

John Massey
16225 Livingston Road
Accokeek, MD 20607

Mr. Dennis M. Atkins
Project Manager, Project Planning Division
Mail Stop C-301
State Highway Administration
P.O. Box 717
Baltimore MD 21203-0717

Re: Route 210 Widening
Prince George's County, Maryland

Dear Mr. Atkins,

On Thursday June 21, I made a private statement about the effect of the Route 210 widening on Accokeek. I would like to restate that point. The core area of Accokeek remains relatively intact on the east and west sides of the 210 at the Route 373 intersection. Please do not further divide the community. While a 210 underpass under 373 is preferable, pedestrian crossing must be improved and the widening must not destroy the core of the community. (1)

Several years ago I wrote a letter about rail across the new Wilson Bridge, and continue to support every effort to make that happen. *HOV across the bridge is a ruse to avoid the rail issue.* Some say it is to placate those who fear rail access because of differences in race and class on either side of the Potomac. Surely that is not the case, but it is a potentially explosive issue. On Route 210, rail or special bus lanes might be acceptable but not HOV! (2)

John Massey

Accokeek, MD

John Massey

Supplemental Response:

See response to frequently stated comments 1, 2, 4.

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. The Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. The MD 373 intersection that is proposed to remain at-grade has been evaluated for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the design phase to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. (1)

The rail decision along the Woodrow Wilson Bridge is being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project and would not be precluded by a decision on MD 210. (2)

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

06-1A

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM 1-95/1-495 TO MD 228

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THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
1000 ALLENTOWN ROAD
FORT WASHINGTON, MD

PLEASE PRINT
NAME John Nussey DATE 6/21/01
ADDRESS 16225 LIVINGSTON RD
CITY ACCokeek STATE MD ZIP 20607

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

Please don't divide the Community
of Accokeek - provide east-west pedestrian
access & preferably a 210 underpass
at 373.

VI-91

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

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

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

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name Thomas Mays Date 6-27-01

Address 12305 PROXIMITY DRIVE

City/Town FT. WASHINGTON State MD Zip Code 20744-5236

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	X						
Kerby Hill Road							
Palmer Road						X	
Old Fort Road North	X						
Fort Washington Road						X	
Swan Creek Road							X
Old Fort Road South					X		
Farmington Road	X						
MD 373	X						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

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

Project NO. PG221A11

Thomas Mays

Supplemental Response:

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

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MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursdays, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name Arlene Munsick Date 6/23/01

Address 7903 Indian Hd Hgh #408

City/Town Oxon Hill State MD Zip Code 20745

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

I live at Oklam Towers, as a senior citizen, I would
love to leave the area, the highway is very congested
& dangerous to travel. There would be too much
disrupting, travel delays, & business places would
be heavily impacted.

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

Project NO. PG221A11

Arlene Munsick

Supplemental Response:

See response to frequently stated comment 1.

Over time, the No-Build Alternative would degrade safety, travel times and access to businesses much more severely than the SHA-Selected Alternative, due to congestion. Refinements to the design of the SHA-Selected Alternative will remain on-going through the design process to minimize impacts and enhance access to businesses to the extent practicable.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternatives including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

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

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MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

John Nolan

PLEASE PRINT Name JOHN NOLAN Date 6/23/01
 Address 9010 IVANHOE ROAD
 City/Town FORT WASHINGTON State MD Zip Code 20744

Supplemental Response:
 See response to frequently stated comment 1.

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

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

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

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name Scott Odell Date _____
Address 14601 Bonds Retreat Road
City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

"None of the above"

① → 210 depressed below the 373 crossover so as to maintain the integrity of the Accokeek community on both sides of the highway and enhance the Village Center concept.

② This was the recommendation which came out of each of the several planning charrettes for Accokeek.

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

Please listen to the community this time!

Project NO. PG221A11

Scott Odell
201 283-2046

Scott and Dorothy H. Odell

Supplemental Response:

See response to frequently stated comments 1, 2.

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. The SHA-Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. The MD 373 intersection that is proposed to remain at-grade has been evaluated for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the design phase to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements.

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

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①

①

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT Name Dorothy H. Odell Date 7/4/01
 Address 14601 Boyd's Retreat Rd
 City/Town Accokeek State MD Zip Code 20607

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PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

① Light rail down 210 and around 495 should be built NOW
 ② Accokeek intersection should be graded with 210 going UNDER Livingston Rd. COMMUNITIES FIRST! ①

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

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MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name Robert B. Patterson Date 6-19-01

Address 1204 Van Burkum Dr.

City/Town Fort Washington State MD Zip Code 20744-2863

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	X						
Kerby Hill Road			X				
Palmer Road	X						
Old Fort Road North					X		
Fort Washington Road						X	
Swan Creek Road							X
Old Fort Road South					X		
Farmington Road				X			
MD 373				X			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

PLEASE ADD AS MANY OVERPASSES
& ELEMENTS TRAFFIC LIGHTS AS
POSSIBLE

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

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

Project NO. PG221A11

Robert B. Patterson

Supplemental Response:

See response to frequently stated comments 1, 3.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

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MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT Name Shirley H. Pearson Date 6/24/01
 Address 536 Wilson Bridge Drive Apt 11
 City/Town Oxon Hill State Md Zip Code 20745

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

I would like to know if there's
going to be a subway train
station build for the Oxon Hill
Area.

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

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

Project NO. PG221A11

Shirley A. Pearson

Supplemental Response:

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However: the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Decisions regarding rail along the Capital Beltway and the potential locations of stations are being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project.

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MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Russell L. Peterson Date 07/05/01
Address 7704 Den Meade Ave.
City/Town Ft. Washington State MD Zip Code 20744-2110

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	X						
Kerby Hill Road			X				
Palmer Road	X						
Old Fort Road North					X		
Fort Washington Road						X	
Swan Creek Road						X	
Old Fort Road South					X		
Farmington Road	X						
MD 373	X						

Do you commute on MD 210 during the peak hours (6:30-9:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

Based upon my experiences on MD 5 (Branch Ave),
traffic flow greatly improves when overpasses are
constructed at major interchanges. The construction
of overpasses along MD 210 at the intersections
indicated above would greatly improve traffic flow.

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

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

Project NO. PG221A11

Russell L Peterson

Supplemental Response:

See response to frequently stated comment 3.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM 1-95/1-495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
1000 ALLENTOWN ROAD
FORT WASHINGTON, MD

Edward W. Pickering

Supplemental Response:

See response to frequently stated comments 1, 2, 3 and 4.

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

PLEASE PRINT NAME EDWARD W PICKERING DATE 29 JUNE 2001
ADDRESS 1100 MONTEZUMA DRIVE (301) 567-0639
CITY FORT WASHINGTON STATE MD ZIP 20744

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

1. I WAS ONE OF THE SPEAKERS AT THE MEETING.
2. MY VIEWS ARE SIMPLE. MARYLAND'S SOUTHERN PRINCE GEORGES, CHARLES AND CALVERT COUNTIES ARE EXPLODING WITH GROWTH. MANY BUILDERS WHO HAVE BEEN IN MONTGOMERY, HOWARD AND FAIRFAX COUNTIES ARE NOW RUSHING TO LOWER PG AND CHARLES COUNTIES. IT IS ECONOMICAL NECESSITY FOR THEM.
3. NO COMMUTING CORRIDOR AROUND THE WASHINGTON DC AREA IS DESIGNED TO MOVE TODAY'S TRAFFIC WELL.
4. MASS TRANSPORTATION CAN WORK, BUT IS NOT THE DESIRED MODE OF TRANSPORTATION BECAUSE COMMUTERS ARE IN MANY CASES TO DISTANT.
5. A RAIL EXTENSION IS A GOOD IDEA, BUT IT TAKES

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

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

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

PAGE 1 OF 2??

YEARS TO BUILD THIS, AND IS NOW POSSIBLY BEYOND ECONOMIC REACH. THE GREEN LINE SHOULD BE EXTENDED TO AT LEAST WALDORF MD. A PURPLE LINE AROUND THE BELTWAY COULD BE A COMMUTER ASSISTANCE ROUTE.

①

6. I OPPOSE HOV.

7. I BELIEVE ANY CONSTRUCTION PROJECT SHOULD ACCOUNT FOR THE BEST INTEREST OF THE MAJORITY OF ALL OF US.

②

A. THE LEAST AMOUNT OF NEW LAND USED, TO PRESERVE AS MUCH OF OUR NATURAL FORESTS, and STREAMS AND WILDLIFE.

B. MAKE BETTER USE OF THE PAVEMENT.

C. IMPROVE EMERGENCY VEHICLE ACCESS WHEN ACCIDENTS OCCUR.

D. DESIGN TO MEET THE NEXT 50 YEARS NOW.

(1) WASHINGTON CREATES MORE EMPLOYMENT EVERY MONTH. MOST ALL COMMUTERS ARE IN SOME WAY MOVING TOWARD WASH DC AND AROUND THE BELTWAY.

(2) WASH DC WILL NEED TO RECONSTRUCT 295 SOUTH OF THE 11th ST. BRIDGES.

(3) THE S-CURVE PROJECT MADE ROUTE 210 A MAJOR COMMUTER CORRIDOR. IT NOW NEEDS TO PREPARE TO CARRY UNPRECEDENTED

2 of 22

The rail decision along the Woodrow Wilson Bridge is being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project, and would not be precluded by a decision on MD 210. Access to the Branch Avenue Metro station (current terminus of the Green Line) from Waldorf is being addressed as part of the separate MD 5/US 301 SHA project planning study.

①

Since the MD 210 Multi-Modal Study began in the fall of 1997, the Maryland State Highway Administration has studied many concepts to address the increasingly severe and frequent traffic congestion along this 10-mile long segment of MD 210. Many concepts have been studied and dropped from consideration because of constraints imposed by existing horizontal and vertical conditions, the feasibility of complying with design criteria specifying geometric parameters and traffic and safety constraints. Proposed roadway typical sections have been developed in accordance with the design speeds and roadway segment functions, and were obtained from American Association of State Highway and Transportation Officials' (AASHTO's) Geometric Design of Highways and Streets supplemented by applicable SHA policies and directives. The design criteria for MD 210 cross roads specifies a design speed of 40 mph, a maximum degree of curvature of 19 00' and a maximum vertical grade of 6 percent, generally. The minimum vertical clearance required at grade-separated crossings of MD 210 is 23 feet. The design criteria for closed section interchange ramps, specifies for single lane outer ramps, a design speed of 50 mph, a maximum degree of curve of 7 30' and a maximum vertical grade of 5 percent, generally. Compliance with these design criteria precludes the use of many, if not all, of your conceptual designs. Several of the suggestions have been considered in some form.

②

The elimination of the center median and implementation of reversible flow lanes ("electric boxes" guide flow direction) was considered in a manner similar to what has been suggested—under Alternative 5B. This would have essentially resulted in an eight to ten lane highway, including auxiliary lanes. Alternative 5B was dropped from consideration due to cost, environmental impacts, and traffic operational difficulties associated with reversible flow lanes, given the close interchange spacing.

Throughout the MD 210 Project Planning Study process, the design team has met regularly with SHA Project Planning, Administration, Highway Design, Bridge Design, Highway Hydraulics, Environmental Landscaping, Traffic and Safety, and District Right of Way teams. The team have also met regularly with County and local officials, focus group members, community organizations, private citizens and resource agencies to best derive a Selected Alternative that best fits the needs and requirements of all the citizens within the MD 210 study area. Interchange and at-grade option refinement has been a continual process and will continue as the project continues into final design. The Selected Alternative currently under consideration represent improvements developed in accordance with design criteria for the purpose of improving traffic flow and safety in an environmentally sensitive manner, while promoting aesthetic quality, community cohesiveness, multi-modal accessibility and bicycle/pedestrian mobility.

4. D. (3) traffic.

E. I am sending along my idea on how to meet this challenge.

8. AT THE MEETING I RELATED A PERSONAL EXPERIENCE IN SAINT LOUIS MO IN 1958. THIS PROPOSED DESIGN IS FROM THAT EXPERIENCE. OTHER GOOD EXPERIENCES COME FROM THE SANTA-MONTECA FREEWAY IN CALIFORNIA AND THE TORONTO, CANADA FREEWAY.

9. THE BELTWAY HERE WILL SOON REQUIRE REWORK. CENTER MEDIANS ARE NECESSARY ON CROSS COUNTRY ROUTES. I WOULD SUGGEST THAT SEVERAL MEMBERS OF THE MARYLAND HIGHWAY DESIGN UNIT MAKE A TRIP TO TORONTO, CANADA AND DRIVE AT LEAST 6 HOURS ON THAT BY-PASS FREEWAY. THEY MOVE MASSIVE TRAFFIC UP THERE.

10. THIS PROPOSAL ELIMINATES A CENTER MEDIUM. TRAFFIC TO BE DIRECTED BY ELECTRIC BOXES INDICATING LANE DIRECTIONS AND SPEEDS. THE BOXES TO BE TIMED FOR WORK DAY RUSH HOURS AND NON-WORK DAYS. ALLOWABLE SPEEDS POSTED ON EACH LANE ALLOWING THE LEFT LANES TO MOVE FASTER THEN THE RIGHT LANES. THE SPEEDS WILL BE MONITORED AND CONTROLLED BY VIDEO AND TRAFFIC CONDITIONS, BY HUMAN OBSERVERS.

Medians are required for highways like MD 210, according to Maryland State Highway Administration criteria and are strongly recommended according to AASHTO criteria. A 2-lane typical section even without a median would result in substantial right-of-way impacts and would not be consistent with master plans.

11. IN CLOSING I am sending along the Washington Post's editorial on a Woodrow Wilson Bridge Accident on Wednesday June 28, 2001.

- A. THE CENTER WALL IS AN OBSTRUCTION TO ALL.
- B. ALL SOUTHBOUND TRAFFIC HALTED FOR HOURS.

COMMENT: DO WE WANT FUTURE INTERSTATE DESIGNS TO BACK TRAFFIC UP TO BALTIMORE CITY. IF THE PEOPLE OF OUR TIME (2001-2010) DON'T GET THIS TRAFFIC PROBLEM SOLVED, THE FUTURE WILL BE MESSY.

12. INCLUDED ARE 15 SKETCHES OF INDIAN HEAD HIGHWAY AND PERHAPS CAN ASSIST.

- A. THIS DESIGN IS AN 8 LANE STRAIGHT ACROSS PAVEMENT HIGHWAY. 12 LANE'S WIDE COULD ALLOW FOR THE FUTURE. AN ADDITIONAL LANE COULD BE ADDED FOR NO TRAFFIC DIRECTION.

INDEX OF SKETCHES NOMENCLATURE

- No 1. BASIC TRAFFIC MOVEMENT (NON RUSH HOURS)
- No 2. AM RUSH HOUR MOVEMENT
- No 3. PM RUSH HOUR MOVEMENT
- No 4. BASIC INTERSECTION PATTERN
- No 5. BRIDGE ROAD CROSSING
- No 6. KIRBY HILL - LIVINGSTON ROAD CROSSING
- No 7. PALMER ROAD - LIVINGSTON ROAD CROSSING
- No 8. OLD FORT ROAD CROSSING

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- No 9. FORT WASHINGTON ROAD CROSSING
- No 10. SWAN CREEK - LIVINGSTON ROAD CROSSING
- No 11. OLD FORT WASHINGTON ROAD CROSSING
- No 12. FARMINGTON ROAD CROSSING
- No 13. ACCOKEEK ROAD (MD-373) CROSSING
- No 14. MD-210 & MD 228 INTERSECTION (3)
- No 15. COMMUTOR CORRIDOR TRAFFIC CONTROL

MD 228 is outside the study area for this planning study and thus not considered as part of this project. The MD 210/MD 228 intersection recently underwent a substantial upgrade to a continuous flow intersection.

(3)

Comment: The S-Curve project became necessary because of the rejection of the I-295 original proposal. It converted MD-210 (Indian Head highway) to a permanent commutor corridor.

SHOULD YOU CHOOSE TO BUILD THIS, I BELIEVE THIS WOULD BECOME THE MODER. COMMUTER ROUTE FOR ALL LARGE POPULATIONS CITIES.

VI-104

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FINAL COMMENTS: THE TRAFFIC PROBLEMS OF TODAY
BEGAN WITH THE INDUSTRIAL REVOLUTION (1825-
1925). SINCE THE INTERSTATE HIGHWAY
PROGRAM AND THE GOVERNMENTAL RAILROAD
BAILOUT OF THE 1980's, NO FUTURE PLANNING
HAS BEEN PUT INTO ACTION.

MAJOR ITEMS OF NEED FOR THIS 21ST CENTURY

- ARE:
1. IMPROVED RAIL SYSTEM FOR BULK FREIGHT
TRAINS. PRODUCE FOODS FROM THE SOUTH NEED
FASTER STRAIGHT THROUGH PASSAGES.
 2. PASSENGER TRAINS ARE NEEDED, BUT MAY
NEVER AGAIN BE PRACTICAL. THE AIRLINES
USE TOO MUCH FUEL AND THE GREAT LOVE
AFFAIR IS THE AUTOMOBILE.
 3. ALTERNATIVE SOURCES OF FUEL ARE
NEEDED AND IN THIS CENTURY WE WILL
SOON BE DRIVING DIESEL ELECTRIC
AND FUEL CELL POWERED CARS.
 4. NUCLEAR POWER IS THE FUTURE FOR
PRODUCING ELECTRIC POWER. THE THREE
MILE ISLAND ACCIDENT CAUSED A FALSE
FEAR THROUGH THE LAND. THAT REACTOR
DID EXPERIENCE A TOTAL MELT DOWN.
 5. WHEN WE HAVE USED ALL THE OIL AND COAL
THAT WE CAN GET ECONOMICALLY, THE
FUTURE HAS ARRIVED. THE QUESTION IS ?
WILL WE BE PREPARED? 6 of 22

CONCLUSION.

THIS COMMUTOR CORRIDOR SHOULD BE DEVELOPED IN CHARLES COUNTY. BEGINNING ON MD-228.

A LOGICAL DEVELOPMENT WOULD BEGIN, AT OR NEAR SHARPEVILLE ROAD AND MOVE SOUTH-EAST TO SERVE THE RESIDENTS OF COBBES ISLAND, FORT TOBAGO AND THE OTHER TOWNSHIPS SOUTH OF ACCOUREEK. (4)

BRANCH AVE WILL SERVE SAINT MARY'S AND SOME LOWER CALVERT COUNTY COMMUTERS.

WISE PLANNING DEMANDS A FAST TRACK FOR ALL OF THIS HIGHWAY PROPOSAL. IT WAS NEEDED YESTERDAY. WE CAN GET AHEAD OF THIS MONSTER. WE JUST MUST MOVE NOW.

AN EMERGENCY BACK UP POWER SYSTEM WILL ALSO BE NEEDED. SIMILAR TO HOSPITALS AND OTHER PLACES TO KEEP THE POWER ON DURING SEVERE DAMAGE STORMS.

PLEASE EXCUSE THE MIS-SPELLED WORDS AND ~~PHRASES~~ PHRASES. I RUSHED THIS REPORT

Edward H. Robinson
1100 MONTEZUMA DRIVE
FORT WASHINGTON MD 20744
(301) 567-0639

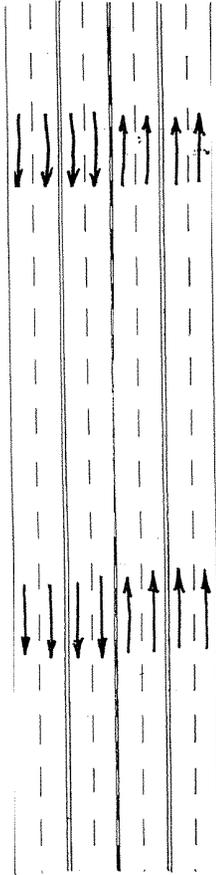
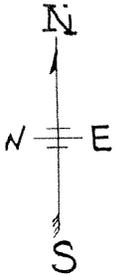
The termini of the MD 210 Multi-Modal Study were established based on safety and operational/capacity needs of the corridor. South of MD 228, traffic volumes on MD 210 drop off substantially and roadway capacity is anticipated to meet travel demand through the design year. Therefore, with the above-mentioned recent improvements to the MD 210/MD 228 intersection, the southern terminus of this study is south of MD 373. (4)

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MD-210 INDIAN HEAD HIGHWAY

MAIN PATTERN

Sketch #1



Submitted By:

Mr. and Mrs. Pickering
 1100 Montezuma Drive
 Fort Washington, MD 20744

NOTES:

1. SOLID PAVEMENT ACROSS. CENTER MEDIUMS REMOVED.
2. THIS DESIGN PROVIDES FOR 8 LANES OF TRAFFIC.
3. WITH USE OF TRAFFIC DIRECTION BOXES IN THE OVERHEAD OF EACH LANE, TRAFFIC CAN BE CUSTOMIZED FOR RUSH HOUR TIMES.
4. THIS PATTERN ALLOWS FOR NON-RUSH HOUR 4 LANES EACH WAY.

BASIC TRAFFIC MOVEMENT
 NON-RUSH HOURS

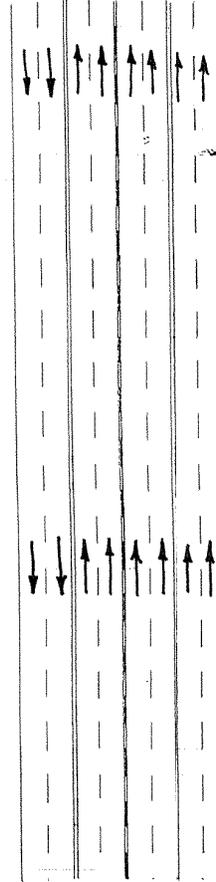
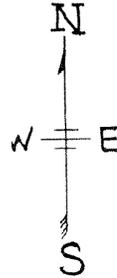
Atch. #1

8 of 22

MD-210 INDIAN HEAD HIGHWAY

MAIN PATTERN

Sketch #2



Submitted By:

Mr. and Mrs. Pickering
 1100 Montezuma Drive
 Fort Washington, MD 20744

NOTE: ALLOWS FOR 8 LANES TOWARD I-95 AND 2 LANES OUTBOUND (Southbound)

INDIAN HEAD HIGHWAY AND THE LAND TO THE WEST ~~AS~~ WILL BE BUILT UP WITH THE HARPER AMERICA PROJECT.

THE WEST SIDE WILL NEVER BE A CONTESTED LAND AREA. THE POTOMAC RIVER PROHIBITS THAT.

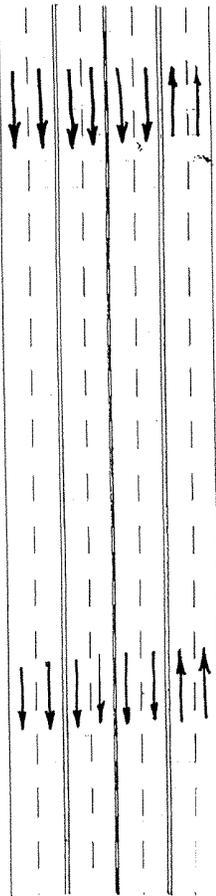
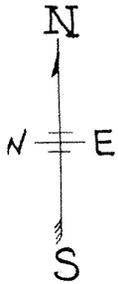
AM MONDAY thru Friday
 WORK DAYS

Atch #2

9 of 22

VI-108

MD-210 INDIAN HEAD HIGHWAY MAIN PATTERN Sketch #3



Submitted By:

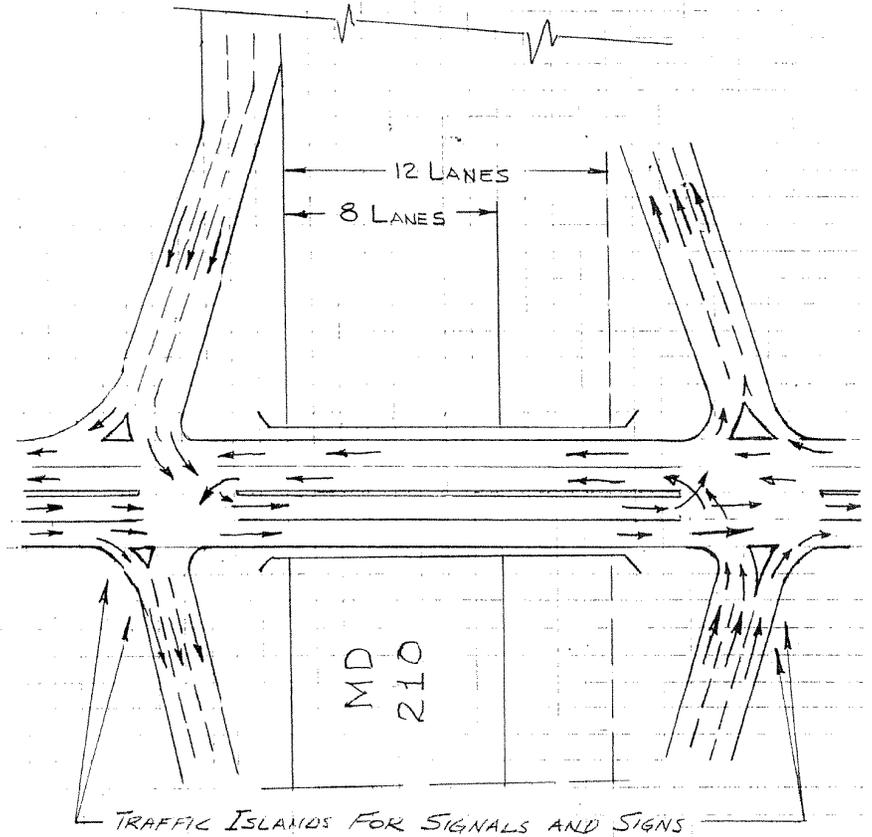
Mr. and Mrs. Pickering
1100 Montezuma Drive
Fort Washington, MD 20744

NOTE: THIS PATTERN
PROVIDES FOR 8 SOUTHBOUND
(OUTBOUND) LANES WITH
2 LANES INBOUND.

PM Monday thru Friday
WORK DAYS

Atch #3
10 of 22

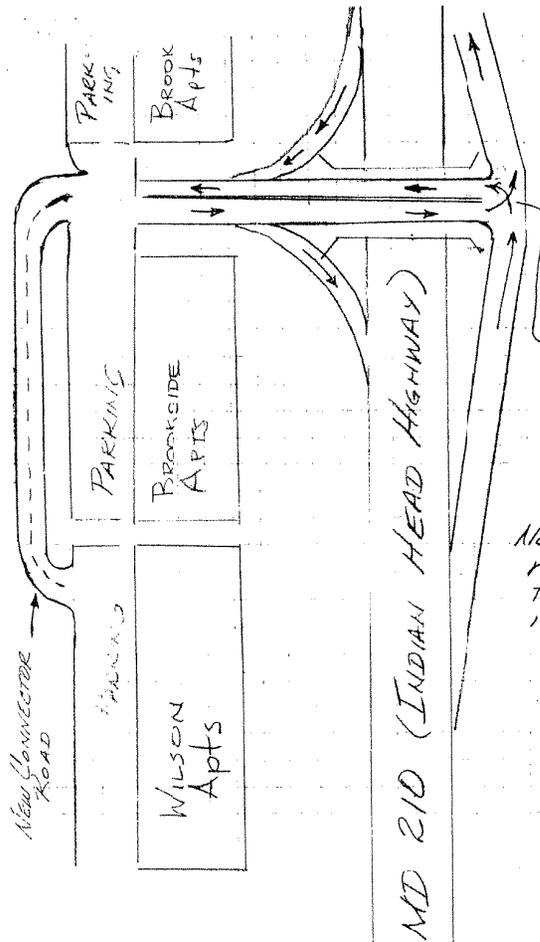
BASIC INTERSECTION Sketch #4



BASIC INTERSECTION
PATTERN

Atch #4
11 of 22

601-1A



Sketch #5



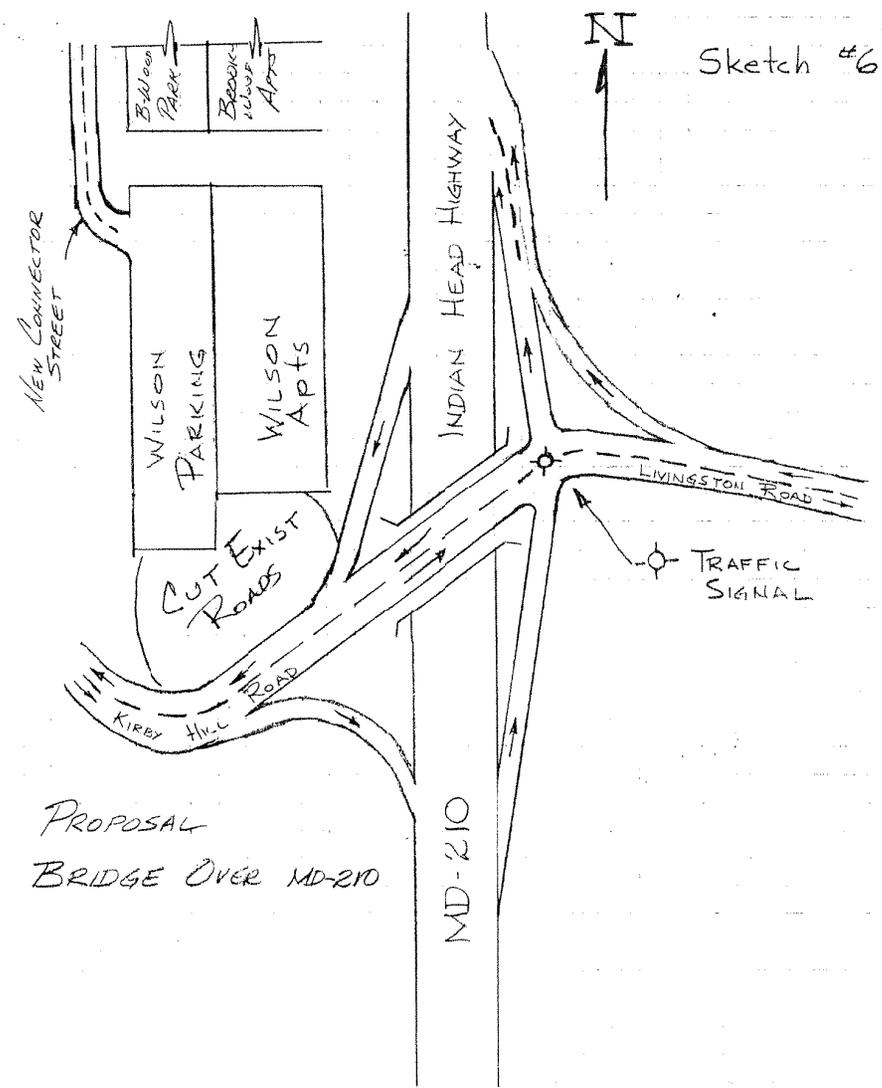
W.W. BRIDGE DRIVE
(BRIDGE OVER MD-210)

YIELD SIGNS OR TRAFFIC SIGNAL AT THIS TRAFFIC CROSSOVER

NOTE: Construct a road to connect the Apartment Companies in the rear of Apts.

BRIDGE ROAD CROSSING

Atch #5
10 of 22



Sketch #6



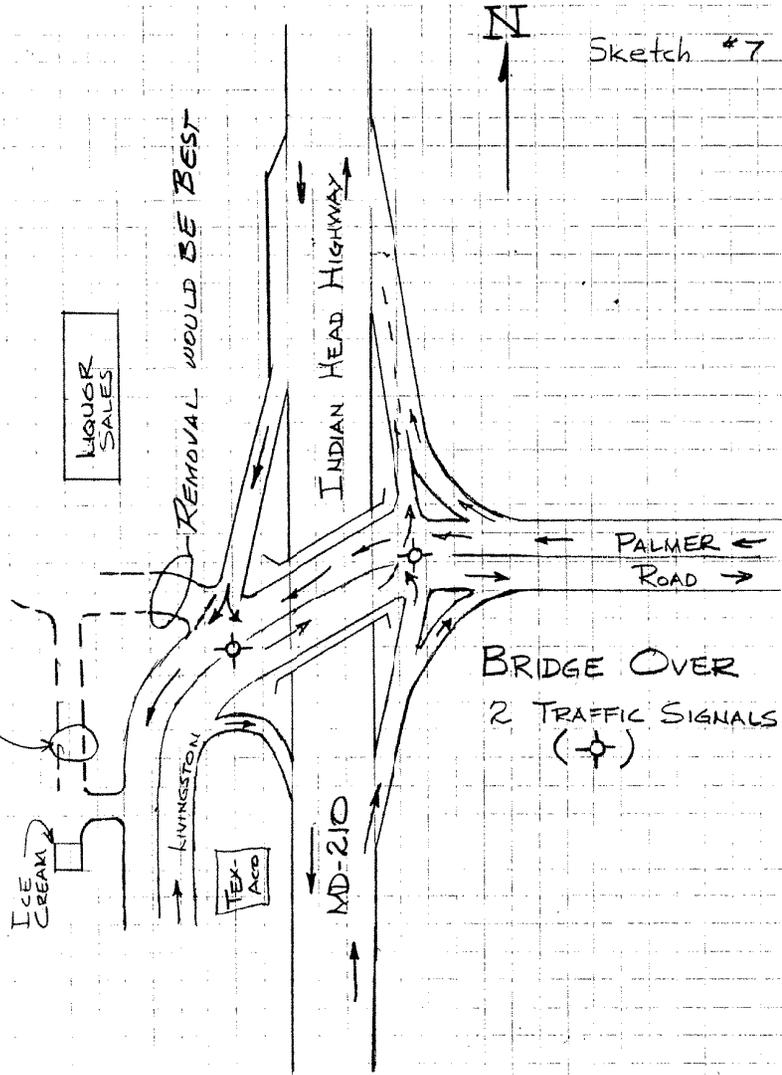
PROPOSAL
BRIDGE OVER MD-210

KIRBY HILL - LIVINGSTON CROSSING

PAGE 13 of 22 Atch #6

VI-11A

NEW CONNECTOR STREET



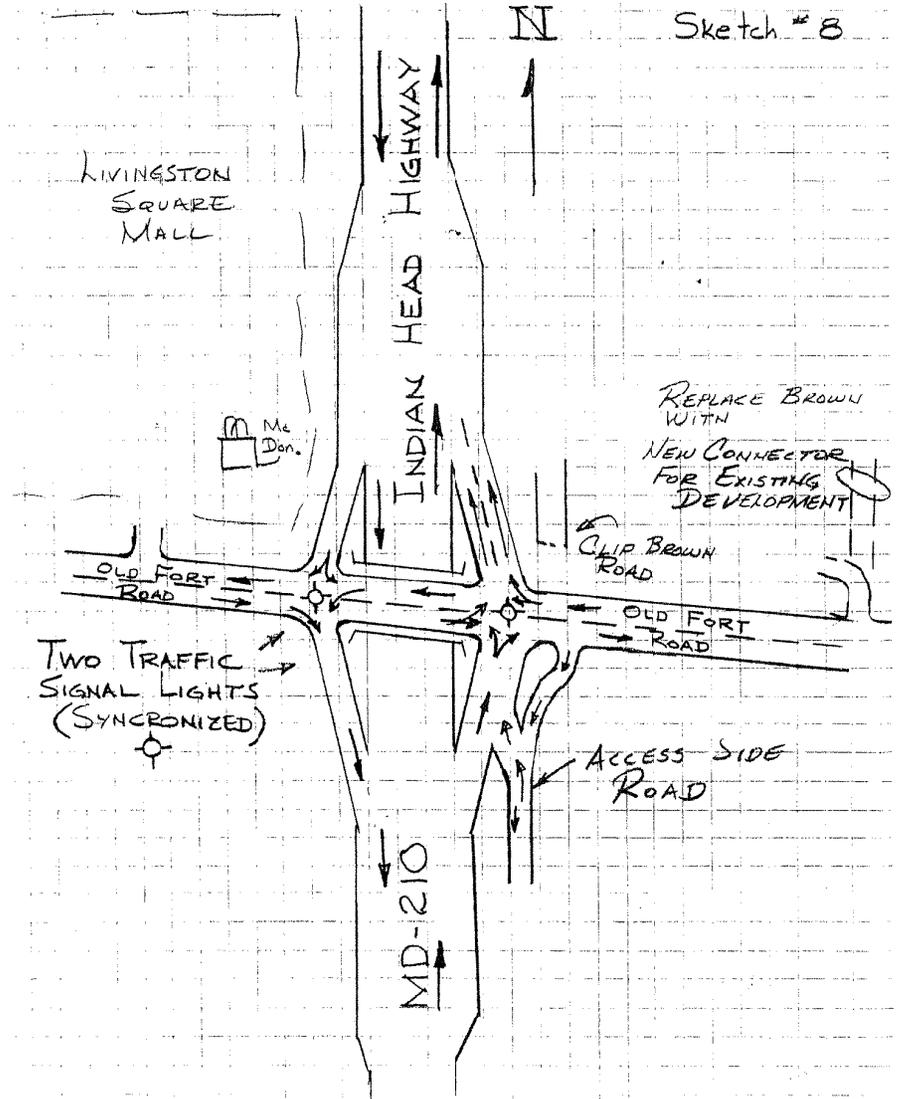
PALMER ROAD / LIVINGSTON ROAD

INTERSECTION

Atch #7

14.1.00

Sketch #7



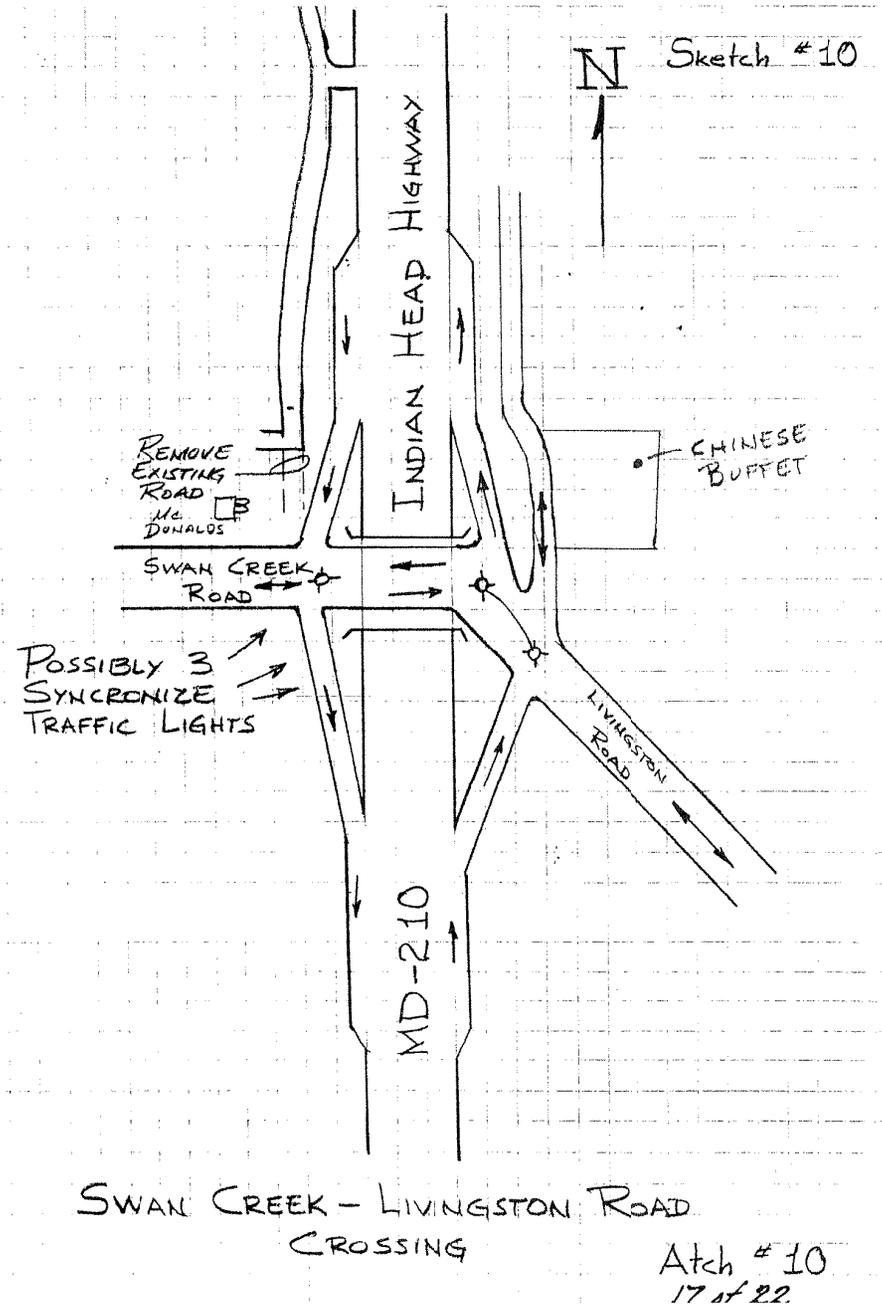
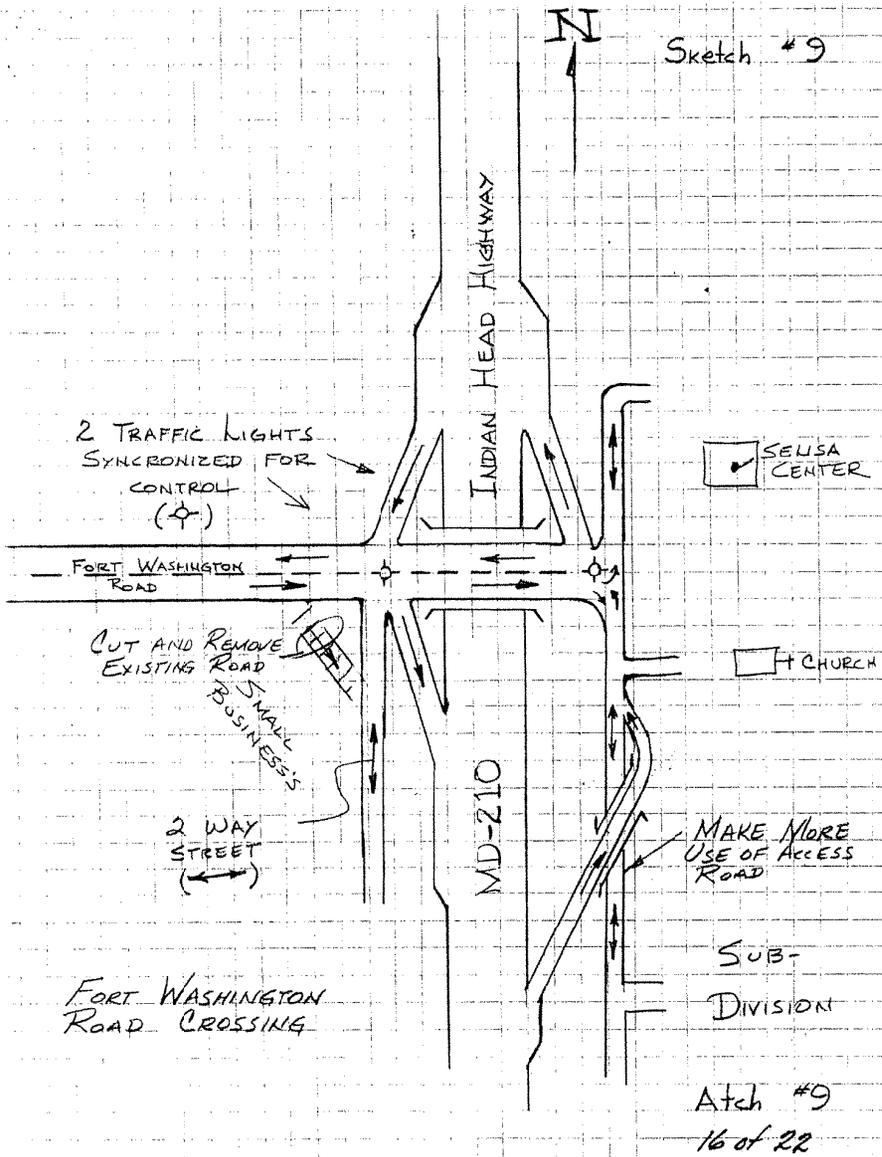
OLD FORT ROAD CROSSING

Atch #8

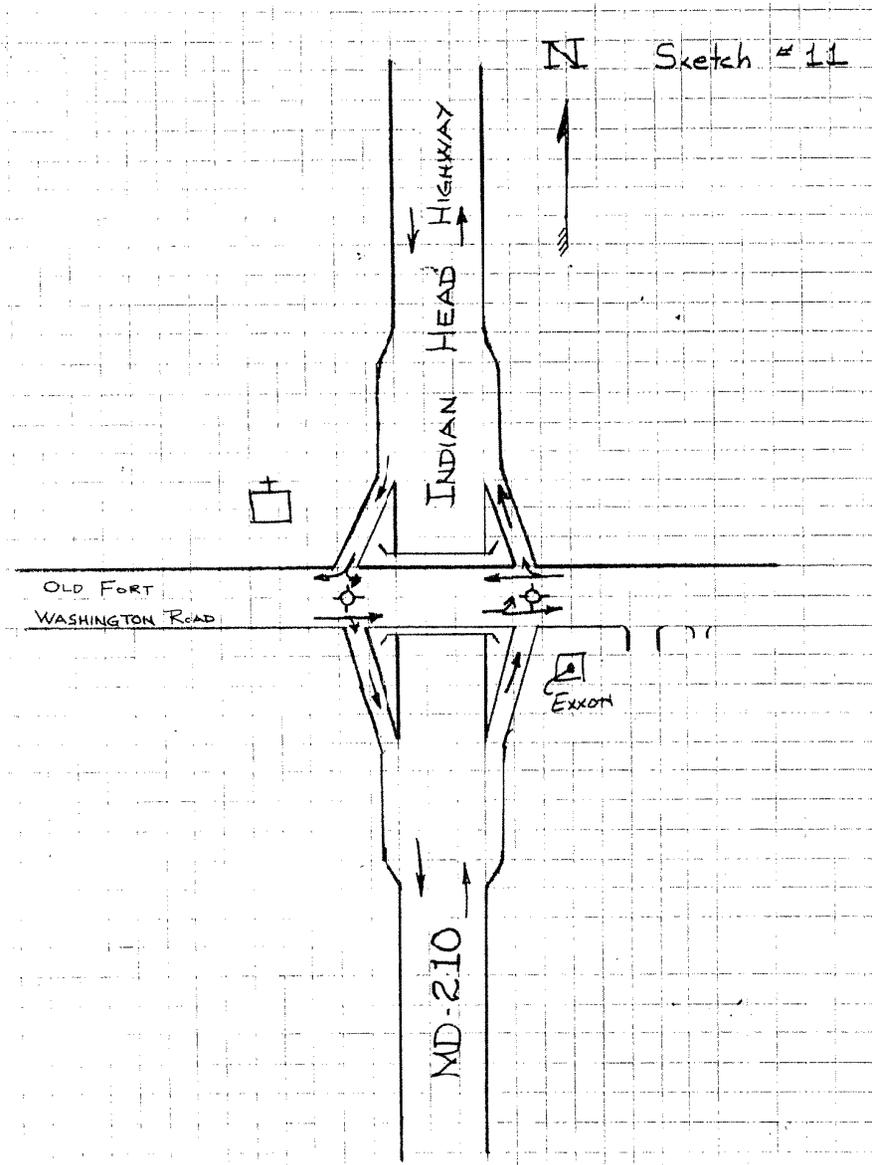
15.1.00

Sketch #8

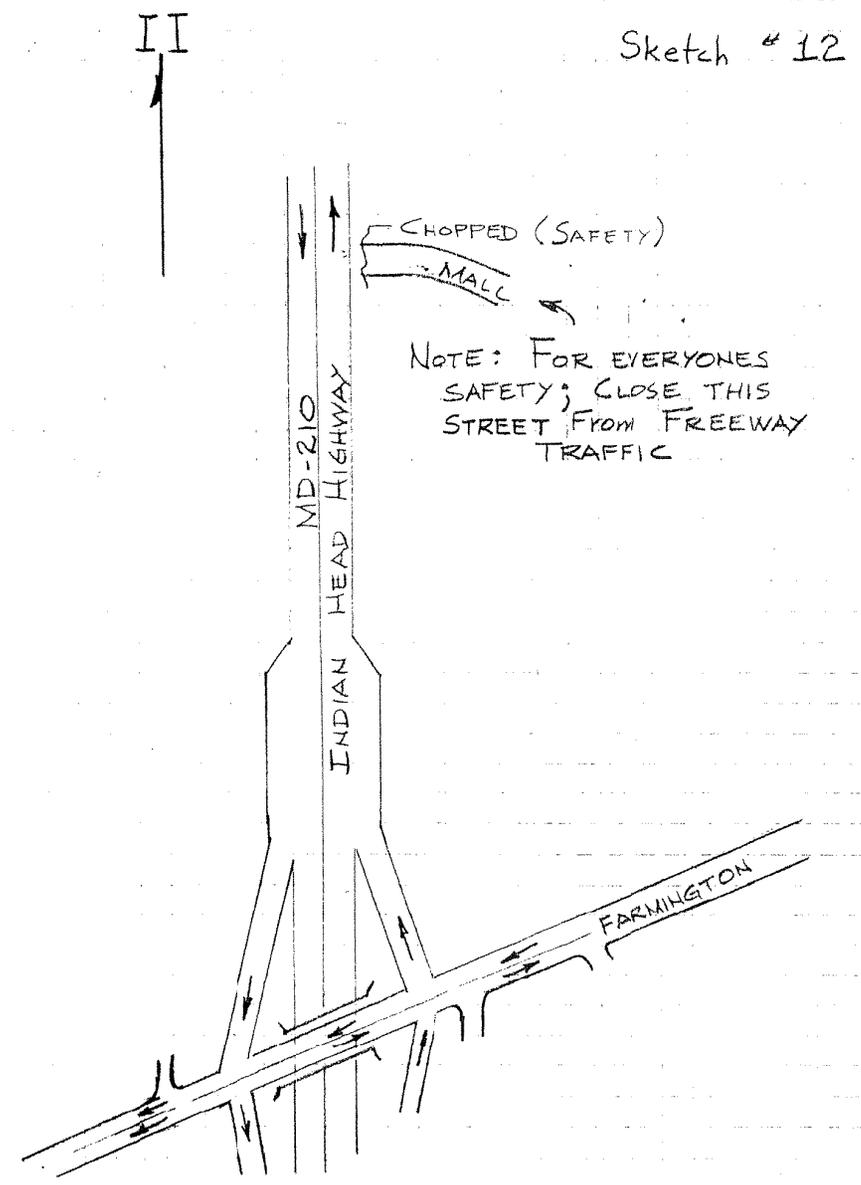
III-IV



VI-112



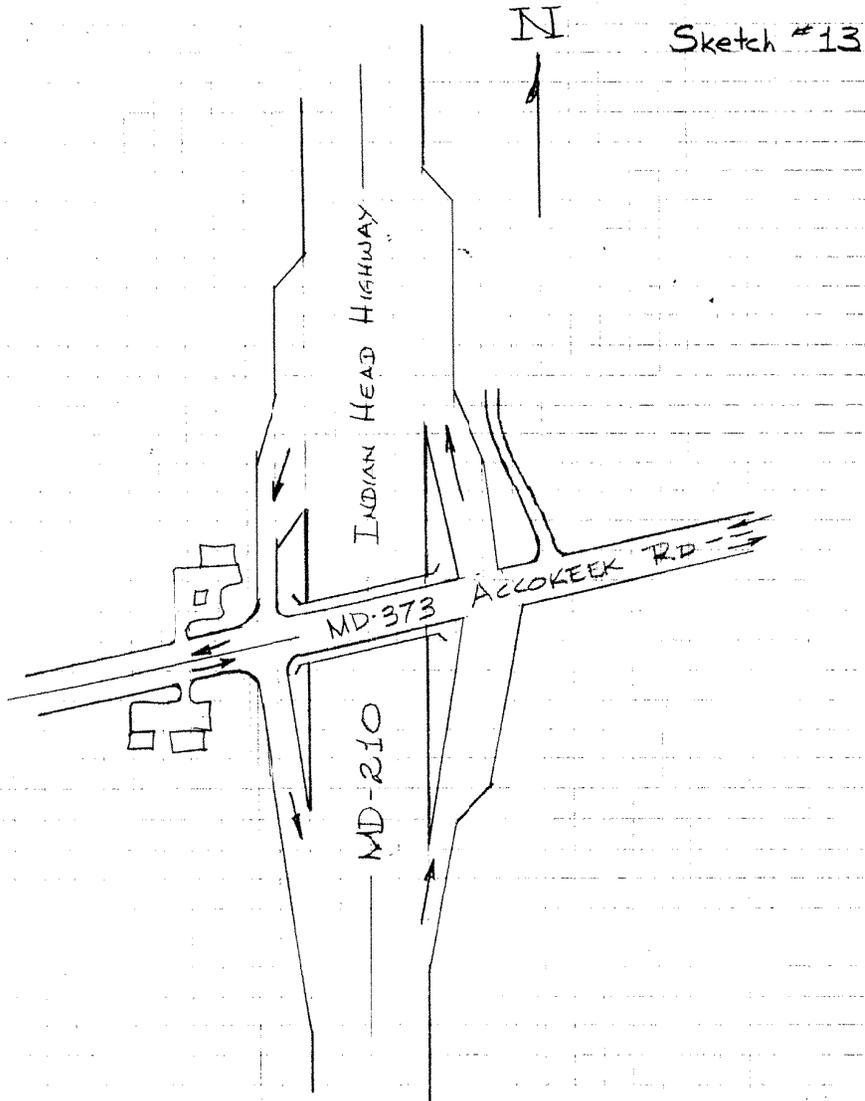
OLD FORT WASHINGTON ROAD 18 of 22
CROSSING Atch # 11



FARMINGTON ROAD CROSSING

Atch # 12
10 Jan

VI-113

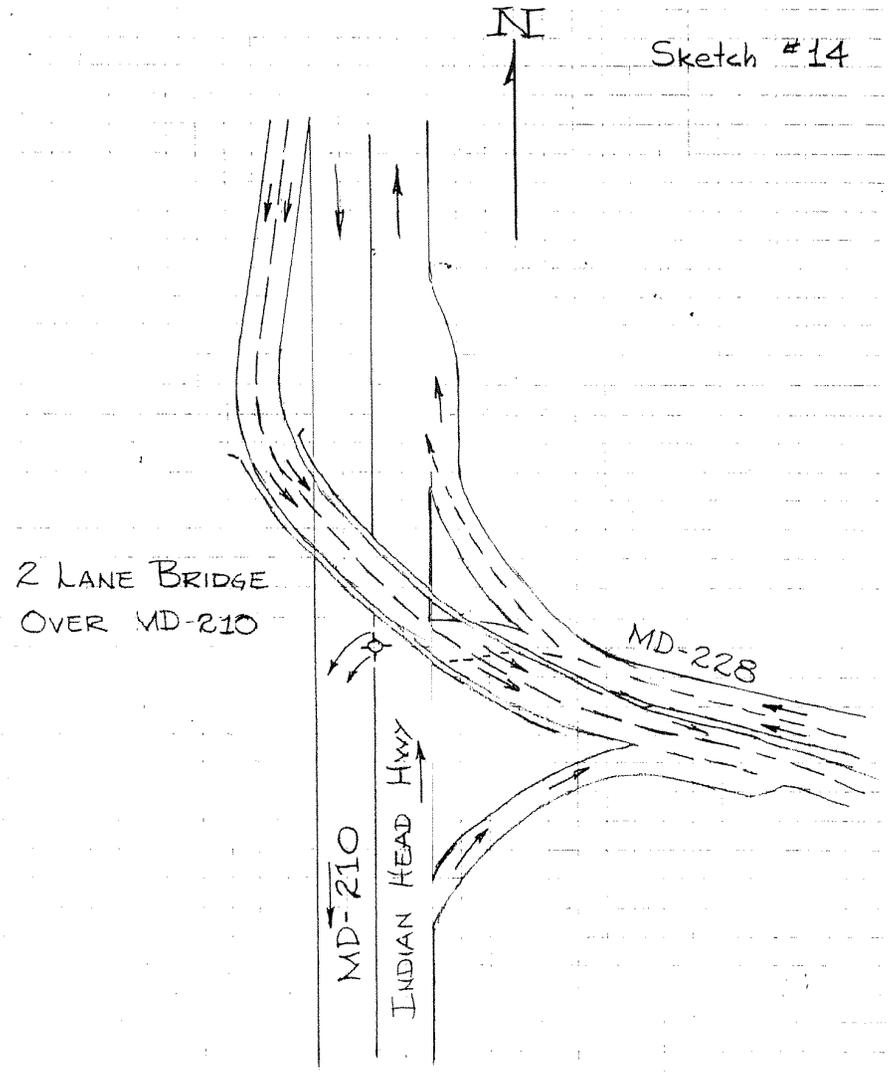


Sketch #13

MD-373; ACCOKEEK CROSSING

Atch # 13

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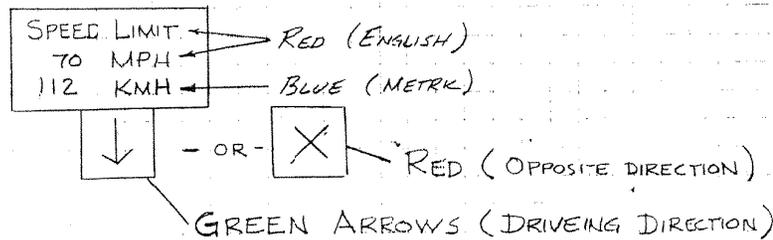
Sketch #14

MD-228/MD-210 INTERSECTION

Atch # 14

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SKETCH # 15



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1. THESE BOXES TO BE IN THE OVERHEAD OF EACH LANE ABOUT 500 YARDS DISTANCE,
2. AND AT INTERSECTIONS.
3. CONTROLLED BY VIDEO MONITORS AND POLICE
4. TRAFFIC CONTROL CENTERS.
5. WHEN ACCIDENTS OCCUR, A QUICKER RESPONSE BY EMERGENCY UNITS WILL SAVE LIVES.
6. WITH PAVEMENT STRAIGHT ACROSS, ALL LANES ARE AVAILABLE FOR POLICE TRAFFIC ROUTING.

COMMUTOR CORRIDOR TRAFFIC CONTROL

TRAFFIC BOXES

ATCH #15

22 of 22

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT Name MICHAEL REALO Date 7/4/01
Address 2751 Colonial Rd
City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?
1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	X						
Kerby Hill Road	No	No	No				
Palmer Road				No	No	No	
Old Fort Road North	X						
Fort Washington Road	X						
Swan Creek Road	X						
Old Fort Road South				No	No		
Farmington Road	X						
MD 373	X						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?
1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

Light rail option not in plan
All traffic @ grade

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

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

Project NO. PG221A11

Micheal Realo

Supplemental Response:

See response to frequently stated comments 1, 2.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

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1

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT Name LINDA REALO Date 7/4/01
Address 2751 Colonial Road
City/Town Accokeek, MD State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Note of the stroke

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

- ① 210 depressed below 373 crosswalk so as to maintain the integrity of the Accokeek community on both sides of the highway + enhance the village center concept.
- ② This was the recommendation which came out each of the several planning charrettes for Accokeek.

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

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

Project NO. PG221A11

- ③ Improve 301 S. so that South county traffic does not move to 210. To bring South co. traffic to 210 brings it all to the intersection at 295/105 intersection. With no 295 improvements, traffic into the city will not move at all. 301/5 traffic should move to Metro Station not to 295

Linda Realo

Supplemental Response:

See response to frequently stated comment 1.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At grade intersection modifications are proposed with the SFA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. The SHA-Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements.

The MD 5/US 301 corridor is outside the study area for this planning study and is being addressed as part of a separate SHA Project Planning study.

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT
 Name John Rittenhouse Date 6-19-01
 Address 16110 Bell Hill Rd
 City/Town VA 2001 State VA Zip Code 20060

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	X						
Kerby Hill Road							
Palmer Road	X						
Old Fort Road North	X						
Fort Washington Road	X						
Swan Creek Road							
Old Fort Road South							
Farmington Road	X						
MD 373	X						

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

① Not enough emphasis is put on Redstone
 can benefit from Mass Transit light rail
 quality of life is terrible compared
 to Alexandria VA across the river

② Make's effort on way to exit Maryland
 now about to property value are bad too

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

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

Project NO. PC221A11

John Rittenhouse

Supplemental Response:

See response to frequently stated comments 2, 4.

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

It is difficult to predict what effect the MD 210 project could have on property values in the corridor; however, if no improvements to MD 210 are initiated and traffic volumes continue to increase to predicted 2020 levels, congestion in the corridor will increase substantially and values would go down. However, if the Selected Alternative would be constructed, it could be argued that housing values could go up due to a reduction in congestion and increased accessibility.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

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①

②

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These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Sheryl Romeo Date 7-4-2001

Address 3108 E. Ridge

City/Town Accokeek State MD Zip Code 206

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NOHOV 2.) Barrier Separated

MD 210 involves 9 intersections that are under study. For each intersection do you think the most appropriate improvements to that intersection are shown in the shaded boxes? (select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

None of Above options

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Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used alternate roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

① 20 Depressed below 373 or so to

the integrity of the Accokeek

of the highway + enhance the village

② This was the recommendation which came of the several planning charrettes for Accokeek.

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

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

Project NO. PG221A11

- ③ improve 301s so that so country traffic does not move to 210.
④ support light rail. ~~over~~

Sheryl Romeo

Supplemental Response:

See response to frequently stated comments 1, 2.

Impacts to existing level of community cohesion are anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. However, the Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. The MD 373 intersection that is proposed to remain at-grade has been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements.

US 301 is outside the study area for this planning study and thus not considered as part of this project.

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

1

2

1

2

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM I-95/495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD

PLEASE PRINT NAME RAYMOND SHANAHAN DATE 07/09/01
ADDRESS 90375 DELRAY LANE
CITY LEONARDTOWN STATE MD ZIP 20680

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

- ~~1~~ - No HOV on Rt. 210 (1)
- Do not widen Rt. 210 (1)
- Retire lights; especially those near I-95 (2)
- Retire lights on Rt. 5; especially those near I-95 (2)
- No more lights on Rt. 210 or Rt. 5 (3)
- Rt. 210 is not the problem (3)
- The Woodrow Wilson Bridge is the problem! (3)
- please do not ruin Rt. 210 since it is vital for so many commuters. It is pie now.
- more north/south traffic from I-95 ^{down} to south I-95 to eliminate traffic on Woodrow Wilson Bridge, Springfield interchange, etc going from northeast to south east. (4)

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

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

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

Raymond Shanahan

Supplemental Response:

See response to frequently stated comments 1, 3.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternates, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. (1)

SHA's Office of Traffic and Safety (OOTS) continually monitors and optimizes signal timing and phasing. At the request of several focus group members, OOTS representatives have monitored MD 210 and have confirmed little, if any, further improvement in operations or Z reduction in delays can be made by further changes in signal timing within the study area. (2)

The Woodrow Wilson Bridge improvements are moving ahead in a separate effort independently of any proposed improvements on MD 210. (3)

The MD 5/US 301 corridor is outside the study area for this planning study and is being addressed as part of a separate SHA Project Planning study. (4)

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHIA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road

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Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM 1-95/1-495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD

PLEASE PRINT NAME Darcy Simpson DATE 7/24/01
ADDRESS 5704 Fenwood p
CITY Oxon Hill STATE md ZIP 20745

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

No HOV metro line

We don't need an HOV ~~lane~~
we need a subway

Give us a SUBWAY OR GET THE ~~HOV~~ ^{back} OFF
OUR Highway.

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

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

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

Darcy Simpson

Supplemental Response:

See response to frequently stated comments 1, 2.

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

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursday, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT
 Name Gerald D. Slawewski Date 6-24-01
 Address 9911 Indian Queen Pt.
 City/Town Fort Washington State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road		X	X				
Palmer Road					X	X	
Old Fort Road North						X	
Fort Washington Road						X	
Swan Creek Road					X	X	X
Old Fort Road South				X	X		
Farmington Road				X			
MD 373				X			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

I think you- 2020 projections
are very low. (1)

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

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

Project NO. PG221A11

Gerald D. Slawewski

Supplemental Response:

See response to frequently stated comment 1.

The 2020 traffic projections for the MD 210 Multi-Modal Study are based on the Metropolitan Washington Council of Governments (MWCOC) comprehensive land use projections. MWCOC generates future land use projections through collaboration with all applicable local government planning agencies for input to a state-of-the-art multi-modal transportation analysis model. The model is calibrated using up-to-date traffic counts in the study corridor to be certain that the model accurately represents current traffic volumes and operating conditions prior to computing future scenarios.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT Name John J. Smith Date 6/23/2001
Address 2013 Spring Grove
City/Town Acc. Clerk State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	<input checked="" type="checkbox"/>						
Kerby Hill Road		<input checked="" type="checkbox"/>					
Palmer Road					<input checked="" type="checkbox"/>		
Old Fort Road North						<input checked="" type="checkbox"/>	
Fort Washington Road						<input checked="" type="checkbox"/>	
Swan Creek Road							<input checked="" type="checkbox"/>
Old Fort Road South				<input checked="" type="checkbox"/>			
Farmington Road				<input checked="" type="checkbox"/>			
MD 373				<input checked="" type="checkbox"/>			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

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

Project NO. PG221A11

John J. Smith

Supplemental Response:

See response to frequently stated comment 1.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name NATHANIEL STOKES Date 6/23/01

Address 9610 KISCONKA RD

City/Town FORT WASHINGTON State MD Zip Code 20744-6911

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road			X				
Palmer Road					X		
Old Fort Road North						X	
Fort Washington Road						X	
Swan Creek Road					X		
Old Fort Road South					X		
Farmington Road				X			
MD 373				X			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

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

Project NO. PG221A11

Nathaniel Stokes

Supplemental Response:

See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/imprcvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Rosie Summers Date 6/21/01
Address 8100 TURNER ST.
City/Town FT. WASHINGTON State Md. Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

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

Project NO PG221A11

Rosie Summers

Supplemental Response:

See response to frequently stated comment 1.

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

VI-126

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name ANDREW + CHARLOTTE SUNIEGA Date 7/4/01

Address 10324 OLD FORT ROAD

City/Town FRIENDLY State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?
1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive	X						
Kerby Hill Road		X					
Palmer Road	X						
Old Fort Road North					X		
Fort Washington Road						X	
Swan Creek Road					X		
Old Fort Road South					X		
Farmington Road				X			
MD 373				X			

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?
1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?
1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

CENTER LANES SHOULD BE CONSTRUCTED TO SUPPORT METRO RAIL IN THE FUTURE.
IF HOV LANES ARE SELECTED THEN WE WOULD PREFER #3 (CONCURRENT FLOW).

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.
 Please add my/our name(s) to the Mailing List
 Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Andrew and Charlotte Suniega

Supplemental Responses:
See response to frequently stated comments 1, 2.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

VI-127

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM 1-95/1-495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
1000 ALLENTOWN ROAD
FORT WASHINGTON, MD

PLEASE PRINT NAME Paul R Swann DATE 7-13-200
ADDRESS 1311 Pine Lane
CITY Accokeek STATE Md ZIP 20607

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

1) Please do not put HOV in area
of Indian Head Highway
We have enough problems with
cars speeding up and down our highway
to not about deer. so many
are found dead on the road. Because
of fast drivers so many accidents
have been in area. If you complain
about people speeding, then
why have HOV to cause more
damage. P.E. County is a natural
beautiful place. Why ruin it. And
you're also destroying P.E. County Habitat.
W/ respect
Paul R Swann

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

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

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

Paul R. Swann

Supplemental Response:

See response to frequently stated comments 1.

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

SHA maintains accident records and monitors the causes of accidents. In areas where certain types of accidents, such as deer collision, are particularly high in frequency, deterrent measures are available for consideration. To date, MD 210 does not experience a high deer collision rate, but monitoring remains on-going.

The decision on SHA Selected Alternative 5A Modified has been made based on a balanced consideration for various alternative in terms of how well each alternative addresses the project purpose and need versus its environmental impact. This study has followed the process mandated by the National Environmental Policy Act (NEPA).

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG221A11
LOCATION/DESIGN PUBLIC HEARING
MD 210
FROM 1-95/1-495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
FRIENDLY HIGH SCHOOL
10000 ALLENTOWN ROAD
FORT WASHINGTON, MD

PLEASE NAME David Turner DATE Sept 6, 01
PRINT ADDRESS 10101 Livingston Rd.
CITY BroadCreek STATE MD ZIP 20744-4931

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

Dennis,

I wanted to express my strong support
for the interchanges along Indian Head Highway,
especially at locations D and E.

It is tragic when state highway
interchanges are not built until neighborhoods
are so developed that the cost is
outrageous.

Your foresight in building these 8
interchanges right now is to be commended.

Pls. ~~add~~ ^{add} me to your mailing list
for this project.

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

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

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

David Turner

Supplemental Response:

See response to frequently stated comment 3.

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

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

MD 210
From I-95/I-495 to MD 228
Informational Public Workshop
Monday, May 15, 2000
Friendly High School

PLEASE PRINT

NAME Elizabeth E. Vance DATE July 10, 01
ADDRESS 300 Carrybrook Lane
CITY/TOWN Oxon Hill STATE Md ZIP CODE 20745

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

Please NO HOV on 210,
NO HOV on Woodrow Wilson
Bridges, We Need RAIL ①
connecting Woodrow Wilson
to Oxon Hill Metro Stop - For
Oxon Hill. We need - to evita-
lize downtown Oxon Hill, Affordable
Restaurants, other businesses etc, ②
A transfer point - is needed
for riders to connect with other buses
other than just Park Ride Lot on Oxon

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

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

MD 210
From I-95/I-495 to MD 228
PROJECT NO. PG 221A11

Elizabeth E. Vance

Supplemental Response:

See response to frequently stated comments 1, 2, 4.

The rail decision along the Woodrow Wilson Bridge is being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project, and would not be precluded by a decision on MD 210. ①

Encouraging development in the downtown Oxon Hill area is not a MD 210 project goal. In general, transportation projects are designed to address a traffic need within a defined study area. For this project, a 2020 design year was used and the study team developed improvements, consistent with the area master plans, that would provide for acceptable traffic operations in that design year within the MD 210 corridor. Overall, improvements may help businesses within the study area, due to the reduction in congestion, and better access. ②

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

VI-130

1910 Bryan Point Rd.
Accokeek MD 20607
July 9, 2001

Dennis M. Atkins, Project Manager
Project Planning Division
State Highway Administration
Baltimore MD 21203-0717

Dear Mr. Atkins:

I first started using Indian Head Highway as it was being built in the 1940s and my experience has been that every "improvement" made since has ended up attracting more traffic. Three of the four alternative proposals now made for "improvement" seem to me to have the goal of attracting more traffic from Charles, St. Mary's and Calvert Counties. Logically, the HOV alternative and the other suggested improvements should be directed toward Rt. 5, leading to the Metro at Branch Avenue, instead of collecting more cars into the District.

I am especially concerned about "improvements" in relation to Accokeek as a healthy community. With a high speed freeway totally dividing it, it will become just a strip development to pass through on the way to somewhere else. Friends, church members and schoolmates will be on the "other side". If a high speed freeway is inevitable, I hope the SHA will consider depressing it through the hill leading up to the crossing, to go under Livingston road/ Rt. 373.

Obviously, I favor the no build alternative. My preference would be to make the improvements on Rt. 5 or better yet, use the money on light rail/bus improvements on Rt. 210. That would really be building for the 21st century instead of following the last century's pattern!

Sincerely yours,



Nancy M. Wagner

Nancy M. Wagner

Supplemental Response:

See response to frequently stated comments 2, 4.

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. The Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. The MD 373 intersection that is proposed to remain at-grade has been evaluated for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the design phase to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements.

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

FRED AND RENA WALZEL

WALZEL

6-5-01

We would like to offer our comments concerning the Maryland Rt.210 Indian Head Highway Study. As a lifelong resident who was present during the building of Rt. 210. The engineer for the project, Mr. Hughes lived on our farm. This gave me some insight on some of the decisions that were made regarding Ft. Wash., Rd., Indian Head Highway Intersection, which ran through our property taking a significant portion. Indian Head Highway was built by the Federal Government as a limited access Highway from Washington to the naval propellant plant in Indian Head.

We have seen improvements made on 210 throughout the years attempting to keep up with the growth in population and traffic. With the new Wilson Bridge being built and Rt. 228 bringing increased traffic from all of southern Maryland, consideration should be given to turn 210 into an express way, eliminating at grade crossing, this would insure a transportation system that would serve our area well into the future.

If the option D or E, Location E is selected it would take a large portion of our property which has been in our family since 1912. I would hope planners would provide adequate access to our remaining property on both the East and West sides of 210. When 210 was built access roads were built into our property on both the East and West sides of the Highway. At our

Fred and Rena Walzel

Supplemental Response:

See response to frequently stated comment 3.

Alternative 5A Modified is the Selected Alternative including Interchange Option D at Fort Washington Road; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Relocated Fort Washington will be able to provide access to adjacent properties. During the Final Design phase, SHA will sustain coordination with individual property owners to resolve access needs.

request these access roads have been blocked, because of the trash that was
being dumped on our property.

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Sincerely,
Fred Walzel
Rena Walzel
Fred and Rena Walzel

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

Ray Warren

PLEASE PRINT
Name RAY WARREN Date 7/11/01
Address 4646 HUNTERS RIDGE COURT
City/Town LAPLATA State MD Zip Code 20646

Supplemental Response:

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

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

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

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT Name Carol Wiggins Date 18 June 01
Address 10505 Cedarwood Ln.
City/Town Ft. Washington State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North				X			
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

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

Project NO. PG221A11

Carol Wiggins

Supplemental Response:

See response to frequently stated comment 1.

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

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT

Name Raymond Yarnell Date 6/24/01
Address 17108 Livingston Rd
City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

Please put in overpasses like 3 Clinton has...
and do it quickly!

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

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

Project NO. PG221A11

Raymond Yarnell

Supplemental Response:

See response to frequently stated comment 3.

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

VI-136

MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
 Thursdays, June 21, 2001
 Friendly High School Auditorium

PLEASE PRINT

Name Eileen N. Yenikaliotis Date 07/09/01

Address 421 Farmington Road West,

City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

- 1.) NO HOV 2.) Barrier Separated HOV 3.) Concurrent Flow HOV

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

	Option A	Option A-1	Option A-2	Option B	Option C	Option D	Option E
Wilson Bridge Drive							
Kerby Hill Road							
Palmer Road							
Old Fort Road North							
Fort Washington Road							
Swan Creek Road							
Old Fort Road South							
Farmington Road							
MD 373							

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

- 1.) yes 2.) no Check if you carpool or would be willing to carpool if convenient park and ride services were available

Have you ever used side roads to avoid congestion on MD 210?

- 1.) yes 2.) no

If there are any additional comments or inquiries you would like to share with us please list them below.

I would like to recommend, to really benefit the commuters and residents of the 210 area, implement a metro rail. 95% of vehicles commuting on 210 have one passenger inside. Metro rail would be the best solution to traffic congestion, in my opinion. This would also provide money back to the system by commuters and travelers paying a metro fee. HOV provides no money back. I would not be will to pay for HOV but would gladly pay metrorail fees.
 *Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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

Project NO. PG221A11

Eileen N. Yenikaliotis

Supplemental Response:

See response to frequently stated comments 1, 2.

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

VI-137

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

PG221A11
 LOCATION/DESIGN PUBLIC HEARING
 MD 210
 FROM I-95A-495 TO MD 228

THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.
 FRIENDLY HIGH SCHOOL
 10000 ALLENTOWN ROAD
 FORT WASHINGTON, MD

PLEASE PRINT NAME _____ DATE _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____

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

⑩ WE DO NEED A METRO
 LINE AND NOT A HOV

⑦ PLEASE DEVELOPE A METRO LINE
 THAT WILL BE BETTER FOR ALL COMMUTE
 NO HOV

⑧ We need and want an extension of the subway
 to Southern Maryland. No MORE SPRAWL
~~that~~ more roads are NOT the answer. Better
 public transportation & more awareness of
 the public services which are offered.

⑨ Don't put HOV on 210 because it will only
 bring more traffic to area and a lot of people
 will be stuck.

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

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

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

Unknown

Supplemental Response:

See response to frequently stated comments 1, 2.

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

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