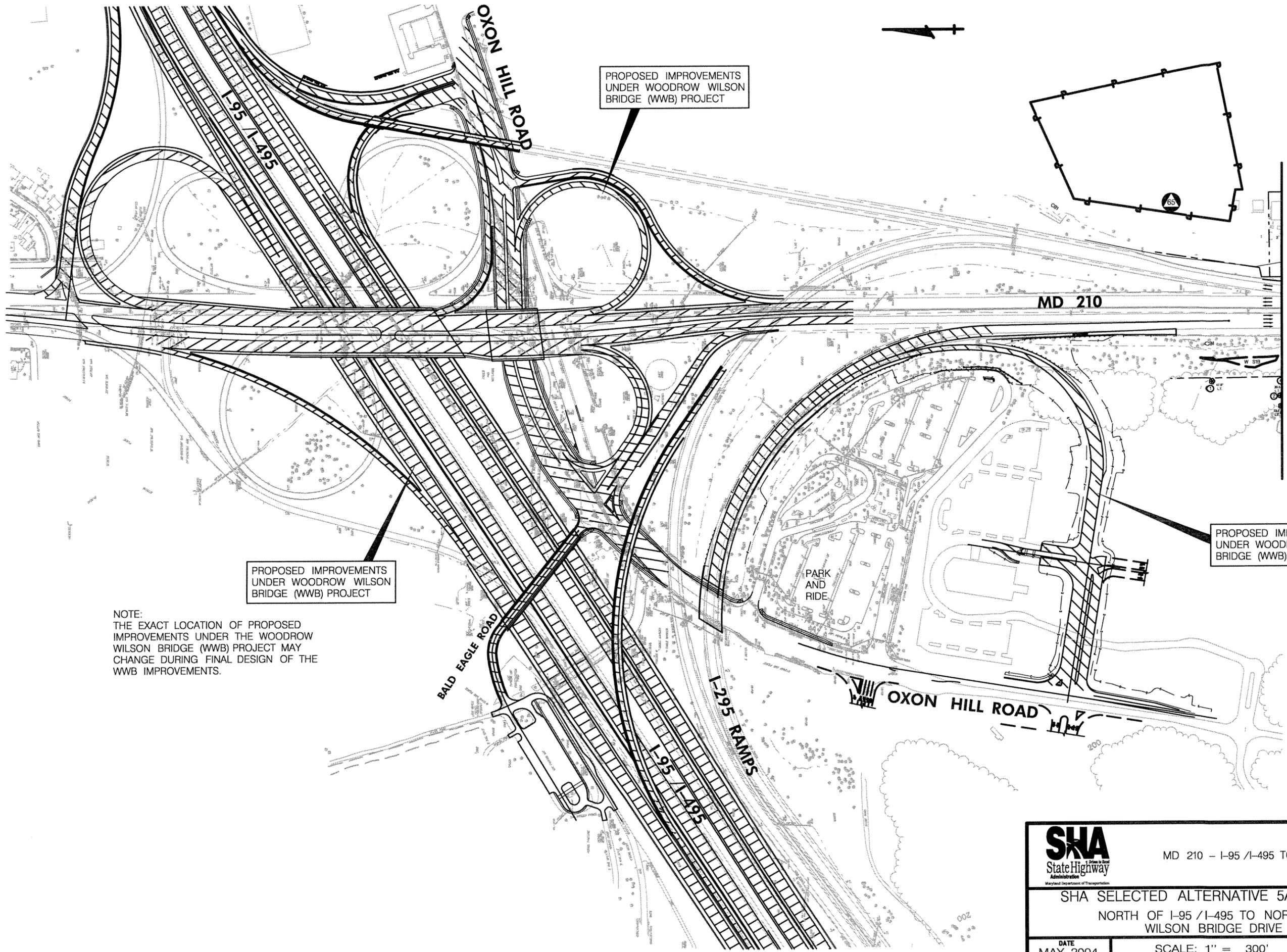


LEGEND

-  PROPOSED ROADWAY IMPROVEMENTS
-  PROPOSED ROADWAY RESURFACING
-  WETLAND
-  100-YR. FLOODPLAIN
-  STREAM
-  WATERS OF THE U.S.
-  WOODLANDS
-  CHESAPEAKE BAY CRITICAL AREA
-  BUSINESS OR RESIDENTIAL DISPLACEMENT
-  PARKLAND BOUNDARY
-  HISTORIC BOUNDARY
-  PROPOSED GRADING LIMITS
-  PROPERTY LINE
-  RIGHT OF WAY LINE
-  PROPOSED RIGHT OF WAY LINE
-  PROPOSED ULTIMATE RIGHT OF WAY LINE

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	MD 210 - I-95 /I-495 TO MD 228	
LEGEND		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-3



PROPOSED IMPROVEMENTS
UNDER WOODROW WILSON
BRIDGE (WWB) PROJECT

PROPOSED IMPROVEMENTS
UNDER WOODROW WILSON
BRIDGE (WWB) PROJECT

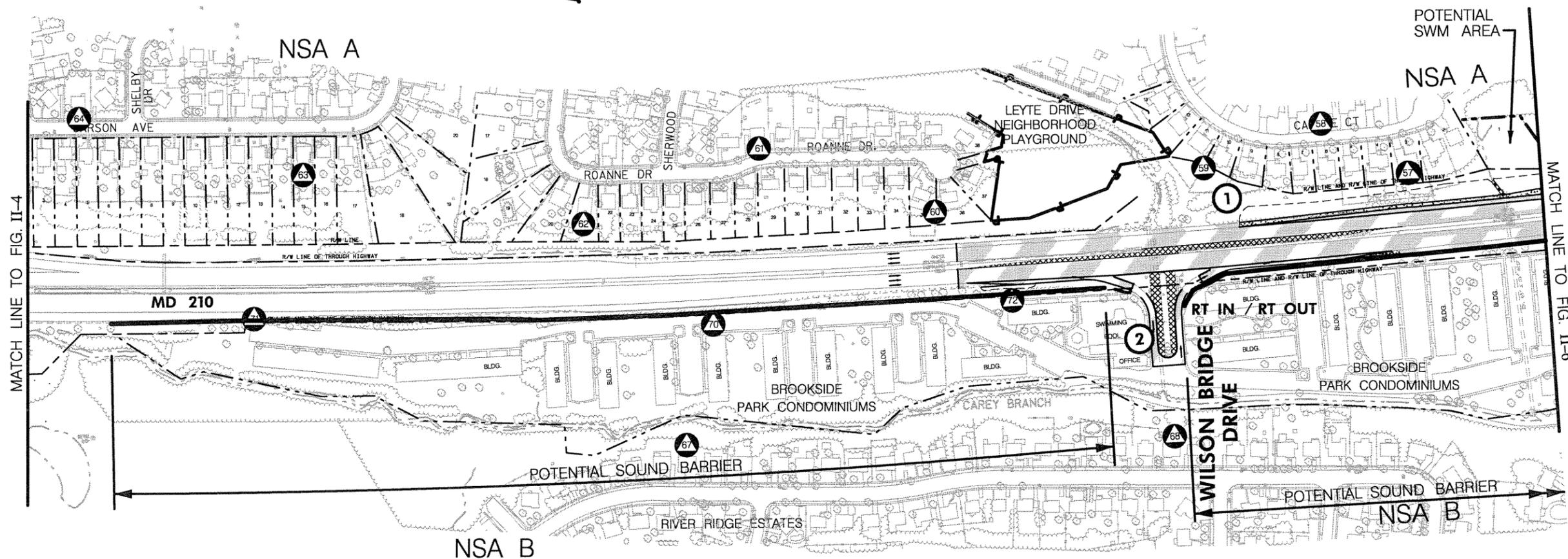
PROPOSED IMPROVEMENTS
UNDER WOODROW WILSON
BRIDGE (WWB) PROJECT

NOTE:
THE EXACT LOCATION OF PROPOSED
IMPROVEMENTS UNDER THE WOODROW
WILSON BRIDGE (WWB) PROJECT MAY
CHANGE DURING FINAL DESIGN OF THE
WWB IMPROVEMENTS.

MATCH LINE TO FIG. II-5

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED NORTH OF I-95 / I-495 TO NORTH OF WILSON BRIDGE DRIVE	
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-4

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TRANSIT SERVICE MITIGATION
 (Wilson Bridge Drive to Palmer/Livingston Road)

Currently, bus service is provided by WMATA in the northern end of the study corridor, with stops along MD 210 as indicated by the circled numbers on these exhibits. The SHA Selected Alternative would result in disruption to this service that is proposed to be mitigated by means of a local circulator bus service within the neighborhoods currently served by the bus stops along MD 210. The system would be provided by Prince George's County and the Maryland Transit Administration through coordination with WMATA to at least replicate if not enhance the transit service currently provided.

WILSON BRIDGE DRIVE
OPTION A

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
NORTH OF WILSON BRIDGE DRIVE TO NORTH OF KERBY HILL ROAD		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-5

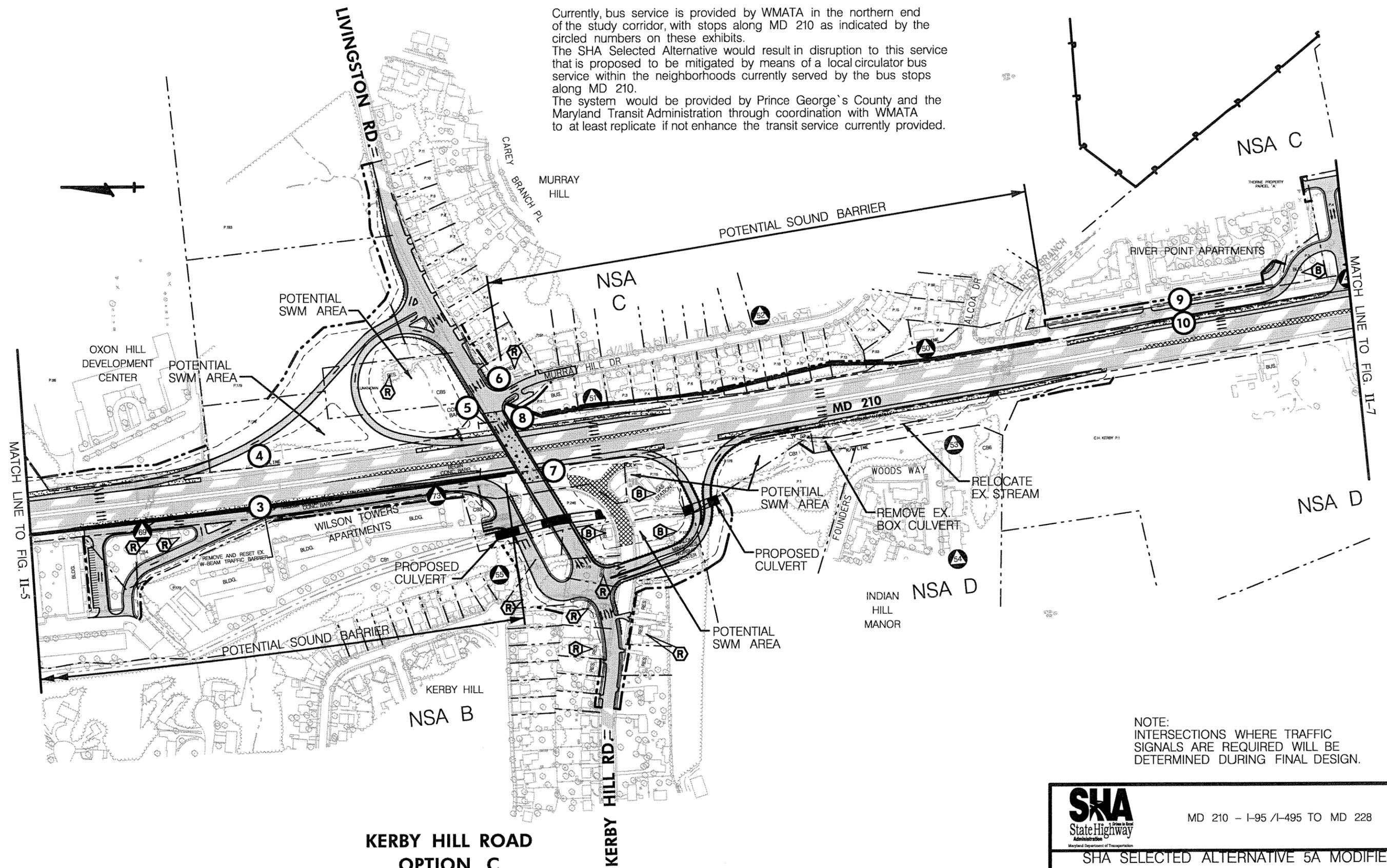
TRANSIT SERVICE MITIGATION

(Wilson Bridge Drive to Palmer/Livingston Road)

Currently, bus service is provided by WMATA in the northern end of the study corridor, with stops along MD 210 as indicated by the circled numbers on these exhibits.

The SHA Selected Alternative would result in disruption to this service that is proposed to be mitigated by means of a local circulator bus service within the neighborhoods currently served by the bus stops along MD 210.

The system would be provided by Prince George's County and the Maryland Transit Administration through coordination with WMATA to at least replicate if not enhance the transit service currently provided.



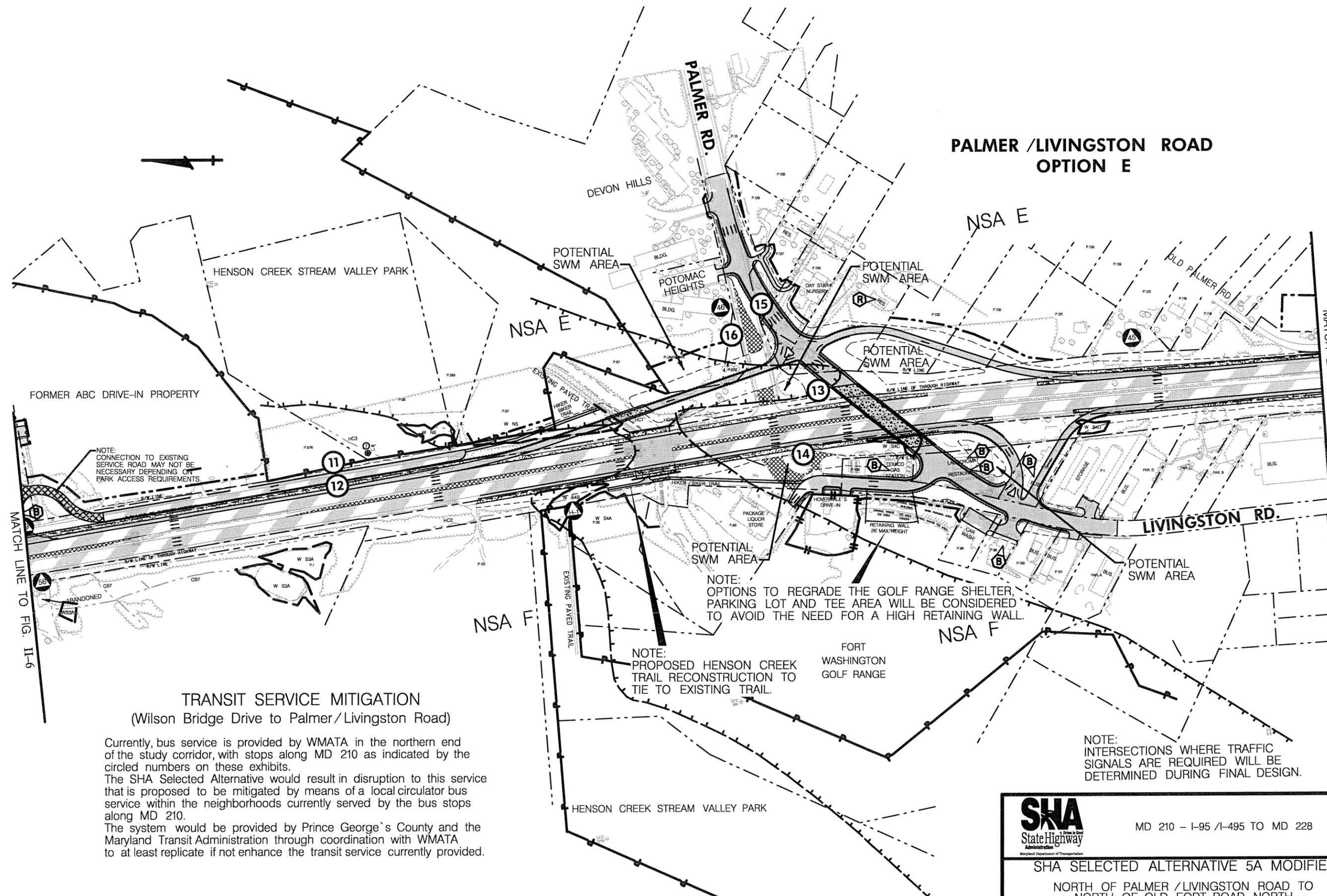
NOTE:
INTERSECTIONS WHERE TRAFFIC SIGNALS ARE REQUIRED WILL BE DETERMINED DURING FINAL DESIGN.

KERBY HILL ROAD OPTION C

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
NORTH OF KERBY HILL ROAD TO NORTH OF PALMER / LIVINGSTON ROAD		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-6

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**PALMER /LIVINGSTON ROAD
OPTION E**



**TRANSIT SERVICE MITIGATION
(Wilson Bridge Drive to Palmer/Livingston Road)**

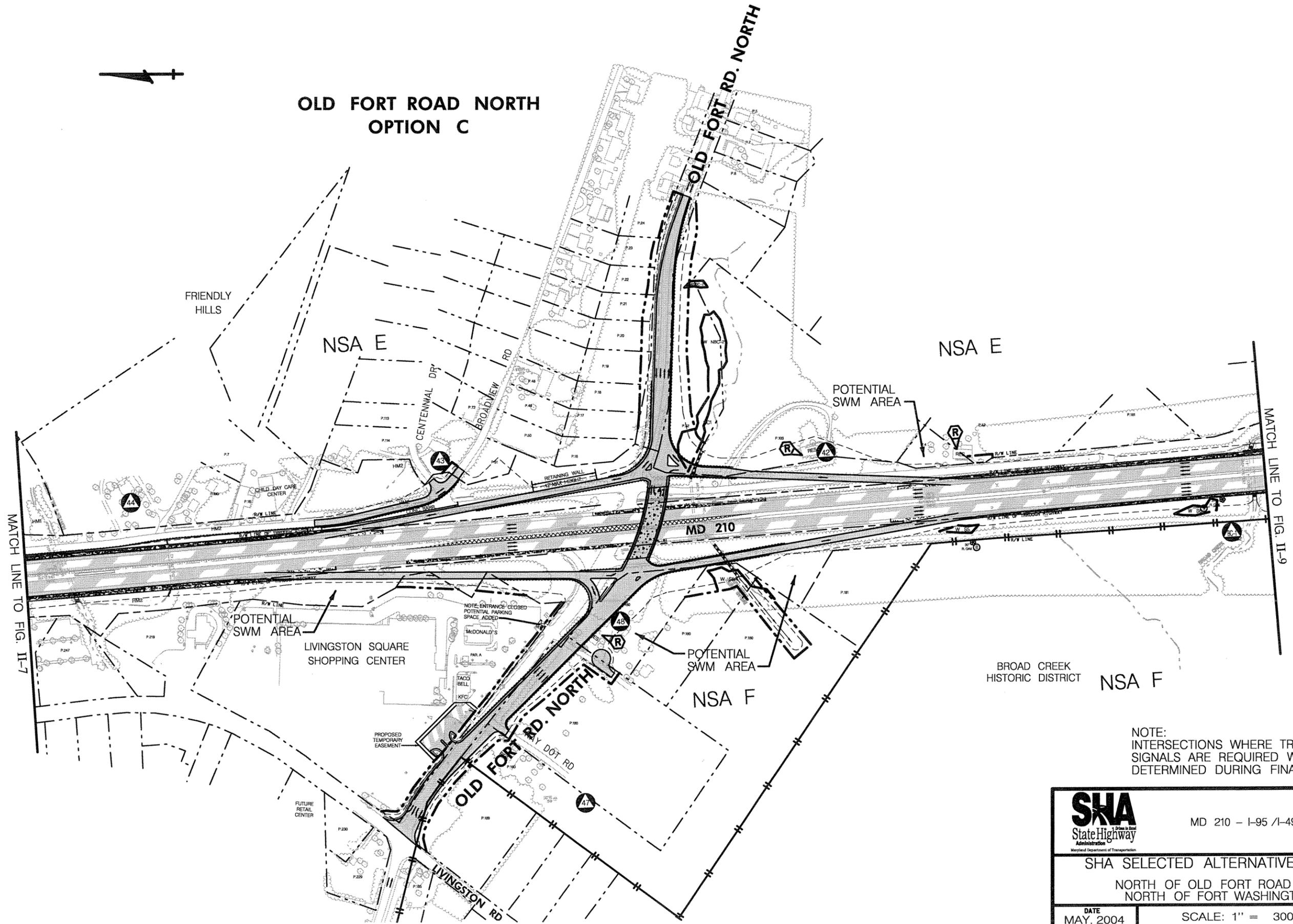
Currently, bus service is provided by WMATA in the northern end of the study corridor, with stops along MD 210 as indicated by the circled numbers on these exhibits. The SHA Selected Alternative would result in disruption to this service that is proposed to be mitigated by means of a local circulator bus service within the neighborhoods currently served by the bus stops along MD 210. The system would be provided by Prince George's County and the Maryland Transit Administration through coordination with WMATA to at least replicate if not enhance the transit service currently provided.

		MD 210 - I-95 /I-495 TO MD 228
SHA SELECTED ALTERNATIVE 5A MODIFIED NORTH OF PALMER /LIVINGSTON ROAD TO NORTH OF OLD FORT ROAD NORTH		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-7

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OLD FORT ROAD NORTH OPTION C



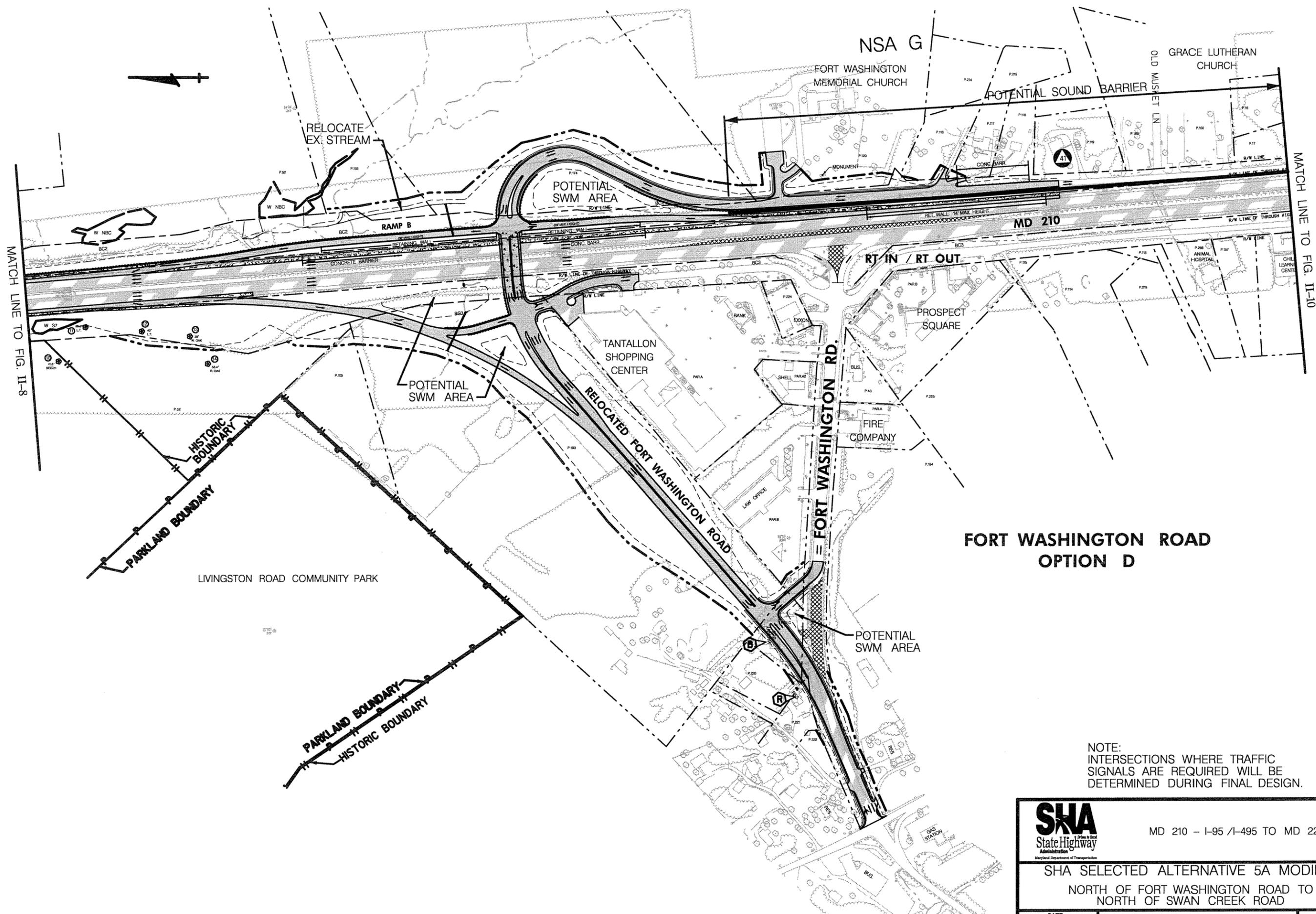
MATCH LINE TO FIG. II-7

MATCH LINE TO FIG. II-9

NOTE:
INTERSECTIONS WHERE TRAFFIC
SIGNALS ARE REQUIRED WILL BE
DETERMINED DURING FINAL DESIGN.

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
NORTH OF OLD FORT ROAD NORTH TO NORTH OF FORT WASHINGTON ROAD		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-8

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08-18-03

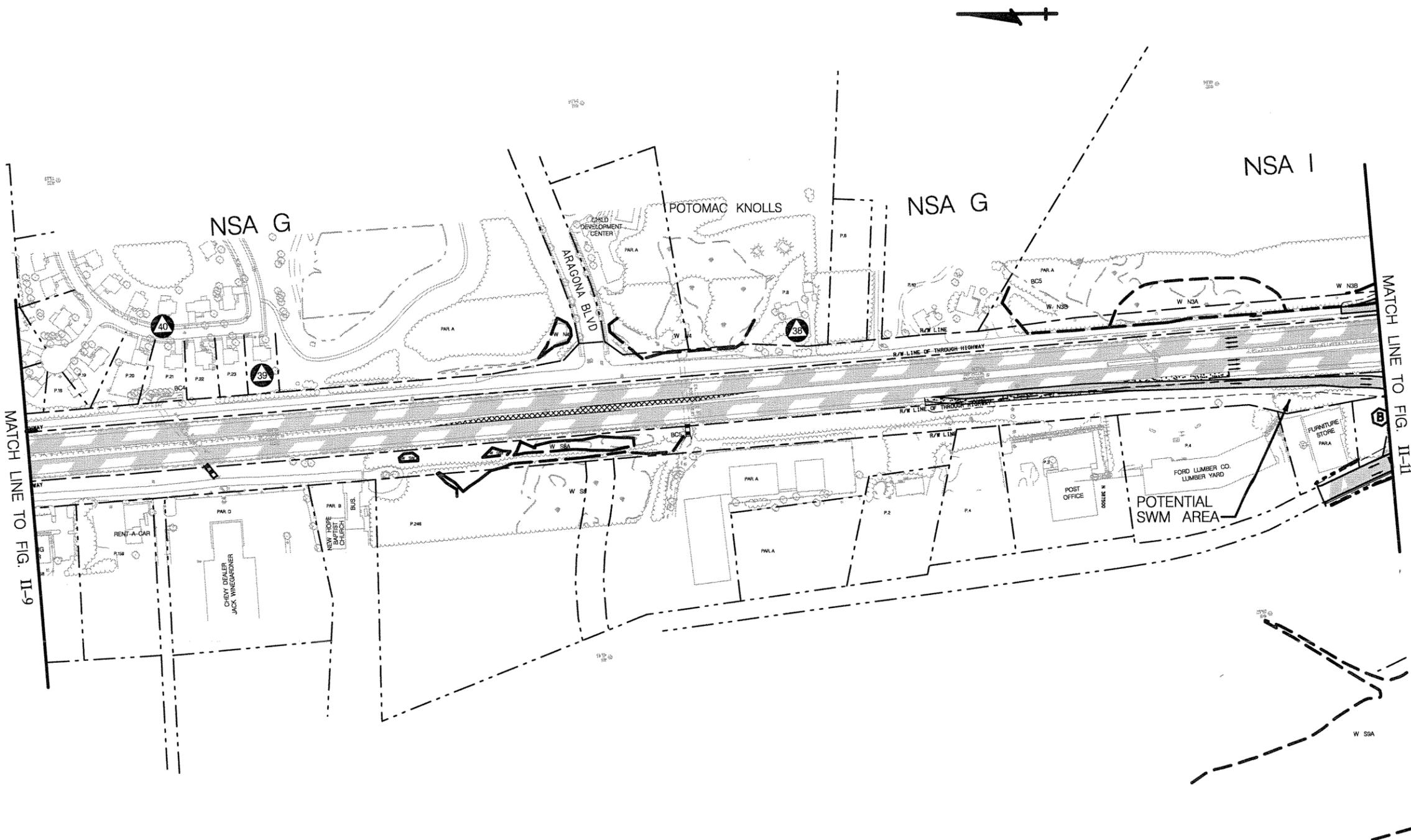


**FORT WASHINGTON ROAD
OPTION D**

NOTE:
INTERSECTIONS WHERE TRAFFIC
SIGNALS ARE REQUIRED WILL BE
DETERMINED DURING FINAL DESIGN.

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
NORTH OF FORT WASHINGTON ROAD TO NORTH OF SWAN CREEK ROAD		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-9

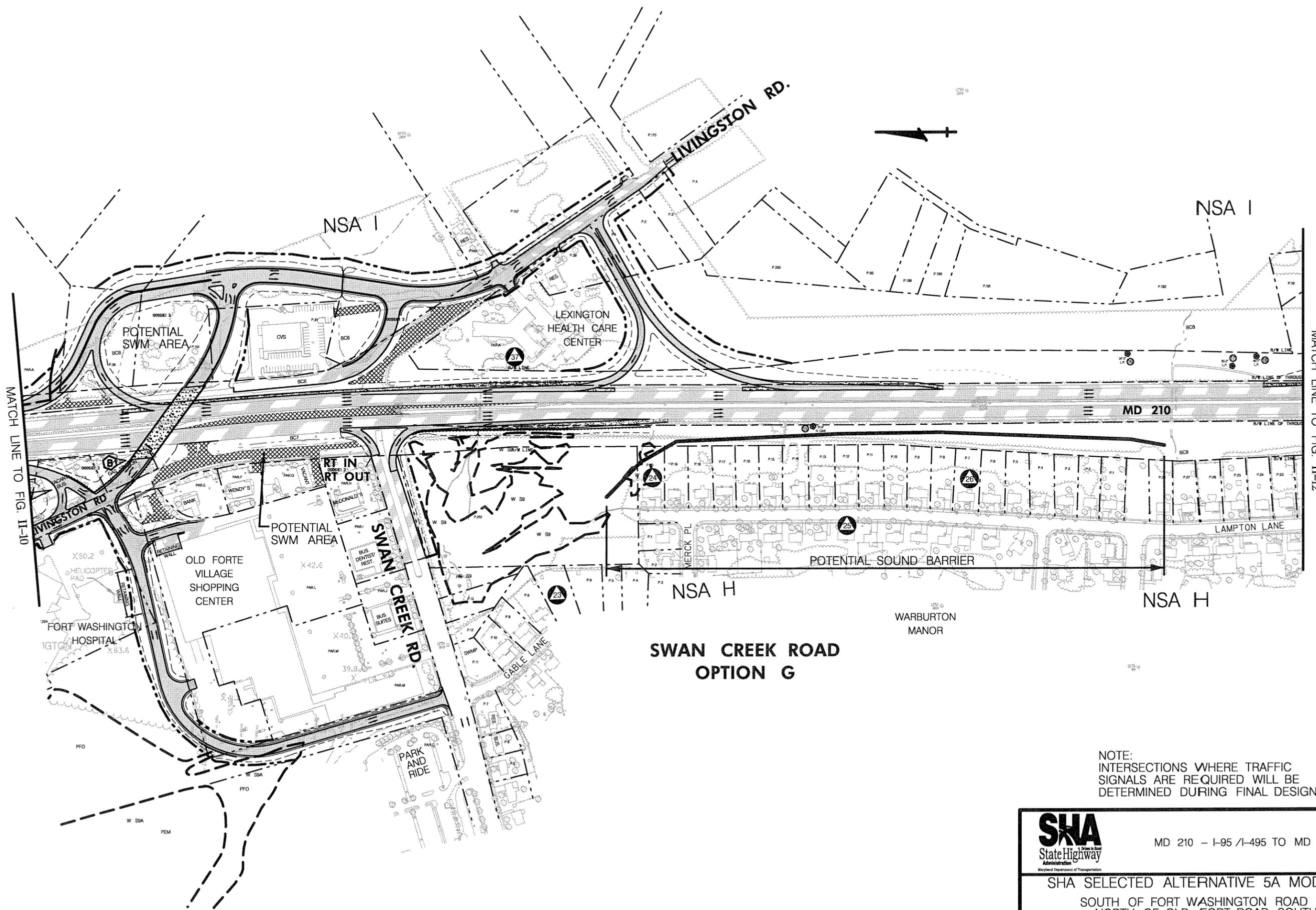
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MD 210 - I-95 / I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED
SOUTH OF FORT WASHINGTON ROAD TO
NORTH OF SWAN CREEK ROAD

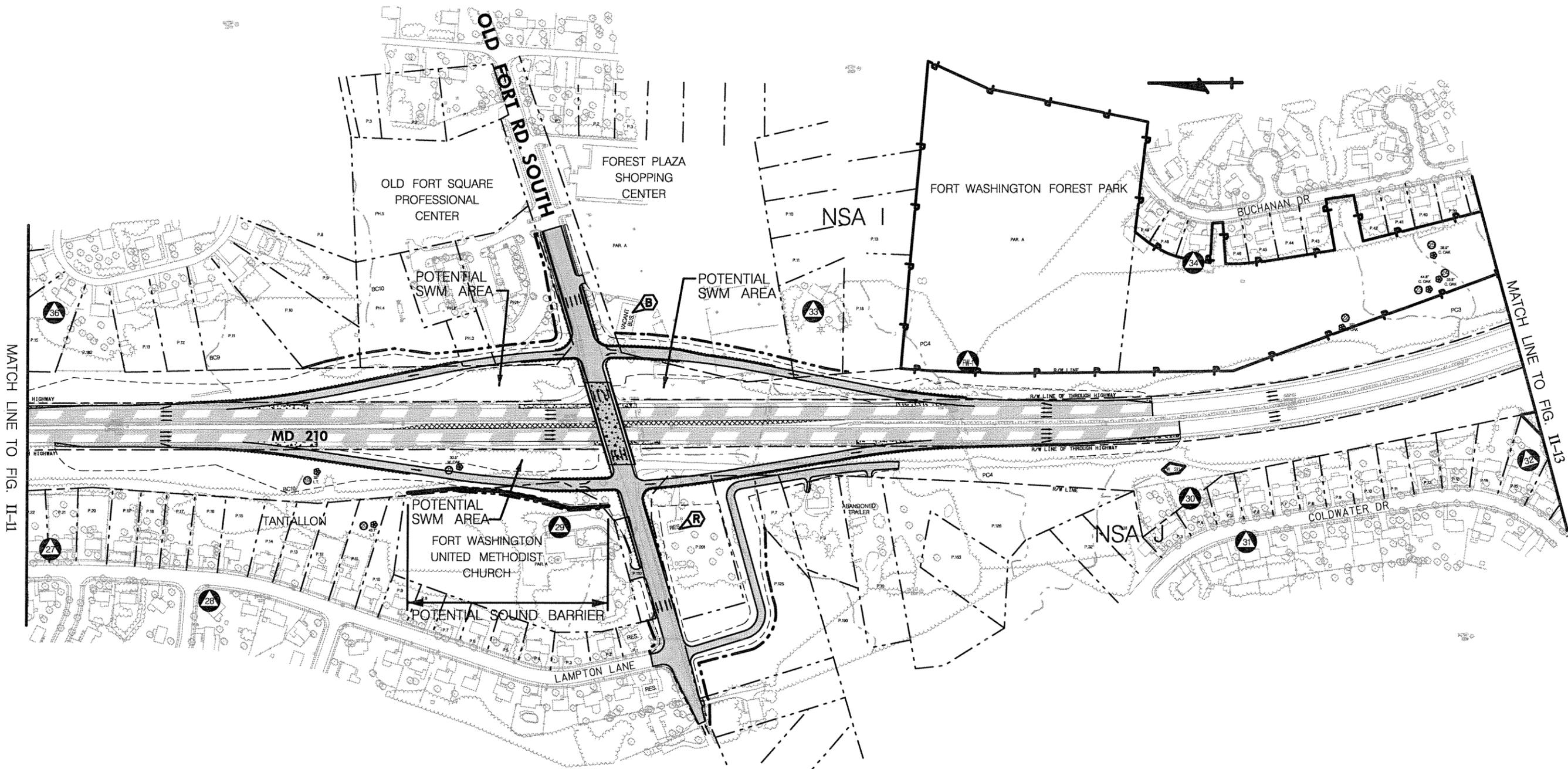
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-10
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NOTE:
 INTERSECTIONS WHERE TRAFFIC
 SIGNALS ARE REQUIRED WILL BE
 DETERMINED DURING FINAL DESIGN.

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
SOUTH OF FORT WASHINGTON ROAD TO NORTH OF OLD FORT ROAD SOUTH		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-11

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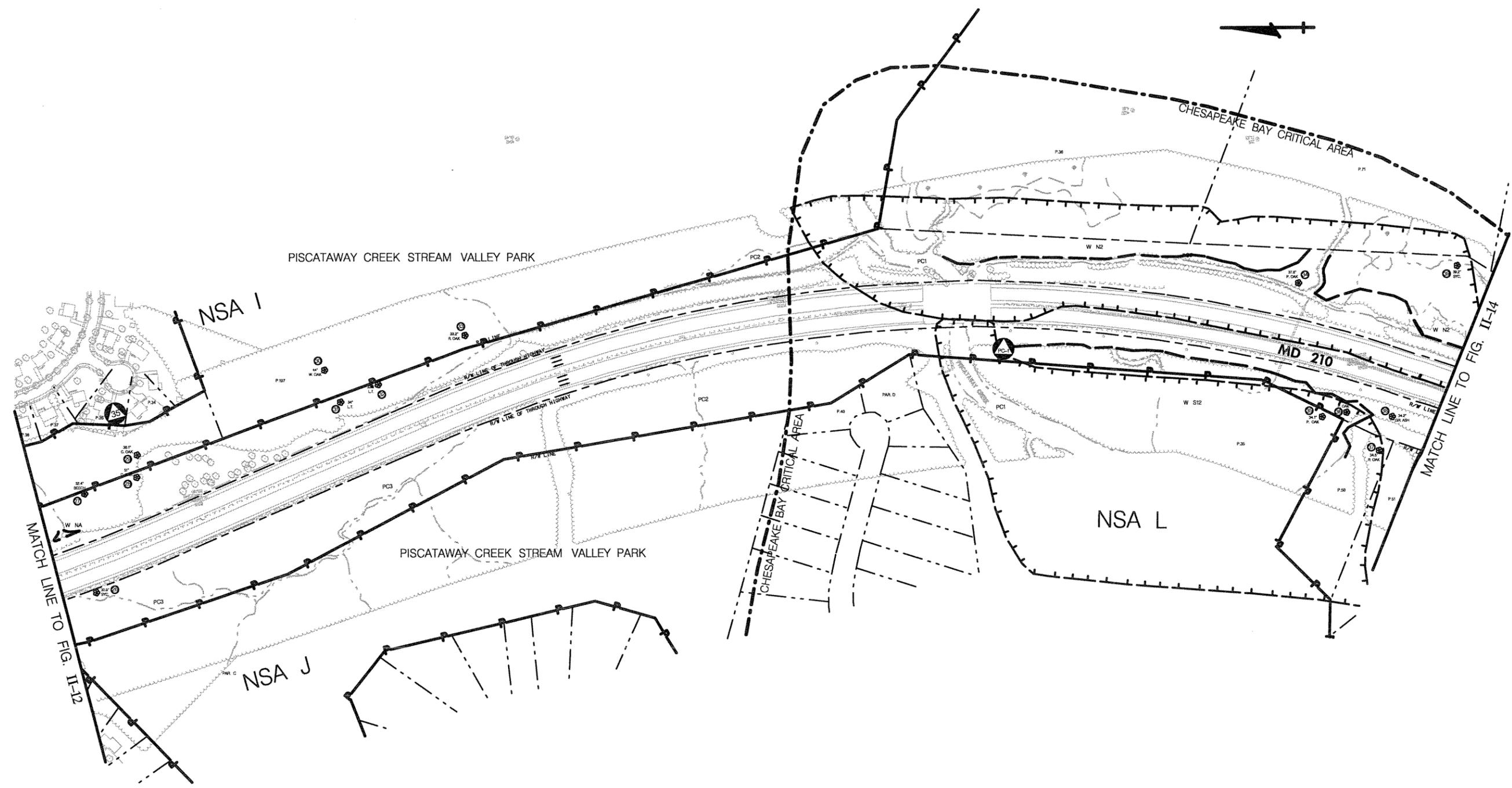
MATCH LINE TO FIG. II-11

MATCH LINE TO FIG. II-13

**OLD FORT ROAD SOUTH
OPTION C**

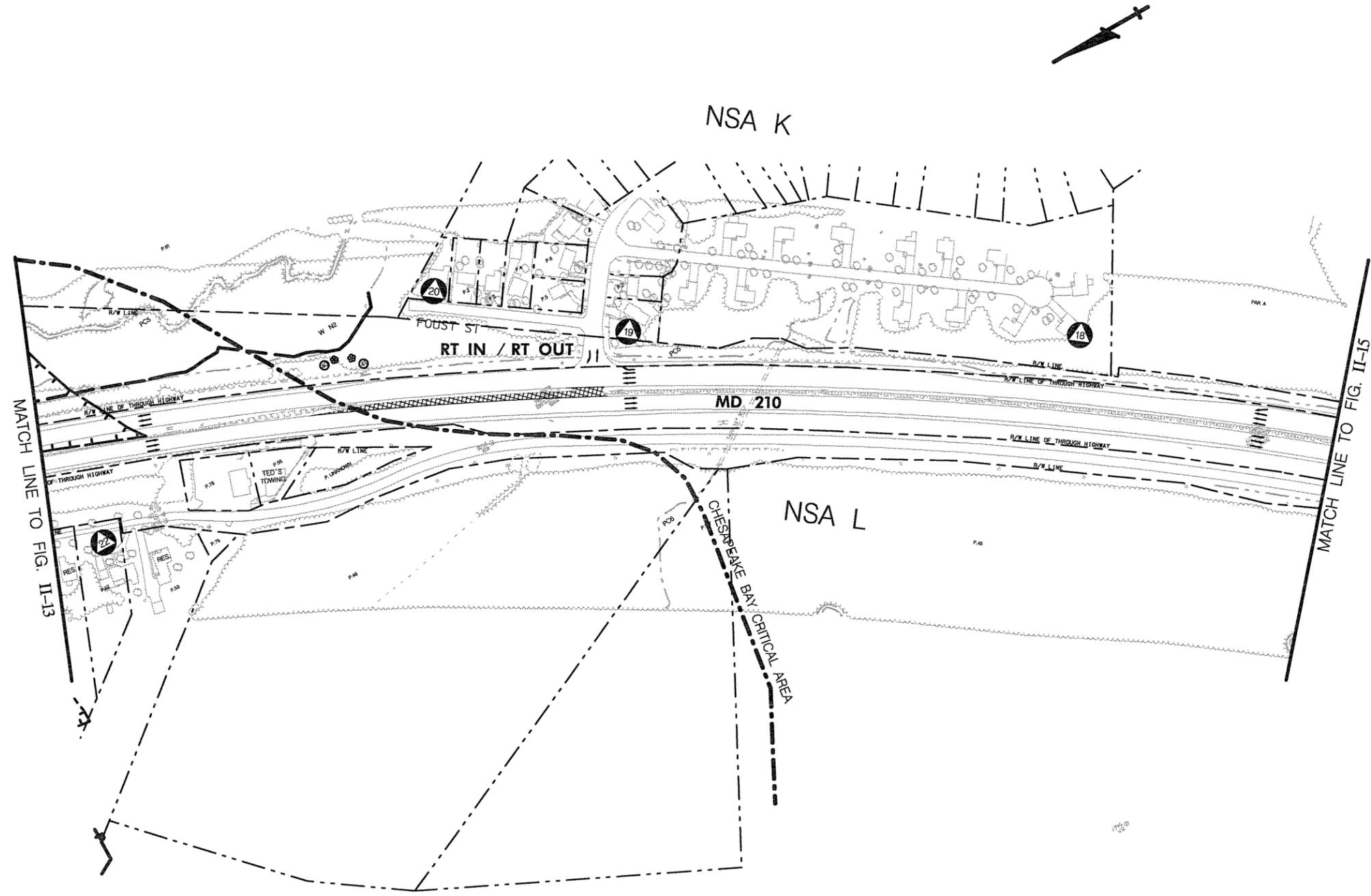
NOTE:
INTERSECTIONS WHERE TRAFFIC
SIGNALS ARE REQUIRED WILL BE
DETERMINED DURING FINAL DESIGN.

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED NORTH OF OLD FORT ROAD SOUTH TO SOUTH OF OLD FORT ROAD SOUTH	
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-12



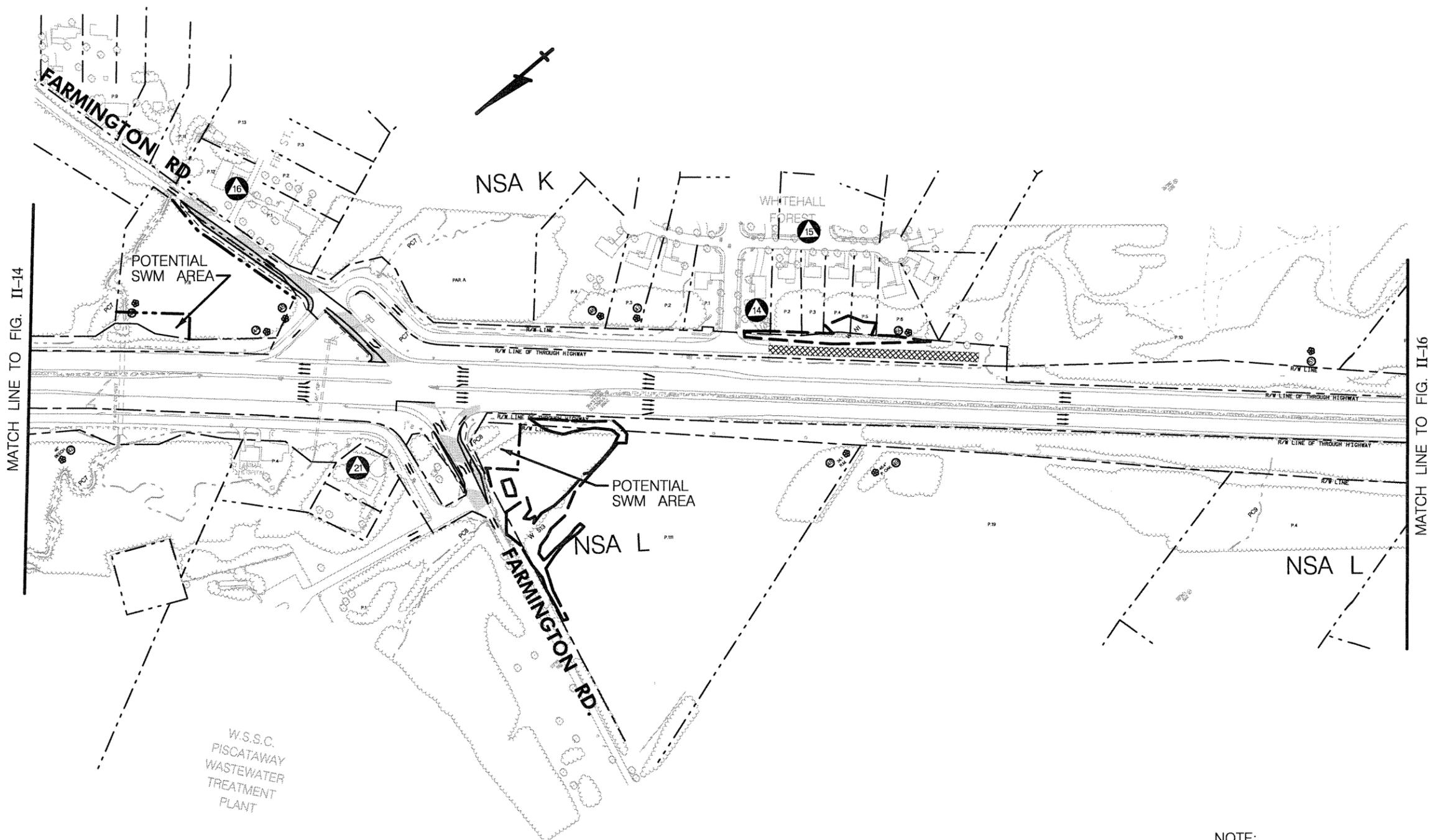
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	MD 210 - I-95 /I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED SOUTH OF OLD FORT ROAD SOUTH TO SOUTH OF PISCATAWAY CREEK	
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-13



	MD 210 - I-95 /I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
SOUTH OF PISCATAWAY CREEK TO NORTH OF FARMINGTON ROAD		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-14

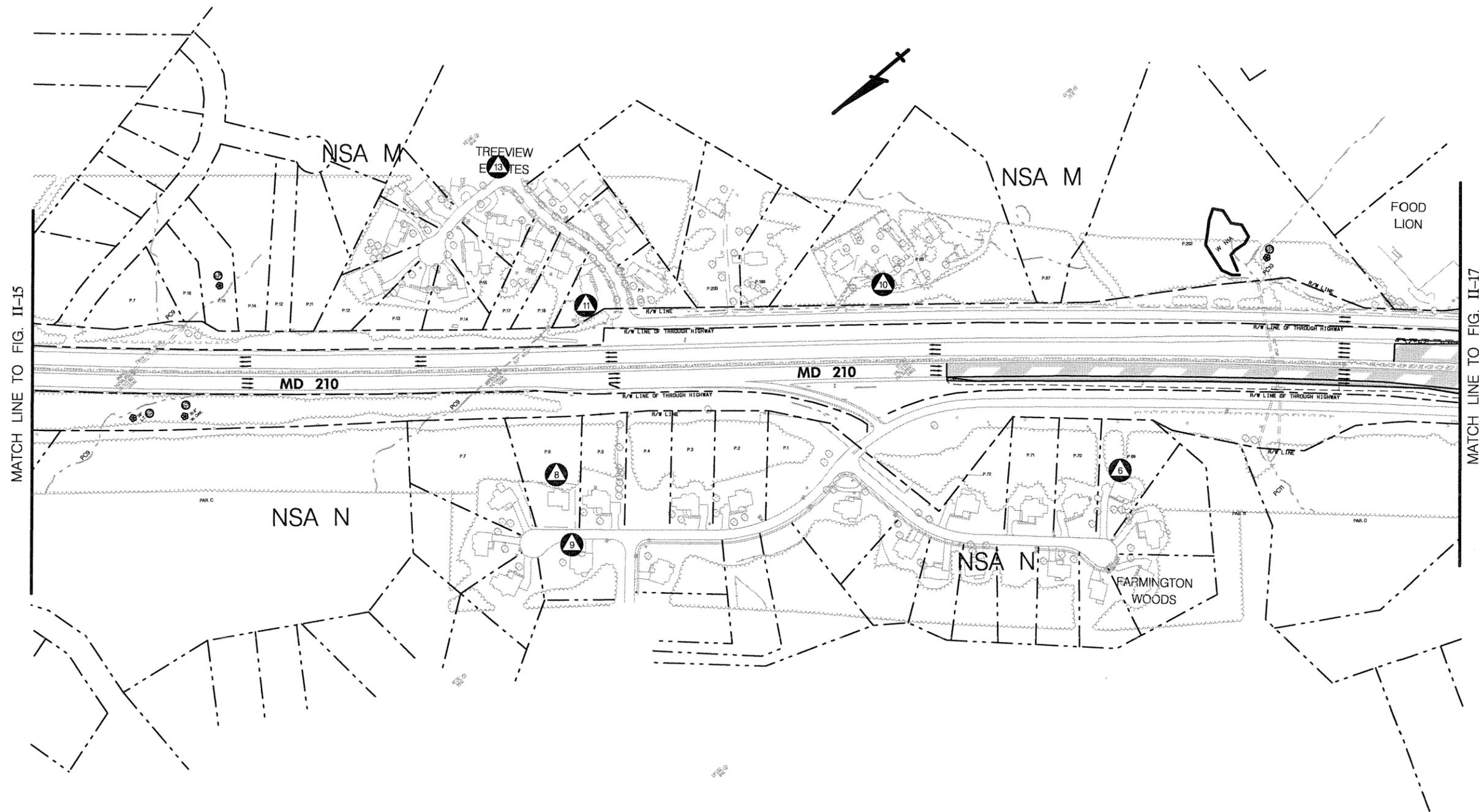
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**FARMINGTON ROAD
OPTION A**

NOTE:
INTERSECTIONS WHERE TRAFFIC
SIGNALS ARE REQUIRED WILL BE
DETERMINED DURING FINAL DESIGN.

	MD 210 - I-95 / I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED NORTH OF FARMINGTON ROAD TO SOUTH OF FARMINGTON ROAD	
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-15



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	MD 210 - I-95 /I-495 TO MD 228	
	SHA SELECTED ALTERNATIVE 5A MODIFIED	
SOUTH OF FARMINGTON ROAD TO NORTH OF MD 373		
DATE MAY, 2004	SCALE: 1" = 300'	FIGURE II-16

MATCH LINE TO FIG. II-16

MD 373
OPTION A

NSA M

MD 228

POTENTIAL
SWM AREA

NSA N

POTENTIAL SOUND BARRIER



NOTE:
INTERSECTIONS WHERE TRAFFIC
SIGNALS ARE REQUIRED WILL BE
DETERMINED DURING FINAL DESIGN.



MD 210 - I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF MD 373 TO MD 228

DATE
MAY, 2004

SCALE: 1" = 300'

FIGURE
II-17

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