

MEETING SUMMARY

TO: MD 210 Focus Group Members

FROM: Dennis M. Atkins   
Project Manager  
Project Planning Division

DATE: May 6, 2002

SUBJECT: Contract Number PG221A11  
MD 210 Multi-Modal Study  
From I-95/I-495 to MD 228, Prince George's County

RE: May 24, 2001  
MD 210 Focus Group Meeting #21

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Project Management Transition

Heather Murphy opened the meeting stating that she has accepted another position at SHA and would be replaced by Dennis Atkins as MD 210 Project Manager. Amy Hribar will remain for at least a short time as SHA Project Engineer, and Mark Lotz will remain as manager of the project from the consultant side.

Project Review

Dennis continued the meeting with introductions and an overview of the purpose of the meeting. The main purposes of this meeting were to discuss staff changes, obtain input from the Focus Group members on the project, discuss the upcoming public hearing, distribute the environmental document and discuss remaining steps in the project following the hearing.

Location/Design Public Hearing

The Location/Design Public Hearing will be held on Thursday, June 21, 2001 at Friendly High School. Exhibits will be on display beginning at 5:30 p.m., followed by the formal SHA presentation at 6:30 p.m. Public testimony will begin following the formal SHA presentation. A sign-up sheet for presenting testimony was made available to Focus Group members. Bonnie Bick requested that specific invitations be extended to area elected officials to attend the hearing. The team noted that local elected officials are included in the public meeting notices.

Helen O'Leary expressed concern about the apparent lack of opportunity that the public and particularly the Focus Group members will have in providing input toward selecting an alternative, given that upper level SHA management and federal agencies are the primary decision makers for the project. Amy pointed out that a comment form will be included in the hearing brochures that provides space for providing input specifically on each alternative and intersection option under consideration. Dennis stated that, soon after the close of the public comment period on July 23, 2001, a Focus Group meeting is projected to be held specifically to obtain input from the Focus Group regarding the pros and cons of each of the alternatives and options. The input from the Focus Group, as well as Public Hearing comments will be summarized for review by all SHA and federal agency decision makers prior to any final decisions.

Review of Alternatives

Amy and Mark conducted a review of the the alternatives to be presented at the Public Hearing. It was explained that Alternative 5A (nc HOV), Alternative 5B (reversible flow barrier separated HOV) and Alternative 5C (concurrent flow HOV) are the mainline alternatives under consideration. It was pointed out that the limits of HOV can be revised from what is currently presented with the alternatives (e.g., a hybrid Alt. 5A/5B or 5A/5B may be considered). The mainline alternatives can be mixed and matched with various intersection improvement options

On Thursday, May 24, 2001, the 21st meeting of the MD 210 Focus Group was held at the Harmony Hall Community Center. The meeting included discussions of the alternatives under consideration, the upcoming Location/Design Public Hearing, the recently published Draft Environmental Impact Statement and upcoming steps in the project. The following people attended:

- Heather Murphy, SHA Project Planning Division (410) 545-8537
- Amy Hribar, SHA Project Planning Division (410) 545-8546
- Dennis M. Atkins, SHA Project Planning Division (410) 545-8526
- Glen Burton, M-NCPPC (301) 952-3577
- Mark Lotz, The Wilson T. Ballard Company (410) 363-0150
- Richard Krueger, Tantallon (301) 292-3407
- Helen O'Leary, Indian Head Hwy. Area Action Council (301) 252-2777
- Sarah Cavitt, Riverbend Estates (301) 839-4674 *MM*
- Bonnie Eick, Sierra Club (301) 839-7403
- Francis Riddle, Tantallon South Civic Assoc. (301) 292-2499
- Dan Lieman, Ft. Washington Est. Citizens Assoc. (301) 292-3652
- Dawn Davit, Potomac Valley Citizens Association (301) 292-4198
- James Long, Tantallon North Area Civic Association (301) 203-6963
- Judy Allen-Leventhal, Greater Accokeek Civic Assoc. (301) 203-6963
- Lona Carlson-Powell, Greater Accokeek Civic Assoc. (301) 292-5969
- A.L. Richard, Concerned Citizen (301) 248-7496 *MM*
- Warren Epes, Concerned Citizen (301) 248-2445 *MM*
- William D. Hunter, Lynnalan Acre (301) 248-4820
- Jim Hudnall, Oxon Hill Bicycle and Trail Club (301) 567-0089

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at the nine locations from Wilson Bridge Drive to MD 373. New to the Focus Group was interchange Option "E" at Swan Creek Road, developed at the request of the U.S. Army Corps of Engineers to reduce wetland impacts. This option received generally favorable feedback from the Focus Group.

With only several exceptions, Focus Group members are generally opposed to HOV lanes on MD 210 because of the impacts to the surrounding environment, roadway aesthetics, and potential induced growth in Charles County. Many were disappointed that HOV alternatives were being carried forward at all. Bonnie Bick was concerned that the only reason HOV is being considered on MD 210 is to provide a system connection to the Beltway to allow opening of the 11<sup>th</sup> and 12<sup>th</sup> lanes across the Woodrow Wilson Bridge. It was acknowledged that there is a system approach to long term HOV implementation throughout many corridors in the state that is considered prudent from a transportation planning perspective. HOV lanes on MD 210 would allow more people to be transported in fewer vehicles, would promote transit ridership through reduced transit vehicle travel times and would free up capacity in the general use lanes for the Prince George's County communities abutting MD 210. Glen Burton summarized that HOV for MD 210 is mentioned in a general fashion in the 1981 Subregion VII Master Plan and is advocated more specifically in the 1993 Subregion V Master Plan.

Several Focus Group members asked the study team to indicate which direction they were leaning in terms of options and alternatives. The project team indicated that they have no preferred alternative or options at this time. Generally, the alternatives and options that provide the most traffic relief also have the most environmental impact. These factors will be weighed as the team arrives upon what will most likely be a hybrid alternative as the preferred alternative.

Several specific comments were made in the course of reviewing the corridor:

- Dick Krueger pointed out that there are plans for a new police station on Fort Washington Road on the west side of MD 210 and a new elderly home on the east side of MD 210. It appears that the Fort Washington Road interchange options would be compatible with both of these sites.
- There are plans to build a new library east of the proposed park and ride on MD 373, east of MD 210.
- Developers of Henson Square have applied for a full movement access point off of MD 210 between Kerby Hill Road and Palmer/Livingston Road. This access point has been opposed by the SHA Project Planning Division. All MD 210 alternatives in this study close the existing median break in the vicinity of this proposed development.
- Numerous bus stops would require relocation as a result of the proposed interchange options from Kerby Hill Road to Old Fort Road North. Specific mitigation measures will be developed when a preferred alternative is identified. However, it appears that approximately two grade-separated pedestrian crossings may be required to maintain safe access to the bus stops. Bus turn-outs on the ramps will also likely be required.

#### Environmental Document

A copy of the Draft Environmental Impact Statement (main volume and mapping supplement) was distributed to each of the Focus Group members. The formal comment period for the document will extend to July 23, 2001.

If you have any questions or comments regarding this summary, please contact the Project Manager, Dennis M. Atkins at (410) 545-8548 or Project Engineer Ms. Melissa Kosenak at (410) 545-8516.

MEETING SUMMARY

TO: MD 210 Focus Group Members  
FROM: Dennis M. Atkins *DMA*  
Project Manager  
Project Planning Division  
DATE: September 12, 2002  
SUBJECT: Contract Number PG221A11  
MD 210 Multi-Modal Study  
From I-95/I-495 to MD 228  
Prince George's County  
RE: May 7, 2002  
MD 210 Focus Group Meeting #22

On Tuesday, May 7, 2002, the 22<sup>nd</sup> meeting of the MD 210 Focus Group was held at the Harmony Hall Regional Center. The meeting included discussions of studies that have been conducted subsequent to last year's Location/Design Public Hearing and the development of Alternative 5A Revised. The following people attended:

- |   |                |
|---|----------------|
| Dennis M. Atkins, SHA Project Planning Division       | (410) 545-8537 |
| Heather Amick, SHA Project Planning Division          | (410) 545-8526 |
| Melissa Kosenak, SHA Project Planning Division        | (410) 545-8576 |
| Robert Boot, SHA Project Planning Division            | (410) 545-8545 |
| Glen Burton, M-NCPPC                                  | (301) 952-3577 |
| Cicero Salles, Prince George's County DPW&T           | (301) 883-5600 |
| Mark Lotz, The Wilson T. Ballaré Company              | (410) 363-0150 |
| Ken Schmidt, Mahan Rykiel Associates                  | (410) 235-6001 |
| Sarah Cavitt, Riverbend Estates                       | (301) 839-4764 |
| Francis Riddle, Tantallon South Civic Assoc.          | (301) 292-2499 |
| Dan Liernan, Ft. Washington Estates Citizens Assoc.   | (301) 292-3652 |
| Stan Fetter, Friendly/Accokeek                        | (301) 203-6809 |
| Jim Hudnall, Oxon Hill Bicycle and Trail Club         | (301) 567-0089 |
| Judith Allen-Leventhal, Greater Accokeek Civic Assoc. | (301) 203-2517 |
| Lona Carlson-Powell, Greater Accokeek Civic Assoc.    | (301) 292-5969 |
| Alonzo Grigsby, G-SCCAP                               | (301) 567-3631 |
| Edward T. Morgan, G-SCCAP                             | (301) 567-0454 |
| Harry R. Davis, Potomac Valley Citizens Association   | (301) 292-9189 |
| Jerry Mathis, Prudential Mathis Realtors              | (301) 292-1400 |
| Rick Tyler, ARTEE/South County Advocate               | (301) 505-2399 |
| Mark Allen, Area Resident                             | (301) 839-1164 |
| Colleen Whelan-Allen                                  | (301) 839-1164 |

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Project Update

Dennis Atkins provided an overall update of project activities that have occurred since the June 01 Public Hearing. Summaries of the May 2001 Focus Group meeting were distributed. The project remains funded for Project Planning only at this time. Comments compiled from the hearing indicated strong opposition to HOV, but general support for the interchange options. Based on the hearing comments, the team has developed a new alternative—Alternative 5A Modified.

Alternative 5A

Mark Lotz provided an overview of Alternative 5A Modified. This alternative would, with capacity Option 2, provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. However, the median would be widened to provide the Alternative (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional dening for general use or HOV lanes or transit in the future. Bridge abutments for the side road overpasses would be set consistent with the ultimate footprint. The mainline lanes would tie back to the existing roadway pavement, as feasible, between the interchanges; but the right-way would be preserved through the development review process for the potential additional use in each direction throughout. It is anticipated that, if this alternative were selected, an additional NEPA study/document would be required when and if the need for additional capacity develops. 11"x17" exhibits of Alternative 5A Modified with the preferred intersection/interchange improvement option at each location were distributed. The preferred option at each location with comments, if any, noted as follows:

Wilson Bridge Drive – Preferred Option A:

The Wilson Towers Apartment and Brookside Park Condo residents are extremely dependent on bus service, and the impacts to the bus stops in this area are a substantial concern to residents and the project team. The removal of left turns in to and out of Wilson Bridge Drive is seen as a substantial impact also. Ken Schmidt presented exhibits depicting landscape concepts at this and all locations. It was suggested that a sidewalk be considered extending further into the apartment complex from the proposed service road.

Kerby Hill Road/Livingston Road – Preferred Option C

A concern was raised as to whether the proposed interchange could handle the additional traffic that would result from the possible future Henson Square development.

Livingston Road/Palmer Road – Preferred Option E

A rail connection should be made between the Henson Creek trail and the service road in front of the Liquor Store/Hovermale's.

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**Old Fort Road North – Preferred Option C**

It was reiterated that the elevation of the ramp in the northwest quadrant should be designed to be as low as possible to maximize visibility to the Livingston Square shopping center.

**Fort Washington Road – Preferred Option D**

The 7-11 along Fort Washington Road that would be a displacement is no longer in operation.

**Swan Creek Road – Option F Presented**

A preferred option has not been identified at this location. Several attendees commented that Option F does not provide satisfactory visibility and accessibility to the shopping center. This shopping center has always struggled and is now under new ownership (Safeway). Original options that better favored the shopping center access impacted over two acres of wetlands, which is all other wetland impacts on the project combined. Access to the park and ride lot was also raised as a concern. A meeting will be scheduled with Safeway representatives to receive their input at this location.

**Old Fort Road South – Preferred Option C**

Maintenance of traffic will be fairly difficult for this interchange since the proposed bridge is immediately on top of the existing intersection, but can be accomplished using a temporary detour road, possibly in combination with sheet piling. The residence closest to Old Fort Road South in the southwest quadrant will be assumed as a displacement due to grading and possible maintenance of traffic impacts.

**Farmington Road – Preferred Option A**

The option consists of minor widening of the side road approaches to this intersection, which will remain at-grade with a traffic signal.

**MD 373 – Preferred Option A**

The option consists of minor widening of the side road approaches to this intersection, which will remain at-grade with a traffic signal.

**Pedestrian and Bicycle Access Efforts**

In response to some issues raised by area transit service providers and citizens, pedestrian and bicycle access will be looked into throughout the corridor. The effort will consist of an evaluation of current and anticipated pedestrian and bicycle movements based on some field observations and meetings with a sub-group to be formed from Focus Group members. Melissa Kosenak asked for volunteers to participate in the effort.

**Next Steps/Schedule**

Dennis provided an overview of the remaining steps in the Project Planning study. The meeting to recommend an alternative to the SHA Planning Director will be held in late May 2002. The Director's meeting will be followed by the Administrator's Recommendation Meeting in early July.

The process of selecting an alternative will continue throughout most of the summer, after which preparation of the final environmental document can begin. Publication of the final environmental document, which will include responses to all citizen comments, will occur in the Spring of 2003. Project Planning should be completed in mid-2003 with receipt of Location/Design Approval. The project is not yet funded for design, so the future of the project beyond Location/Design Approval remains uncertain. Construction will likely occur in at least several stages, prioritized from north to south.

If you have any questions or comments regarding this summary, please contact the Project Manager, Dennis M. Atkins at (410) 545-8548 or Project Engineer Ms. Chisa Winstead at (410) 545-8545.

**MEETING SUMMARY**

TO: MD 210 Focus Group Members

FROM: Mark D. Lotz  
Project Manager  
Project Planning Division

Date: August 22, 2003

Subject: Contract Number PG221A11  
MD 210 Multi-Modal Study  
From I-95/I-495 to MD 228  
Prince George's County

RE: September 13, 2002  
MD 210 Focus Group Meeting #23

On Thursday, September 12, 2002, the 23<sup>rd</sup> meeting of the MD 210 Focus Group was held at the Harmony Hall Regional Center. The meeting included discussions of meetings conducted since the last focus group meeting and review of the preferred alternative. The following people attended:

Dennis M. Atkins, SHA Project Planning Division	(410) 545-8537
Sylvia Baruch, Brookside Park Condo. Assoc.	(301) 839-2957
Bonnie Bick, Sierra Club	(301) 839-7403
Robert Boot, SHA Project Planning Division	(410) 545-8545
Glen Burton, M-NCPPC	(301) 952-3577
Sarah Cavitt, Riverbend Estates	(301) 839-4764
Margaret Clemens, Brookside Park Condo. Assoc.	(301) 839-0407
Joe Dement, The Wilson T. Ballard Co.	(410) 363-0150
Stan Fetter, Friendly/Accokeyk	(301) 203-6809
Keith Kucharek, SHA Highway Design Division	(410) 545-8792
Francis Riddle, Tantallon South Civic Assoc.	(301) 292-2499
Dan Lieman, Ft. Washington Estates Citizens Assoc.	(301) 292-3652
James D. Long, Tantallon N. Civic Assoc.	(301) 203-6963
Judith Allen-Leventhal, Greater Accokeyk Civic Assoc.	(301) 203-2517
Helen O'Leary, Broad Creek Area Resident	
Barry Pickett, Campaign to Reinvest in Oxon Hill	(301) 686-1326
Julia Townsend, Wilson Bridge Drive Resident	(301) 292-1176
Teri Soos, SHA Highway Design Division	(410) 545-8845

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**Project Update**

Dennis Atkins discussed the current funding status of the MD 210 project. MD 210 is currently funded for project planning only, and July 2004 is the earliest that the project could receive design funding. MD 210 is currently second on Prince George's County's priority list behind Branch Avenue.

Bob Boot provided an overview of several of the meetings that have been held this summer including the Administrator's Review meeting, where the project team recommended that Alternative 5A Modified be identified as the preferred alternative. Selection of an alternative will not occur until after the Informational Workshop on September 26<sup>th</sup>. Other meetings include the potential residential and business displacements, as well as an overall business owner meeting. The project team also met with a few individuals from the focus group to review the bicycle and pedestrian amenities of the project.

The Fall 2002 edition of the project newsletter was distributed.

**Informational Workshop**

Bob Boot then described the format and purpose of the Informational Workshop that will be held on September 26<sup>th</sup> at Friendly High School. The workshop will be set up so citizens can proceed through displays at their own pace. Displays will focus on the SHA Preferred Alternative 5A Modified.

Bonnie Bick objected to the decision to not hold a public hearing in lieu of the workshop and questioned the legality of this course.

**SHA's Design Process**

Keith Kucharek then reviewed the design process using a handout which described the sequence of steps in the process.

**Alternative 5A Modified Update**

The project team then went through each of the interchange areas and updated the group on the design. The removal of the traffic signal at Wilson Bridge Drive raised concerns with the Brookside Apartment Complex, whose president and vice-president attended the meeting. The service road, which connects the apartment complex to the Kerby Hill Road interchange, was identified as the option for residents to access northbound MD 210. Concerns were raised that this service road would be utilized by travelers seeking to bypass congestion or accidents on MD 210 to access the Kerby Hill Interchange. The project team assured them that this was not the purpose of the service road and that traffic calming measures, such as speed bumps and signing, could be implemented to help

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September 12, 2002 Focus Group Meeting #23  
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prevent this from happening. A meeting was requested by representatives of the condominium complex to review the alternative with SHA. General concerns raised during the course of discussion included: the increase in speeds along MD 210, potential inducement of traffic because of the improved roadway, transit options that will be available, and local maintenance-related issues (referred to SHA District 3 Office representatives).

The team then reviewed the remaining interchanges without much discussion.

If you have any questions or comments regarding this summary, please contact the Project Manager, Mark Lotz at (410) 363-0150 or Project Engineer, Ms. Chisa Winstead at (410) 545-8345.



Maryland Department of Transportation  
State Highway Administration

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

MEMORANDUM

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

FROM: Dennis M. Atkins *DMA*  
Project Manager  
Project Planning Division

DATE: July 2, 2001

SUBJECT: Project Number PG221A11  
MD 210 Multi Modal Study  
I-95/I-495 to north of MD 228  
Prince George's County

RE: May 14, 2001 Team Meeting

The Project Team met to provide a general update on the project and discuss issues related to the June 21, 2001 Public Hearing. The following people were in attendance:

Dennis M. Atkins	SHA - PPD	410-545-8548
Barbara Allera-Bohlen	SHA - Env. Programs	410-545-8623
Heather Amick	SHA - PPD	410-545-8526
Erv Berkert	Prince George's Co. DPW&T	301-883-5714
Glen Burton	M-NCPPC	301-952-3577
Jon Chamberlin	SHA - Dist. 3 R/W	301-513-7457
Prakash Dave	SHA - Bridge Hydraulics	410-545-8356
Kathleen Donolen	WMATA	202-962-1074
Jim Dooley	SHA - RIPD	410-545-5675
Terrance Hancock	SHA - RIPD	410-545-5675
Joe Harrison	SHA - PPD	410-545-8506
Scott Holcomb	SHA - PPD	410-545-5644
Amy Hribar	SHA - PPD	410-545-8546
Mark Lotz	The Wilson T. Ballard Co.	410-363-0150

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

Ms. Cynthia D. Simpson  
MD 210 Multi Modal Study  
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Linda Mott	SHA - LAD	410-545-8620
Harvey Muller	SHA - RIPD	410-545-5656
Jane Posey	MWCOG/TPB	202-962-3331
Karuna Pujara	SHA Highway Hydraulics	410-545-8397
Angela Smith	SHA Highway Design	410-545-8790

The meeting began at 10:00 AM with brief introductions. The following is a summary of the topics discussed.

Project Management Transition

Dennis Atkins explained that he is currently the Acting Project Manager, replacing Heather Murphy, at least temporarily. Amy Hribar remains the Project Engineer for SHA. Mark Lotz remains with the project from The Wilson T. Ballard Company.

Project Status Report

The Draft Environmental Impact Statement has been signed by FHWA, and agency distribution has begun. SHA internal distribution will be completed over the next few days. The Location/Design Public Hearing is to be held on Thursday, June 21, 2001. The alternatives to be presented at the hearing will be presented at the May 21<sup>st</sup> Interagency Review Meeting. The process for recommending an alternative or combination of alternatives is scheduled to be completed this summer, allowing a fall, 2001 Selected Alternative meeting with the Administrator.

Alternatives

Amy Hribar presented the three build alternatives that are to be presented at the hearing— Alternatives 5A, 5B and 5C. Alternative 5A would not include HOV lanes or MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). There would be no improvement to the MD 210 connection to or from I-295. This alternative is predicted to reduce traffic congestion but not alleviate it altogether.

Alternative 5B would consist of widening MD 210 to provide a 2-lane, reversible, barrier-separated HCV facility in the median of MD 210 for the portion of study area from the Capital Beltway to south of Swan Creek Road. South of Swan Creek Road, the barrier-separate HOV lanes would transition to concurrent flow HOV lanes for the remaining portion of the study area down to MD 228. The reversible section of the HOV lanes would operate northbound for morning peak traffic conditions and southbound for evening peak conditions.

This type of HOV facility is projected to carry as many as approximately 5300 vehicles a day in the design year 2020. These vehicles will consist of buses, vanpools and carpools of three or more persons. These lanes are projected to operate at the posted speed limit (or greater); this could result in a travel time savings of 10 to 15 minutes depending on the Capacity Option chosen.

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Access to and from the HOV lanes would not be permitted at the intersections due to the driver confusion that would result from two types of turning traffic from side roads. Access would be provided at approximately three locations northbound and southbound between the Capital Beltway and MD 228. The access points would consist of slip ramps allowing general-use traffic to merge into and out of the HOV lanes, at certain locations.

Alternative 5C would consist of the widening of MD 210 to provide an additional lane in each direction designated as a concurrent flow HOV lane (i.e., one HOV lane in each direction). Special striping to create an approximate four-foot wide separation between the new HOV lane and the existing three general-use lanes will be included. Flexible pylons are being considered to separate the HOV and general-use lanes. It is still being determined the extent necessary for drivers to move between the HOV and general use lanes as they travel along the corridor.

This type of HOV facility is projected to carry as many as 5300 vehicles a day. These vehicles will be buses, vanpools and carpools of three or more persons. Although not modeled specifically for this alternative, travel time savings in the HOV lanes are anticipated to be comparable to those projected for Alternative 5B.

Amy and Dennis further explained that the Selected Alternative would likely be a combination of alternatives. For example, based on the results of the traffic analysis, it appears at this point in the study that a likely combination of alternatives could be Alternative 5C north of Swan Creek Road and Alternative 5A south of Swan Creek Road. Kathleen Benton asked why Alternative 5C was being favored over Alternative 5B if HOV is going to be implemented. Mark responded that Alternative 5C can accommodate the highest projected peak hour HOV volume in one lane - 1,100 vehicles- and would better accommodate the weaving in and out of the HOV lanes that may be required in the relatively short distances between intersections in the northern part of the corridor. Alternative 5C also has lower costs and impacts, and does not require potentially complicated reversible operations.

Two sets of intersection capacity improvement options as previously discussed are being considered with Alternatives 5A, 5B and 5C—Capacity Option 1 and Capacity Option 2.

Capacity Option 1 includes the least number of interchanges considered reasonable. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections are proposed to be expanded with the existing traffic signals to remain. Under this option with Alternative 5A, a 4<sup>th</sup> through lane in each direction would be included on MD 210, from Old Fort Road North to Old Fort Road South. With this 4<sup>th</sup> through lane and additional side road turn lanes these intersections are predicted to operate at 5% to 30% over capacity. The intersections to the north will be a greater percentage over capacity than those to the south. While these intersections are predicted to operate over capacity, the proposed improvements are much less impactful to the socio-economic and natural environment and would be much less costly than an interchange. The existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized

existing median break locations, leaving each of these locations right-turn in, right-turn out access-only.

Capacity Option 2 includes the number of interchanges considered necessary to avoid failing levels of service during the peak periods. Interchanges are proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. These interchanges are expected to operate at LOS D or better for the weaves on and off MD 210 as well as the intersections proposed where the ramps tie into the side roads for the design year 2020. Many of the ramp tie-in intersection locations could warrant traffic signals and would operate at LOS C or better during the peak periods. The remaining intersections are proposed to be expanded with the existing traffic signals to remain. Again, the existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized existing median break locations, leaving each of these locations right-turn in, right-turn out access only.

A new option, Swan Creek Road Option E, has been developed at the request of the U.S. Army Corps of Engineers for inclusion in the DEIS. This option avoids the extensive wetland system in the southwest intersection quadrant by connecting Livingston Road on the west side of MD 210 with Livingston Road on the east side of MD 210 using a sharply skewed bridge with a 500+ foot span. It appears that the bridge would need to be limited to two spans. Prakash Dave expressed concern regarding the constructibility of such a bridge. Option E would cost approximately \$18 million, as compared to \$13 million with Option D, but would have approximately two acres less wetland impact. The Wilson T. Ballard Company (WTB) will complete additional traffic analysis, allowing further comparisons between the options, prior to the hearing.

#### Environmental Impacts and Costs

Mark Lotz handed out a packet containing a summary of environmental impacts and costs for all alternatives and intersection/interchange improvement options. The packet contained summaries of the total project as well as each intersection location.

Impacts to Waters of the U.S. are relatively extensive for the project. At the request of the Environmental Programs Division, WTB is completing a breakdown of the Waters of the U.S. by type and location. Mr. Dave and Ms. Pujara requested copies of this breakdown.

Ms. Pujara also inquired concerning the amount of right-of-way set aside for stormwater management. In a meeting approximately six months ago, Ms. Pujara had commented that it appeared that insufficient area had been set aside for stormwater management. Mr. Lotz stated that following that meeting, WTB expanded the amount of area assumed for stormwater management and submitted a revised right-of-way mark-up to District 3 for estimating. The revised right-of-way areas and costs are reflected in the current plans, estimate and environmental document. Ms. Pujara requested a follow-up meeting to discuss this issue. Ms. Allera-Bohlen asked to be included in the meeting.

Linda Mott expressed concern regarding the extent of woodlands impacts on the project. She requested that, wherever possible, additional area be preserved for reforestation.

#### Other Issues

Noise barriers are proposed for all of the alternatives for a considerable distance throughout the project. Joe Harrison asked how potential noise barriers will be shown, if at all, on the hearing displays. The core team will need to have a follow-up meeting to resolve this and other hearing display questions.

Barbara Allera-Bohlen reported that a wetland mitigation site search is underway. An agency field review will be held in the next few months.

It was pointed out that the proposed alternatives would have substantial impact on the bus stops serving local bus service in the project area. A meeting was held at WMATA in October 2000, at which it was estimated that approximately 13 bus stops would be impacted by the proposed interchange alternatives between Wilson Bridge Drive and Old Fort Road North. Potential solutions include bus pullouts on the ramps and pedestrian overpasses/tunnels. Tunnels are a less likely solution based on public safety and water table concerns. Erv Berkert and Linda Mott both stressed the need for transit and pedestrian accessibility on this project. Pedestrian traffic studies may be needed. Notes will be added to the public hearing displays stating that potential pedestrian overpass and bus stop replacement locations are being evaluated for each of the alternates. Another meeting will be scheduled to continue efforts at resolving this issue.

Glen Burton will check with M-NCPPC staff regarding the procedures to be followed by the Prince George's County Planning Board and Council in evaluating this project.

#### Recent Activities

On June 21<sup>st</sup> the project team conducted the previously mentioned Location/Design Public Hearing. Approximately 190 people attended with 34 providing either oral or private testimony (27,7). Some of the main themes the study team heard was:

- A Lack of Support for HOV - for various reasons including: the impacts of the "larger foot print", opposition to the concept of HOV, costs, concerns about the benefits
- Support for the purple line across the Woodrow Wilson Bridge
- General support for the creation of interchanges consistent with Capacity Option II
- Overall concern about woodland impacts (particularly with the HOV)
- Need to more specifically address pedestrian & bicycle issues
- Need to address transit access and bus stop locations
- Concerns that these improvements are only being done to facilitate Charles County traffic
- Noise issues in the northern portion of the corridor

- A perception that the "real" choke point is up at the Beltway - however improvements associated with the Woodrow Wilson Bridge reconstruction should alleviate this perception
- The citizens do not want this corridor to look like Branch Avenue with all the concrete.

The team's next steps are:

- respond to comment letters we have received so far (on-going)
- comment period ends 7/23
- hold a team "debriefing" (we will set for the end of July/beginning of August)
- meet with the focus group to let them know what we heard at the hearing and from the comment letters and state & federal regulatory agencies

cc: Project Team (attachments upon request)



Maryland Department of Transportation  
State Highway Administration

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Governor  
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Parker F. Williams  
Administrator

Ms. Cynthia D. Simpson  
Page 2

MEMORANDUM

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

FROM: Dennis M. Atkins  
Project Manager  
Project Planning Division

DATE: May 28, 2002

SUBJECT: MD 210: Team Meeting - Meeting Summary

A Team meeting for the subject project was held on April 25, 2002, in the State Highway Administration's PPD Conference Room.

The purpose of this meeting was to share with the team the progress and status of developing alternatives for the MD 210 project. The following team members were in attendance:

<u>Name</u>	<u>Representing</u>
Robert Boot	SHA - PPD
Melissa Koscnak	SHA - PPD
Heather Amick	SHA - PPS
Dennis M. Atkins	SHA - PPD
Keith Kucharek	SHA - HDD
Ken Schmidt	Mahan Rykiel
Terrance Hancock	SHA - RIPD
Prakash Dave	SHA - Bridge
Cicero Salles	Prince George's DPW&T
Mark Lotz	Wilson T. Ballard
Joe Dement	Wilson T. Ballard
Harvey Muller	SHA - RIPD
Shiva Shrestha	SHA - RIPD
Paul Matys	SHA - Bridge
Chanel Torsell	SHA - PPD

My telephone number is \_\_\_\_\_

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Project Update

Dennis Atkins reviewed the status of the project since the June 2001 Public Hearing. Since the Hearing, the team has been actively working to develop an alternative that addresses both the purpose and need of the project as well as the citizen comments and input received during and since the Hearing. As a result, the team has developed Alternative 5A Modified.

Melissa Koscnak then reviewed the results of the internal coordination with Highway Design, Bridge Design and Highway Hydraulics. To date, Highway Design has reviewed the alternatives and provided comments, which have been incorporated. Bridge Design is currently reviewing the plans and a meeting is scheduled for Tuesday, May 7<sup>th</sup> to go over their comments. Coordination with Highway Hydraulics is also occurring to review structures and Stormwater Management issues.

Pedestrian/bicycle access along the roadway and more specifically the interchanges were discussed. Harvey Muller suggested signing an alternative bike route through the area that utilizes side roads and connecting roadways. Project Planning team members will meet with Harvey Muller to discuss bicycle/pedestrian issues in greater detail.

Mark Lotz then reviewed Alternative 5A Modified and discussed issues with each interchange. The following section more specifically addresses each intersection:

Livingston/Kerby Hill Road

The potential of providing a service road between Wilson Bridge Drive and Kerby Hill Road over Carey Branch was discussed. In this section of Carey Branch, the stream flows through a concrete lined channel. The team agreed that several issues need to be addressed concerning this potential service road. Such issues include the engineering feasibility, the environmental impacts to the stream, the maintenance of such a structure as well as whether or not the agencies would buy into this idea. Cicero Salles, Prince George's County DPW&T, expressed that Prince George's County would most likely not want to maintain this facility. Cicero will discuss this issue further within his department. Prakash Dave expressed the need to perform a preliminary hydraulic analysis for Carey Branch to determine if such a structure would be hydraulically feasible. If the County is unwilling to take on this structure in terms of ownership and maintenance then the team may not be able to pursue further.

Cicero Salles suggested getting traffic information for the Henson Creek Development. After the meeting, Chanel Torsell confirmed that development numbers for this property were assumed in the overall forecasts for MD 210.

Harvey Muller suggested moving bicycles off of MD 210 in this area onto a service road and signing Oxon Hill Road as an alternate route.

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Ms. Cynthia D. Simpson  
Page 3

Palmer/Livingston

Paul Matys asked if the 26 foot retaining wall on the west side could be reduced. Mark Lotz is investigating the possibility of reducing the height of this wall. This may require additional impacts to the driving range. Once options are developed the team will coordinate with Dick Ravenscroft's office.

Prakash Dave also stated that a preliminary hydraulic analysis would be required along this portion of Henson Creek. He will meet with the Highway Hydraulics Section to discuss responsibilities for the various stream crossings of MD 210.

The team asked that Project Planning identify buffer areas in the FEIS.

Old Fort Road North

The mapping indicates that a stream invert will be lowered. The team will investigate whether or not the invert truly needs to be lowered.

Fort Washington Road

The team questioned whether or not one lane was sufficient to handle the traffic on Relocated Fort Washington Road on the west side of MD 210 traveling east. This issue will be further investigated.

Livingston/Swan Creek Road

No comments.

Old Fort Road South

No comments.

Farmington Road

No comments.

MD 373

No comments.

Ken Schmidt then reviewed the landscape plans then have been developed for each intersection. The landscape concepts showed potential planting concepts and themes. The team will make a more detailed presentation to Linda Mott.

Heather Amick has been coordinating with Coastal Resources in order to locate potential mitigation sites.

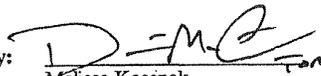
After reviewing the interchanges, Dennis Atkins reviewed the schedule. He anticipates that this project will continue to be funded for Project Planning in fiscal year 2003, with Location Approval anticipated in the Fall of 2003.

Ms. Cynthia D. Simpson  
Page 4

The Director's Team Recommendation Meeting will be held on May 30<sup>th</sup>, 2002 at 9:00 am in Room 109. The team asked all members to try and attend if possible.

A Focus Group meeting is scheduled for May 7<sup>th</sup> to review the status of the project. The agenda for the Focus Group Meeting was reviewed. The main purpose of the meeting is to introduce the Focus Group to Alternative 5A Modified.

If you have any additional questions or concerns please feel free to contact the Project Manager, Mr. Dennis M. Atkins at 410-545-8548 or myself at 410-545-8516

By:   
Melissa Kosénak  
Project Engineer  
Project Planning Division

cc: List of Attendees  
MD 210 Team Members  
Mr. Joe Harrison  
Mr. Joseph Kresslein  
Mr. Dick Ravenscroft  
Mr. Robert Sanders  
Mr. Doug Simmons

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Ms. Cynthia Simpson  
Page 2

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Dennis M. Atkins  
Project Manager  
Project Planning Division

**DATE:** November 12, 2002

**SUBJECT:** MD 210: Team Meeting - Meeting Minutes

A Team meeting for the subject project was held on September 4, 2002, in the State Highway Administration's PPD Conference Room.

The purpose of this meeting was to share with the team the progress and status of the MD 210 project. The following team members were in attendance:

<u>Name</u>	<u>Representing</u>
Robert Boot	SHA - PPD
Dennis M. Atkins	SHA - PPD
Terri Soos	SHA - HDD
Jim Dooley	SHA - RIPD
Prakash Dave	SHA - Bridge
Cicero Salles	Prince George's DPW&T
Mark Lotz	Wilson T. Ballard
Jon Chamberlin	SHA - D3 ROW
Chisa Winstead	SHA - PPD
George Cardwell	WMATA - BPPD
Paul Matys	SHA - Bridge
Chanel Torrell	SHA - PPD
Bob Sanders	SHA - PPD
Joe Harrison	SHA - PPD
Caryn Brookman	FHWA
Dan Johnson	FHWA

**Project Update**

Dennis Atkins reviewed the status of the project since the last team meeting. Since the last team meeting, the study team has held several meetings including an Administrator's Review meeting. At this meeting, the Administrator concurred to drop Alternatives 5A, 5B and 5C and retain Alternative 5A Modified as the preferred alternative. Due to some public comment and changes in the alternatives since the Hearing, it was decided that an additional workshop would be held before an alternative is officially selected. Other meetings that have been held include a bike/pedestrian meeting with some of members of the Focus Group to gain community insight as to bike and pedestrian issues.

The Study Team has also met with potential residential and business displacements. Of the 25 displacements, less than half attended either meeting. The last meeting held was with the business owners potentially affected by the project. One issue that came up at this meeting was a concern whether the project planning study is taking into account changes in the Prince George's County Master Plan. Cicero Salles responded that the Master Plan is not specific enough to draw any quantitative conclusions regarding effects on traffic projections or specific development areas.

Mark Lotz then reviewed Alternative 5A Modified and updated the team with the issues at each interchange. At Wilson Bridge Drive, the circulator bus issues were discussed. Concern was raised over the commitment to the circulator system in the future. It was agreed that language in the NEPA document be coordinated with WMATA, MTA, Prince George's County and FHWA to ensure compliance with this commitment. A question was raised as to whether the cost of the circulator system would be included with the Selected Alternative. Both options (pedestrian cross-walks and circulator bus system) were presented at the workshop.

The idea of putting the service road over Carey Branch in the vicinity of Brookside Apartments has been abandoned; however, the area is being evaluated for stream mitigation. This issue was discussed at a Field Meeting on September 9, 2002.

At the proposed Fort Washington interchange location, a property owner has requested access off of Relocated Fort Washington Road, west of MD 210. This access appears feasible and will be investigated further.

Concerns at the Swan Creek Interchange Option G included the time it takes to get to the park and ride for commuters. At this interchange, Safeway has expressed concerns with the access resulting from Option G and will be commenting on the impacts to their business viability in order to make the case to the Corps of Engineers and others to select the original interchange option that impacted several acres of wetland, but provided favorable access. On the east side of MD 210, a CVS store is planned on the site of the former restaurant. If plans for this store move ahead, the Livingston Road alignment will need to be shifted to the north.

My telephone number is \_\_\_\_\_

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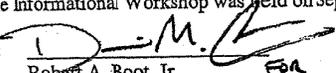
Ms. Cynthia Simpson  
Page 3

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We then reviewed the project schedule and the next steps to be taken to get to an alternative decision. The schedule will be revised to allow time for additional studies that are needed and the required amendment to the CLRP designation for the project (non-HOV). Mike Haley of RIPD is pursuing this issue with MWCOG.

A Focus Group meeting was held on September 12<sup>th</sup> to review the status of the project. The agenda of the meeting was reviewed. The Informational Workshop was held on September 26<sup>th</sup>.

By:

  
Robert A. Boot, Jr. For  
Assistant Project Manager  
Project Planning Division

cc: List of Attendees  
MD 210 Project Team  
Ms. Heather Murphy  
Mr. Joseph Kresslein  
Mr. Robert Sanders  
Mr. Doug Simmons  
Mr. Joe Harrison

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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

MD 210 Core Team Meeting w/Director  
Page 2

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Chisa Winstead  
Project Engineer  
Project Planning Division

**DATE:** June 16, 2003

**SUBJECT:** MD 210: Core Team Meeting w/Director – Meeting Summary

On Wednesday, May 28, 2003, MD 210 Project Team members met with the SHA Project Planning Director in conference room 336 at SHA Headquarters.

The purpose of the meeting was to select an option for the interchange at Swan Creek, and also to discuss mitigation for the impacts to the WMATA bus service.

The following were in attendance:

<u>Name</u>	<u>Representing</u>
Heather Amick	SHA-PPD
Keith Kucharek	SHA-HDD
Mark Lotz	The Wilson T. Ballard Company
Bob Sanders	SHA-PPD
Doug Simmons	SHA-OPPE
Chisa Winstead	SHA-PPD

Mark Lotz began the meeting with a project overview and explained to Doug the two options for the Swan Creek interchange, Option C and Option G. Option C is the option preferred by the community and Old Forte Village Shopping Center store owners, namely Safeway. This option is preferred by Safeway because of its similarity to the existing ingress/egress movements and easy, "front-door" access to the shopping center. Option G has redundant movements, reconnects both sides of Livingston Road across MD 210 and would provide access to the shopping center, similar to what exists today in addition to placing a road behind the shopping center.

Due to impacts to the wetlands in the vicinity, SHA has preferred Option G over Option C. At our meeting, Doug concurred with the selection of Option G for this interchange.

Doug was concerned with the intersection of Livingston Road, the new road behind the shopping center with the deceleration lane coming off of SB MD 210. He is concerned about the speed of the vehicles coming off of the highway approaching this intersection. Bob Sanders was concerned with the close proximity of the entrance/exit to the shopping center to this intersection. We will conduct further studies regarding this location, including geometric modifications, roundabout consideration and coordination with OOTS.

Doug agreed that this detail could be worked out later and would not have to delay our Selected Alternative Concurrence Memorandum to the Administrator.

Mark then focused on the transit issues. He described the concept of the proposed circulator bus system and the need to obtain a commitment for this service. The team asked Doug if he felt that we should meet with MTA and WMATA decision makers to place this on the radar screen. Doug recommended that the team make arrangements for this issue to be placed on the agenda for the next SHA/MTA Director's Review Meeting, to be held on June 23, 2003.

Next, Mark mentioned the Old Palmer Road (service road) connection to MD 210. There is some concern about the traffic being rerouted through an adjacent community and having future access to MD 210 from Broadview Road. Doug reviewed the plans and is comfortable with leaving this access as it is proposed-in the future Old Palmer will no longer connect with MD 210. Motorist traveling Old Palmer Road will need to use Broadview Road to access MD 210.

Lastly, Doug was informed about the follow up meeting with the Brookside Park Community, scheduled for June 4th. The community is opposed to the removal of the traffic signal located at Wilson Bridge Drive and MD 210. The purpose of the meeting is to meet with a smaller representation of the community and take a tour, listening to all of the concerns the community has with the proposed improvements. The team will be prepared to bring an ADC, Bob Sanders, and also plans of concepts that have been considered previously for this location. Doug agreed with the idea of bringing an ADC. He also felt that it may be necessary to show the community previous concepts. His concern was that if we show the previous concepts, we would have to have very solid evidence as to why they are not preferred. Doug recommended contacting Tom Hicks from OOTS to help develop this evidence.

This is a summary of the Core Team meeting with the Director. If you have any questions or concerns, please feel free to contact the Project Manager, Mark Lotz at 410-353-0150 or myself at 410-545-8545.

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Maryland Department of Transportation  
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Parker F. Williams  
Administrator

MEMORANDUM

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

**FROM:** Dennis M. Atkins  
Project Manager  
Project Planning Division

**DATE:** August 30, 2002

**SUBJECT:** MD 210: Bicycle/Pedestrian Meeting – Meeting Summary

A meeting for the subject project was held on July 23, 2002, at Harmony Hall Regional Center, in Fort Washington MD.

The purpose of this meeting was to discuss plans for pedestrian and bicycle access associated with the interchange and intersection improvements that are being considered for the MD 210 corridor. The following individuals were in attendance:

<u>Name</u>	<u>Representing</u>
Judith Alcon-Leventhal	Greater Accokeek Civic Assoc.
Dennis M. Atkins	SHA –PPD
Robert Boot	SHA –PPD
Mark Holt	Southern P. G. Trails
Jane Hudnall	Individual
Jim Hudnall	Oxon Hill Bicycle & Trail Club
Mark Lotz	Wilson T. Ballard
Bob McKittrick	Individual
Mickey McKittrick	Individual
Harvey Muller	SHA –RIPD
Barry Pickett	Campaign to reinvest in Oxon Hill
Lona Carlson Powell	Greater Accokeek Civic Assoc.
Cicero Salles	Prince George's County DPW&T
Fred Shaffer	Prince George's County M-NCP&PC
Chisa Winstead	SHA –PPD

MD 210 Bicycle/Pedestrian Meeting  
Page 2

Dennis Atkins began the meeting with a brief review of the history and status of the project. He then reviewed Alternative 5A Modified and notified the attendees that this is SHA's preferred alternative at this time. Alternative 5A Modified would convert six intersections to interchanges: Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North/ Fort Washington Road, Swann Creek Road/Livingston Road and Old Fort Road South. The last two intersections in the corridor at Farmington Road and MD 373 would be modified and expanded slightly. The existing MD 210 median openings would be closed at Wilson Bridge Drive and at all unsignalized existing median break locations, leaving each of these locations right-turn in and right turn out access only.

Some changes have been made to some interchanges since this alternative was first introduced. Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g. acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction with auxiliary lanes to facilitate interchange operations would require a separate planning effort and approval process including public involvement.

Dennis Atkins then notified the citizens that there will be a workshop on September 26, 2002 at Friendly H.S., and a Focus Group meeting on September 12, 2002 at Harmony Hall. Several members asked if 11x17 copies of the preferred alternative could be made available to community groups before the workshop. We will indicate in an upcoming Newsletter that mapping can be sent to various groups upon request.

The project is currently only funded for Project Planning. The earliest the project may be able to receive Design funding will be the fiscal year 2004 (July 2003). However, with current state budgetary limitations it is unlikely additional funding will be made available next fiscal year.

Harvey Muller then addressed the general bicycle and pedestrian issues. Currently bicycle traffic is allowed on MD 210, with the only prohibition sign being posted at the Charles County line. This bicycle access will be maintained in the future. There will be 10 ft. shoulders and special connections at pinch points. Currently plans are being made to create and sign an alternative bike route as well. This route will connect to the Henson Creek Trail. As for the pedestrians, longitudinal travel along MD 210 will be prohibited. However, sidewalk access across MD 210 will be provided along with the interchanges.

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An 8 ft. path may be placed along Oxon Hill Road as part of a County Project. Harvey Muller also stated that bus pullover stops and pedestrian bridges or bus circulators will be considered to allow people to get from one side of the highway to the other side safely. However, the residents and County Director of Public Works have expressed concerns about the pedestrian overpasses. The group asked if underpasses could be looked into instead. The team responded that safety concerns have been raised with this option in the past. Providing a circulator bus may end up being a better solution. Both options (overpass and circulator bus) will be presented at the workshop.

One citizen brought up the issue of Metrorail. The individual wanted to know if the modifications to MD 210 and the Woodrow Wilson Bridge allow for rail in the future. SHA replied that they would not preclude the option of rail; however, that issue is not a factor in this project at this current time. Cicero indicated that Prince George's County supports rail on the bridge and the MD 210 improvements, but noted that these are separate efforts.

Mark Lotz then went over the plans for the MD 210 corridor going into more detail focusing on specific issues at each interchange. He used the conceptual landscape plans as well as the highway plans to inform the group. Mark also noted the overpasses, bus pullovers, and pointed out location of the trail connections. He also expressed that there may be a sound barriers considered for this project. At each interchange, the sidewalks and bicycle access were examined in detail. The following sections more specifically address each intersection/interchange:

Wilson Bridge Drive

The traffic light at this intersection would be removed. In the future, this intersection would have right-turn in and right-turn out access. This is a highly populated area and transit is a big issue therefore this area is under consideration for a pedestrian overpass or a circulator bus.

Livingston/Kerby Hill Road

The group was notified that bicycles and pedestrians may cross the bridge. The bridge is expected to have a posted speed of 35mph.

Palmer/Livingston

A bus pullover and pedestrian overpass are proposed to be located in-between the Livingston/Kerby Road and the Palmer/Livingston Road interchanges. The Henson Creek Trail was pointed out, and comments were expressed about providing additional connections on the east side of MD 210 to the Henson Creek Trail.

Old Fort Road North  
No comments.

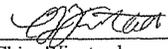
Fort Washington Road  
No comments.

Livingston/Swan Creek Road

Old Fort Road South  
No comments

Farmington Road & MD 373  
No comments

This is a summary of the Bicycle/Pedestrian Meeting. If you have any questions or concerns, please feel free to contact the Project Manager, Dennis M. Atkins at 410-545-8548 or myself at 410-545-8545.

By:   
Chisa Winstead  
Project Engineer  
Project Planning Division

cc: List of Attendees  
Ms. Heather Amick  
Mr. Keith Kucharek  
Mr. Robert Sanders



Maryland Department of Transportation  
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Ms. Cynthia D. Simpson  
Page Two

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Dennis M. Atkins  
Project Manager  
Project Planning Division

**DATE:** May 31, 2002

**SUBJECT:** MD 210: Bridge Coordination Meeting Summary

A Bridge Coordination Meeting for the subject project was held on May 7, 2002, at the State Highway Administration in Conference Room 215.

The purpose of this meeting was to share the progress and status of the alternatives developed for the MD 210 project with the Bridge Division and receive their input. The following people were in attendance:

<u>Name</u>	<u>Representing</u>
Dennis M. Atkins	SHA-PPD
Robert Bout	SHA-PPD
Prakash Dave	SHA-Bridge
Joe Dement	The Wilson T. Ballard Company
Melissa Kosenak	SHA-PPD
Keith Kucharek	SHA-HDD
John Logan	SHA-Bridge
Mark Lotz	The Wilson T. Ballard Company
Ralph Manna	SHA-Bridge
Paul Matys	SHA-Bridge
Kelly Nash	SHA-Bridge
Glenn Vaughan	SHA-Bridge

The meeting began with introductions. Dennis Atkins then explained that our purpose for meeting was to review comments from the Bridge Division on Alternative 5A Modified.

Dennis Atkins informed the group that utility costs have been accounted for in the CTP Cost for MD 210.

Mark Lotz then reviewed Alternative 5A Modified starting from the north and discussed issues with each interchange.

Some general issues discussed include:

- The typical shoulder width in the interchange areas will be 14 feet with a closed section, in order to reduce right-of-way impacts.
- Glenn Vaughan asked Project Planning not to commit to using bottomless box culverts at this point. Glenn also requested that general wording be included in the final environmental document regarding proposed hydraulic structures, in effect saying, "Appropriately sized hydraulic structures to maintain existing upstream water surface elevations will be developed during final design."
- Both bicycle and pedestrian access will be addressed throughout the study area.
- Paul Matys asked that we analyze maintenance of traffic (MOT) during construction for all interchanges.

The following sections more specifically address each intersection:

Livingston/Kerby Hill Road

The potential of providing a service road between Wilson Bridge Drive and Kerby Hill Road over Carey Branch was discussed. In this section of Carey Branch, the stream flows through a concrete lined channel. Several issues need to be addressed concerning this potential service road, such as the engineering feasibility, the environmental impacts to the stream, the maintenance responsibilities of such a structure as well as whether or not the agencies would buy into this idea. Prakash Dave expressed the need to perform a hydraulic analysis to determine if such a structure would be hydraulically possible. Glenn questioned whether or not the agencies requested the concrete liner be removed. To date, the agencies have not made that request. However, our Environmental Manager, Heather Amick, will look into this issue more closely. Paul Matys expressed concern that the Wilson Tower Apartments could potentially be flooded if the concrete channel were removed.

My telephone number is \_\_\_\_\_

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Ms. Cynthia D. Simpson  
Page Three

Glenn encouraged Project Planning not to use a retaining wall in the southwestern quadrant of the Livingston/Kerby Hill Road intersection along Henson Creek. Having a retaining wall along a stream can cause scour. Relocating the stream and providing mitigation may be a better solution and needs to be evaluated. An easterly mainline shift does not appear to be feasible in this area, because of the existing service road. The removal of an existing box culvert segment, which is no longer necessary, and relocation of an exposed utility line will also need to be addressed in this area. Overall, Prakash concluded that a preliminary hydraulic study would be needed for Carey Branch.

Concerning MOT, some movements may need to be rerouted during construction. Glen Vaughan requested that Project Planning investigate constructability with and without using detours. Emergency vehicle and school access issues must be taken into consideration. Glenn estimated a nine-month (one season) construction schedule for this bridge. In addition, Glenn would like to know how many stages of construction there will be at this interchange. Mark will investigate these issues.

Mark noted that there is no need for retaining walls at this interchange due to the natural topography of the intersection.

Mark said that currently, east west traffic volumes at Kirby/Livingston Road are fairly low, however, if/when the Henson Square Development is constructed, traffic would increase.

#### Palmer/Livingston

Paul asked if the 26 foot retaining wall on the west side could be reduced. Mark Lotz is investigating the possibility of reducing the height of this wall.

Paul suggested shifting the Fort Washington Golf Range's parking lot and providing screen fencing at the end of the range. The building and parking lot shift could eliminate the need to take the driving range. The estimated price of acquiring the Fort Washington driving range is \$3M. Once options are developed the team will coordinate with Dick Ravenscroft's office.

SHA should attempt to avoid impacting Hovermale's Ice Cream because it is an historic site.

Glenn requested that Project Planning review the under clearance of the structure located at station 24+85. He believes that the profile generated through Project Planning may be as much as 4 inches under the desirable goal of 16'9". Mark Lotz will investigate.

Glenn requested that super elevation transitions not be located on structures if at all possible.

Ms. Cynthia D. Simpson  
Page Four

John Logan asked if it was possible to locate the westbound ramp to Livingston Road from southbound MD 210 slightly north of the proposed location in order to avoid passing the turning movement underneath the structure over MD 210 connecting Livingston Road and Palmer Road. This would allow the structure to be shorter. Due to the Henson Creek Trail and the potential of putting a service road in the area for the proposed relocated ramp, Project Planning did not find moving the ramp to be a viable option.

#### Old Fort Road North

The intersection of Old Fort Road North with MD 210 would be shifted 70 feet south of its existing location. This shift would provide better grades and allow maintenance of traffic for the structure crossing over MD 210.

Mark pointed out that the retaining wall in the north east quadrant of the interchange is necessary due to existing steep slopes that rise from MD 210.

#### Fort Washington Road

Under the current design an existing stream would be relocated in the north east quadrant of this interchange. An approximately 30 foot high retaining wall (maximum height as measured from the bottom of footing to top of barrier) between the mainline and the ramp from westbound Fort Washington Road to northbound MD 210, with a fill slope on the outside of the ramp would also be included.

#### Livingston/Swan Creek Road

Glenn had concerns that the bridge shown in the preferred configuration may not be constructible because of superelevation transition concerns. Project Planning was encouraged to modify the configuration to minimize the length of structure and keep the super elevation transition off the structure.

John Logan suggested squaring the east side intersection of the overpass with the service road and consider round-a-bouts on both the east and west sides. Mark will investigate.

Glenn asked if Project Planning looked at the possibility of shifting the mainline of MD 210 in this area. Mark said that it has been looked at, but was rejected due to both design issues as well as environmental concerns.

#### Old Fort Road South

Glenn stated that the structure crossing over MD 210 at the Old Fort Road South interchange was at a good skew. He also agreed that using the abandoned gas station property in the south east quadrant of the intersection during construction for staging was a good idea and would provide for good MOT during construction.

Ms. Cynthia D. Simpson  
Page Five

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Farmington Road  
No comments.

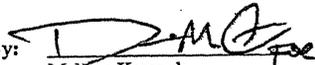
MD 373  
No comments.

After reviewing the interchanges, Dennis reviewed the schedule. He anticipates that this project will continue to be funded for planning in Fiscal Year 2003, with Location Approval anticipated in the Fall of 2003.

Glenn asked Project Planning to investigate opportunities for stream mitigation. Dennis informed the group that Heather has been coordinating with Coastal Resources to identify potential mitigation sites and strategies.

Kelly distributed the bridge cost estimate. Glenn Vaughan stated that in general the Project Planning cost estimates for structures have been running low. He advised Project Planning to keep the unit costs the same, but to add a "Structure Uncertainty Factor".

Mark questioned whether the cost estimates would need to be adjusted to include form liners. Glenn said that the costs were fine and did not need to be changed.

By:   
Melissa Kosenak  
Project Engineer  
Project Planning Division

cc: List of Attendees  
Ms. Heather Amick  
Mr. Joe Harrison  
Mr. Joseph Kresslein  
Ms. Heather Murphy  
Mr. Dick Ravenscroft  
Mr. Robert Sanders  
Mr. Doug Simmons

VI-376

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**Meeting Documentation**

**Project:** MD 210  
**Contract #:** PG221A11

**Date:** 11/16/00  
**Location:** Whitehall Baptist Church

**Meeting:** Whitehall Baptist Church Public Outreach

**Agencies Involved:** SHA

**Attendees:**

**Address:**

Attendees:	Address:
Heather Murphy	
Amy Hribar	
Drue Little	16701 Huron Street, Accokeek, MD 20607
Glenn Little	16701 Huron Street, Accokeek, MD 20607
Rebecca Bowers	5964 Accokeek Road, Brandywine, MD 20613
Pauline Harris	1067 Pine Lane, Accokeek, MD 20607
Emanuel A. Harris	722 Chatsworth Drive, Accokeek, MD 20607
Jesse Presswood	14600 Fort Trail, Accokeek, MD 20607
Mildred Presswood	14600 Fort Trail, Accokeek, MD 20607
Buddy Perrygo	14607 Wannas Drive, Accokeek, MD 20607
Betty Perrygc	14607 Wannas Drive, Accokeek, MD 20607
Alua Worthington	147 W. Farmington Road, Accokeek, MD 20607

**Purpose:** : In response to the public outreach attempt along the MD 210 corridor, the Whitehall Baptist church requested to be informed about the MD 210 project.

**Highlights:**

Heather Murphy began by giving an overview of the project.  
A public hearing should be held in May or June.  
We are looking at HOV on the corridor.  
This project eliminates congestion; it is not merely to just move Chares County traffic.  
The alternatives were described in detail.  
5A. Improving just the intersections  
5B. HOV barrier separated  
5C. HOV concurrent

**Questions:**

What are the chances of getting Metro down MD 21C?  
It is not likely that Metro will ever be used in this corridor, but light rail might be evaluated.

What are the possibilities of using slug lines like northern Virginia?  
There will not be any extra effort made to contribute to use of slug lines if HOV is implemented.

With the road widening, what had been done when it gets to the other end?  
The Woodrow Wilson Bridge has begun its improvements in the northern end. The southern end of the project is also under construction to improve the intersection of MD 210 and MD 228.

How do they budget for the project?  
The state usually contributes 20% of the funding and the Federal Government usually adds the other 80%.

VI-377



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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Dennis M. Atkins  
Project Manager  
Project Planning Division

**DATE:** March 24, 2003

**SUBJECT:** Brookside Community  
MD 210 - I-95/I-495 to MD 228  
Prince George's County, Maryland

On March 4, members of the MD 210 Study Team attended a meeting with the Brookside Park Condominium Association, in Oxon Hill, to discuss the direct impacts of the MD 210 preferred alternate upon their community. We have been working with community leaders to set up this meeting since August 2002. Several members of the community attended our MD 210 Informational Workshop in September 2002.

The Brookside Community is located on the west side of MD 210 at Wilson Bridge Drive which is just north of the signal at Livingston/Kerby Hill Road. The light at Wilson Bridge Drive is a T-intersection with MD 210 and is the only access point for this community of about 600 units. Under Alternative 5A Modified, the SHA Preferred Alternative, this intersection would become right-in right-out only. Access to the community from the south would occur through a service road that would be built from Kerby Hill Road north along MD 210 and connect into the southern end of the community.

The team has studied many different alternate ways to provide access as well as potentially allowing for a partial signal at MD 210. However, each option was determined to be unfeasible. While most of the individuals in the community understand that improvements to MD 210 are necessary, the majority of them still do not want to lose their traffic signal. They are also not pleased about the southern access point and fear that if there are backups on MD 210 individuals will cut through their community. The study team believes, that if the proposed MD 210 improvements are in place, this is unlikely to occur unless there is a serious traffic incident on the main road.

Ms. Cynthia D. Simpson  
Page Two

In addition, community leaders are concerned about the infrastructure impacts that could occur with the additional traffic accessing the southern end of the complex versus being concentrated at the current entrance. This would also include the circulator buses that are currently proposed to replace the existing bus service once the stops along MD 210 are closed. Residents are concerned about impacts to the pavement, property acquisition, loss of parking spaces, and loss of a children's playground area. We reminded the group that with the proposed right of way acquisition from community property we would be entering into a real estate transaction where it is possible some of their concerns could be addressed.

However, as stated previously we are not going to be able to address their fundamental concern, which is the removal of the signal. The next day we brought the issue to the attention of our Planning Director, Doug Simmons, and offered a potential plan of action. The first step is to evaluate the several modifications the community asked us to consider. We will work on this task over the next several weeks.

Secondly, the community leaders asked us to come out during an upcoming busy rush hour to experience with them some of the various traffic situations that they deal with on a daily basis. The team will bring documentation of the various options the team has considered over the years at this location to the meeting. Finally, after we meet with the smaller group we will offer to meet again with the larger community.

On another note, one of the community activists was concerned about some overhead lighting along SB and NB MD 210 just north of Wilson Bridge Drive that was no longer working. This individual had brought up the concern this summer and the team had them get in touch with our District Office. The team will coordinate with the district as well as members of the Woodrow Wilson Bridge Team to determine the status of the lights.

We are planning on writing a letter to the community president as a follow up from the March 4<sup>th</sup> meeting and will include the status of the lights in our correspondence.

This is a summary of our meeting with the Brookside Community. If you have any questions or concerns, please feel free to contact the Project Manager, Dennis M. Atkins at 410-545-8548 or myself at 410-545-8545.

By: Chisa Winstead  
Chisa Winstead  
Project Engineer  
Project Planning Division

cc: MD 210 Study Team  
Mr. Paul Gudelski  
Mr. Charlie Watkins

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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VI-378



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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

MD 210 Core Team Meeting w/Director  
Page 2

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Chisa Winstead  
Project Engineer  
Project Planning Division

**DATE:** July 1, 2003

**SUBJECT:** MD 210: Brookside Park Condominium Assoc. Meeting

On Wednesday, June 4, 2003, MD 210 Project Team members met with members of the Brookside Park Condominium Association on location at the MD 210/Wilson Bridge Drive intersection.

The purpose of the meeting was to follow-up on the condominium association members' request to review some of the concerns voiced at the March 4, 2003 meeting at dusk hour within the condominium property.

The following were in attendance:

<u>Name</u>	<u>Representing</u>
Dennis Atkins	SHA-PPD
Glen Burton	M-NCPCC
Mark Lotz	The Wilsor T. Ballard Company
Chisa Winstead	SHA-PPD
Approximately 3-10 members of the Brookside Park Condominium Association	

Mark Lotz began the meeting by distributing a letter dated April 8, 2003 from SHA to the condominium association summarizing the March 4, 2003 meeting and SHA's understanding of the association's concerns regarding the MD 210 project.

Dennis Atkins summarized the status of the MD 210 Multi-Modal Study and the remaining steps. We explained that our goals with this meeting included understanding their concerns, by reviewing them in the field, to better facilitate a possible follow-up meeting with the SHA Planning Director to discuss specific mitigation measures that could be included in the project.

We then walked through the parking areas and around the buildings associated with the project. We explained that traffic volumes under the new access arrangement, from Kerby Hill Road, would result in no traffic volume increases within parking areas north of Wilson Bridge Drive, but some traffic volume increases would occur in those areas south thereof. We have not determined whether the parking areas and aisles would be need to be widened under the proposed access arrangement, but this need will be investigated further. We observed pavement failures at several locations in the parking lot aisles. We also observed at one point three transit buses within a span of several minutes coming into the complex and making a U-turn at the west end of Wilson Bridge Drive to discharge passengers. However, overall traffic volumes were fairly low (less than five per minute) in the parking aisles south of Wilson Bridge Drive.

Discussion focused on how parking areas would be replaced if the widening of aisles eliminates spaces. We committed to evaluating this further. Association representatives stressed that any impacted parking spaces would need to be replaced.

We viewed the area between two of the buildings that is the proposed location for a new connecting roadway between the service road paralleling MD 210 down to Kerby Hill Road and the main condominium parking aisle. This area is currently grassed with a mulched children's play area with swing set. There appeared to be adequate space within this grassed area to relocate the play area about 50 feet to the southwest and provide room for the connecting roadway. Several Association representatives remarked that this proposal make "the best sense", while some others were concerned about the safety of a children's play area so close to traffic.

One idea that appeared to have some merit for further consideration during our site walk was to provide a one-way northbound roadway between the row of buildings and MD 210, thus resulting in a one-way counter-clockwise flow through the parking aisles south of Wilson Bridge Drive. This would reduce the traffic volumes on a given section of parking aisles below what they would otherwise be; however the space between the buildings and MD 210 is quite limited. We will develop this idea further for review by the condominium association.

One of the association's members, Mr. Stuart Rogel, showed us an area where water seepage out of the ground causes constant ponding, with associated problems, on the site, particularly at the association's swimming pool. The seepage is occurring on or near the SHA right-of-way line, north of Wilson Bridge Drive at a Verizon utility manhole. Mr. Rogel has contacted WSSC and Verizon, neither of which claims responsibility. We committed to checking into the matter further through SHA channels.

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MD 210 Core Team Meeting w/Director  
Page 3

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This is a summary of the Core Team meeting with members of the Brookside Park Condominium Association. If you have any questions or concerns, please feel free to contact the Project Manager, Mark Lotz at 410-363-0150 or myself at 410-545-8545.

cc: Ms. Heather Amick  
Mr. Glen Burton  
Mr. Keith Kucharek  
Mr. Mark Lotz  
Mr. Robert Sanders  
Mr. Doug Simmons  
Ms. Cynthia Simpson  
Ms. Chisa Winstead

VI-380



Maryland Department of Transportation  
State Highway Administration

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

Ms. Cynthia D. Simpson  
Page Two

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Dennis M. Atkins  
Project Manager  
Project Planning Division

**DATE:** July 1, 2002

**SUBJECT:** MD 210: Safeway Incorporated Meeting Summary

A Meeting with Safeway Incorporated was held on June 12, 2002, at the State Highway Administration's District 3 Office in Greenbelt.

The purpose of this meeting was to share the progress and status of the alternatives for the MD 210 project with Safeway Incorporated, the owners of the Olde Fort Village Shopping Center, and receive their input. The following people were in attendance:

<u>Name</u>	<u>Representing</u>
Robert Boot	SHA-PPD
Jim Brooks	Safeway Incorporated
Jon Chamberlin	SHA-District 3 Right-of-Way
Melissa Kosensak	SHA-PPD
Mark Lotz	The Wilson T. Ballard Company
Cicero Sales	Prince George's County DPWT

The meeting began with introductions. Melissa then explained that our purpose for meeting was to provide Mr. Brooks with an update on the MD 210 Project Planning Study.

Melissa then provided a project update. Since the June 2001 Public Hearing, SHA has been actively working to identify a preferred alternative that addresses both the purpose and need of the project as well as the citizen comments and input received during and since the Hearing. As a result, SHA has developed alternative 5A Modified.

Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes on MD 210 and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the structures now would alleviate additional future costs and impacts.

Melissa then reviewed the schedule. This project is funded for Project Planning through July 2003, with Location Approval anticipated in the Fall of 2003.

Mark then gave a brief description of the proposed interchanges. Interchanges are proposed at:

- Kerby Hill Road/Livingston Road
- Livingston Road/Palmer Road
- Old Fort Road North
- Fort Washington Road
- Swan Creek Road/Livingston Road
- Old Fort Road South

Mark then reviewed the Livingston Road/Swan Creek Road interchange in greater detail. Mark pointed out some of the constraints that exist within this interchange area. He mentioned the southeast quadrant as well as the need to maintain access to the hospital.

Mr. Brooks indicated that he would prefer that the service road behind the shopping center not be their main access. He is concerned that the location of this access will affect the viability of the businesses in the shopping center. In addition, he is concerned that the service road will take valuable parking spaces. However, if the service road is necessary to provide movements for the interchange and it is not the only access point to the Olde Fort Village Shopping center, he would not be opposed to it.

Mr. Brooks indicated his concern with the location of the access to the Olde Fort Village Shopping Center from northbound MD 210. The exit ramp from MD 210 northbound to Swan Creek Road is located south of the shopping center, therefore shoppers need to take the exit before they can see the shopping center. Mr. Brooks also expressed concern that the location of this ramp could deter impulse shoppers. Mark indicated that this was an issue brought up by the MD 210 Focus Group at the May 7, 2002 Meeting. Mark will investigate the potential of moving the ramp from northbound MD 210 to Swan Creek Road further north so that drivers would be able to see the shopping center before the ramp to access the shopping center.

My telephone number is \_\_\_\_\_

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

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Ms. Cynthia D. Simpson  
Page Three

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We then discussed the use of signs to help shoppers locate the Olde Fort Village Shopping Center. Melissa has been looking into potential methods of providing Olde Fort Village Shopping Center with signage. Mr. Brooks requested that SHA coordinate with the county concerning the signage, since the county dictates the types of signs allowable. SHA will coordinate with the County as necessary.

John Chamberlin suggested that SHA can look into the possibility of naming the park and ride lot near the shopping center the Olde Fort Village Park and Ride Lot.

Mr. Brooks indicated that he preferred interchange options A, B, C and/or D which were presented to the public at the June 21, 2001 MD 210 Location/Design Public Hearing. He also would prefer a less skewed structure, since the structure can create a visual obstacle between the driver and the shopping center.

Mr. Brooks requested that SHA look at allowing a right in only from MD 210 into the shopping center near the Wendy's Restaurant. SHA will investigate further.

Safeway Incorporated has received all necessary permits and will begin construction on the Olde Fort Village Shopping Center in the Fall of 2002. Safeway Incorporated invested approximately \$11M on the purchase of this property and will invest approximately \$5M more for the renovations. In order to protect the shopping center's economic viability, Mr. Brooks is concerned about maintaining visible and easily accessible entrances to the shopping center.

Mark indicated that the MD 210 project will most likely be divided into several construction projects. Therefore, the Swan Creek Road/Livingston Road interchange may not be constructed for many years. However, SHA may be able to do some small intersection improvements in the meantime.

Mr. Brooks will provide SHA with a copy of Safeway's plans for the Olde Fort Village Shopping Center. Mark will provide Mr. Brooks with a copy of SHA's alternatives for this interchange. In addition, Mark will provide Mr. Brooks with revised plans for the interchange as revisions are made. SHA will continue to coordinate with Safeway as the MD 210 project progresses.

By:

  
\_\_\_\_\_  
Melissa Kosenak  
Project Engineer  
Project Planning Division

VI-382



**Maryland Department of Transportation  
State Highway Administration**

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

Accokeek Community Meeting minutes 4/26/00  
Page Two

MEMORANDUM

TO: File

FROM: Ms. Heather Murphy  
Project Manager  
Project Planning Division

SUBJECT: MD 210 Multi-Modal Study  
From I-95/I-495 to MD 228  
Project No. PG221A11

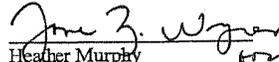
DATE: September 7, 2000

RE: Greater Accokeek Civic Association  
Meeting Minutes 4/26/00

Their comments specific to the intersection of MD 210 and MD 373 focused on an existing problem where the lanes across are not aligned properly restricting sight distance for vehicles turning left. This issue has been forwarded to District 3 Traffic.

There was also concern raised regarding the existing left-turn allowed from a development call "The Mail" located on the east side of MD 210 to northbound MD 210. This turn is very dangerous due to the prevailing speeds traveled in this area and driver expectation. It was requested that SHA look into disallowing this left-turn. This also has been forwarded to District 3.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By:   
Heather Murphy  
Project Manager  
Project Planning Division

VI-383

A meeting of the Greater Accokeek Civic Association was held on April 26, 2000. The purpose of the meeting was to update members of the community on the MD 210 project planning study and to solicit comments on the project.

Heather made a presentation to the approximately 25+ community members that attended, describing the overall project planning study alternatives, including HOV. She then described in more detail the alternatives being studied for the MD 373 intersection.

The community was made aware of the upcoming Public Informational Workshop for this project scheduled for May 15, 2000 at Friendly High School. Heather outlined various ways for the members to communicate their concerns and how important it was for them to be placed on the record. She discussed the time frame for alternative selection and how comments from the citizens, agencies and public officials are taken into consideration in order to make that decision.

The major concern we heard from the community was the HOV element of the alternatives being considered. The community feels they are being impacted by the addition of an HOV lane in order to facilitate growth and travel from southern Maryland. They prefer the non-HOV alternative and support the intersection improvements toward the southern end of the corridor and the interchange improvements proposed for the northern portion. They also would like to see more effective, efficient transit in the MD 5/US 301 corridor as well as Metro across the Woodrow Wilson Bridge.

My telephone number is \_\_\_\_\_  
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**Maryland Department of Transportation  
State Highway Administration**

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

Ms. Cynthia Sirapson  
Page 2

MEMORANDUM

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Dennis M. Atkins  
Project Manager  
Project Planning Division

**DATE:** December 9, 2002

**SUBJECT:** MD 210: Accokeek Civic Association Meeting – Meeting Minutes

A meeting with the Accokeek Civic Association was held on November 20, 2002. The purpose of this meeting was to share with the association the progress and status of the MD 210 project. The MD 210 project was an agenda item on their monthly meeting.

Project History

Chisa Winstead reviewed the history of the project including the preparation of the DEIS in Spring 2001. This document was available for public review at the June 21, 2001 Location/Design Public Hearing. Since the public hearing, the project team has actively worked to develop an alternative that addressed both the purpose and need of the project as well as the citizen comments and input received since the hearing. During the hearing process there were many concerns raised with the HOV proposals. As a result, SHA developed Alternative 5A Modified and identified the alternative as preferred in the Summer of 2002. Alternative 5A Modified would not provide HOV lanes on MD 210, but would provide bridge lengths and abutment locations compatible with possible future roadway widening or transit facilities within the MD 210 right-of-way.

SHA presented this preferred alternative at the Information Workshop held on September 26, 2002. Chisa indicated that the majority of the comments that we received at that workshop were from folks who could be more directly impacted by the project. In addition, there was a contingent that wanted SHA to delay their selection of an alternative until decisions regarding rail across the Woodrow Wilson Bridge are made.

Alternative 5A Modified

Mark Lotz then reviewed the details of Alternative 5A Modified and updated the community with the issues at each intersection. In general, questions from the citizens pertained to clarification of information and issues on the displays, such as stormwater management areas, proposed noise mitigation and specific traffic movements with the interchanges.

Wilson Bridge Drive – Option A

Proposes an at-grade intersection improvement with right-in/right-out turn movements. Transit and access issues were discussed. Livingston Road/Kerby Hill Road – Option C  
Proposes a grade-separated interchange with ramps in the northwest and southwest quadrants of the crossroad. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp ties into Relocated Kerby Hill Road opposite the proposed two-way service road that will be a primary access for residents of the Wilson Towers Apartments and Brookside Park Condominiums. Several folks were interested in the status of Hovermales. We indicated that it would not be impacted by this project.

Palmer Road / Livingston Road - Option E

Proposes a ½ diamond interchange on the east side of MD 210, with ramps in the northeast and southeast quadrants. On the west side of MD 210, in the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. A proposed access road with retaining walls can be aligned in front of the existing businesses along Livingston Road. The group asked if access would be provided to the trail along Henson Creek Park. We stated that access paths are being considered along both sides of MD 210.

Old Fort North Road North – Option C

Proposes a diamond interchange at Old Fort Road North. A realigned Old Fort Road North to the south of the existing intersection is comprised of two lanes in each direction crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection with Old Fort Road North.

Fort Washington Road – Option D

Proposes a ¾ diamond interchange with ramps in the northeast, northwest and southeast quadrants. The design also requires a relocated Fort Washington Road overpass of MD 210 north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would connect to the MD 210 overpass and tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. Existing Fort Washington Road then becomes a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction with left turn lanes where required.

My telephone number is \_\_\_\_\_

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VI-384

Livingston Road/Swan Creek Road - Option G

Proposes an interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210. Access to Swan Creek Road from MD 210 southbound would be achieved with an at-grade right in/right out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound is proposed in the southeast quadrant. A Livingston Road crossing over MD 210 to the north of the existing intersection requires one lane eastbound and westbound with a center turn lane.

At this intersection, Option C was also displayed to the public because an option has yet to be selected. Option C is one of the original interchange designs with ramps located in the southwest quadrant of the intersection, which is a wetland area. Several members of the group supported this option because of its perceived more direct access to the shopping center. However, others were more supportive of Option G. In general access to this shopping center and the hospital was a concern.

Old Fort Road South - Option C

Proposes a diamond interchange with Old Fort Road South over MD 210. Old Fort Road South is proposed to be two lanes eastbound and westbound through the interchange area. One individual asked why we were proposing to displace the residence in the southwest quadrant. We responded that we may be using that area as part of construction sequencing for the interchange; however, we tend to be conservative with impacts during project planning, and this residence may be able to be saved during final design.

Farmington Road - Option A

This option includes at-grade improvements. It proposes a single left turn, one through lane and a right turn lane east bound and a left turn, through lane and right turn lane westbound on Farmington Road. An individual asked if we are still considering adding jug handles to remove the left turns from this intersection, since the intersection has a bad safety history. We stated that this option was included in the HOV options but that from a traffic operations perspective we felt that this configuration (Option A) would operate satisfactorily in 2020. Adding an exclusive left turn phase may be considered to address safety concerns.

MD 373 - Option A

This option includes at-grade improvements. It proposes lengthening acceleration/deceleration lanes on MD 210. MD 373 proposes a single left turn and through/right lane eastbound and two left turn lanes, a single through and a right turn lane westbound. The group is interested in the landscaping plans for the old park-n-ride lot. Mapping should be revised to indicate that the new park-n-ride lot is no longer under construction.

Next Steps/Schedule

Since the workshop, the study team has held field meetings to determine the scope of the detailed environmental studies that may still be needed to complete the Final Environmental Impact Statement (FEIS). Design field reviews can be scheduled to update the environmental regulatory agencies as to the direction of the project and help to reach consensus on commitments that may be made as a result of these studies. The selection of an alternative for which to seek Location Approval is scheduled to occur in the spring of 2003, with the preparation of the FEIS in Summer/Fall 2003. Once the FEIS is submitted to FHWA, location/design approval should occur in mid-2004. Funding allocations for design of various phases of the project will determine the next step in the process.

The group had several follow up questions. Many of them focused on design and construction funding. We went over the four phases of project development and reiterated that this project is only funded for Project Planning. We also indicated that it is unlikely that any design funding will be available before FY 2005. The team also said that it is likely that portions of the project closer to the Beltway are more likely to be funded first.

Finally, the group asked about landscaping plans. Mark then reviewed some of the landscape concepts that have been developed to date. We indicated that an overall theme for the corridor is likely to be developed with input from the public through avenues such as the focus group.

By:   
Chisa Winstead  
Project Engineer  
Project Planning Division

cc: MD 210 Project Team  
Mr. Charlie Watkins

**Greater Accokeek Civic Association**  
**Proposed Updated Position on Maryland 210 Highway Alternative**  
**20 November 2002**

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This position is consistent with the membership position previously adopted by the Greater Accokeek Civic Association (GACA), taking into consideration State Highway Administration's (SHA) most recent study updated Alternative for improvements to Maryland Route 210 from the Beltway to Route 373 in Accokeek.

1. Enthusiastically support SHA's dropping all plans for HOV on Maryland Rt. 210, Indian Head Highway.
2. Support selected intersection improvements on Rt. 210. Encourage safety and bike/pedestrian-oriented improvements at grade toward the southern end and selected flyover bridges at the northern end of the corridor, improvements that would be oriented toward assisting existing users and neighborhood residents. We are concerned that SHA plans for several of the intersections are counterproductive and do not facilitate local users, but rather encourage high-speed travel-through traffic.
3. Enthusiastically support Metro on the Woodrow Wilson Bridge replacement. This is an obvious long-term positive approach to resolve Rt. 210 corridor problems, significantly moving significant numbers of people effectively and efficiently while taking traffic off the road.
4. Urge development of more effective, efficient transit in the Rt. 5/301 corridor. This would improve transit for southeast southern Maryland as well as our area, helping connect traffic with the Branch Avenue Metro and the Beltway. Light rail in that corridor might meet many needs. HOV (in existing lanes) might be appropriate for the portions of Rt. 5, which have already been converted to freeway.
5. Since our community is bisected by Route 210, we support highway improvements that accommodate businesses and services at the intersection of Routes 210/373. We commend the State Highway Administration for development and enhancement of safe pedestrian crossing at the Routes 210/373 intersection. Furthermore, we advocate that all improvements to Route 210, especially those at Farmington Road and 373, accommodate and facilitate pedestrian and bicycle access in all directions.

NOTE: Passage of this motion would authorize the GACA President and Board to act through letters, statements, meetings, and other appropriate vehicles to put this policy into action.



**Maryland Department of Transportation  
State Highway Administration**

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

Oxon Hill Community Meeting minutes 5/9/00  
Page Two

**MEMORANDUM:**

TO: File

FROM: Heather Murphy  
Project Manager  
Project Planning Division

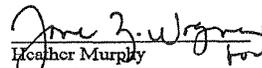
SUBJECT: MD 210 Multi-Modal Study  
From I-95/I-495 to MD 228  
Project No. PG221A11

DATE: September 7, 2000

RE: Oxon Hill Community Meeting Minutes

and the fact that this community could be subjected to ongoing construction activities for a period of 10 years or more. Their concerns were concentrated on the growth occurring in the area and the congestion they're experiencing as a result. They were very vocal in their desire for some sort of mass transit or light rail to facilitate travel.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By:   
Heather Murphy  
Project Manager  
Project Planning Division

VI-387

A meeting of the Friends of Oxon Hill was held on May 9, 2000 at the Oxon Hill Manor. The purpose of the meeting was to update members of the community of various projects in the area and to solicit comments on the project.

Heather made a presentation to the approximately 50+ community members that attended, describing the overall project planning study alternatives. She then described in more detail the alternatives being studied for the Oxon Hill Road interchange and the Wilson Bridge Drive location.

Heather outlined various ways for the members to communicate their concerns and how important it was for their comments to be on the record. She discussed the time frame for alternative selection and how comments from the citizens, agencies and public officials are taken into consideration in order to make that decision.

The major points of interest and concern heard from the community was the amount of projects in the area such as

- the National Harbor development,
- the Oxon Hill Road Widening (PG County),
- the Woodrow Wilson Bridge Replacement, and
- the Capital Beltway Project Planning Study,

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MEMORANDUM

TO: File

FROM: Ms. Heather Murphy  
Project Manager  
Project Planning Division

SUBJECT: MD 210 Multi-Modal Study  
From I-95/I-495 to MD 228  
Project No. PG221A11

DATE: February 27, 2001

RE: Allentown Recreation Council  
Meeting Minutes 1/23/01

A meeting of the Allentown Recreation Council was held on January 24<sup>3</sup>, 2001. The purpose of the meeting was to update members of the community on the MD 210 project planning study and to solicit comments on the project.

Heather made a presentation to the approximately 15+ community members that attended, describing the overall project planning study alternatives, including HOV and the consideration of HOT.

The community was made aware of the upcoming Public Hearing for this project scheduled for late spring at Friendly High School. Heather outlined various ways for the members to communicate their concerns and how important it was for them to be placed on the record. She discussed the time frame for alternative selection and how comments from the citizens, agencies and public officials are taken into consideration in order to make that decision.

The comments and questions raised at the meeting are as follows:

Is there something that can be done about longer lights at some of the intersections now? Many citizens feel that the timing for the traffic signals could be adjusted to accommodate the traffic better.

How many residences will be lost with the improvements to MD 210?  
At this time there are approximately 20 relocations total for the project including homes and businesses.

Allentown Community Meeting minutes 1/23/01  
Page Two

Does the project receive Federal Funding?  
Heather explained how this project would be funded. Generally they receive 80 percent from the Federal Government and 20 percent from the state.

Isn't HOT designed to accommodate the corporate people?  
HOT does not just benefit those who are in the corporate world. Many citizens need to travel with a reliable commute time. For example, parents that have their children at daycare may benefit with an HOT system.

Does HOT really help with congestion if they are single occupancy vehicles?  
The use of HOT is a system which single occupancy vehicles buy into the system. If the HOV lanes would reach capacity with HOV users, HOT would not be accepted in the HOV lanes. HOT attempts to try to better manage capacity needs.

Has Metro been evaluated on MD 210?  
Yes, there was an extensive feasibility study done on the corridor and found insufficient. Since the MD 210 corridor borders the Potomac River, only a limited number of users can be pulled from the west side. A more feasible possibility is implementing a light rail system up the MD 5 Corridor.

Will the Hearing be advertised?  
Yes there will be notification in the papers and mailed notification.

Over the last few years there have been 8 people killed at Palmer Road. The lighting and the intersection is also very bad. Can anything be done to fix this area?  
We will send the concern to District 3 to evaluate the intersection.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: \_\_\_\_\_  
Heather Murphy  
Project Manager  
Project Planning Division

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VI-389

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



100-221  
Robert L. Flanagan, Secretary  
Neil J. Pedersen, Administrator

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MAY 12 2003

THE WILSON T. BALLARD CO.  
BY: *[Signature]*

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**FROM:** Chisa Winstead *[Signature]*  
Project Engineer  
Project Planning Division

**DATE:** May 8, 2003

**SUBJECT:** MD 210: WMATA Meeting - Meeting Summary

A meeting was held with Mr. Tom Harrington, the new WMATA liaison to the MD 210 Team, and MD 210 Core Team members on Monday, April 28, 2003 in the Project Planning Conference Room at SHA Headquarters. Bob Sanders, Mark Lotz, Heather Amick and Chisa Winstead represented SHA.

The purpose of this meeting was to brief Tom on the status of the study, background on transit-related issues, the Preferred Alternative, and remaining steps.

Mark Lotz began the meeting with a project overview and then focused on the transit issues. He described both transit options under consideration -- the Feeder Bus Service and the bus pull-offs with pedestrian bridges. We then informed Tom that we recently met with the Brookside community, located at Wilson Bridge Drive, major transit trip generators, and the community is not in favor of the pedestrian bridges. Mark let Tom know that the Feeder Bus Service, which would result in higher safety and lower costs, is the preferred option among local residents, the Prince George's County Director of Public Works, and the Core Team. General support has also been expressed by MTA's Director of Planning.

MD 210 WMATA Meeting  
Page 2

Next, we requested that Tom assist us in developing language for the Selected Alternative and Conceptual Mitigation Package regarding a commitment to provide a Feeder Bus Service to mitigate transit impacts from the proposed improvements. We will work with Tom in coordinating with the appropriate MTA staff in developing this language. Tom let us know that he would discuss the information received at the meeting with his staff, County representatives and George Cardwell (former WMATA liaison) and get back to us in the next few weeks. Ultimately, we want to include the Feeder Bus Service commitment in the FEIS along with some details as to the service plan that would be associated with such a service.

Lastly, the team informed Tom that there would be a follow up meeting with the Brookside community. He will be notified once the date and time of the meeting has been set up.

This is a summary of the WMATA Meeting. If you have any questions or concerns, please feel free to contact the Project Manager, Mark Lotz at 410-363-0150 or myself at 410-545-8545.

cc: Ms. Heather Amick  
Mr. Glen Burton  
Mr. Tom Harrington  
Mr. Mark Lotz  
Mr. Robert Sanders  
Mr. Cicero Salles

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



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

MARYLAND DEPARTMENT OF TRANSPORTATION

Mr. Neil J. Pedersen  
MD 210 Multi Modal Study  
Administrator's SHA Selected Alternative Concurrence  
Page Two

**MEMORANDUM**

TO: Mr. Neil J. Pedersen  
Administrator

FROM: Douglas H. Simmons, Director  
Office of Planning and  
Preliminary Engineering 

DATE: June 24, 2003

SUBJECT: Project Number PG221A11  
MD 210 Multi-Modal Study I-95/I-495 to north of MD 228  
Prince George's County

RE: Administrator's SHA Selected Alternative Concurrence

The purpose of this memorandum is to request your concurrence for the selection of Alternative 5A Modified for the MD 210 Multi-Modal Study in Prince George's County. This alternative was presented at an Administrator's Review Meeting in July 2002. Administrator Parker Williams agreed with the Teams recommendation of Alternative 5A Modified as the SHA-Preferred Alternative (see attached memorandum.)

The following comments were received at the July 2002 Administrator's Review Meeting from team members. The team's responses to the comments follow.

**Comment:** Following the Administrator's Review Meeting, Kirk McClelland provided approximately 16 comments on Alternative 5A Modified, marked on a set of 11"x17" exhibits.

**Response:** Attached is a memorandum, dated September 3, 2002, which addresses each of the comments submitted by Mr. McClelland following the Administrator's Review Meeting.

**Comment:** Several team members expressed concern over the lack of apparent pedestrian crossings of MD 210 under Option 2, particularly in shopping center/community facility areas that are a long walking distance from overpasses, such as Fort Washington Road. This concern will be taken into consideration as part of our coordination with the Focus Group.

**Response:** A small sub-group of the MD 210 Focus Group met on July 23, 2002 to review how the Preferred Alternative accommodates pedestrians and bicyclists in the corridor. At this meeting Harvey Muller, SHA Bicycle and Pedestrian Coordinator, addressed the bicycle and pedestrian issues. Currently, bicycle traffic is allowed on MD 210 and will also be allowed in the future. Plans are being made to create an alternate bike route as well. This route will connect to the Henson Trail. Harvey Muller also stated that consideration will be given to providing bus pullover stops and pedestrian bridges, to allow people to get from one side of the highway to the other side safely and maintain the current bus stops. Or as a measure SHA prefers, a local collector bus system will be implemented that would serve neighborhood transit patrons in such a manner as to eliminate the need to cross or stand adjacent to MD 210 to access bus stops.

Follow-up Activities Since July 2002

Public Involvement

- **Citizens' Bicycle and Pedestrian Facility Subgroup Meeting on July 23, 2002:** See the preceding discussion.
- **Meeting with potentially displaced home owners on July 30, 2002 and meeting with potentially displaced business owners on August 12, 2002:** Both meetings followed the same agenda, with Dennis Atkins providing an overview of the Preferred Alternative and Dick Ravenscroft explaining the relocation assistance process. Overall, only five residents out of the twelve potential residential displacements attended the residential meeting; and four out of twelve attended the potential business displacements meeting. The only notable opposition came from former delegate and area resident Charles Blumenthal. Follow-up coordination with Mr. Blumenthal seemed to address his concerns.
- **General Business Community Meeting on August 27, 2002:** This meeting was similar in purpose to the meeting held with the potential displacees on August 12<sup>th</sup>. Only two business representatives attended out of the dozen who were invited. One attendee was the representative of the Safeway, located at the Old Forte Shopping Center, at Swan Creek Road. He reiterated his opposition to Option G and support for Option C for reasons related to access, visibility of the shopping center and truck loading and turning movements in the rear of the shopping center. The team explained that the option he preferred would have substantial wetland impacts (around two acres). It was indicated that receiving a permit from the US Army Corps of Engineers for this impact is unlikely. Dennis Atkins requested that the store owner write a formal letter stating Safeway's concerns. The team has since made attempts to contact this owner, however no letters expressing these concerns have been received to date.

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- **Informational Public Workshop on September 26, 2002:** This workshop was held to provide an overview of the progress of the study since the June 21, 2001 Location/Design Public Hearing. It also provided the opportunity to review and comment upon Preferred Alternative 5A Modified, which had not previously been seen in the exact form presented. Comments were generally supportive of the project, especially since HOV lanes were not included. Negative comments were primarily focused on access to individual communities or properties adjacent to MD 210, such as the Brookside Park Condominiums, the community along Old Palmer Road, the former ABC Drive-In property and the Old Forte Village Shopping Center.
- **Accokeek Civic Association Meeting on November 20, 2002:** A briefing regarding the Preferred Alternative was given to approximately 50 residents of this community. They supported the proposed improvements and the decisions made since the public hearing, particularly the dropping of HOV, the proposed landscaping and pedestrian amenities, and the selection of at-grade solutions at Farmington Road and MD 373.
- **Brookside Park Condominium Association Meeting on March 4, 2003:** A group of condominium residents was briefed on the preferred alternative and the projected traffic operations under no-build and build conditions. The group strongly opposed closing the median at Wilson Bridge Drive due to the delays, inconvenience and increased traffic through the condominium property that could possibly result.
- **Brookside Park Condominium Association Meeting on June 4, 2003:** A group of core team members attended a field walk/work session with a small group of condominium association representatives on June 4, 2003 to review their concerns regarding the median closure at Wilson Bridge Drive. After evaluating the community's concerns, the MD 210 team will schedule a more technical/informational meeting with a larger group of community members. The meeting will be a follow-up to the March 4<sup>th</sup> community meeting possibly including the Planning Director, Doug Simmons.

#### Agency Coordination

- **Field review of stream and wetland mitigation sites on July 22, 2002:** SHA, county and resource agency representatives reviewed the MD 210 stream and wetland impact areas, as well as the potential Tinkers Creek Stream mitigation area.

- **Field review of Preferred Alternative and stream/wetland impacts on April 22, 2003:** SHA and resource agency representatives reviewed the MD 210 stream impact areas associated with the preferred alternative. Guidance was given by resource agencies on how to address stream impacts in the final environmental document. There were no objections to the design elements of the Preferred Alternative presented.

#### On-going Tasks

Several tasks that are underway that will need to continue as the FEIS is developed and the project moves into the design phase, including the following:

**Transit Coordination** – Team members will continue coordination with transit providers and local planning organizations to mitigate anticipated impacts to transit service that would occur with the preferred alternative. Option 2, which is the preferred option presented at the Administrator's Review Meeting in July 2002, includes a local circulator bus system which allows the relocation of the more dangerous and difficult to access bus stops off of mainline MD 210. The MTA, Washington Metropolitan Area Transit Authority (WMATA) and Prince George's County have tentatively concurred that this concept is preferred. Coordination is on-going to develop commitment language with these agencies and a conceptual service plan that can be incorporated in the Selected Alternative and Conceptual Mitigation Package and final environmental document. Funding is among the issues that need to be resolved. The SHA will discuss this issue at an upcoming SHA/MTA Director's Meeting.

**Cost Estimate** – The 2003 CTP Cost Estimates have been revised based on April 1, 2003 Administrator's Cost Reviews to reflect the division of the corridor into seven segments. The attached spreadsheet contains a summary of the latest segment-by-segment costs.

**Design Refinements** – General minor refinements, such as the z-type median at Farmington Road and MD 373, that are important operational issues, but don't affect the basic footprint of the preferred alternative, will need to be evaluated further as the project transitions into design. Another location that will require some follow-up analysis is the Swan Creek intersection. Doug Simmons was briefed on May 28, 2003 regarding issues pertaining to Options C and G at this location and concurred with the general consensus, resulting from the July 2002 Administrator's Review Meeting and April 2003 Agency Field Review Meeting, that Option G is preferred. However, Doug directed that several geometric refinements and additional analyses concerning truck deliveries to the shopping center be conducted.

**Brookside Park Condominium Association Follow-up** – The intent is to follow-up this summer with a meeting, possibly including Doug Simmons, to discuss mitigating measures (e.g., playground reconstruction, parking replacement, roadway resurfacing) for the change in access.

Mr. Neil J. Pedersen  
MD 210 Multi Modal Study  
Administrator's SHA Selected Alternative Concurrence  
Page Five

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**Interagency Review Meeting** – The Selected Alternative and Conceptual Mitigation Package is scheduled for distribution at the June 2003 Interagency Review Meeting, to be followed by the presentation of the SHA Selected Alternative in July 2003.

**Smart Growth Issues** – Smart Growth compatibility has been a concern as part of the MD 210 study because of the two small breaks in the Priority Funding Area that exist in the vicinity of Old Fort Road North (Broad Creek Historic District) and Piscataway Creek. It is anticipated that the project will comply with the Smart Growth Areas Act under the Linear Features regulation. Coordination will continue with the Maryland Department of Planning and the Maryland Department of Transportation.

**Air Quality Conformity** - MD 210 is included in the 2002 CLRP/FY 2003-2008 TIP conformity finding; however, the project scope tested included HOV lanes. The model will be run this Fall with the MD 210 Preferred Alternative. Air Quality Conformity is therefore anticipated in winter 2003.

**Conclusion**

I concur that the above accurately represents decisions made at the July 2, 2002 Alternative Recommendation Meeting. Alternative 5A Modified was presented and selected as the preferred alternative for the MD 210 Multi-Modal Project Planning Study, contingent upon the outcome of subsequent agency coordination and public involvement activities. I also concur that the follow-up activities to the Recommendation Meeting further support the decisions made.

Concurrence:

Neil J. Pedersen

Neil J. Pedersen  
Administrator

1/22/03

Date

Attachment (2)

cc: Attendees (w/attachments)  
Project Team (w/attachments)

VI-392



Maryland Department of Transportation  
State Highway Administration

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

Ms. Cynthia D. Simpson  
MD 210 Multi Modal Study  
Project Team Meetings  
Page 2

MEMORANDUM

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

FROM: Dennis M. Atkins *DMA*  
Project Manager  
Project Planning Division

DATE: September 4, 2002

SUBJECT: Project Number PG221A11  
MD 210 Multi Modal Study I-95/I-495 to north of MD 228  
Prince George's County

An Administrator's Review Meeting was held on July 2, 2002 for the referenced project. The purpose of the meeting was to provide the SHA Administrator with a general update on the project and discuss issues related to the staff Preferred Alternative and public involvement. The following people were in attendance:

Heather Amick	SHA - PPD	410-545-8526
Charlie Adams	SHA - OED	410-545-8640
Dennis M. Atkins	SHA - PPD	410-545-8548
Ted Beeghly	SHA - Pavements	410-321-3199
Bob Boot	SHA - PPD	410-545-8545
Caryn Brookman	FHWA	410-962-4342
Glen Burton	M-NCPPC	301-952-3577
Joe DeMent	The Wilson T. Ballard Co.	410-363-0150
George Cardwell	WMATA	202-962-1074
Joe Finkle	SHA - PPD Travel Forecasting	410-545-5580
Terrance Hancock	SHA - RIPD	410-545-5675
Joe Harrison	SHA - PPD	410-545-8506
Dan Johnson	FHWA	703-519-9800
Michael Kelly	The Wilson T. Ballard Co.	410-363-0150
Joe Kresslein	SHA - PPD	410-545-8550
Keith Kucharek	SHA - HDD	410-545-8792
Mark Lotz	The Wilson T. Ballard Co.	410-363-0150

My telephone number is \_\_\_\_\_

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Paul Matys	SHA - Bridge Design Division	410-545-8313
Kirk McClelland	SHA - OHD	410-545-8800
Linda Mott	SHA - LAD	410-545-8620
Harvey Muller	SHA - RIPD	410-545-5656
Neil Pedersen	SHA Deputy Administrator	410-545-0411
Chanel Torsell	SHA - PPD Travel Forecasting	410-545-5645
Cicero Salles	Prince George's Co. DPW&T	301-883-5710
Bob Sanders	SHA - PPD	410-545-8530
Ken Schmidt	Mahan Rykiel Associates	410-235-6001
Shiva Shrestha	SHA - RIPD	410-545-5675
Doug Simmons	SHA Director of Planning	410-545-0412
Cynthia Simpson	SHA - PPD	410-545-8500
Matt Storck	STV for SHA Dist. 3	410-545-8845
Chanel Torsell	SHA - PPD	410-545-5644
Charlie Watkins	SHA - District 3	301-513-7311
Parker Williams	SHA Administrator	
Chisa Winstead	SHA - PPD	410-545-8545

The following is a summary of the topics discussed.

Background/Alternative 5A Modified

Bob Boot summarized activities associated with the Project Planning study which included a Location/Design Public Hearing in June 2001, subsequent community involvement and considerable internal coordination. The Location /Design Public Hearing generated considerable opposition to the HOV alternatives, but general support for access control (i.e., interchanges) in the northern portion of the corridor. Subsequent to the hearing, Alternative 5A Modified was developed to address citizens' concerns.

This alternative would, with Capacity Option 2, provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HCV. However, the median would be widened to provide the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the ultimate footprint. The mainline lanes would taper back to the existing roadway pavement, as feasible, between the interchanges; but the right-of-way would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout.

It is anticipated that, if this alternative were selected, an additional NEPA study/document would be required when and if the need for the additional improvements develops. Dan Johnson stated that this approach was fine, and that if a decision were made for further widening, at least a reevaluation, if not an environmental document, would be required.

VI-393

Parker Williams inquired about the percentage of local versus regional Public Hearing comments about the project. This proportion of regional input was fairly small, and Parker suggested that SHA needs to generally develop some more effective means for obtaining input from citizens outside the immediate study area. Since many such citizens are reluctant to travel far to a public meeting to give support, perhaps public opinion polls can be obtained and added to project documentation. FHWA will determine if public opinion data has been used on other projects elsewhere in the country.

#### Preferred Interchange/Intersection Options with Alternative 5A Modified

Mark Lotz presented an overview of the preferred interchange/intersection options at each location. In response to general inquiries from Parker Williams, it was stated that the general character of displacements for the project is non-minority and that ramp metering would be considered during final design at the interchange ramp merges. The interchange options presented and specific comments of note that were made at each location, if any, are summarized as follows:

- Wilson Bridge Drive Option A
- Kerby Hill Road Option C
- Palmer/Livingston Road Option E
- Old Fort Road North Option C
  - Design considerations checklists should emphasize importance of keeping the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.
- Fort Washington Road Option D
- Swan Creek Road Option G
  - The northbound weave within the interchange area may be a concern. Can the return movement northbound be eliminated as currently shown by either providing the return movement to the north of the exit ramp or channeling northbound traffic onto the service road to enter northbound MD 210 at Fort Washington Road?
- Old Fort Road South Option C
  - One residence in the southwest quadrant south should be assumed displaced.
  - Further cost/benefit evaluation for the service road serving the remaining residences in the southwest quadrant should be completed.
- Farmington Road Option A
  - Borderline acceptable levels of service with at-grade widening in the design year. A z-type median should be considered to allow a 2-phase signal.

- MD 373
  - Borderline acceptable levels of service with at-grade widening in the design year. A z-type median should be considered to allow a 2-phase signal.

Following the meeting, Kirk McClelland provided a marked-up set of alternatives displays with numerous comments. These comments have been summarized and addressed in an attached memo.

#### Thinking Beyond the Pavement Issues

##### Design Theme/Aesthetics

Mahan Rykiel Associates has developed landscape concept drawings for each of the proposed interchange/intersection improvements. Coordination is on-going to address aesthetics along with stormwater management and reforestation requirements. In addition, focus group meeting(s) will take place to gain consensus on the planting concepts as well as any aesthetic treatments for bridges, walls, etc. The goal at this time is to identify concepts, areas of opportunity and mechanisms for continuing community input during final design.

##### Bicycle Issues

Harvey Muller has been continuing his study of bicycle needs and potential solutions in the entire MD 210 study area, including an evaluation of parallel routes. Harvey generally recommends the use of the county roads for bicycle travel in the region. The shoulders of MD 210 will not be prohibited from use and the project design will allow for bicycle continuity along the shoulders. Gore areas in the vicinity of the proposed interchanges will not receive any special marking for bicycle use. Opportunities for accommodating the bikes on existing or planned service roads parallel to MD 210, in combination with shoulder use, will also be explored. Side roads within the limits of improvement proposed as part of the given option will be wide enough to support striped bicycle lanes, a hiker/biker trail behind the curb on one side and a sidewalk on the other side. The SHA position will be to promote use of the county roads, if allowable under state law. In addition, the team will develop options for getting bicycles through the interchange areas for those bicyclists using the MD 210 shoulders. Harvey provided sketches of potential options for getting bicycles through the interchange areas.

#### Pedestrian Issues

Pedestrian circulation issues will be addressed through consultation with the Focus Group. In addition to promoting general understanding of community connectivity, the effort will help with bus stop replacement issues and sidewalk placement, particularly in the northern part of the corridor.

Several team members expressed concern over the lack of apparent pedestrian crossings of MD 210 under Option 2, particularly in shopping center/community facility areas that are a long walking distance from overpasses, such as Fort Washington Road. This concern will be taken into consideration as part of our coordination with the Focus Group.

#### Bus Stop Impacts

The proposed alternatives would have substantial impact on the bus stops serving local bus service in the project area. Various potential solutions have been developed conceptually in recent months and presented at various meetings including the Deputy Administrator, SHA Planning Director, MTA Planning Director, Regional and Intermodal Planning Division Chief and staffs from Highway Design and WMATA. The study team has narrowed the potential bus service alternatives to two. The first would allow maintaining service at most, if not all of the 16 bus stops between Wilson Bridge Drive and Palmer Road. Such options include bus pull-outs on ramps and mainline MD 210 and would require pedestrian overpasses at 2-3 locations along MD 210 between Wilson Bridge Drive and Palmer/Livingston Road. The second general option would consist of a local feeder bus system that would bring the buses to the people using them and eliminate bus stops along MD 210. The consensus was that the second option is generally preferred. The team will continue to work with MTA, WMATA and Prince George's County DPW&T transit officials to address these issues.

#### Noise Impacts

Charlie Adams summarized the results of the noise analyses that have been completed for the project. The question throughout the study has been whether or not Alternative 5A, which does not provide any capacity increase to mainline MD 210 in the form of through lane widening, qualifies for Type I consideration based on the elimination of traffic signals. If considered a Type I project, nearly all of the Noise Sensitive Areas (NSA's) along the corridor qualify for consideration of noise abatement. But they qualify solely on the basis of cumulative increase (difference between noise generated by road conditions present when homes were originally constructed vs. noise with forecast build conditions) and not based on a comparison of No-Build vs. Build noise levels. There are many areas where projected noise levels exceed 72 dBA.

FHWA has not taken a position on this issue. Dan Johnson stated that there is no clear-cut answer. A cost analysis has been completed to provide noise abatement under several different scenarios with Alternative 5A Modified and the preferred interchange options. Constructing barriers along residential areas strictly within the limits of proposed improvements would cost an estimated \$12.5 million. To add barriers to cover the entirety of communities abutting proposed improvement areas would cost an additional \$7.4 million. To construct all remaining barriers in the corridor that meet criteria for further consideration along mainline segments that will not be improved would cost an additional \$22.2 million.

Parker directed that the Selected Alternative assume the construction of the second level of noise mitigation—barriers along the entirety of any community abutting proposed interchange/intersection improvements, at an estimated cost of \$19.9 million. The locations of areas exceeding 72 dBA should be verified, and previous environmental documents that addressed noise in this area should be researched.

#### Public Involvement

Dennis Atkins explained that many slight modifications have been made to the alternatives and options presented at the June 2001 hearing, and the public has technically not seen Alternative 5A Modified in its current form. Internal SHA discussion as to whether a Workshop or Hearing is the appropriate format for the next presentation to the public has resulted in the recommendation that a Workshop be held this fall. Dan Johnson concurred with this approach, saying that the modifications to the alternatives and options were not substantial enough to warrant a hearing.

Neil Pedersen recommended that the Workshop be held shortly after the primary election in September. The workshop has been set for September 26, 2002 from 5:30 p.m. to 8:30 p.m. at Friendly High School.

In the meantime, several community meetings will be held, such as with the Focus Group, potential residential displacements, potential business displacements and other businesses affected by the project.

#### Smart Growth Issues

Smart Growth compatibility has been a concern as part of the MD 210 study because of the two small breaks in the Priority Funding Area (PFA) that exist in the vicinity of Old Fort Road North (Broad Creek Historic District) and Piscataway Creek. Coordination is on-going with Maryland Department of Planning and Maryland Department of Transportation. It appears based on the drafts of the most recent MDP Linear Features Policy on PFA's, the likelihood the project will be broken into segments and the levels of access control that will be maintained/provided that the Smart Growth compliance can be easily demonstrated on this project.

Ms. Cynthia D. Simpson  
MD 210 Multi Modal Study  
Project Team Meetings  
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Conclusion

The Administrator agreed with the team's recommendation to drop Alternatives 5A, 5B, and 5C from further consideration. He also agreed to identify Alternative 5A Modified as SHA's preferred alternative at the workshop in September. After the workshop based on comments received, the team along with the Planning Director will decide whether or not to hold another meeting with the Administrator or seek his concurrence on the selected alternative via memorandum.

Attachments (2)

cc: Attendees (w/attachments)  
Project Team (w/attachments)

VI-396

THE WILSON T. BALLARD COMPANY  
17 GWYNNS MILL COURT  
OWINGS MILLS, MARYLAND 21117

OFFICE MEMORANDUM

DATE TYPED: July 10, 2002 (Revised September 3, 2002)  
PROJECT: MD 210 Multi-Modal Study  
FILE: 100-221.04  
SUBJECT: Responses to Comments provided by Mr. Kirk McClelland at the MD 210 Administrator's Review Meeting on July 2, 2002

Following the Administrator's Review Meeting for the referenced project on July 2, 2002, Mr. Kirk McClelland, Chief of the SHA Office of Highway Design, provided comments on Alternative 5A Modified, marked on a set of 11"x17" exhibits. The following is a summary of Mr. McClelland's comments and our responses as to how they have been or will be resolved.

Number	Comment	Response
1	Can a bus pull-out be incorporated into the right-in/right-out configuration at Wilson Bridge Drive on Southbound MD 210?	This will be investigated; there is approximately 200' between "gore" points that is available for bus storage.
2	Is sidewalk provided from the service road and apartment buildings to the pedestrian overpass?	Yes
3	Is there enough room for the retaining wall footer (adjacent to the stream along SB MD 210)?	We will be revising our preferred alternative to indicate stream relocation and elimination of this retaining wall. However, this issue will need to be resolved in the field with representatives from SHA's Design Divisions and the state and federal environmental agencies.

Office Memorandum  
MD 210 Multi-Modal Study  
July 10, 2002  
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4	Does the Kerby Hill Road interchange design allow for future widening?	Yes, the bridge abutments and nearly the entire interchange ramps are in the ultimate location on both sides of MD 210. The gores, service roads and accel/decel lanes are in the ultimate location along SB MD 210. All future widening would take place to the east, necessitating gore and accel/decel reconstruction on the NB side.
5	What is the design speed of the service road curve connecting to Kerby Hill Road?	This service road will have a compound radius, with 75 feet being the minimum at any point. The width and radius are adequate for tractor-trailers and buses, but have a design speed of less than 20 mph. Providing a greater design speed would displace several additional houses and an apartment building.
6	Where would the noise wall be located along southbound MD 210 near the Kerby Hill Road interchange? Is there sufficient space?	The noise wall would be located adjacent to the west side of the proposed service road in the Wilson Towers Apartments area, where there is sufficient space between the service road and the buildings.
7	Is the apartment building a take now?	No, since future widening is entirely to the east, the apartment building should not be a take now or under the future widening scenario.
8	Is the structure width adequate for future widening at the Hensen Creek bridge?	Yes, the currently proposed deck width is 154 feet, which allows for ultimate bicycle compatible shoulders and HOV lanes.

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9	What is the southbound MD 210 off-ramp radius at Palmer/Livingston Road with the ultimate mainline widening?	The proposed radius is 192 feet, which is adequate for 25 mph. This would not change under the ultimate condition since all widening in this area would take place to the east.
10	In the vicinity of the proposed Fort Washington Road interchange, can the future widening occur with retaining walls shown.	Yes. However, decisions regarding these retaining walls will need to be reached in the field through coordination with SHA's Design Divisions and the state and federal environmental agencies.
11	Why are there offset intersections on the west side of MD 210 at the Swan Creek Road interchange?	The through movements line up across the intersection. The offset appearance results from the MD 210 off ramp being one-way, with the opposite side approach being two-way.
12	Is the Option B northbound MD 210 weave bad at the Swan Creek Road interchange? Is there an alternative to the northbound on movement? Can it be provided north of the Livingston Road bridge?	The weave length is 1,500 LF, and the resulting 2020 weave LOS is C(am) and A(pm). There are two alternatives to this weave configuration—one would be to put the return movement on the service road to access MD 210 at Ft. Washington Road; the second would be place a return ramp just north of the proposed bridge. These will be evaluated further.
13	What is the Swan Creek interchange loop ramp radius with the future widening?	This ramp has been designed to be compatible with the ultimate MD210 width. The radius is 185 feet (25 mph), and compounds to a larger radius under the initial condition to tie-in to the existing mainline edge.
14	Should the house in the southwest quadrant of the Old Fort Road South interchange be shown as a take?	Yes, this house would be at the toe of fills on two sides and the property may be needed for MOT.

15	Has a Continuous-Flow Intersection option been considered at Farmington Road?	Not to date.
16	Can a "Z" median be considered at Farmington Road and/or MD 373, allowing left turns off the mainline, but no through movement or left turn from the side road?	Yes, the through and left turn volumes will be evaluated as to what ramifications relocating them will have.

By Mark D. Lotz

cc: Mr. Dennis Atkins

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