps a phone conversation or meeting is advisable to better understand your concerns regarding the "complex Y-intersection" associated with the Swan Creek interchange. The traffic volumes on the service road north of the loop ramp merge will be quite low and are unlikely to pose a problem for the operations of the loop ramp or downstream T-intersection. We concur that Option F presents a cleaner design from a traffic operations standpoint; however Option G provides the added shopping center visibility requested by the shopping center owner's representative and members of the Focus Group. We hope to continue coordination with the shopping center's representatives regarding truck access. The connector road behind the shopping center may need to be wider. Option C provides many advantages regarding traffic operations and access to the shopping center in comparison to the other options; however, the wetland impacts at this one location would match those for the entire remainder of the project. The decision at this location will be heavily influenced by the Corps of Engineers and their interpretation of the shopping center accessibility and other traffic operations issues with Options F and G in comparison to the wetland impacts with Option C.

Mr. Daniel S. Lieman
Page 3

Both Option G and old Option F reduce the visibility of the shopping center west of MD210. I suggest you place the name of the shopping center and fast food logos on highway exit and road signs. Signs to MD210 northbound/southbound, Livingston Road, Swan Creek Road, the shopping center, the hospital, and the Park and Ride are needed from all directions in the Option G/F area. Some signs are needed to/from Gable Lane. Some signs are needed to/from the service road near northbound MD210. The new road behind the shopping center is used for connections from Livingston Road to Swan Creek Road and southbound MD210, from northbound MD210 to Swan Creek Road, and from Swan Creek Road to Livingston Road and northbound MD210. It provides the only connection between the Park and Ride lot and northbound MD210. A direct connection between the new road and the rear of the Park and Ride lot would be useful. Tractor-trailers service the shopping center using the new road. This road needs to be widened beyond the proposed two opposing lanes. At least a paved shoulder should be available.

Figure 8a of the September 2002 Preferred Alternative 5A Modified shows another Livingston Road / Swan Creek Road interchange proposal called Option C. It is based on design-part selections from the old Option C, D, and E proposals for the June 2001 Location/Design Public Hearing. New Option C has a bridge connecting Livingston Road east of MD210 with Swan Creek Road west of MD210. Livingston Road east of MD210 has perpendicular intersections with the service road and the ramp to/from northbound MD210. This design has the same benefits as the May 2002 Option F.

West of MD210, new Option C includes southbound MD210 in/out ramps at Livingston Road, a southbound MD210 loop ramp at Swan Creek Road, and a ramp from Swan Creek Road to southbound MD210. Also, Livingston Road connects with Swan Creek Road via a new road behind the shopping center. The new road is the same as for Option G and old Option F. For new Option C, the new road will primarily be used to connect Swan Creek Road with the hospital and northbound Livingston Road. The in/out ramps exist now and are too short to be safe. Longer in/out ramps might be useful at the new road connection with Livingston Road. This would require the removal of the car repair business and the gas station the same as Options G/F. (The car repair business is not vacant.) The loop ramp connects southbound MD210 with westbound Swan Creek Road, southbound Livingston Road, and the front of the shopping center. The loop ramp would be build over a ragged wetland area.

New Option C is more convenient to local residents than Option G or old Option F. However, the wetlands at the loop ramp that may preclude the construction of new Option C in favor of old Option F..

Figure 9 shows the new Old For. Road South Option C. It is similar to an old Option C but separates local street access from the interchange ramp to southbound MD210. The new Option C is safer than the old option. The business removal identified in the southeast quadrant is already closed. With the reduction in the visibility of the shopping center, I suggest you place the name of the shopping center on highway exit and road signs.

Figure 10 shows the terrain features of a road section without changes.

Figure 11 shows the closing of the median to remove a left turn between major intersections. The northbound MD210 right in / right out turns at the T-intersection remains.

Figure 12 shows Farmington Road Option A. It is the same as the old Option A. The Farmington Road intersection with MD210 remains and has left turns in all directions under the control of traffic lights.

Figure 13 shows the terrain features of a road section without significant changes.

Figure 14 shows MD373 Option A. It is the same as the old Option A. The MD373 intersection with MD210 remains and has left turns in all directions under the control of traffic lights.

Daniel S. Lieman
13216 Park Lane
Ft. Washington, MD 20744

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, Ms. 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. Glen Burton (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Harvey Muller (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 pedestrian overpasses have been eliminated from part of this study due to low observed pedestrian volumes, visual impact concerns, cost and data regarding general lack of use of pedestrian overpasses.

Please note that this project is only funded for the planning phase and more detailed engineering evaluations will be necessary during the final design phase. Refinements will continue to be made to Alternative 5A Modified, 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.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
INFORMATIONAL PUBLIC WORKSHOP
MD 210
FROM I-95/I-495 TC 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 18, 2002

Mr. Morris A. Little
6009 Oxon Hill Road - Suite 412
Oxon Hill MD 20745

Dear Mr. Little:

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.

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 associated with Option C. The U.S. Army Corps of Engineers have expressed strong concerns with Option C which led 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 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 features. These may or may not change the preliminary results of the property impacts along the entire corridor.

PLEASE PRINT NAME MORRIS A. LITTLE DATE 9-26-02
ADDRESS 6009 OXON HILL RD. Suite 412
CITY OXON HILL STATE MD ZIP 20745

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

SWAN CREEK / LIVINGSTON RD

OPTION C IS BY FAR THE BEST
OPTION to secure a quality commercial
development for the community. The proposed
bypass and the rest of the center will
be at risk if the preferred option is chosen.

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-225

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Mr. Morris Little

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
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 (which includes Swan Creek Interchange Option G); 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 6, 2002

Ms. Judy Meade
706 Loch Ness Circle
Fort Washington MD 20744

Dear Ms. Meade:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments concerning the proposed landscaping for the MD 210 corridor, like many others that have been received, help us better understand community issues and concerns within the study area.

A comprehensive landscaping plan was presented at the workshop. All efforts are being made to use native plantings as part of this plan. However, in some highly visible areas, or streetscape areas, native planting may not be appropriate. A lot of things are considered while designing the landscaping, however aesthetics and the community preference for native planting are a high priority.

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

PLEASE PRINT
NAME JUDY MEADE DATE 9/26/02
ADDRESS 706 LOCH NESS CIRCLE
CITY FT WASH STATE MD ZIP 20744

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

All plantings must be native to MD

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-227

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Ms. Judy Meade
Page Two

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.

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

PLEASE PRINT NAME Akila Nayak DATE 9/26/02
ADDRESS P.O. Box 441328
CITY FORT WASH STATE MD ZIP 20749

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

9215 Old Palmer Rd Fort Wash MD 20744

Property touches all the way to Indian
Head Hwy. We are interested in how we will
be affected. Currently, it is ~~rented~~ rented
out.

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



MARYLAND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 11, 2003

Ms. Akila Nayak
915 Palmer Road
Ft Washington MD 20744

Dear Ms. Nayak:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about your rented homes and the Day Star day care facility, like the 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 two properties that you own have been added to our mailing list. These two properties will be able to access MD 210 as follows:

- The residents living at 9201 and 9215 Old Palmer Road, may go left and take Old Palmer Road to Palmer Road and then take Palmer Road to access MD 210, they can either make a right or a left to go north or south on MD 210.
- They may also travel to the right to Broadview Road and follow this out to Old Fort Road North. They then can take Old Fort Road North to access MD 210 where they may make a right or a left turn to go north or south on MD 210.

Our Real Estate office has reviewed the Day Star day care property, in the Palmer/Livingston Road area, in light of the proposed Alternate 5A Modified design. It has been concluded that the day care is impacted by the proposed design. At this point in our process the specific "damages" can not be determined. However, it may also be possible for the day care to remain operative if arrangements for a reorientation of the facility could be made. Our Real Estate office is aware of the issue and will keep in contact with you as the project moves into the design phase. If you desire, our planning and real estate staff would be happy to meet with you to discuss your concerns. Again, once detailed topographic information is available during the design phase we will be in a better position to address your concerns.

My telephone number/toll-free 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 • Phone 410.545.0300 • www.marylandroads.com

VI-229

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/CR 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

PLEASE PRINT NAME Akila Nayak DATE 9/26/02
ADDRESS P.O. BOX 441328
CITY Ft Wash STATE Md ZIP 20749

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

9201 Old Palmer Rd Ft Wash, Md 20744

Currently this property is located off of Old Palmer Rd
the house is rented, however we affected.

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

Ms. Akila Nayak
Page 2

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 features. These may or may not change the preliminary results of the property impacts along the entire corridor.

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 410-545-3548 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. Richard Ravenscroft (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.

VI-230

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

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PLEASE PRINT
NAME Atika Nayak DATE 9/24/02
ADDRESS 915 Palmer Road
CITY Ft Washington STATE MD ZIP 20744

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

We are operating a childcare at this location.
Under the current plans, half of our property
will be affected. This acquisition affects the
operation of our business. It will take our parking
spaces (zoning) and our play ground.
We never received a notice regarding the business
meeting - Please let us know. We have been
operating since 1967. We are concerned about
the safety of the highway being right in front
of a childcare center. Please keep us informed.

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



Maryland Department of Transportation
State Highway Administration

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

December 18, 2002

Ms Donna Olsen
1513 Potomac Heights Drive
Fort Washington MD 20741

Dear Ms. Olsen:

Thank you for submitting comments concerning the MD 210 Project Planning Study. Your comments, in which you indicated you support for Alternate 5A Modified, 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 are aware that there are currently long waits associated with the signal cycles for the side roads along MD 210. This is because the timing of the signals is factored giving MD 210 priority. Improvements proposed under Alternative 5A Modified should substantially improve this situation.

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)

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 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

9/26/02

I have lived in Pinewood

Hill Townhouses since 1978
(off Palmer Road)

and in So. P.G. Co. since 1972.

On that time I have seen

the traffic get worse every

year! not only is the W.W.

Bridge often backed up during

the day! (non-rush hour) but

it takes me 3 (three) light
minute

changes to get through the

Palmer/Livingston Roads intersection

(9 min. total) during rush hour.

VI-232

This looks like a good plan

(Alternate 5A)

MD 210 multi-modal study:
1-95/1-495 to NO. of MD 228

To me. Full speed ahead!

Donna Olson

(I'm on the mailing list)

Oh yes, I've seen commuters in

a hurry, turn R on Med from

Palmer onto 210 N. & go to first

cut-through & make a U Turn

to go south rather than wait

9 min to Turn Left at the stoplight!

Dangerous!

Supplemental Response:

Currently, traffic signals on MD 210 with very long signal cycles control access to MD 210 from the existing communities. Proposed 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. Improvements proposed under Alternative 5A Modified should substantially improve this situation.

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 11, 2002

Ms. Anne Pearl
557 Wilson Bridge Drive, Unit C-1
Oxon Hill MD 20745

Dear Ms. Pearl:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the projected noise levels and the proposed right-in/right-out at the Brookside Community, like many others that have been received, help us better understand community issues and concerns within the study area.

Based on the information we have developed for the preferred alternative, a barrier will be further evaluated at the Brookside Community. A final determination on noise mitigation will be made after SHA has identified the selected alternative and additional design information is available.

The right-in/right-out will allow motorists to enter and exit the community, without having to wait for the signal 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.

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 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 PRINT
NAME Anne Pearl DATE 9-26-02
ADDRESS 557 Wilson Bridge Dr Ct
CITY Oxon Hill STATE MD ZIP 20745

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

Wilson Bridge Dr Brookside Condo
The proposed plan for Brookside
is not a fair study. I live on the
southside right where the proposed
road will be going through. And it will
be right in my bedroom. We have
children to think of and the noise
from vehicles please reconsider
this option. And also the right
in and right out is ridiculous.

VI-234

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

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Ms. Anne Pearl
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, 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)
Ms. Sylvia Baruch, President, Brookside Park Homeowners Association (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

Supplemental Response:

The service road from the south along Wilson Towers is designed to allow for additional access into the Brookside Community from the proposed Kerby Hill Road interchange. This proposal should not increase the amount of through traffic in Brookside since residents of the development would generate most of it. The community currently has speed bumps, several low speed turns, and stop signs. It is believed 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.

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.

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 12, 2002

Mr. Barry Pickett
526 Wilson Bridge Drive A1
Oxon Hill MD 20745

Dear Mr. Pickett:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about mass transit (rail/subway) 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 information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

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 all reasonable alternatives including the no build alternative. 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, 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, expanded park and ride facilities 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.

PLEASE PRINT NAME BARRY PICKETT DATE 9-26-02
ADDRESS 526 WILSON BRIDGE DRIVE #A1
CITY OXON HILL, STATE MARYLAND ZIP 20745

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

VOTE NO RECORD OF DECISION NOW ON MARYLAND 210
OVERPASSES. WE DON'T NEED OVERPASSES. WE NEED
RAIL ON THE WILSON BRIDGE. WE NEED SUBWAY
STATIONS.

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 Calver Street • Baltimore, Maryland 21202

VI-236

Mr. Barry Pickett
Page 2

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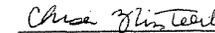
Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the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

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 Kurcharek (w/incoming)
• Mr. Charlie Watkins (w/incoming)

Supplemental Response:

The rail decision along the Woodrow Wilson Bridge is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210. 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. Earlier studies had indicated that the MD 5 corridor was a better candidate for light rail in the near term future.

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. Alternative 5A Modified is the SHA Selected Alternative.

VI-237

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 18, 2002

Ms. Lora Powell
1126 Apple Valley Road
Accokeek MD 20607

Dear Ms. Powell:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments regarding the Swan Creek Road options, 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 develop an interchange at Swan Creek that gives as much access as possible to the shopping center and to the residents, with minimal impacts to the wetlands, has been difficult. We currently have two options, Option C and Option G. Option C may provide better access, generally, for the shopping area. However, it would have greater impacts to the wetlands in the area. Also, the U.S. Army Corps of Engineers have expressed strong concerns with Option C which lead the team to subsequently develop Option G.

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 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.

Also, a path along MD 210 was considered by the study team. However, it was concluded that most pedestrians were crossing MD 210 versus traveling north/south along the roadway. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges to allow community access from either side of MD 210.

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 features. These may or may not change the preliminary results of the property impacts along the entire corridor.

PLEASE PRINT NAME Lma Powell DATE 9-26-02
ADDRESS 126 Apple Valley Rd
CITY Accokeek STATE MD ZIP 20607

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

The Swan Creek intersection is unworkable as designed.
This should remain an at grade intersection
because the proposed changes are
unworkable for the businesses located
there and pedestrian traffic.
Road improvements in Prince Georges County
should not sacrifice the neighborhoods to
facilitate the commute of far off commuters.
Pedestrian activity is an "indicator species" of a
healthy neighborhood. Most of the proposed
"improvements" provide significant impediments
to pedestrian 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 Satewide Toll Free

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

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Ms. Lona Powell

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
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.

The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

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.

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. Sorya Ransome
533 Wilson Bridge Drive
Oxon Hill MD 20745

Dear Ms. Ransome:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments expressing your concern for the land value at Wilson Bridge Drive, 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.

It is impossible to predict what effect the MD 210 project could have on property values in the corridor; however, if no improvements to MD 210 are initiated and traffic volumes continue to increase to 2020 levels, congestion in the corridor will increase substantially. It could be argued that housing values could go down because of decreased accessibility.

SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate any unavoidable impacts as much as possible. The proposed relief road in front of Wilson Bridge Towers will help those that live in the community by giving them more than one exit out.

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

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 NAME Sorya Ransome DATE 9/26/02
PRINT ADDRESS 533 Wilson Bridge Dr
CITY Oxon Hill STATE MD ZIP 20745

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

How will this affect the land
value at Wilson Bridge Dr?

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

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Ms. Sonya Ransome
Page Two

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

Supplemental Response:

The right-in/right-out will allow motorists to enter and exit the community, without having to wait for the traffic signal light to change. While making a right turn onto MD 210 southbound to use the interchange at Kerby 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 Kerby Hill Road interchange. This proposal should not increase the amount of through traffic in Brookside since residents of the development would generate most of it. The community currently has speed bumps, several low speed turns, and stop signs. It is believed 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.

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. 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.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

M' R. T. Smith
8871 Rusland Court
Fort Washington MD 20744

Dear M' Smith:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your inquiry about the impacts near the Devon Hill 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 Devon Hills Community is near the terminus of the project at the Palmer/Livingston interchange. The amount of construction at this location is minimal, consisting of minor paving and resurfacing. Access to the Devon Hill Community will be maintained during construction.

Secondly, access to MD 210 is fairly straight forward. To go north on MD 210, you will be able to travel down Palmer Road and then make a right turn, as you do today. To travel south on MD 210, you would continue on Palmer Road, go across the bridge/overpass (MD 210) then make a left turn. In general the interchanges will operate safer than the existing traffic signals.

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 could 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 NAME R. T. SMITH DATE 26 Sept 02
PRINT ADDRESS 8871-RUSLAND CT
CITY Ft. Washington STATE MD ZIP 20744

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

Amount, extent & duration of construction
(vehicle, land changes) that will occur
near the entrance to DEVON HILLS.

It appears that this project will
not operate as an advantage to me,
It appears to get to my home
(when traveling south) I must do
a loop-loop which is scary & dangerous

- 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-242

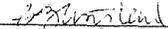
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Mr. T. Smith
Page Two

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, 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
Project Engineer
Project Planning Division

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

Supplemental Response:

Access to MD 210 from the Devon Hills community is as follows.

- To travel north on MD 210; make a right turn from the community onto Palmer Road and then make a right turn onto the proposed northbound ramp.
- To travel south on MD 210, make a right turn from the community onto Palmer Road, go westbound across the proposed bridge/overpass (MD 210) then make a left turn onto the proposed southbound ramp.

In general the interchanges will operate safer than the existing traffic signals because all of the north/south MD 210 traffic has been removed.

Alternative 5A Modified is 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 PUBLICWORKSHOP
MD 210
FROM 1-95/1-495 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 19, 2002

Mr. Zeno St. Cyr II
601 River Bend Road
Fort Washington MD 20744

Dear Mr. St. Cyr:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments concerning the Swan Creek Road options, 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.

It appears that you may have meant to express your support for Option C, as opposed to Option G, which would provide better access to the shopping area. However, this option would have greater impacts to the wetlands in the area. In fact almost half of the total wetland impacts associated with this project are associated with Option C. The U.S. Army Corps of Engineers expressed strong concerns about Option C which led 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.

Thank you for your support of Option C (or G) at Swan Creek. Trying to provide as much access to the existing shopping area has been challenging. 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.

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). By replacing the existing intersections with interchanges, as proposed under Alternate 5A Modified, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. Therefore, it is not necessary to move forward with the additional lanes that were proposed in the previous alternatives at this time. However the wider footprint has been incorporated into Alternative 5A Modified: the overpass bridges that are to be constructed will be wide enough to cover the additional lanes if they become necessary in the future without further impacting the communities along the corridor.

PLEASE PRINT NAME Zeno St. Cyr II DATE 9/26/02
ADDRESS 601 River Bend Rd.
CITY Ft. Washington STATE MD ZIP 20744-5244

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

Under the proposed alternative the shopping center at Swan Creek Road will be severely negatively impacted. Consequently, I strongly suggest Option G for this intersection.

In addition, with the projected increase in traffic on Rt 210, I fail to understand the rationale in deleting the lane expansions from this project. Notwithstanding costs, if traffic operations are correct, the state may simply be delaying the inevitable. Any future cost estimates will likely be higher than current estimates.

- 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

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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 features. These may or may not change the preliminary results of the property impacts along the entire corridor.

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 1-800-543-5026.

Very truly yours,

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

By: *C. 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.

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.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

Mr. Michael Thompson
3104 Ivy Bridge Road
Oxon Hill MD 20745

Dear Mr. Thompson:

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 for 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.

SHA has coordinated with emergency services agencies along the corridor regarding emergency response times. In order to provide the Brookside Community with the same level of protection, the Prince George's County Fire/EMS Department recommends that either the intersection at Wilson Bridge Drive remain at grade with a traffic signal or access be provided from the existing service road from the Kerby Hill Road interchange. The SHA preferred alternative includes a grade separated interchange to facilitate traffic flow; however, additional access to the community will be provided with a connection to Kerby Hill Road via the existing service road, as recommended.

The service road allows for additional access into the Brookside community, but 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 then use the nearest interchange.

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 Michael Thompson DATE 9/26/02
ADDRESS 3104 Ivy Bridge Rd.
CITY Fort Washington STATE MD ZIP 20744

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

I would like to comment on the proposed traffic flow for the community of Brookside Condos. The problem I have with the proposed flow is that it further inconveniences the residents of this community because it will increase the safety for it's children if traffic is introduced to Wilson Bridge Dr. by making it a traffic relief road for 210. This plan will also take away the only playground that children of this community have to use in a community that doesn't have enough public grounds as it is! I also have an issue about how this new traffic gotten will affect emergency vehicle response to this community.

Out side of a pedestrian bridge being added to the community, I feel that having Wilson Bridge Dr. used as a traffic relief road will provide more benefits to residents that don't live in the community than for the residents of this community. I also have concerns to how this will affect the safety value.
Michael Thompson
Brookside property owner

- 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

VI-246

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Mr Michael Thompson
Page Two

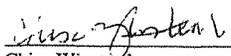
SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate impacts where possible. Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design 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.

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
Project Engineer
Project Planning Division

cc: • Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Ms. Sylvia Earuch, President- Brookside Park Homeowners Association (w/incoming)
Mr. Charlie Watkins (w/incoming)

VI-247

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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 service road from the south along Wilson Towers is designed to allow for additional access into the Brookside Community from the proposed Kerby Hill Road interchange. This proposal should not increase the amount of through traffic in Brookside since residents of the development would generate most of it. The community currently has speed bumps, several low speed turns, and stop signs. It is believed 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.

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.

The pedestrian overpasses have been eliminated from part of this study due to low observed pedestrian volumes, visual impact concerns, cost and data regarding general lack of use of pedestrian overpasses.

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. 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.



MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

Suggestion -

1. have tarred/blacktop NOT cement sidewalks
2. add bus facility further down on 210 — on east side.
3. METRO is better than all this
4. light rail along #210 with ~~to~~ overpasses & pedestrian stairway to overpass to enter/exit light rail platform.
You could reduce ~~at~~ much of the road ~~work~~ ancillary to overpasses

Jackie Walsh
301-263-5120

February 11, 2003

Ms. Jackie Walsh
P. O. Box 44259
Ft. Washington MD 20749-4259

Dear Ms. Walsh:

Thank you for submitting your comments concerning the MD 210 Project Planning Study. Your comments regarding sidewalks, bus facilities and light rail, 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.

Project specifics and details such as the type of materials to be used for sidewalks in the study area will be done as the project proceeds into its design phase in the future.

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 alternatives including the no build alternative. 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 project 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, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

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My telephone number/toll-free 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 • Phone 410.545.0300 • www.marylandroads.com

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Ms. Jackie Walsh

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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 evaluate multimodal measures that will improve transit in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations, expanded park and ride facilities and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified. Light rail is not being considered as a part of this project; however, the proposed improvements will not preclude light rail or any other studies/improvements in the future.

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 features. These may or may not change the preliminary results of the property impacts along the entire corridor.

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)

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Supplemental Response:

Both the Southern Maryland Mass Transportation Alternatives Study, completed in 1996, and the U.S. 301 Corridor Study, completed in 1998, considered multiple rail corridor alternatives in or adjacent to the MD 210 corridor. However, the study recommended that rail in these corridors be dropped from further consideration because of the following:

- They would have had significantly higher capital and lower cost recovery than alternatives in the MD 5/U.S. 301 corridor that are being evaluated further.
- The Rosecroft/Piscataway/MD 210 corridor through which many of the alignments were to be located is not slated for dense enough level of development to support rail.
- They would not have provided an efficient connection to the Metro system at any location, including the Branch Avenue Metro rail station.

Based on these findings, any type of rail link along the MD 210 corridor was excluded from consideration in the MD 210 Project Planning Study.

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.

Jean Wiggins
11007 Valley Brook Dr
FT Wash, MD 20744

TO MD 210
D. Atkinson

I would appreciate being met
if during the planning of our
new highway the community incidents
could have access to (Walk Paths
Bike Paths)
and good planning of trees and
shrubs.

Please keep in mind to have
width +
access roads for this community.



Maryland Department of Transportation
State Highway Administration

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

January 10, 2003

Ms. Jean Wiggins
11007 Valley Brook Drive
Fort Washington MD 20774

Dear Ms. Wiggins:

Thank you for submitting comments concerning the MD 210 Project Planning Study. Your comments about the pedestrian, bicycle access and landscaping along the corridor, 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.

Our improvements include sidewalks and wider outside lanes for bikes throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

A comprehensive landscaping plan was presented at the workshop. All efforts are being made to use native plantings as part of this plan. A lot of things are considered while designing the landscaping, however aesthetics and the community preference for native planting are a high priority.

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.

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

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Ms. Jean Wiggins
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
Project Engineer
Project Planning Division

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

Supplemental Response:

For the SHA Selected Alternative, the existing intersections are being replaced with interchanges. Bicycle and pedestrian access will be included in the interchange designs to accommodate the crossings of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, cross-walks, etc.). The current plans also show connections to the Henson Creek Trail. Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements.

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.

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