

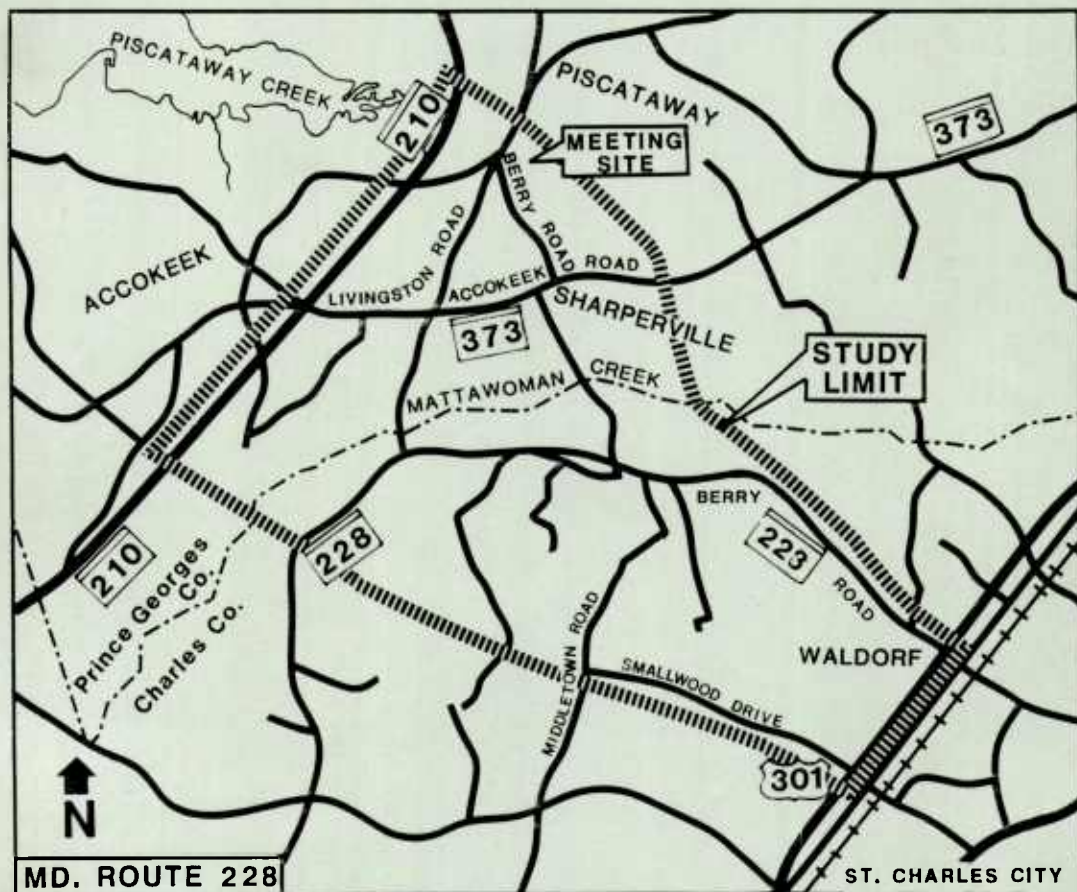
FINAL ENVIRONMENTAL IMPACT STATEMENT

CONTRACT NO. AW 760-101-071

MARYLAND ROUTE 228 EXTENDED
FROM MARYLAND ROUTE 210 TO U.S. ROUTE 301
AND

MARYLAND ROUTE 210
FROM MARYLAND ROUTE 228 EXTENDED
TO OLD FORT ROAD

CHARLES and PRINCE GEORGE'S COUNTIES, MD



prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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REPORT NUMBER: FHWA-MD-EIS-87-04-F

REGION III

MD 228 Extended from
US 301 to MD 210 and
MD 210 from MD 228 Extended to
Old Fort Road

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to 42 U.S.C. 4332(2) (c) and 23 C.F.R. 771

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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MAY 16, 1989
Date

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The purpose of the project is to provide for the widening
and extension of MD 228 from US 301 to MD 210, and the widening
of MD 210 north to Old Fort Road. The project is compatible with
existing and planned development.

Environmental impacts associated with the project include
right-of-way acquisition, displacement of residents and
businesses, and floodplain and wetland involvements.

Summary

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SUMMARY

1. Administrative Action

(Federal Highway Administration)

- () Draft Environmental Impact Statement
- (X) Final Environmental Impact Statement
- () Section 4(f) Evaluation

2. Informational Contacts

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3. Description of Selected Action

This project involves the widening of existing MD Route 228 west from U.S. Route 301 at Waldorf, Charles County, and construction of an extension of MD Route 228 to MD Route 210 at Accokeek, Prince George's County. The project also includes widening MD Route 210 (Indian Head Highway) from the extension of MD Route 228, north to Old Fort Road in Fort Washington.

The project is intended to improve traffic operations within the study area and provide an improved east/west highway system through the study area. The primary purpose of this project is to provide improved travel safety and adequate access to areas designated for planned growth by both Charles and Prince George's Counties and to relieve existing congestion problems along major routes in the area.

4. Alternates Considered (Figure S-1)

The State Highway Administration considered numerous preliminary alignments for the extension of MD Route 228. In addition to the No-Build Alternate (Alternate 1), which would provide no major improvements to the corridor, six Build Alternates were developed for presentation at the Alternates Public Meetings in Charles and Prince George's Counties in June 1985, and November 1985, respectively.

Alternates 5 and 6 (Selected)

These alignments departed from existing MD Route 228 just west of Bealle Hill Road and proceeded northwesterly on new location, tying into MD Route 210 in the vicinity of Manning Road. Originally, Alternate 5 proposed an at-grade intersection at MD Route 210, while Alternate 6 proposed a grade-separated

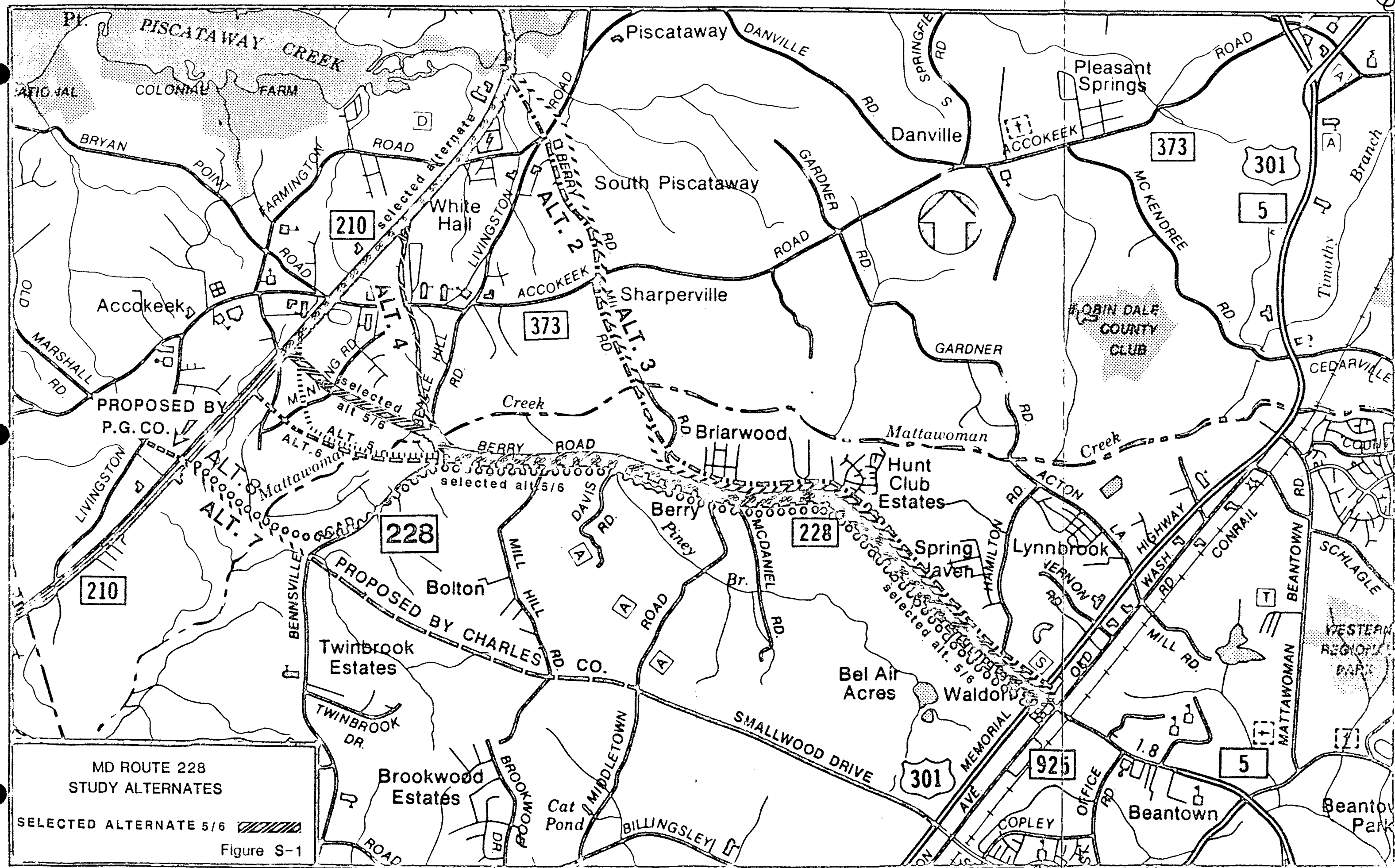
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intersection. Alternates 5 and 6 were combined as Alternate 5/6 and retained for detailed study with options for either an at-grade intersection or grade-separated interchange at MD Route 210 and was presented at the Location/Design Public Hearing.

The Selected Alternate is Alternate 5/6 as presented at the Location/Design Public Hearing with the following exceptions:

- a. Safety grading has been eliminated for the portion of the improvement on existing alignment. No grading will be done on the south side of existing MD Route 228.
- b. Safety grading for the alignment from Bealle Hill Road to MD Route 210 (new location) will be reduced to meet the criteria for 50 mph instead of 60 mph.
- c. A modification was made to the Selected Alternative 5/6 alignment in the area of Mattawoman Creek to provide a more perpendicular crossing of the floodplain and to avoid the creation of a new separate crossing of the creek. The alignment will depart from the existing roadway approximately 800' east of Bealle Hill Road; curve to the northwest using a 03°00' curve and cross Mattawoman Creek approximately 200 feet south of the existing Bealle Hill Road Bridge. The revised alignment then proceeds through two additional 3-degree curves (first left, then right) and ties back into the original alignment in the area of Manning Road.
- d. A preliminary bridge length of 155 feet established for Selected Alternate 5/6 (versus 200 feet for original Alternate 5/6) is based on the hydraulic need for maintaining the 100-year water surface elevations and is subject to change during detailed design. Due to the proximity of the revised alignment to the existing Mattawoman Creek crossing, it is possible to remove the existing Bealle Hill Road bridge. This action will reduce floodplain and wetland impacts compared to original estimates and minimize the barrier effect upon wildlife.
- e. For the portion of the Selected Alternate from Bealle Hill Road to MD Route 210 only two lanes of the ultimate four-lane divided highway initially will be constructed. Similarly, at the intersection with Md. 210, an at-grade intersection will initially be constructed. Ultimate construction of a grade separated interchange will occur in conjunction with construction of the ultimate four-lane divided highway. A transportation study of the MD Route 210 corridor will be completed prior to any additional construction of the alternate.
- f. The typical section of the MD Route 210 improvements to provide an additional travel lane in each direction within the existing median has been revised. A sixteen foot grassed median will remain and a 'W' beam median barrier will be provided.
- g. At the time that the Selected Alternate is completed, Md. SHA has requested that the Sharperville Road bridge over Mattawoman Creek be removed by Charles County thereby severing Sharperville Road. It is anticipated that this agreement will be finalized during the design phase.

Community Intrusion

Alternate 2/3 provided better travel efficiency than does Selected Alternate 5/6 for the major travel desire in the project area (MD Route 228 to north of MD Route 210). However, Alternate 2/3 introduced an arterial highway into an area



of Prince George's County that is zoned for conservation or permanent low-density residential development. This was perceived as a major disruptive effect on the area by the citizens of Prince George's County. A new arterial highway would have increased the pressure for rezoning to suburban densities. Additionally, Alternate 2/3 would generate the potential for commercial zoning applications at the intersections with state and local roadways. Selected Alternate 5/6 crosses land in Prince George's County that is zoned for Staged Future Development (R-A) and an employment area (zoned E-I-A). The introduction of an arterial highway to this area is seen as having less impact on the zoning of the the area.

Each corridor alternate proposed an improved arterial highway from MD Route 210 to U.S. Route 301. Alternates 2 through 6 included the dualization of MD Route 228 from U.S. Route 301 westerly to the juncture with that portion of the corridor which deviates from existing MD Route 228. The dualization of existing MD Route 228 would require additional right-of-way acquisition only for stormwater management facilities.

Portions of the various corridor alternates deviating from the existing MD Route 228 are described as follows:

Alternates 2 and 3

These alternates generally followed the existing alignment of Sharperville Road and Berry Road northerly from existing MD Route 228 to Livingston Road.

In order to minimize property impacts and improve safety in the vicinity of the public school complex, portions of both original alternates were combined as Alternate 2/3 which was retained for detailed study with options for either an at-grade intersection or grade-separated interchange at MD Route 210 and was presented at the Location/Design Public Hearings.

Alternate 4

This alternate diverged from existing MD Route 228 at Bealle Hill Road and proceeded northerly on new location to the west of existing Bealle Hill Road. The alternate crossed MD Route 373 in the vicinity of Manning Road and continued on new location tying into MD Route 210 approximately 4,400 feet north of the MD Route 373 intersection.

This alignment was dropped from consideration due to the number of residential displacements and property impacts required.

Alternates 7 and 8

Alternate 7 consisted of a connection from MD Route 228 to MD Route 210, on new location, as a westerly extension of proposed Smallwood Drive. Alternate 7 would tie into MD Route 210 with an at-grade intersection approximately 1,200 feet north of Pine Road.

Alternate 8 would have extended the widening on existing MD Route 228 to the location at which Smallwood Drive would have intersected MD Route 228 under

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Alternate 7. It would then have followed the same alignment proposed for the Alternate 7 tie-in with MD Route 210.

Smallwood Drive was initially constructed between U.S. Route 301 and Middletown Road by Charles County as the first phase of an urban dual highway. Alternates 7 and 8 were developed under the assumption that Charles County would construct the westerly extension of Smallwood Drive from Middletown Road to MD Route 228. Since the connection of Smallwood Drive was dropped by Charles County, Alternates 7 and 8 are no longer viable alternatives and were dropped from consideration.

According to the Charles County Department of Planning, the extension of Smallwood Drive, west from Middletown Road to MD Route 228 was dropped from consideration because it was not viewed as serving cross-county travel needs as well as other available options. It also was viewed as providing poor travel efficiency for the heavy volumes of through traffic commuting between the study area and Washington D.C. A more detailed discussion of the county's decision to eliminate the Smallwood Road connection can be found on pages II-2 and II-3.

MD Route 210

Alternates were developed to provide for improvements to MD Route 210 from the connection with MD Route 228 extended north to Old Fort Road. These improvements were developed in conjunction with either Alternate 2/3 or Selected Alternate 5/6 and would include construction of one additional lane in each direction in the existing median. Options for either an at-grade intersection or a grade separated interchange at the intersection of MD Route 228 extended were also considered. The Selected Alternate 5/6 improvements for MD Route 210 includes grade separated interchange in addition to mainline widening.

5. Areas of Controversy

The proposed extension of MD Route 228 into Prince George's County is not included in the current General Plan for Prince George's County. The Prince George's County General Plan does include provisions for improvements along the Sharperville Road and Berry Road corridor. Selected Alternate 5/6 is inconsistent with the General Plan, but the proposed improvements are consistent with proposed land use for the area.

There was significant opposition to any extension of MD Route 228 to MD Route 210 expressed by Prince George's County citizens at the Alternates Public Meetings. All three representatives of the House of Delegates from the 27th Legislative District, Prince George's County, have signed a letter opposing the design or construction of a MD Route 228 connection in Prince George's County. A major reason for the opposition was concern over the ability of MD Route 210 to handle existing traffic volumes plus expected traffic growth apart from additional volumes attributable to a connection with a dualized MD Route 228. Since the Alternates Public Meeting, major improvements to MD Route 210 have entered into the design or construction phases. Construction has been started on the proposed S-Curve at MD Route 210, I-95 (Capital Beltway), and I-295 (Anacostia Freeway); completion is expected by mid 1989. Design is underway and construction is funded to provide an additional lane in each direction within

the MD Route 210 median from Old Fort Road at Fort Washington to MD Route 414 at Oxon Hill, beginning FY 1989. The widening of MD Route 210 from the extension of MD Route 228 to Old Fort Road has also been incorporated into the subject project.

The majority of Prince George's County residents who spoke at the Location/Design Public Hearing or responded in writing were opposed to a MD Route 228 connection to MD Route 210. Increased traffic congestion on MD Route 210 and community intrusion were the most frequently cited reasons for the opposition. Although traffic congestion on MD Route 210 was a primary concern, this roadway, constructed as a six lane facility, is projected to operate at Level of Service C/D (minimum desirable approaching unstable flow) in the design year 2015 with no other improvements. Additional studies for improvement of intersections along MD Route 210 for the purpose of upgrading the roadway to meet the criteria for classification as a freeway will also be considered. The desire to minimize community intrusion was a consideration in the selection of Selected Alternate 5/6. This alternate requires the least amount of right-of-way on new location, would not introduce a new roadway into any established residential areas, and minimizes right-of-way requirements in Prince George's County.

6. Related Projects in the Study Area

State Highway Administration Projects

There are several SHA projects in the planning and design phases in the vicinity of the MD Route 228 study area. These projects include:

- o MD Route 210 improvements (widening) - from MD Route 414 to Old Fort Road
- o MD Route 5 improvements (widening/interchanges) - from I-95 to U.S. Route 301 (Draft Environmental Impact Statement approved 4/15/87)
- o Eastern Bypass Corridor Study/Waldorf Bypass (new roadway and bridge over the Potomac River) - from I-95 (Va.) to T.B. (Md.)
- o U.S. Route 301 improvements (widening) - from Smallwood Drive to T.B. and MD Route 5 improvements from U.S. Route 301 to Post Office Road. (Environmental Assessment approved 5/19/87)
- o U.S. Route 301 improvements (interchanges) - Billingsley Road to Mattawoman-Beantown Road
- o Mattawoman-Beantown Road improvements (widening) - from U.S. Route 301 to MD Route 382.

Local Projects

No local roadway projects by Prince George's County have been identified within the study area. Charles County has planned the following roadway projects within the MD Route 228 study area;

- o Sharperville Road improvements (reconstruction) - from MD Route 228 to Mattawoman Creek (may be deleted and Sharperville Road closed by Charles County pending the time table for completion of Selected Alternate 5/6)

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- o Middletown Road improvements (relocation and reconstruction) - from Billingsley Road to MD Route 228
 - o Western Parkway improvements (extension of roadway) - from MD Route 228 to just south of Mattawoman Creek.

Charles County is planning the reconstruction and relocation of Middletown Road from Billingsley Road to MD Route 228. Since Alternate 5/6 has been selected, Middletown Road would be relocated to connect to MD Route 228 opposite Sharperville Road.

7. Summary of Environmental Impacts

Revised Summary Table S-1 (see page S-7) quantifies environmental impacts associated with Selected Alternate 5/6 compared with impacts associated with other alternates retained for detailed study.

The Selected Alternate 5/6 will require seven residential displacements adjacent to existing MD Route 228, five of which involve minority families. One additional residential displacement will also be required west of Md. 210 for the ultimate construction of the grade separated interchange at Md. 228/210. No business relocations will be required.

The federal noise abatement criteria will be exceeded at seven noise sensitive areas (NSA's) for the initial phase of construction of the Selected Alternate which would provide an at-grade intersection with MD Route 210. With the ultimate construction stage, which would provide a grade separated interchange with MD Route 210, the federal noise abatement criteria would be exceeded at one additional NSA.

Wetland acreage required for construction of Selected Alternate 5/6 was reduced from original estimates in the DEIS/4(f) Evaluation due to the implementation of several mitigation measures discussed in more detail in Section IV. Estimated wetland acreage required for the Selected Alternate is approximately 10 acres. Similarly, the impact to wildlife in the Mattawoman Creek critical area has been lessened by revising the alignment of Selected Alternate 5/6 to cross Mattawoman Creek in the area of the existing Bealle Hill Road Bridge. Safety will also be enhanced by fencing the right-of-way through the critical area.

Selected Alternate 5/6 will not affect any sites on or eligible for the National Register. No significant archeological sites will be affected. Similarly, no public parks, recreational areas or other public lands will be affected. No violations of the State or National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide are predicted to occur with the Selected Alternate in either build year (1995) or design year (2015). No rare or endangered species are known to inhabit the study area.

This action is consistent with the Charles County Comprehensive Plan (1986) although it is not mentioned in the latest update of the Prince George's County General Plan (1982).

Selected Alternate 5/6 was selected over Alternate 2/3 for the following reasons:

TABLE 1
Summary of Impacts
MD Route 228 Extended

	Alt. 1 (No-Build)	Alt. 2/3 (At-Grade)	Alt. 2/3 (Grade Sep.)	Selected Alt. 5/6 (At-Grade)	Selected Alt. 5/6 (Grade Sep.)
<u>Socio-Economic Impacts</u>					
1. Residential Displacements	0	7	7	7	8
2. Minority Displacements	0	5	5	5	5
3. Business Displacements	0	0	0	0	0
4. Public Recreational Lands Affected (Acres)	0	0	0.5	0	0
5. Historic Sites Affected	0	0	0	0	0
6. Archeological Sites Affected	0	5	5	0	0
<u>Natural Environment Impacts</u>					
1. Woodlands Affected	0	92.4 ac.	94.6 ac.	62.8 ac.	74.0 ac.
2. Stream Crossings	0	7	7	3	3
3. Non-Tidal Wetlands Affected	0	21.8 ac.	21.8 ac.	10.0 ac.	10.0 ac.
4. Floodplains Affected	0	11.2 ac.	11.3 ac.	19.2 ac.	19.2 ac.
5. Prime Farmland Soils Affected	0	20.5 ac.	20.5 ac.	6.5 ac.	6.5 ac.
6. Air Quality Sites Exceeding S/NAAQS	0	0	0	0	0
7. Noise Sensitive Areas Exceeding Federal Noise Abatement Criteria*	0	8	9	7	8

*Also includes those sites with noise level increase 10dBA over ambient levels.

COSTS (x1000)

(The below costs reflect those estimates developed for the Public Hearing held 2-88)

1. Planning and Preliminary Engineering	0	2,865	3,020	2,720	2,890
2. Right-of-Way	0	5,375	5,385	4,830	5,285
3. Construction	0	26,345	27,765	25,005	26,605
4. Total (x1000)	0	34,585	36,170	32,555	34,780

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- a) Cost: Construction costs for Selected Alternate 5/6 are less than those for Alternate 2/3.
 - b) Noise Impacts: Although the federal noise abatement criteria will be exceeded at an equal number of Noise Sensitive Areas (NSA's) for both Selected Alternate 5/6 and Alternate 2/3, one additional site not exceeding the criteria would experience a 10+ dBA increase in noise for both options under Alternate 2/3.
 - c) 4(f) Impacts: No public recreational land will be required for Selected Alternate 5/6. Alternate 2/3 (grade separation option) would require approximately 0.5 acre from Piscataway Creek Park.
 - d) Right-of-Way Impacts: Selected Alternate 5/6 makes the greatest use of right-of-way previously acquired for the dualization of MD Route 228 from U.S. Route 301 to Bealle Hill Road. Consequently, Selected Alternate 5/6 requires the acquisition of less right-of-way than does Alternate 2/3 and Selected Alternate 5/6 has less construction on new location.
 - e) Environmental Impacts: Selected Alternate 5/6 will have less impact than Alternate 2/3 regarding parkland, archeological sites, woodlands, wetlands and Prime Farmland soils and will require fewer stream crossings. Alignment revisions for the crossing of Mattawoman Creek and critical area are designed to minimize wetland impacts and critical area intrusion to the extent possible. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife. Removal of the existing Bealle Hill Road bridge upon construction of the longer bridge structure over Mattawoman Creek for Selected Alternate 5/6 will help enhance its function by providing a larger underpass for animals.

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Section I

**Purpose
and
Need**

I. PURPOSE AND NEED

A. PROJECT LOCATION AND DESCRIPTION

The MD Route 228/MD Route 210 study area is located in the northwest quadrant of Charles County and the southwest quadrant of Prince George's County, south of Washington, D.C. (see Figure 1). The study area is bounded by U.S. Route 301 to the east, Smallwood Drive to the south, Old Fort Road to the north and MD Route 210 to the west (see Figure 2).

In addition to the No-Build Alternate (Alternate 1), several Build Alternates (Alternates 2 through 8) were considered for improvement of MD Route 228. All Build Alternates, except for Alternate 7, proposed widening a portion of existing MD Route 228 west from U.S. Route 301 and would provide a new connection to MD Route 210. Alternate 7 proposed construction of a new connection between the proposed Smallwood Drive (county project) intersection with MD Route 228 west to MD Route 210.

Following the Alternates Public Meetings on June 4, 1985, in Charles County, and on November 21, 1985, in Prince George's County, improvements to MD Route 210 (between Pine Road and Old Fort Road) were incorporated into the study of MD Route 228.

B. NEED FOR THE PROJECT

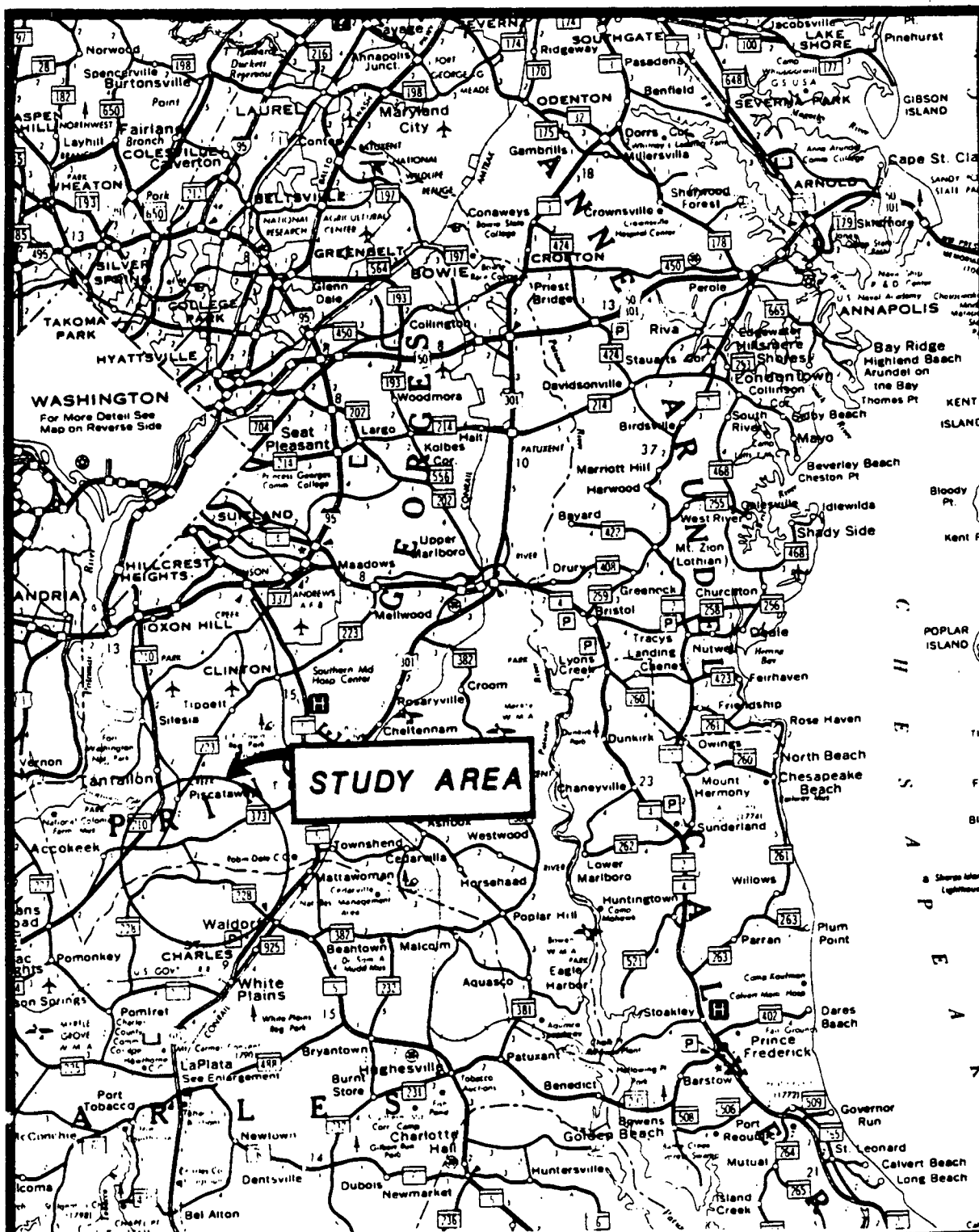
1. Regional Growth and Development

Since 1970, the total population in Charles County has increased approximately 80 percent, with the majority of the development occurring in the northwest quadrant of the county. Future population projections indicate that another 50 percent increase over the present population is expected to occur by the year 2005.

Charles County's rapid growth pattern can be attributed to a number of factors, in particular, its proximity to Washington, D.C. and the regional migration trend into the predominantly rural-new suburban areas. Construction of new residential development has been drastically reduced in the more urbanized counties of Montgomery, Prince George's and Fairfax, fostering additional development pressures in Charles County, which still has an abundance of undeveloped land. Lower taxes, lower housing costs and new and improving public services are also important factors stimulating growth in Charles County.

Many new residents moving into Charles County are generally oriented towards long-distance commuting and subsequently generate the greatest impact on the principal radial corridors serving the area, including Routes 301, 210 and 5.

In September 1983, the Southern Maryland Commuter Transportation Study found that while commuter interest in ride sharing activities is increasing, so is the demand for improved transportation facilities required to alleviate congestion. Census data reported 49 percent of Charles County commuters travel to work in the District of Columbia, suburban Maryland and northern Virginia.

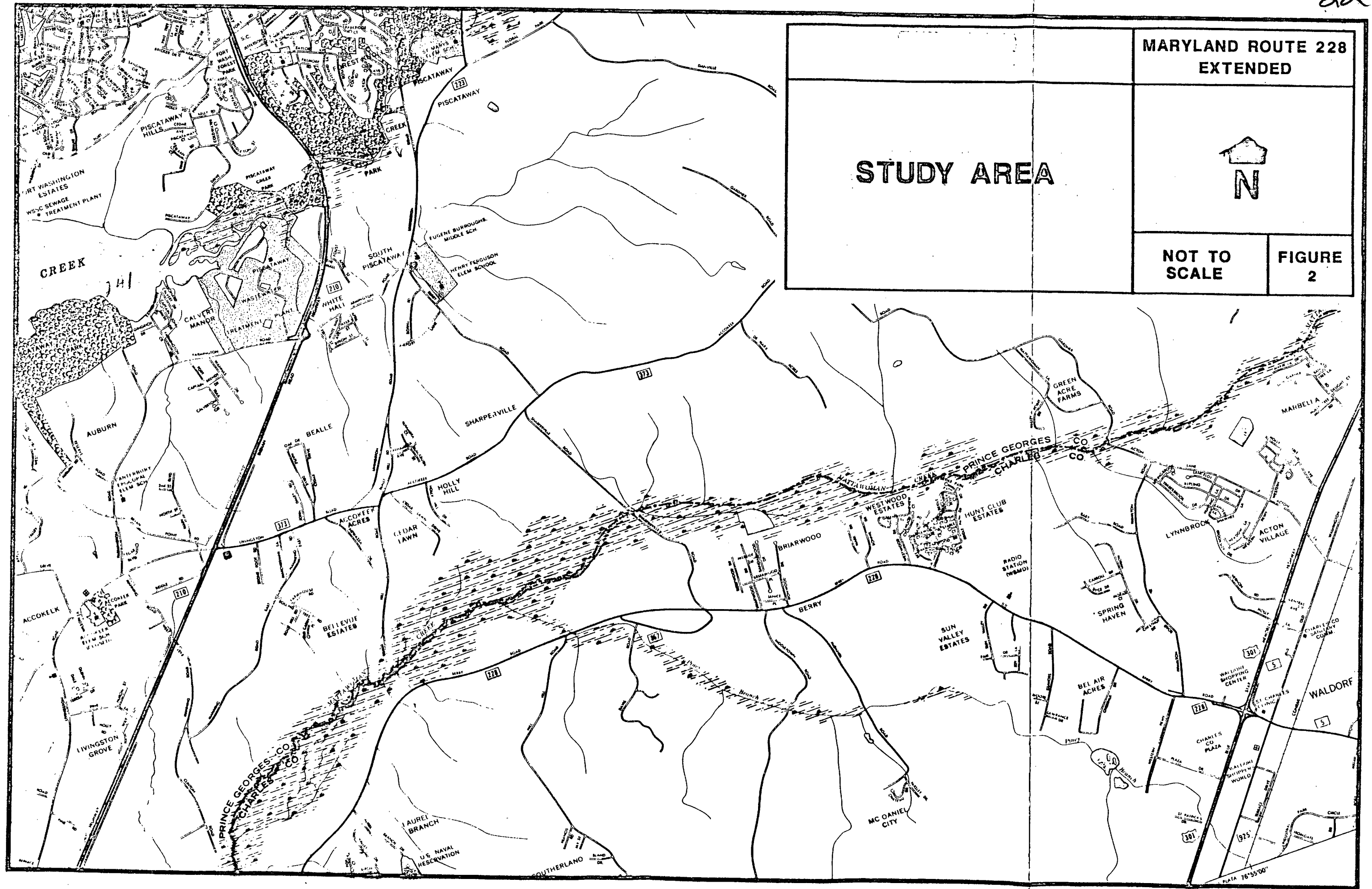


NOT TO SCALE

MARYLAND ROUTE 228
EXTENDED

LOCATION MAP

Figure 1



Because the few commuter bus services operating in the study area must also share the same congested corridors and lengthy travel times with automobile traffic, there are few incentives for commuters to switch to this mode of transportation. Consequently, because there are few alternatives, commuter trips contribute a major portion of the congestion, creating unfavorable travel times to employment centers, and affecting to a greater degree non-work travel needs within the region. The resulting heavy peak period demands require improved capacities and levels of service to efficiently accommodate the projected growth in commuter travel from the Southern Maryland region.

Transportation needs in the study area are twofold. In addition to the need for an east-west regional connector, U.S. Route 301 suffers from the problem of high traffic volumes compounded by the large mix of through and local traffic volumes generated, in part, by strip commercial development. To help relieve this congestion, an east-west connector between U.S. Route 301 and MD Route 210 is needed, serving both local and regional traffic needs. In turn, MD Route 210 will need to be upgraded to accommodate the additional traffic volumes utilizing this connection. MD Route 228 is the only road in the study area capable of providing this connection. Although MD Route 373 provides this connection, it is located in the northern portion of the study area, away from the majority of the population, making it inconvenient at best. MD Route 373 is a narrow, two-lane roadway with minimal shoulders, poor sight distance and no control of access. A few local roadways provide the only other connections to MD Route 210 within the study area. This situation not only requires a substantial amount of adverse travel for commuter traffic but also for shoppers wishing to reach the businesses on U.S. Route 301, the only major commercial district in the study area.

If the projected development occurs within the study area and population increases, the traffic congestion problems will continue to become more acute. If no improvements are made, the growing traffic volumes on the local roadways will result in increased traffic congestion and travel times as well as higher accident rates.

The proposed improvements will help facilitate separation of through and local traffic movements and will provide a greater degree of safety and mobility on study area roadways.

2. Traffic and Operating Conditions

a. Level of Service

The Average Daily Traffic (ADT) volumes data contained herein have been developed by the Maryland State Highway Administration. Traffic volumes in the study area in 1985 and the projected traffic volumes for the No-Build and Selected Alternate with Sharperville Road, open and closed, in the years 1995 and 2015 are shown on Figures 3, 4 and 4a. Charles County has been requested to close the bridge over Mattawoman Creek as a means of mitigating through traffic impacts upon the community of Accokeek. It is anticipated that this agreement will be finalized during the design phase. All volumes are ADT with both directions combined.

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Quality of traffic flow along a highway is measured in terms of "Level of Service."

Level of service (LOS) describes traffic operating conditions, and varies primarily with traffic volumes and number of lanes. It is a measure of such factors as speed, traffic interruptions or restrictions, and freedom to maneuver. Six levels of service, designated A through F, from best to worst, have been established to identify traffic operations (Highway Capacity Manual, 1985). Level of service A represents a condition of relatively free flow (low volumes and higher speeds). Levels B and C describe conditions involving stable flow but increasing restrictions on operating speeds and maneuvering. Level of service D approaches unstable flow (tolerable delays in the case of urban streets) while level of service E represents unstable flow with sometimes intolerable delays. At level of service E volumes are at or near the capacity of the highway. Level of service F represents conditions below capacity in which there are recurring operational breakdowns with forced flow.

TABLE 2

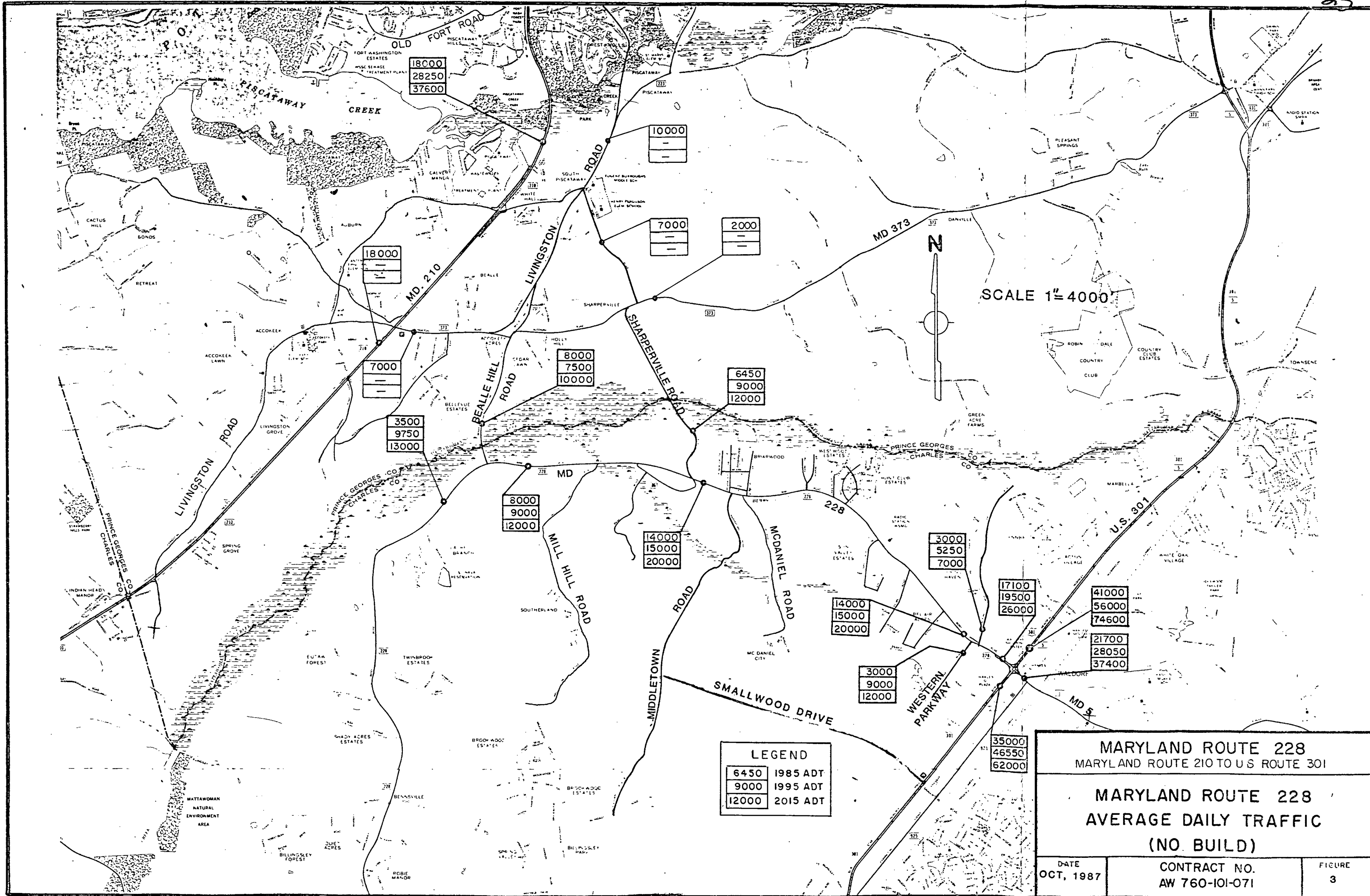
Levels of Service

The levels of service during the hour of peak traffic at critical locations in the study area for the years 1985 and 2015 under the No-Build conditions are as follows:

Intersection	1985 LOS	2015 LOS
MD Route 5/U.S. Route 301/MD Route 228	F	F
MD Route 228/Hamilton Road	B	D*
MD Route 228/Western Parkway	C	D*
MD Route 228/Sharperville Road	E	F
MD Route 228/Bealle Hill Road	A	B

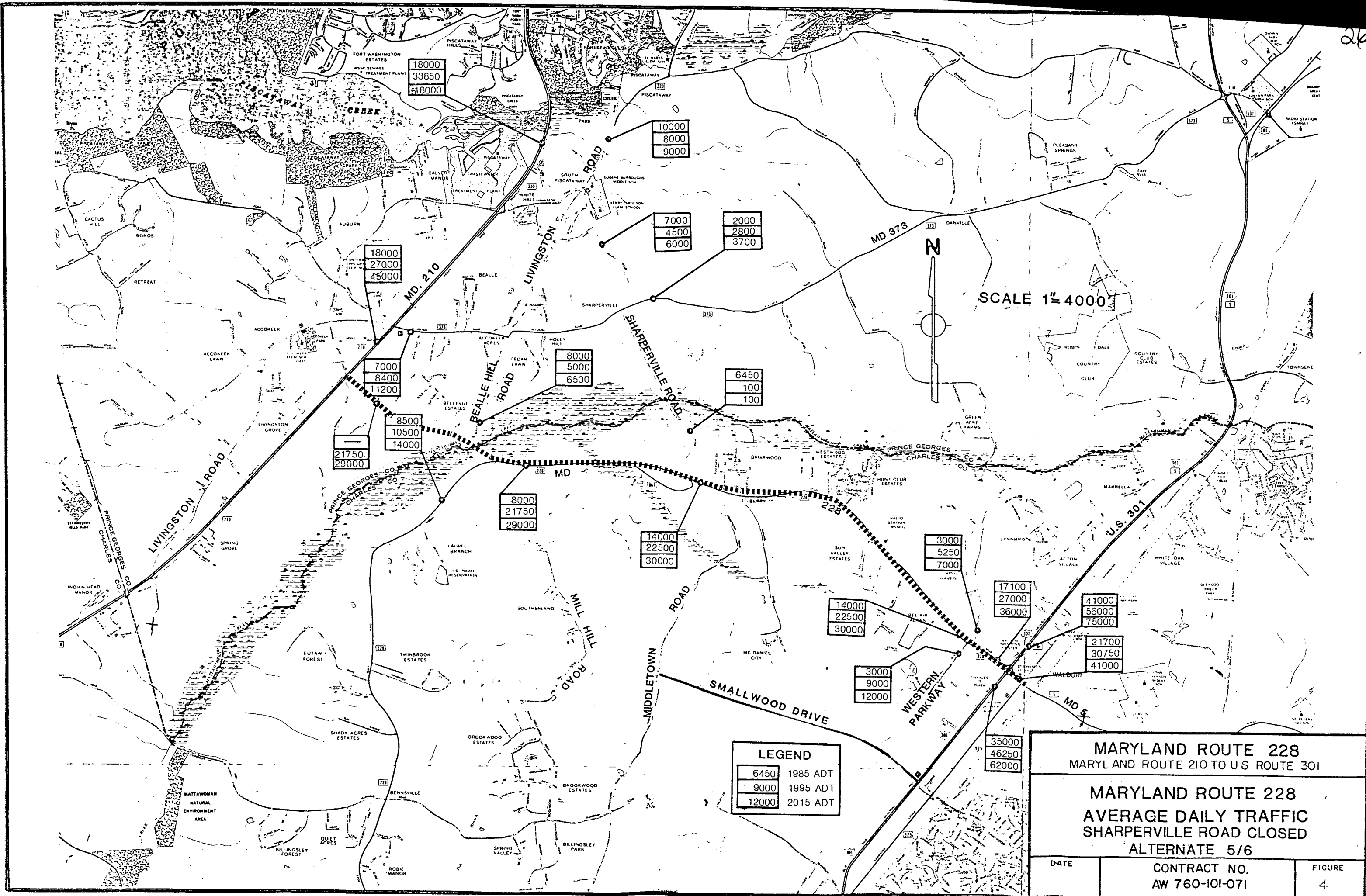
*No-Build conditions for MD Route 228 includes the extension of Western Parkway as a four-lane facility by Charles County.

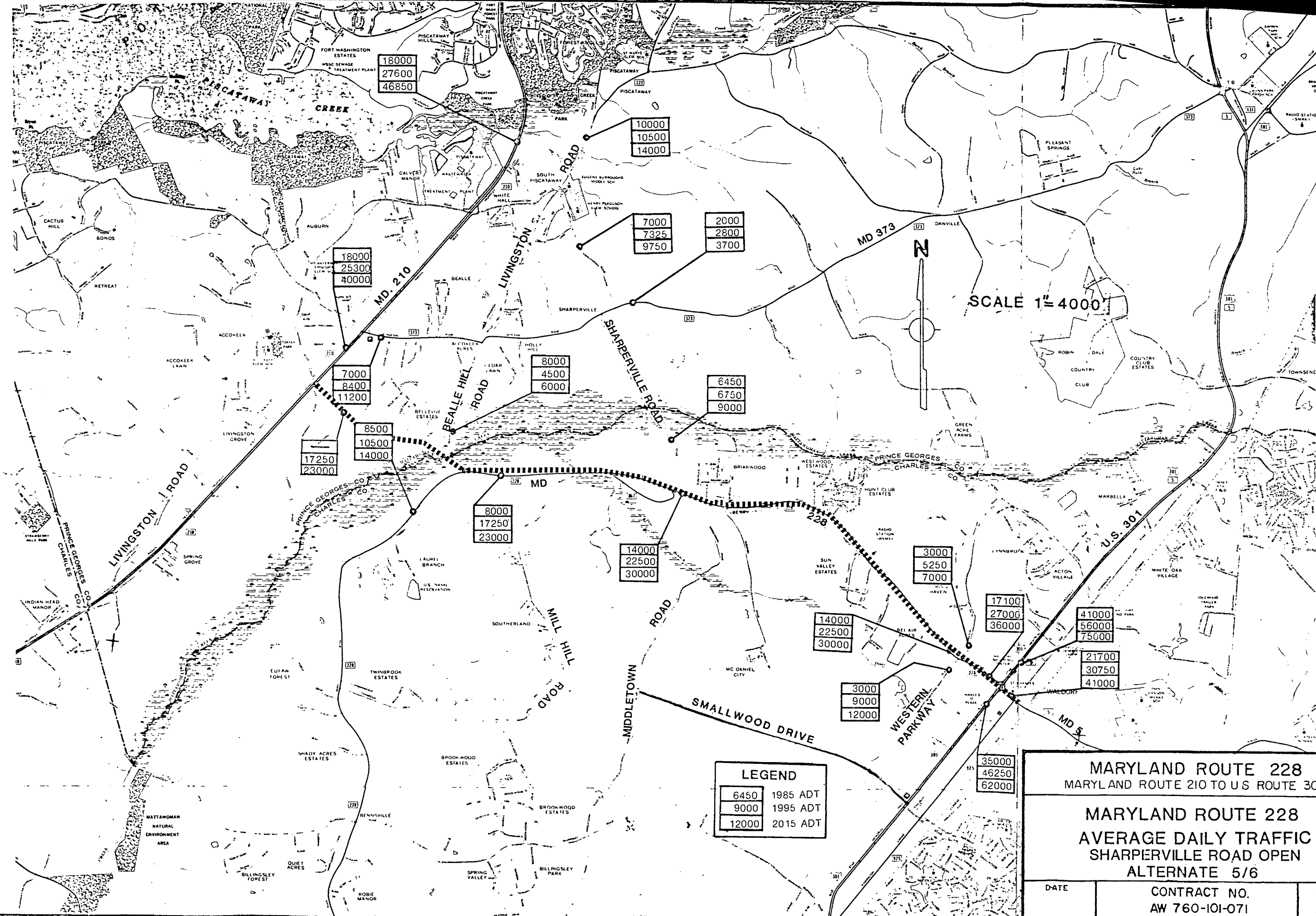
The design year levels of service during the peak hour traffic at critical locations in the study area for the build alternates are as follows:



LEGEND		
6450	1985 ADT	
9000	1995 ADT	
12000	2015 ADT	

MARYLAND ROUTE 228 MARYLAND ROUTE 210 TO U.S. ROUTE 301		
MARYLAND ROUTE 228 AVERAGE DAILY TRAFFIC (NO BUILD)		
DATE OCT, 1987	CONTRACT NO. AW 760-101-071	FIGURE 3





MARYLAND ROUTE 228
 MARYLAND ROUTE 210 TO U.S. ROUTE 301

MARYLAND ROUTE 228
 AVERAGE DAILY TRAFFIC
 SHARPERVILLE ROAD OPEN
 ALTERNATE 5/6

DATE	CONTRACT NO. AW 760-101-071	FIGURE 4 A

Alternate 2/3	2015 LOS
MD Route 228 - U.S. Route 301 to Western Parkway	D
MD Route 228 - Western Parkway to Sharperville Road	D
MD Route 228 - Sharperville Road to Bealle Hill Road	B
Relocated MD Route 228/MD Route 210 Intersection	E
Relocated MD Route 228/Livingston Road Intersection	D
Relocated MD Route 228/MD Route 373 Intersection	C
Relocated MD Route 228/MD Route 228 Intersection	E
Selected Alternate 5/6	2015 LOS
MD Route 228 - U.S. Route 301 to Western Parkway	D
MD Route 228 - Western Parkway to Sharperville Road	D
MD Route 228 - Sharperville Road to Bealle Hill Road	C
Relocated MD Route 228/MD Route 210 Intersection	D
Relocated MD Route 228/MD Route 228 Intersection	C
MD Route 228/Sharperville Road	D

The MD Route 228/U.S. Route 301/MD Route 5 intersection will continue to operate at LOS F. Long-range improvements planned for U.S. Route 301 proposed an urban diamond interchange at this location.

The off-peak speeds for all roads in the study area are the posted speeds for the years 1985, 1995, and 2015.

The peak hour speeds for the Alternate 2/3 and Selected Alternate 5/6 on MD Route 228 will not change in 1995 but will be 5 mph lower than the posted speed limit in 2015.

The peak hour speeds for the No-Build Alternate will be 5 mph lower than posted in 1995 and 10 mph lower in 2015.

b. Present Operational Conditions

MD Route 228 is a Federal Aid Primary Highway with a functional classification of a Rural Minor Arterial. The portion of MD Route 228 within the project area was constructed as an initial two-lane roadway of an ultimate four-lane divided highway. Most of the right-of-way required for the ultimate widening was acquired when the initial two lanes were constructed. However, some additional strip right-of-way will be required. The existing facility is basically a two-lane (24-foot width) rural highway with 10-foot stabilized shoulders. The horizontal alignment for the highway is adequate for a 60 mph design speed. The vertical alignment meets American Association of State Highway Transportation Officials (AASHTO) criteria for a 60 mph design speed with the exception of one vertical curve which is adequate for 50 mph, the

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present posted speed limit. Significant portions of MD Route 228 are presently operating at capacity and several fatalities have occurred on this undivided highway.

Preliminary traffic figures indicate that Bealle Hill Road (a County facility) and MD Route 373 function as the primary connections between MD Routes 228 and 210. Bealle Hill Road has an ADT volume of 8,000 vehicles. This volume of traffic causes queuing at MD Route 373 intersections with MD Route 210 and Bealle Hill Road during peak traffic hours. Bealle Hill Road from MD Route 228 to 2,000 feet north of Mattawoman Creek is a two-lane (20-foot width) roadway with 10-foot shoulders. The existing bridge over Mattawoman Creek, constructed in 1968, is in good condition, consists of a two-lane (20-foot width) roadway with 4-foot shoulders, and has sidewalks on both sides. From 2,000 feet north of the bridge to MD Route 373, Bealle Hill Road consists of a two-lane (20-foot width) roadway with 3- to 5-foot shoulders. Bealle Hill Road has a moderate amount of residential development.

MD Route 373, within the project area, consists of a two-lane (approximate 20-foot width) roadway with 0- to 5-foot shoulders. Residential development and several businesses border MD Route 373 within the project area.

Sharperville Road (a County facility) and MD Route 373 also function as a significant connection between MD Route 228 and 210 with Sharperville Road carrying an ADT volume of 6,450 vehicles. Sharperville Road consists of a two-lane (16- to 20-foot width) rural highway generally without shoulders. Sharperville Road is substandard in terms of pavement width, shoulder width, horizontal curvature, and sight distance. The existing bridge over Mattawoman Creek is approximately 20 feet wide and has a wooden deck. Speed and weight restrictions are posted for the bridge. The bridge is not on or eligible for the National Register of Historic Places.

A delay study for the MD Route 228/Sharperville Road intersection was conducted by the Maryland State Highway Administration in September 1986. This study indicates a major delay at the intersection for the p.m. peak hour traffic. Traffic travelling south on Sharperville Road experiences a backup of 3 or more miles. The intersection meets the warrants, as outlined in the Manual of Uniform Traffic Control Devices, for a traffic signal. To ensure the efficient intersection operation results with the installation of traffic signal control, road improvements are required for the Sharperville Road approach. These improvements have been designed by Charles County and were scheduled for construction in 1988.

MD Route 210, within the project area, consists of a four-lane divided highway. Vehicular access is controlled with access being limited to intersecting public roadways. The horizontal and vertical alignment meets the requirements for a 60 mph design speed.

The average travel time from U.S. Route 301 at Waldorf to MD Route 210 at Old Fort Road is 21 minutes for either the MD Route 228/Bealle Hill Road/MD Route 373 connection or the MD Route 228/Sharperville Road/MD Route 373 connection. This travel time is based on a running speed of 40 mph for MD Route 228, 30 mph for Bealle Hill Road and MD Route 373, and 25 mph for Sharperville

Road with 5 minutes of delay time. The travel time does not include any delay time for the existing traffic signals at the MD Route 228/U.S. Route 301 intersection or the MD Route 210/Old Fort Road intersection. Additionally, traffic signals are currently planned for the MD Route 228/Western Parkway intersection and the MD Route 228/Sharperville Road intersection.

c. Future Operational Conditions

Future operational conditions are dependent upon the alternate selected and the rate of business and residential development. For the No-Build Alternate, estimated a.m. and p.m. peak hour traffic volumes for the year 2015 would result in most of the roadways in the project area operating at capacity or experiencing operational breakdowns and forced flow conditions with operating speeds less than 30 mph. Increased traffic volumes would occur on roadways that are inadequate to safely handle existing traffic demand. Either Build Alternate would provide an improved arterial highway between MD Route 210 and U.S. Route 301 to provide transportation system continuity, safety and additional capacity. Either Build Alternate would increase the capacity and safety of MD Route 228 and would decrease the traffic demand on other roadways in the project area that function as a connection between MD Route 210 and U.S. Route 301. Either Build Alternate would include the construction of a third lane in each direction along MD Route 210 northerly from the MD Route 228 connection to provide sufficient capacity to accommodate additional traffic resulting from the MD Route 228 connection. MD Route 210 south of the proposed MD Route 228 connection is adequate to handle the design year 2015 traffic.

The projected travel time from U.S. Route 301 at Waldorf to MD Route 210 at Old Fort Road is 14 minutes for Alternate 2/3 (to travel 8.0 miles) and 17 minutes for Selected Alternate 5/6 (to travel 10.7 miles). These projected travel times are based on traffic operating at posted speeds and allowing 4 minutes delay time for each alternate based on an assumption of 5 traffic signals. The projected travel time for the No-Build Alternate is 25 minutes to complete the trip from U.S. Route 301 to MD Route 210 at Old Fort Road using either the MD Route 228/Bealle Hill Road/MD Route 373 connection or the MD Route 228/Sharperville Road/MD Route 373 connection.

For Alternate 2/3 traffic signals were assumed at the following intersections:

- o MD Route 228/Western Parkway
- o MD Route 228/Relocated MD Route 228 at Sharperville Road
- o Relocated MD Route 228/MD Route 373
- o Relocated MD Route 228/MD Route 210.

For Selected Alternate 5/6 traffic signals were assumed at the following intersections:

- o MD Route 228/Western Parkway
- o MD Route 228/Sharperville Road
- o MD Route 228/Relocated MD Route 228 at Bealle Hill Road
- o Relocated MD Route 228/MD Route 210
- o MD Route 210/MD Route 373 (Existing Signal).

3. Accident Statistics

At the request of Charles County citizens and elected Charles County officials, a traffic engineering study was conducted in November, 1986, for MD Route 228 from U.S. Route 301 to west of Sharperville Road.

MD Route 228, from U.S. Route 301 to Sharperville Road, experienced an average accident rate of 257 accidents per 100 million vehicle miles (MVM) of travel from January 1, 1983, through August 1986. This rate is significantly higher than the statewide average of 194 accidents/100 MVM for this type highway. The total accident experience for this section of MD Route 228 is:

<u>Severity</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	Approx. 1st 8 mths. <u>1986</u>	<u>Total</u>
Fatal Accidents	2	0	0	2	4
Injury Accidents	13	16	29	16	74
Prop. Damage Only	23	21	32	21	97
Total Accidents	<u>38</u>	<u>37</u>	<u>61</u>	<u>39</u>	<u>175</u>

The rate of accidents has been increasing in recent years. The combined accident rate for the period January 1, 1985, through approximately August 31, 1986, was 60 percent higher than the combined accident rate for the years 1983 and 1984.

Within the study limit on MD Route 228, there were two sections near the eastern terminus of the project at Waldorf that have been identified as High Accident Sections (HAS) during the study period. These locations are listed below, indicating the year qualified and the total number of accidents.

- 1) MD Route 228, from 0.15 mile west of Western Parkway to 0.10 mile west of U.S. Route 301. (1985 - 18 accidents)
- 2) MD Route 228, from 0.10 mile west of U.S. Route 301 to U.S. Route 301. (1983 - 11 accidents, 1984, 8 accidents).

In addition, there was an intersection which met criteria as a high accident intersection (HAI). This was the intersection of MD Route 228 at U.S. Route 301/MD Route 5 at Waldorf, which had 23 accidents in 1983, 64 accidents in 1984, and 46 accidents in 1985.

Review of the fatal accident reports for 1986 indicates that these accidents were the direct result of improper vehicle operation. In one accident, the vehicle operator failed to remove a steering wheel lock which was attached between the steering wheel and the brake pedal. Upon driving out of the subdivision road and arriving at its intersection with MD Route 228 the lock prevented full brake pedal application. The motorist entered MD Route 228 and was struck broadside, after which both vehicles were struck by an oncoming truck. In the other accident, the operator of the vehicle crossed the center line on a curve and struck head-on a vehicle coming the other way. The reports

indicate that neither alcohol nor speed was a factor. The head-on accident occurred when it was raining.

Collision data for Sharperville Road revealed an average accident rate of 638 accidents/100 MVM, which is significantly greater than the statewide average of 194 accidents/100 MVM. It is believed that most of these accidents may be attributable to very substandard highway geometrics.

C. PLANNING AND PROJECT HISTORY

The proposed improvement would provide improved transportation system continuity, safety, and additional capacity for the ongoing planned growth in northern Charles County.

Existing Bealle Hill Road and MD Route 373 do not provide adequate capacity to serve as a connection between MD Route 228 and MD Route 210. Both roadways are narrow with poor horizontal and vertical curves, resulting in substandard sight distances.

Traffic forecasted for the design year 2015 indicates the need for a multi-lane facility between MD Route 228 and MD Route 210 to provide the necessary capacity and safety. A new highway connection in the corridor would benefit the entire northern Charles County region by providing relief for some of the traffic problems occurring on major arteries in the immediate vicinity of this project.

The extension of MD Route 228 first appeared in the 1964 Twenty-Year Needs Study Program. The limits were from MD Route 228 near Berry Road to MD Route 210. The improvement type listed was a two-lane new construction.

The MD Route 228 project then appeared in the 1968-1988 through 1974-1998 Twenty-Year Highway Needs Studies. The improvement type varied from a two-lane construct to a four-lane divided highway - ultimate six lanes. The 1980 Highway Needs Inventory (HNI) specified multi-lane construction for MD Route 228 Relocated, as did the 1982 and 1984 revisions.

The six-lane improvement to MD Route 210 from Pine Road to Old Fort Road does not appear in any previous HNIs.

MD Route 228 Extended first appeared in the 1965-1970 Construction Program as a two-lane highway construct from existing MD Route 228 at Berry Road in Charles County to MD Route 210 in Prince George's County.

The project did not appear in the Construction Program again until the 1984-1989 Consolidated Transportation Program (CTP). The improvement listed in this document was a study to analyze alternate highway connections from MD Route 228 to MD Route 210. The limits and improvement description remained the same in the 1985-1990 CTP.

The limits of the project were extended to U.S. Route 301 in the 1986-1991 CTP and remained the same in the 1987-1992 document. The widening of MD Route 210 from the MD Route 228 connection to Old Fort Road was added to the current MD Route 228 study after publication of the 1987-1992 CTP.

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Improvements along the MD Route 228 corridor are consistent with Charles County's plans to provide improved system continuity and additional capacity to accommodate projected growth in northern Charles County. The proposed extension of MD Route 228 is recommended in the Northern Charles County Highway Transportation Study, 1981; The Recommended Changes to the Charles County Transportation Plan, 1983; the Charles County's Comprehensive Plan Update, 1984 and 1985 revisions.

The Charles County elected officials' latest Secondary Highway Priority letter, dated September 26, 1984, lists MD Route 210/MD Route 228 Connector and the upgrading of MD Route 228 as recommended highway improvements. The Charles County Commissioners, in an October 1986, letter to Transportation Secretary Hellmann, requested realignment of MD Route 228 to connect with MD Route 210.

In Prince George's County, the proposed extension of MD Route 228 appeared in the Master Plan for Subregion V. Clinton, Accokeek, Piscataway, Brandywine and Vicinity, February 1974. The improvement has not appeared in any subsequent Prince George's County Plans. MD Route 228 Extended is supported by Prince George's County planning staff but not by the elected officials of Prince George's County.

Improvements to MD Route 210 are not specifically addressed in the Subregion VII Master Plan of 1981, but are mentioned for a maximum of six lanes in the Prince George's County Master Plan for Transportation, 1982 which supercedes and amends all previous Master Plans. The elected officials of Prince George's County acknowledge the need for the widening of MD Route 210 to handle additional traffic which would be generated by MD Route 228 Relocated. Prince George's County would like the MD Route 210 improvements to be completed prior to any MD Route 228 extension.

The Alternates Public Meeting for this project was held in Charles County on June 4, 1985. At Prince George's County elected officials' insistence, an Alternates Public Meeting was also held in Prince George's County on November 21, 1985.

During the project planning study, the SHA undertook an aggressive public involvement effort prior to the public hearing to achieve public understanding of the MD Route 228 project. Approximately forty-four (44) community associations in both the MD Route 210 and MD Route 228 corridors were contacted by letter (August 17, 1987 and December 9, 1987) and occasionally by telephone to apprise them of the progress of the project planning study and the availability of project planning team members to make presentations. Project planning team members made such presentations to the following groups.

Broad Creek Citizens Association	September 28, 1987
Fort Washington Estates Civic Association	October 28, 1987
Fort Washington United Methodist Men	November 14, 1987

(Several other nearby civic organizations were invited and/or in attendance at this meeting.)

Smallwood Village Council	January 5, 1988
West Lake Village Council	January 20, 1988
Greater Accokeek Civic Association	January 27, 1988

Calvert Manor Corporation
Tantallon Citizens' Association

February 17, 1988
November 9, 1989

A Draft Environmental Impact Statement/ 4(f) Evaluation describing the potential impacts of the project was circulated in October, 1987, with a combined Location/Design Public Hearing subsequently held on February 4, 1988.

Section II

Alternates

II. ALTERNATES

A. PRELIMINARY ALTERNATES

1. Alternates Presented at the Alternates Public Meeting

The following alternates were presented at the Alternate Public Meetings:

Alternate 1

No-Build Alternate - No major improvements would be made to the existing roadway. Minor improvements, such as resurfacing and shoulder improvements, would occur over a period of time as part of normal highway maintenance and safety operations. These procedures would not measurably improve the ability of the existing roadway network to accommodate the predicted increase in traffic volume up to the design year 2015.

Build Alternates - A number of corridor alternates were developed and presented at the Alternates Public Meeting. Alternates 2 through 6 included the dualization of MD Route 228 from U.S. Route 301 westerly to that point where the alternate departed from the existing alignment. A brief description of the Build Alternates follows:

Alternate 2

This alternate generally follows the existing alignment of the Sharperville Road and Berry Road corridor northerly from existing MD Route 228 to Livingston Road. As the alignment approaches Livingston Road, it passes between a residential development and the public school complex which consists of the Eugene Burroughs Middle School and the Henry Ferguson Elementary School. From Livingston Road north to MD Route 210 the alignment proceeds northerly on new location. The alternate would tie into MD Route 210 just south of the Piscataway Creek Bridge.

Alternate 3

This alternate departs from existing MD Route 228 approximately 1,200 feet west of Sharperville Road and converges with Alternate 2 in the area of Mattawoman Creek. The two alternates then follow a common alignment to MD Route 373. Alternate 3 then diverges from Alternate 2 and proceeds on new location to the east of the public school complex at the southeast corner of Berry and Livingston Roads. From Livingston Road the alignment continues northerly on new location to MD Route 210 just south of the Piscataway Creek Bridge at the same location as Alternate 2.

After the Alternates Public Meeting, the southern portion of Alternate 2 was combined with the northern portion of Alternate 3 to minimize impacts from property segmentation and provide safer conditions in the vicinity of schools. Combined Alternate 2/3 was retained for detailed study with either an at-grade or grade-separated option for the MD Route 210 intersection.

Alternate 4

This alternate leaves existing MD Route 228 at Bealle Hill Road and proceeds northerly on new location to the west of existing Bealle Hill Road. The alternate crosses MD Route 373 in the vicinity of Manning Road and continues on new location tying into MD Route 210 approximately 4,400 feet north of the MD Route 373 intersection

This alternate required the displacement of three more families than either Alternate 5 or 6 and the estimated cost of this alternate was greater than Alternate 5 or 6. Alternate 4 offered no advantages over Alternate 5 or 6 and therefore was deleted from detailed study.

Alternate 5

This alternate departs from existing MD Route 228 just west of the Bealle Hill Road intersection and proceeds northwesterly on new location to an at-grade intersection with MD Route 210 about 1,600 feet south of the MD Route 210/MD Route 373 intersection.

Alternate 6

This alternate departs from existing MD Route 228 at the same location as Alternate 5 and also proceeds northwesterly on new location. This alternate would tie into MD Route 210 in the vicinity of the Manning Road intersection. A grade-separated interchange would be provided for MD Route 210 southbound traffic desiring to proceed toward Waldorf.

After the Alternates Public Meeting, Alternates 5 and 6 were combined for detailed study while retaining the option for either an at-grade or grade-separated intersection with MD Route 210.

Alternate 7

Smallwood Drive has been recently constructed from U.S. Route 301 westerly to Middletown Road as an urban dual highway. Charles County had proposed the westerly extension of Smallwood Drive (within the next several years) from Middletown Road to MD Route 228 approximately 1/2 mile southwest of Laurel Branch Drive.

Alternate 7 consisted of a connection on new location from MD Route 228 to MD Route 210 as a westerly extension of proposed Smallwood Drive. Smallwood Drive would tie into MD Route 210 with an at-grade intersection approximately 1,200 feet north of Pine Road. Subsequent to the Alternates Public Meeting, Charles County eliminated the proposed Smallwood Drive extension west from Middletown Road from its County Transportation Plan.

Alternate 7 was studied at the request of Charles County as an extension of its Smallwood Drive project. The State Highway Administration did not consider it a viable alternate from a state highway function or transportation network system viewpoint. It provides poor traffic service in terms of the desired traffic destinations for vehicles travelling between U.S. Route 301 and MD Route

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228. Alternate 7 was the most southern connection with MD Route 210. The majority of traffic has a desired destination to areas towards Interstate Route 95 and the Washington, D.C. area.

Alternates 7 and 8

According to the Charles County Department of Planning, the extension of Smallwood Drive west from Middletown Road to MD Route 228 was dropped from consideration because it was not viewed as serving cross-county travel needs as well as other available options. Charles County considers the proposed reconstruction and extension of Billingsley Road as the preferred alternative to the Smallwood extension for the following reasons:

- o It would provide a more centralized cross-county connection while still servicing the travel needs of the St. Charles City area.
- o It would provide access between MD Route 5 and MD Route 210 entirely within Charles County.
- o It would not introduce additional volumes of thru traffic into an intensely developed existing residential community.
- o Improvement of existing Billingsley Road is more likely to impact a smaller amount of high quality wetland area and wildlife habitat than the extension of Smallwood Drive through the largely undeveloped area.

As a result of the Charles County decision to eliminate the Smallwood Drive Connection, Alternate 7 was dropped from consideration.

Alternate 8 was dropped from consideration because it provided poor travel efficiency. Since the majority of traffic movement that this connection would serve is between the study area and Washington D.C., Alternate 8 would essentially require traffic to proceed south before proceeding north. If existing Bealle Hill and Sharperville Roads were to remain open, traffic would tend to utilize these existing county roads rather than Alternate 8 because they are perceived as the most efficient connection.

2. Additional Alternates

At the Alternates Public Meeting, representatives of the Charles County Commissioners proposed that MD Route 228 be dualized from U.S. Route 301 westerly to the area of the proposed Smallwood Drive Extension and then follow a common alignment with Alternate 7 to MD Route 210. This proposed alternate was designated as Alternate 8.

Alternate 8 was eliminated from further study because it also provided poor traffic service by not serving the desired traffic destination. Alternate 8, while using the existing MD Route 228 alignment, curves to the south and connects to MD Route 210 in the same location as Alternate 7. Thus the same deficiency exists in that traffic is directed away from the desired destinations of Interstate Route 495 and the Washington, D.C. area.

A comparison has been made between Alternate 2/3 and Alternate 8. Alternate 2/3 is the easternmost alternate and provides the most direct connection to MD Route 210 and the desired destinations to the north. Alternate 8 intersects

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with MD Route 210 south of Alternate 2/3. Selected Alternate 5/6 would connect with MD Route 210 between the other alternates. The difference in the traffic service is measured in terms of service to traffic desires, level-of-service, impacts on the local network and travel times.

For all alternates, the movement to and from the north on MD Route 210 dominates. For Alternate 2/3 there are 25,000 trips per day served at the junction with MD Route 210. For Alternate 8 only 19,000 trips would use the connection with MD Route 210. Under Alternate 8, as well as Alternate 7, the existing system of local roads would provide an attractive alternative (shorter path) for the trips destined to and from MD Route 210. These trips would be made over narrow two-lane roadways, with no or minimum shoulders, not intended or designed to serve high volumes of local and commuter traffic.

From a level-of-service perspective, Alternate 2/3 provides slightly better service than Alternate 8. From Sharperville Road to U.S. Route 301, Alternate 2/3 operates at a Level-of-Service B. Alternate 8 would operate at Level-of-Service D from Sharperville Road to U.S. Route 301.

It is from the observation of travel times that the difference is most striking. From Sharperville Road, it is about 3.6 miles to MD Route 210 via Alternate 2/3. Assuming a thirty second delay at each of the three possible signals, a traveller destined from east of MD Route 228 relocated to MD Route 210 would take about 7 minutes to travel the distance. If the same traveller used Alternate 8, the same trip would take about 14 minutes or almost twice as long. Assuming that at least 10,000 of the trips at the junction of MD Route 228 and MD Route 210 come from east of Sharperville Road an estimate of loss of public benefit can be made. The delay cost will be an additional \$3,800 per day for Alternate 8 in comparison to Alternate 2/3 and the energy cost will be an additional \$13,800 per day.

Subsequent to the Alternates Public Meeting, the scope of the project was expanded to include improvements to MD Route 210 (see Figure 1). The Build Alternates being considered would include the addition of one lane in each direction, within the median area of MD Route 210, from the intersection of MD Route 228/MD Route 210 northerly to Old Fort Road at Fort Washington in Prince George's County.

B. ALTERNATES FOR DETAILED STUDY

1. No-Build Alternate (Alternate 1)

As previously described, no major improvements would be made to the existing roadway. Minor short-term improvements that are required for continuing operation of the facility would occur.

2. Transportation Systems Management Alternate

It is the policy of the State Highway Administration to investigate Transportation Systems Management (TSM) improvements as part of all project studies. TSM is recognized as an alternate between the No-Build and Build Alternates and consists of improvements to the highway which add capacity and

increase safety without major capital expenditure and/or right-of-way acquisition.

Generally, intersections may be regarded as the locations where traffic flow is constricted and there is a higher potential for accidents. Consequently, many TSM improvements occur at intersections. A traffic signal is warranted at the intersection of MD Route 228 and Sharperville Road and will be installed by the SHA to improve traffic operations subsequent to the completion of the current proposed improvements to Sharperville Road by Charles County. Other major intersections were evaluated to determine if the addition of turning lanes would provide the needed additional capacity. However, traffic analysis reveals that the existing roadways within the project area are inadequate for the projected traffic. The most feasible alternative to remedy this condition is to add additional lanes as proposed under the following build alternates.

3. Build Alternates

Alternates that were presented at the Alternates Public Meeting and the additional alternates previously described were evaluated at the Project Planning Team meeting to: 1) ascertain which alternates should be developed in detail; and 2) determine the environmental effects associated with providing highway improvements along the MD Route 228 corridor which would accommodate the design year projected traffic volumes at a satisfactory level of service and improve the safety of the highway. The following alternates were selected for detailed study.

Alternate 2/3

This alternate was a combination of Alternate 2 and Alternate 3. The alignment followed the existing roadway from U.S. Route 301 westerly to just east of Sharperville Road. Alternate 2/3 then departs from existing MD Route 228 and generally follows Sharperville Road to MD Route 373. North of MD Route 373, the alternate proceeded on new location passing just east of the public school complex at Berry Road and Livingston Road. From Livingston Road the alignment continued northerly on new location to MD Route 210 tying into MD Route 210 just south of the Piscataway Creek Bridge. MD Route 210, north of the connection with MD Route 228, would have been improved by the addition of one lane in each direction within the existing median to the end of the Project Area at Old Fort Road (Fort Washington), a distance of approximately 1.0 mile. The total length of Alternate 2/3 from U.S. Route 301 at Waldorf to MD Route 210 at Old Fort Road is 8.0 miles. Alternate 2/3 was retained for detailed study in the Draft Environmental Impact Statement but was not chosen as the Selected Build Alternate.

4a. Alternate 5/6 - Selected Alternate (See Figure 5 through 10)

The selected alternate is a combination of Alternate 5 and Alternate 6 with modifications that were made after the Location/Design Public Hearing. The selected alternate alignment follows existing MD Route 228 from U.S. Route 301 at Waldorf, Charles County, westerly to approximately 800 feet east of Bealle Hill Road. From this point the alignment curves to the right crossing Mattawoman Creek approximately 200 feet south of the existing Bealle Hill Road

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Bridge. The alternate then proceeds northwesterly on new location and connects with MD Route 210 (Indian Head Highway) in the area of Manning Road in Prince George's County.

Selected Alternate 5/6 proposes the dualization of MD Route 228 from U.S. Route 301 to Bealle Hill Road within a right-of-way area obtained at the time of construction of the initial roadway. From U.S. Route 301 to Western Parkway, a six-lane, curbed section highway is proposed; and a four-lane rural highway is proposed from Western Parkway to Bealle Hill Road. In order to minimize the right-of-way requirements and reduce the impacts to development adjacent to the existing roadway, the alternate on existing alignment proposes a typical section with nine feet of grading between the shoulder and hinge point (see Figure 11). This portion of Selected Alternate 5/6 would remain an uncontrolled access highway and median cross-overs would be provided at public roads at approximately 1,500 foot intervals.

For the alignment on new location (from the area of Bealle Hill Road to MD Route 210) the Selected Alternate proposes a four lane divided highway with a 54-foot median and 12 feet of safety grading beyond the shoulder. (See Figures 12-14). A preliminary bridge length of 155 feet proposed at the Mattawoman Creek crossing for Selected Alternate 5/6 is based on the hydraulic need for maintaining 100-year water surface elevation and is subject to change during detailed design. Vehicular access would be controlled for the alignment on new location and no access would be provided except at intersections with existing public roadways. An interchange with a grade separation structure would be provided at MD Route 210 and a local road would connect two sections of Manning Road.

The horizontal alignment for Selected Alternate 5/6 meets the requirement for a 60 mph design speed except for the grade separation at the MD Route 210 connection which meets a 50 mph design speed. The vertical alignment for the Selected Alternate meets the requirements for a 60 mph design speed except for the grade separation at MD Route 210 which is adequate for a 50 mph design speed and one vertical curve on existing MD Route 228 just west of Sharperville Road that meets the requirements for a 50 mph design speed.

Based on the information developed for the alternates studies, including technical information developed by State Highway Administration's staff and consultants, information obtained through the public involvement process and information provided by local, state and federal review agencies, Alternate 5/6 has been selected.

Following is a compilation of the major factors considered during the selection process.

- 1) Purpose of the project

The purpose of the project is to select an alternate to provide an improved arterial highway connecting MD Route 210 (Indian Head Highway) with U.S. Route 310 at Waldorf. The selected alternate would eliminate the necessity for motorists to use unsafe local roadways to travel between MD Route 210 and U.S. Route 301.

2) Traffic Routing

The major traffic movement in the project corridor is from MD Route 228 to northbound MD Route 210 and the return movement. With the selection of Alternate 5/6, a desire to use the Sharperville Road corridor (Alternate 2/3) will continue to exist. Therefore, Charles County has been requested to close the bridge over Mattawoman Creek as a means of mitigating through traffic impacts upon the community of Accokeek. It is anticipated that this agreement will be finalized during the design phase.

3) Safety

The anticipated number of accidents is comparable for either of the build alternates if Sharperville Road is closed with the construction of Selected Alternate 5/6.

4) Cost

From an initial cost viewpoint, Alternate 2/3 is more costly than Selected Alternate 5/6. If the total cost to the public, considering both initial and operating costs, is analyzed based upon a 20-year analysis period, Selected Alternate 5/6 is the more costly of the build alternates.

5) Environmental Impacts

Selected Alternate 5/6 will have less impact than Alternate 2/3 regarding archeological sites, woodlands, wetlands and Prime Farmland soils and will require fewer stream crossings. Alignment revisions for the crossing of Mattawoman Creek and critical area are designed to minimize wetland impacts and critical area intrusion to the extent possible. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife. Removal of the existing Bealle Hill Road bridge upon construction of the longer bridge structure over Mattawoman Creek for Selected Alternate 5/6 will help enhance its function by providing a larger underpass for animals.

6) Right-of-Way Impacts

Selected Alternate 5/6 makes the greatest use of right-of-way previously acquired for the dualization of MD Route 228 from U.S. Route 301 to Bealle Hill Road. Consequently, Selected Alternate 5/6 requires the acquisition of less right-of-way than does Alternate 2/3, and Selected Alternate 5/6 has less construction on new location.

Initial construction of the Selected Alternate is proposed to consist of only the initial westbound roadway (two lanes) and an at-grade intersection for the connection to MD Route 210. The existing cross-over on MD Route 210 for Manning Road would be relocated slightly to the north to align with Selected Alternate 5/6. The existing intersection of Manning Road with northbound MD Route 210 would be closed. A local road would be constructed connecting the two sections of Manning Road east of MD Route 210.

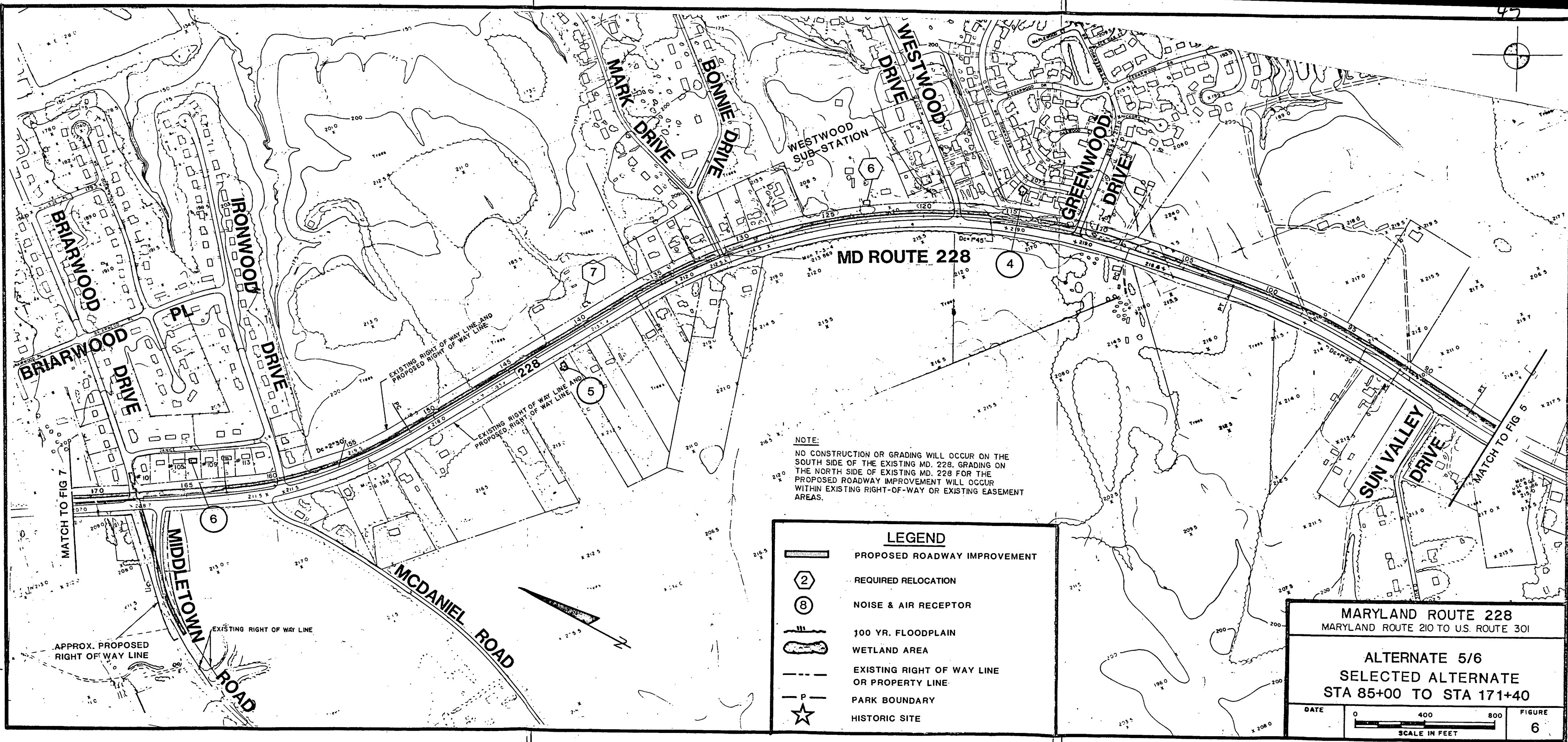
43

A transportation study of the MD Route 210 corridor will be completed prior to construction of the second roadway for MD Route 228 west of Bealle Hill Road and prior to final design of a grade separation for MD Route 228 at MD Route 210.

4b. MD Route 210 Improvements with Selected Alternate 5/6 (See Figures 12 through 14)

MD Route 210, north of the connection with MD Route 228 extended, would be improved by the addition of one lane in each direction within the existing median to the end of the project at Old Fort Road at Fort Washington (a distance of approximately 3.9 miles). The total length of Selected Alternate 5/6 from U.S. Route 301 at Waldorf to MD Route 210 at Old Fort Road is 10.7 miles.

The typical section for the MD Route 210 improvements which provides an additional travel lane in each direction within the existing median has been revised. A sixteen foot grassed median will remain and a 'W' beam median barrier will be provided. Left turn lanes would be provided for roadways intersecting with MD Route 210. With the interim at-grade intersection for Selected Alternate 5/6, a double left turn would be provided at MD Route 228 extended for southbound MD Route 210 traffic proceeding eastbound on MD Route 228.



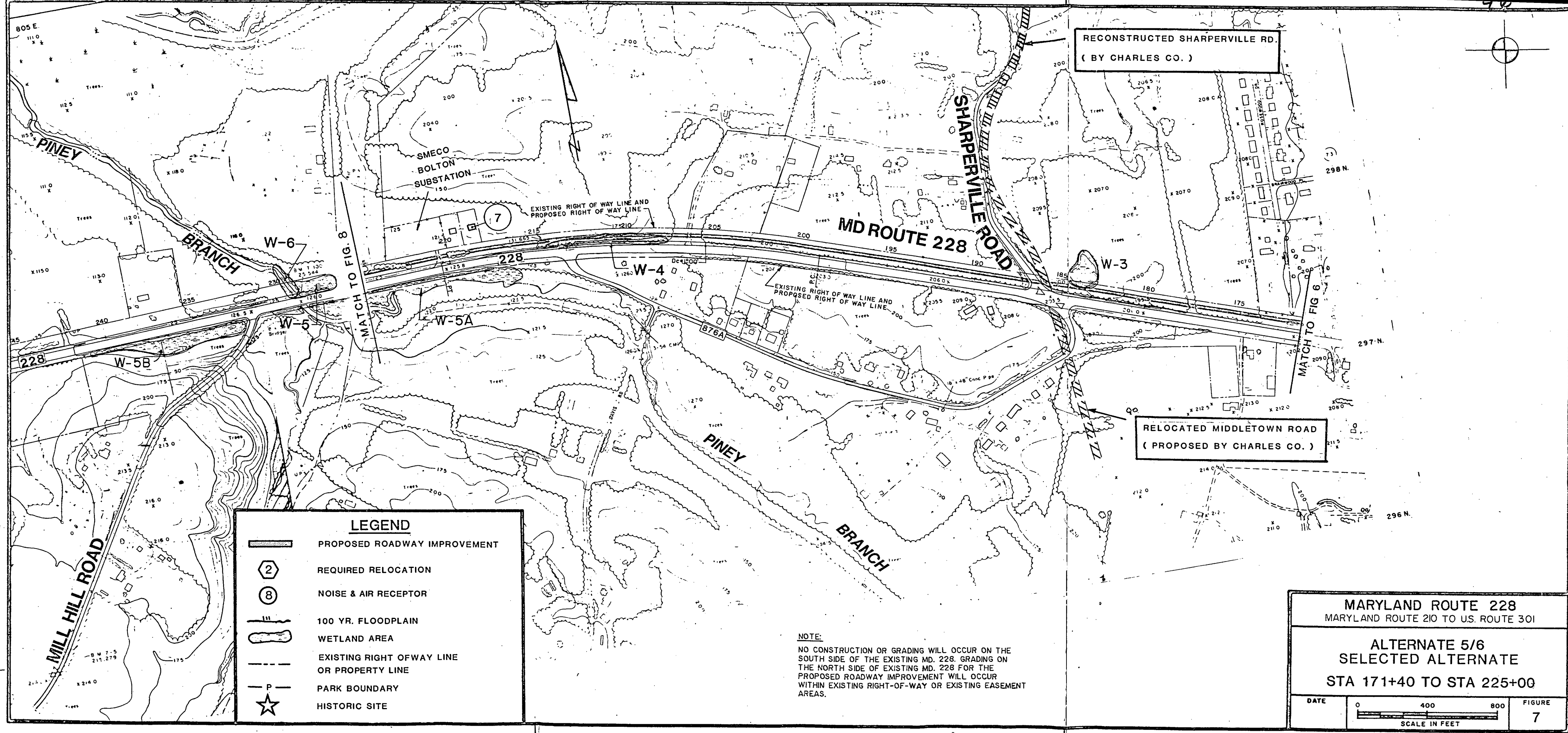
MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

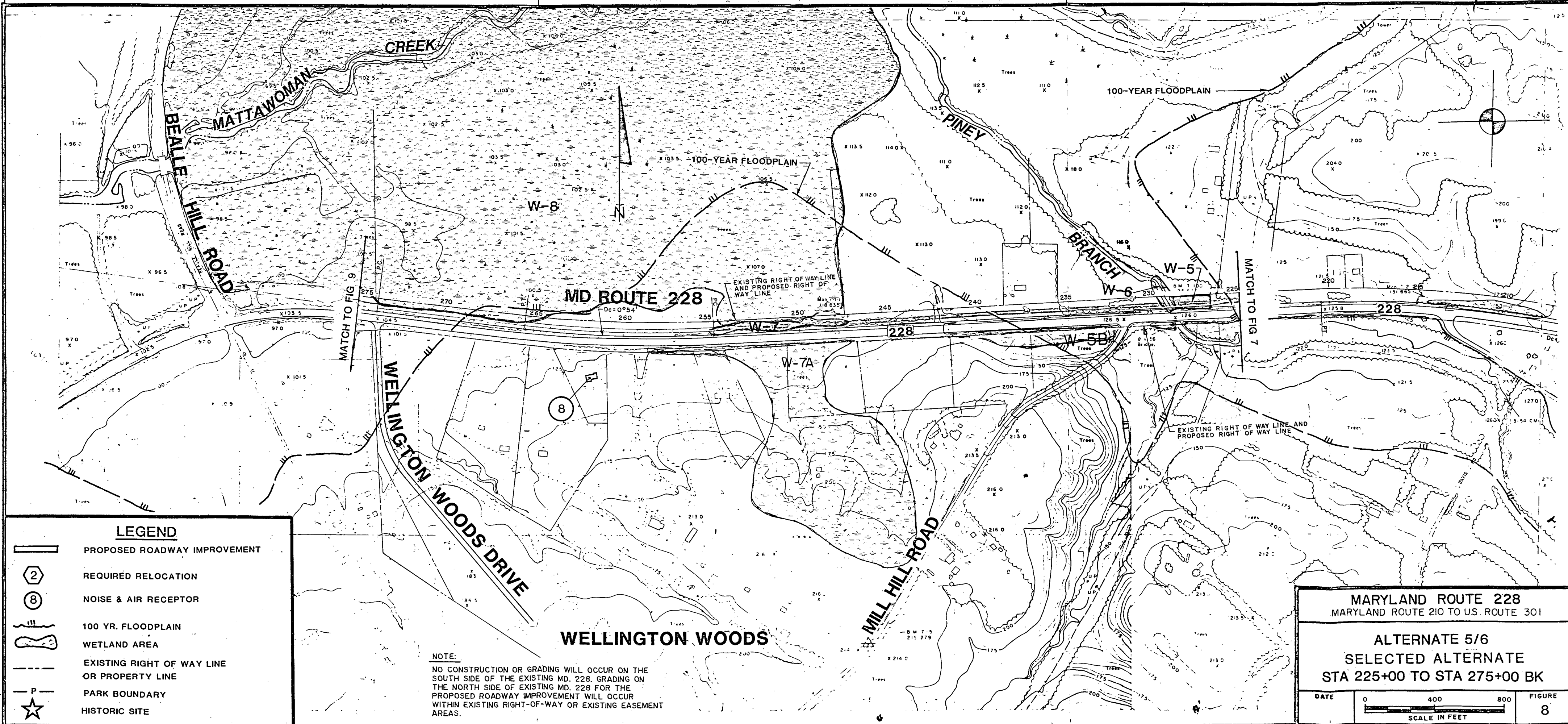
ALTERNATE 5/6
SELECTED ALTERNATE
STA 85+00 TO STA 171+40

DATE

0 400 800
SCALE IN FEET

FIGURE
6





LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- REQUIRED RELOCATION
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- HISTORIC SITE

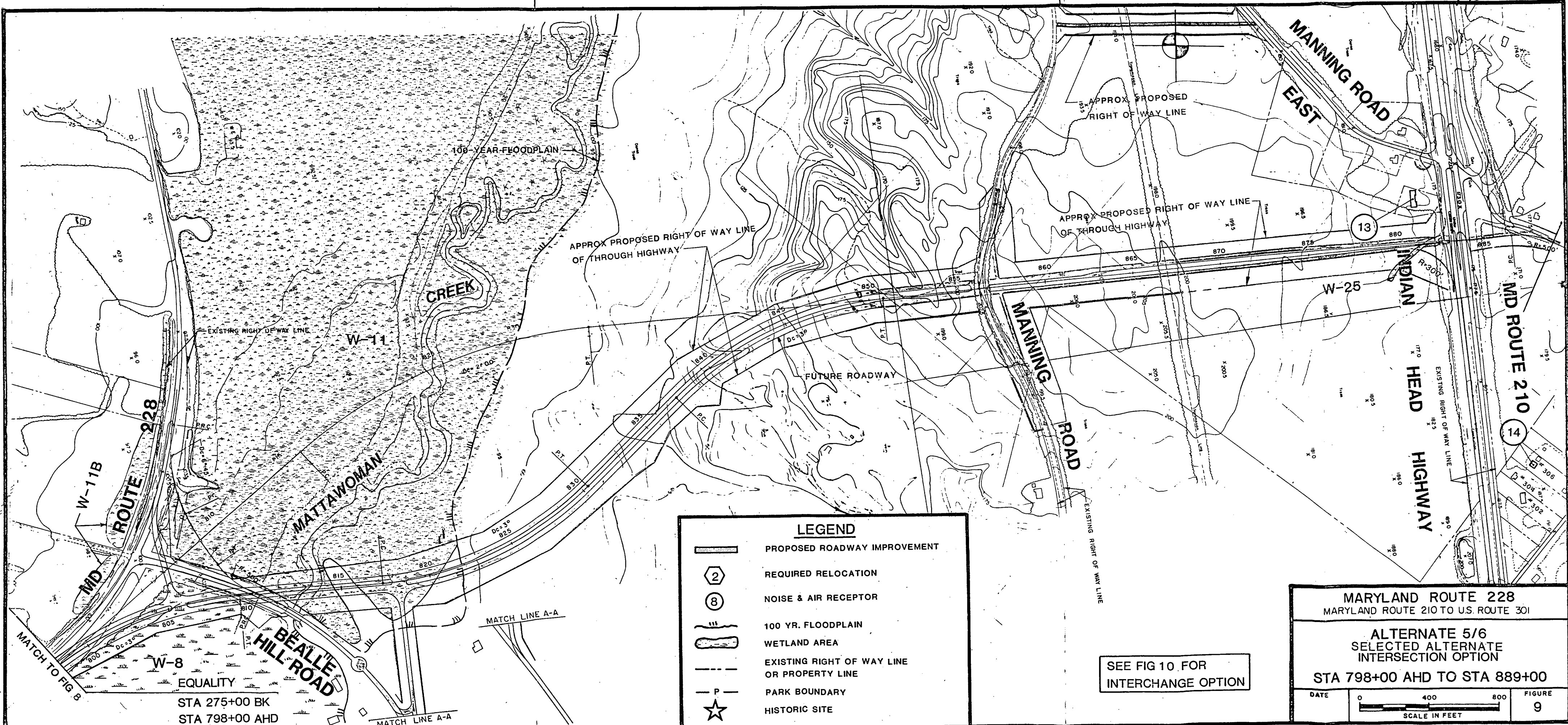
WELLINGTON WOODS

NOTE:
NO CONSTRUCTION OR GRADING WILL OCCUR ON THE SOUTH SIDE OF THE EXISTING MD. 228. GRADING ON THE NORTH SIDE OF EXISTING MD. 228 FOR THE PROPOSED ROADWAY IMPROVEMENT WILL OCCUR WITHIN EXISTING RIGHT-OF-WAY OR EXISTING EASEMENT AREAS.

MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

ALTERNATE 5/6
SELECTED ALTERNATE
STA 225+00 TO STA 275+00 BK

DATE 0 400 800 SCALE IN FEET FIGURE 8



LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- REQUIRED RELOCATION
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- HISTORIC SITE

SEE FIG 10 FOR INTERCHANGE OPTION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

ALTERNATE 5/6
SELECTED ALTERNATE
INTERSECTION OPTION

STA 798+00 AHD TO STA 889+00

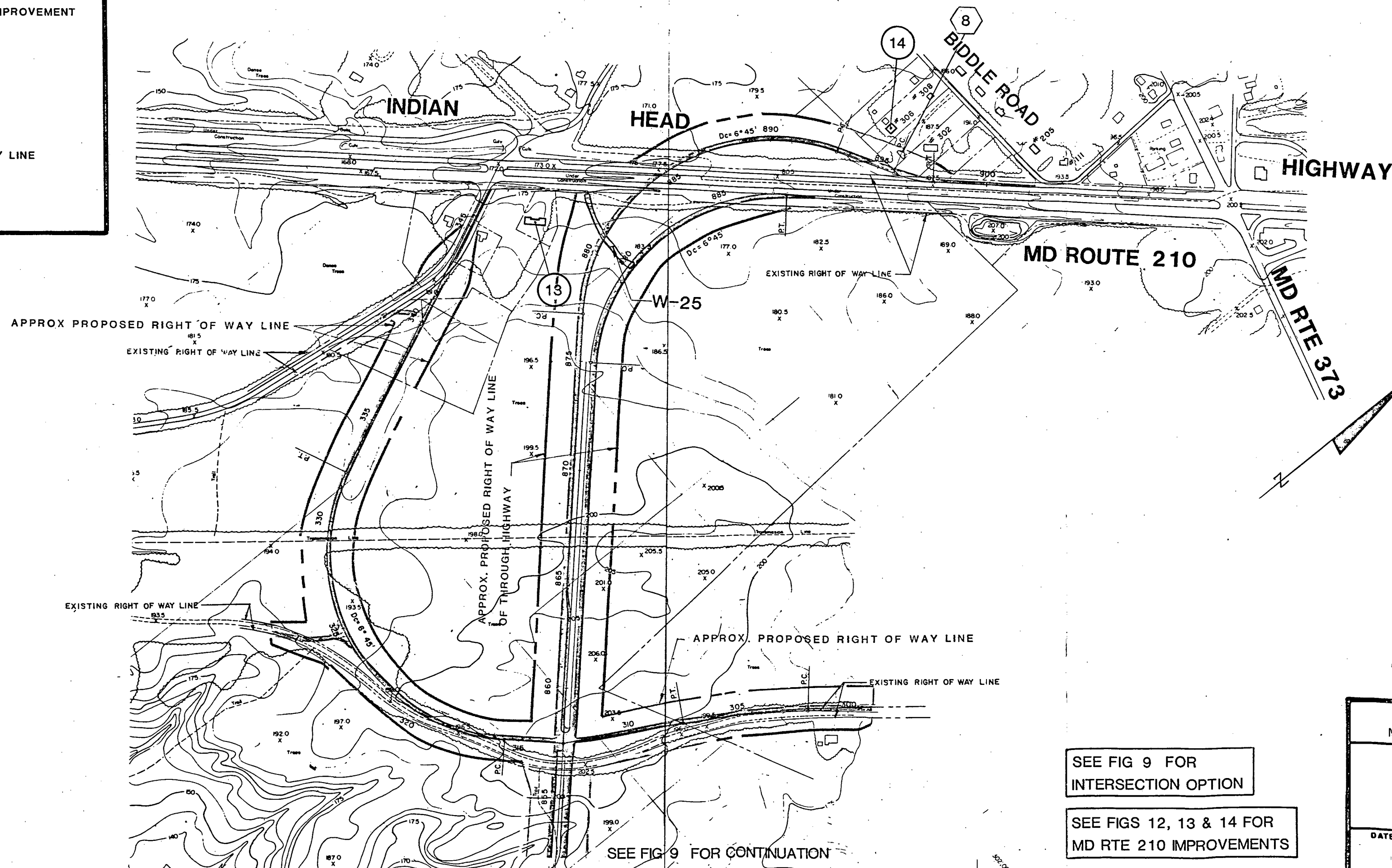
DATE

0 400 800
SCALE IN FEET

FIGURE 9

LEGEND

-  PROPOSED ROADWAY IMPROVEMENT
-  REQUIRED RELOCATION
-  NOISE & AIR RECEPTOR
-  100 YR. FLOODPLAIN
-  WETLAND AREA
-  EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
-  PARK BOUNDARY
-  HISTORIC SITE

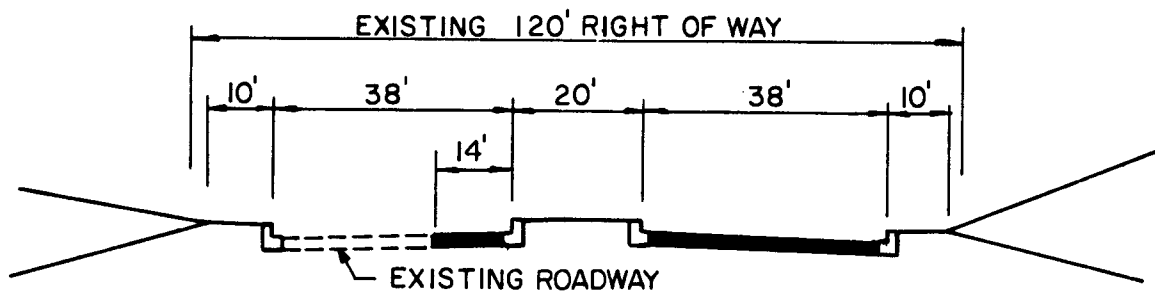
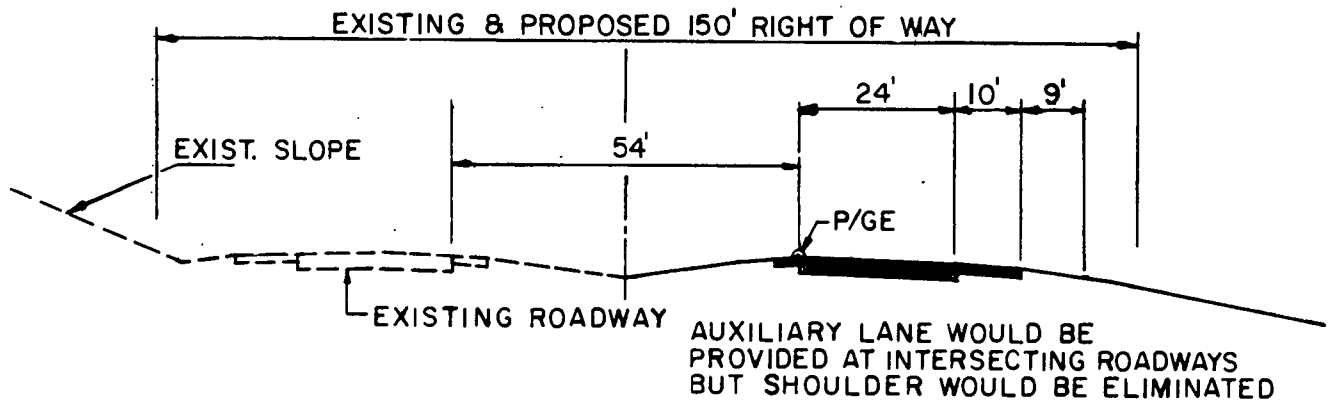
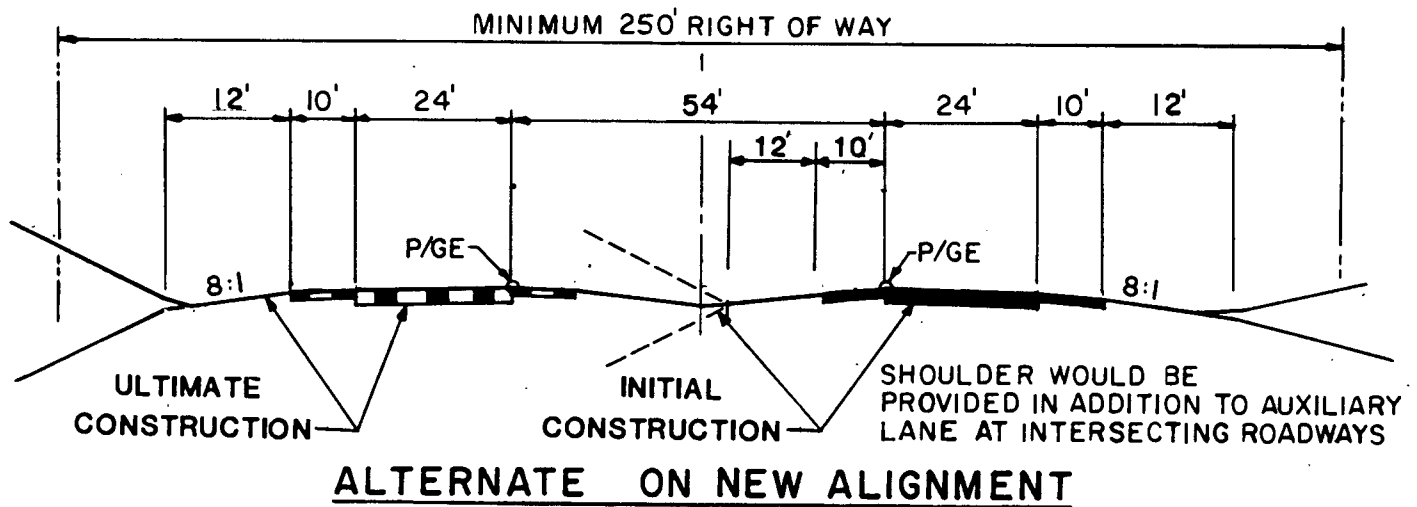


MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

ALTERNATE 5/6
SELECTED ALTERNATE
INTERCHANGE OPTION

STA 852+00 TO STA 902+00

DATE	0 400 800	FIGURE
	SCALE IN FEET	10



NOTE:

DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

MARYLAND ROUTE 228
TYPICAL SECTIONS
SELECTED ALTERNATE

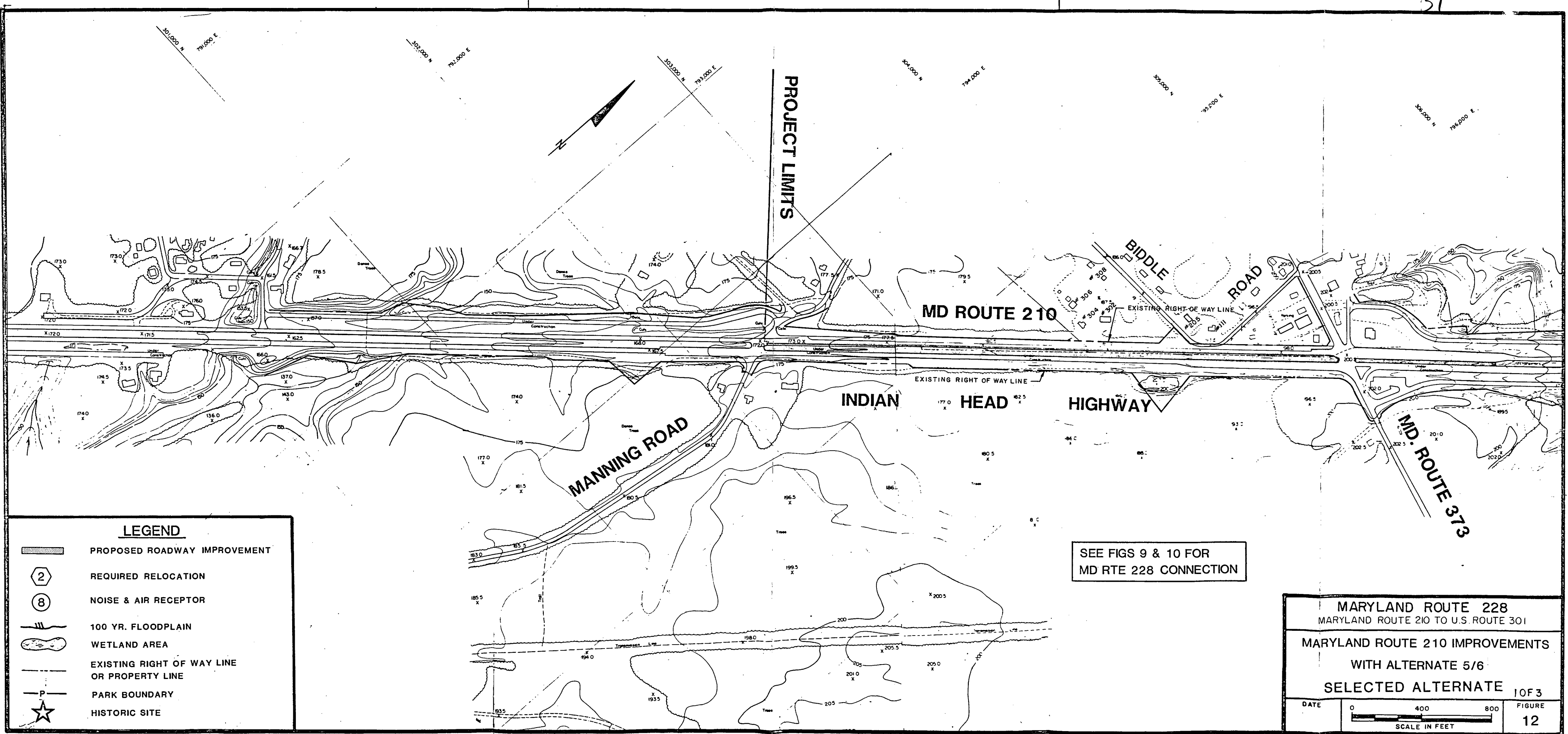
DATE

CONTRACT

FIGURE

AW 760-101-071

11

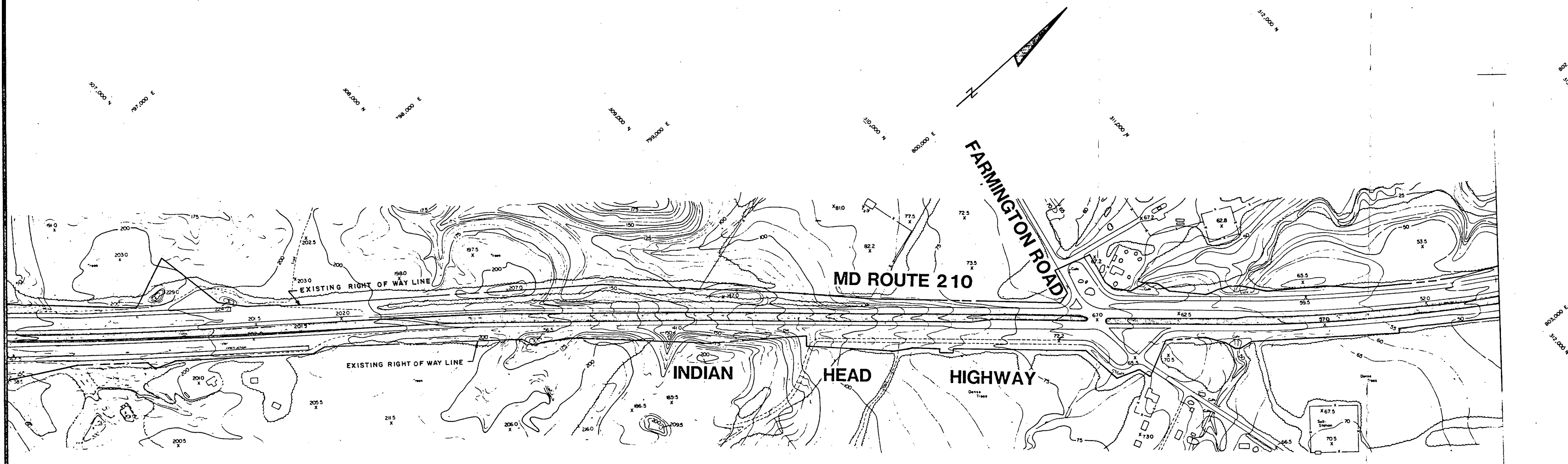


LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- REQUIRED RELOCATION
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- HISTORIC SITE

SEE FIGS 9 & 10 FOR
MD RTE 228 CONNECTION

MARYLAND ROUTE 228 MARYLAND ROUTE 210 TO U.S. ROUTE 301		
MARYLAND ROUTE 210 IMPROVEMENTS WITH ALTERNATE 5/6		
SELECTED ALTERNATE 1 OF 3		
DATE	 SCALE IN FEET	FIGURE 12



LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- REQUIRED RELOCATION
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- HISTORIC SITE

MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

MARYLAND ROUTE 210 IMPROVEMENTS
WITH ALTERNATE 5/6
SELECTED ALTERNATE

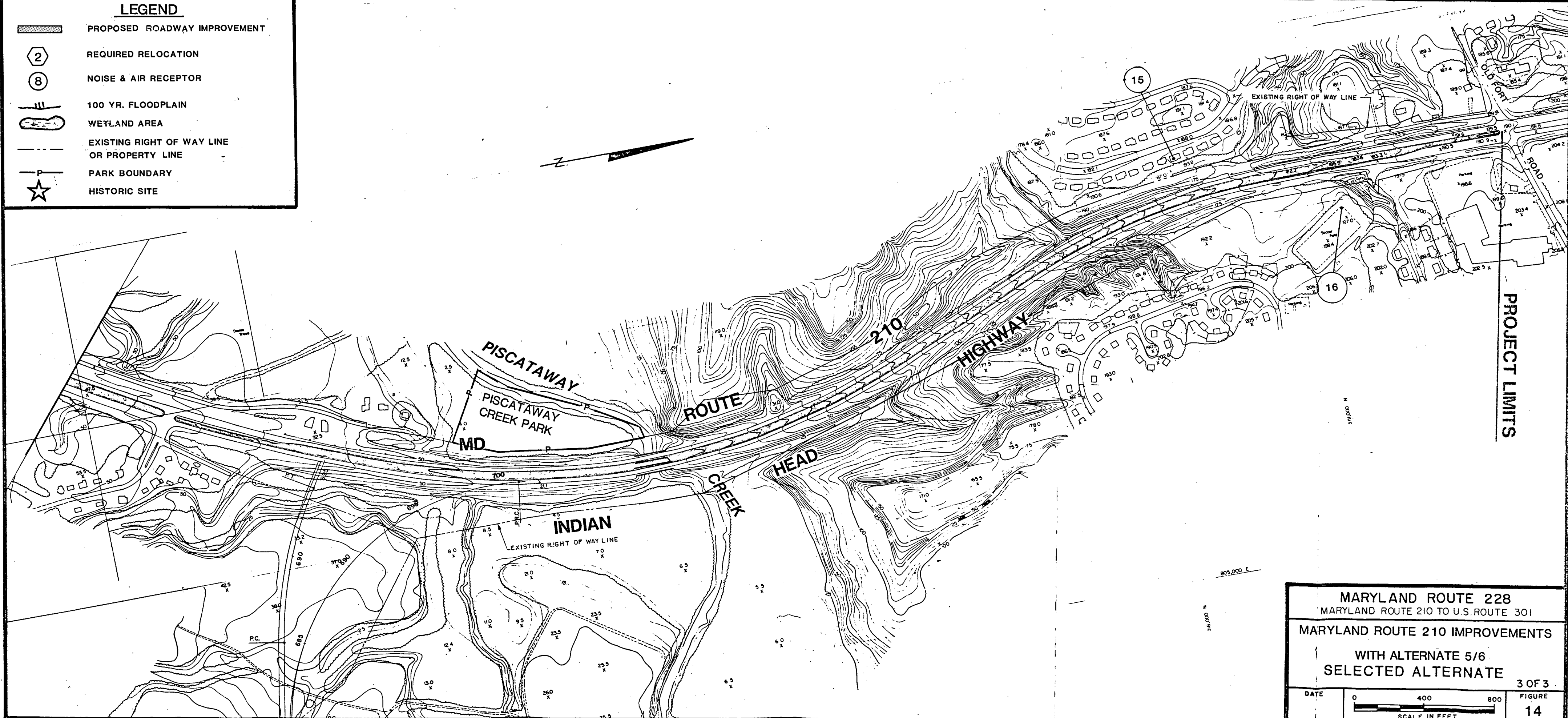
DATE: _____

0 400 800
SCALE IN FEET

2 OF 3
FIGURE
13

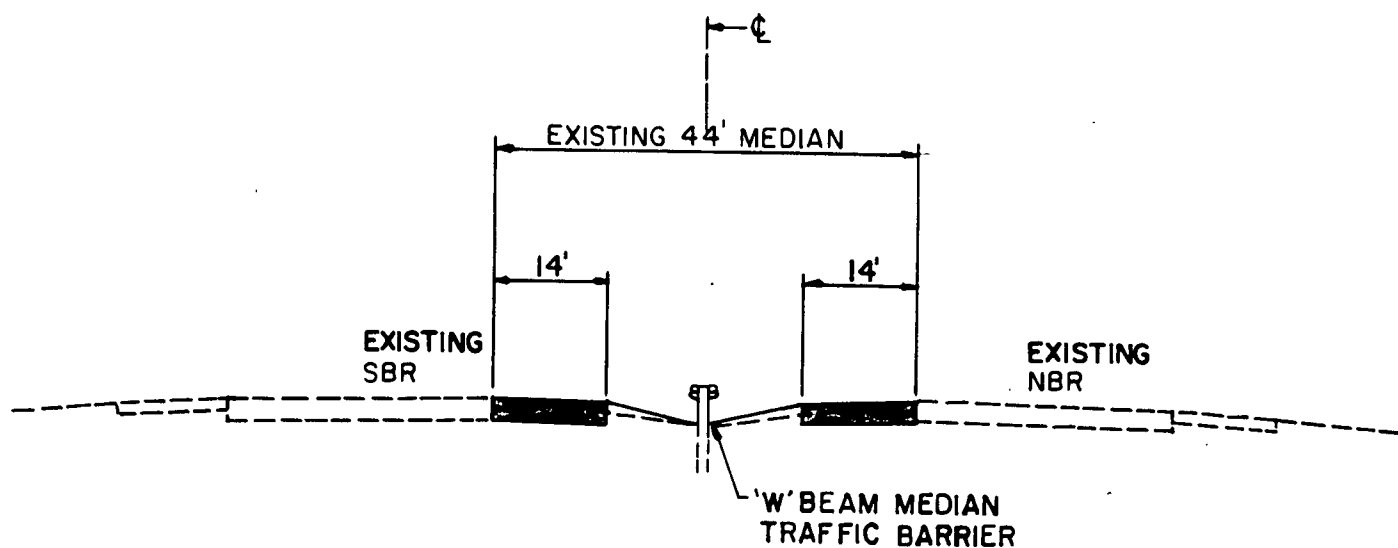
LEGEND

- PROPOSED ROADWAY IMPROVEMENT
- REQUIRED RELOCATION
- NOISE & AIR RECEPTOR
- 100 YR. FLOODPLAIN
- WETLAND AREA
- EXISTING RIGHT OF WAY LINE OR PROPERTY LINE
- PARK BOUNDARY
- HISTORIC SITE

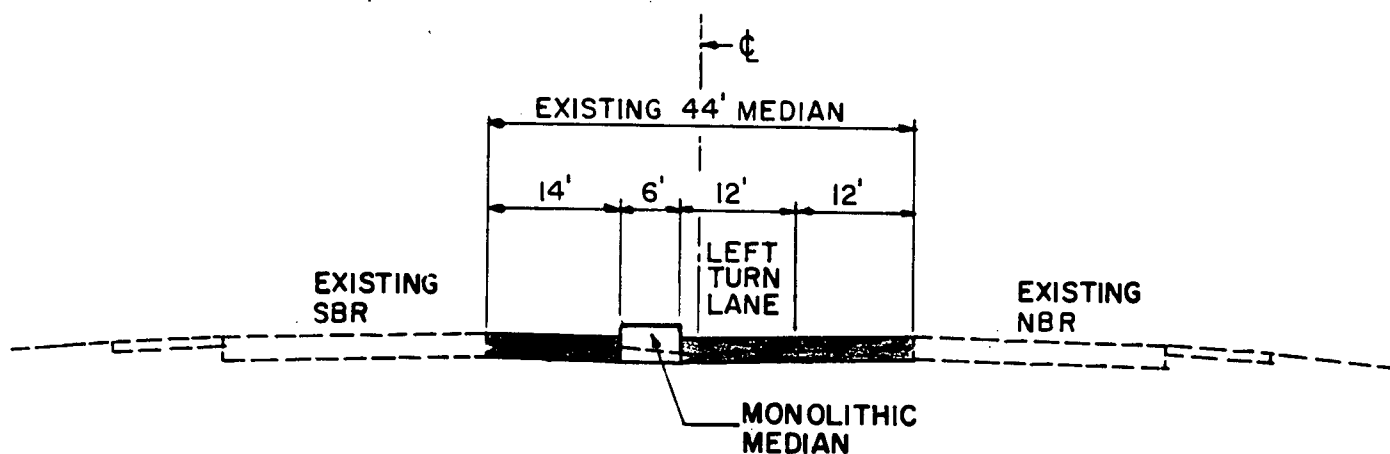


MARYLAND ROUTE 228 MARYLAND ROUTE 210 TO U.S. ROUTE 301	
MARYLAND ROUTE 210 IMPROVEMENTS WITH ALTERNATE 5/6 SELECTED ALTERNATE	
DATE	0 400 800 SCALE IN FEET
FIGURE 14	3 OF 3

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MD. ROUTE 210 WIDENING



MD. ROUTE 210 WIDENING
(WITH LEFT TURN LANE)

NOTE:

DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

MARYLAND ROUTE 228
MARYLAND ROUTE 210 TO U.S. ROUTE 301

MD. ROUTE 210
TYPICAL SECTIONS
SELECTED ALTERNATE

DATE

CONTRACT

FIGURE

AW 760-101-071

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Section III

**Affected
Environment**

III. AFFECTED ENVIRONMENT

A. NATURAL ENVIRONMENT

1. Topography and Geology

The MD Route 228/MD Route 210 study area lies on the Western Shore of the Coastal Plain Province in Charles and Prince George's Counties, Maryland. The topography of the study area is generally flat to gently rolling with stream valleys providing major relief. Elevation ranges from sea level to approximately 300 feet above sea level on plateaus between stream valleys.

Coastal Plain sediments in the study area are primarily Pliocene upland deposits with Pleistocene lowland deposits along with several Tertiary formations occurring along stream valleys. These deposits are briefly described below:

Upland Deposits: Sand, gravel, commonly orange-brown in color, locally limonite-cemented; minor silt and red, white or gray clay; thickness of 0 to 50 feet.

Lowland Deposits: Medium to coarse-grained sand and gravel; cobbles and boulders near the base; commonly contains reworked Eocene glauconite varicolored silts and clays; brown to dark gray lignitic silty clay; thickness of 0 to 150 feet.

Calvert Formation

Plum Point Marls Member: Interbedded dark green to dark bluish-gray, fine-grained argillaceous sand and sandy clay; contains prominent shellbeds and locally silica-cemented sandstones.

Fairhaven Member: Bluish-green diatomaceous clay, weathers to pale grey; pale brown to white, fine-grained argillaceous sand and greenish-blue sandy clay; total thickness of 0 to 150 feet.

Nanjemony Formation: Dark green to gray argillaceous, glauconitic, fine to medium-grained sand; minor gray to pale brown clay; thickness of 0 to 125 feet; Marlboro Clay Member at base: pink to gray homogeneous plastic clay with local lenses of very fine-grained white sand; thickness of 0 to 30 feet.

Aquia Formation: Dark green to gray-green, argillaceous, highly glauconitic, well-sorted fine to medium-grained sand; locally indurated shell beds; thickness of 0 to 100 feet.

The major mineral resources in the study area include sand, gravel, clay and diatomaceous earth. There are no known deposits of ores of precious or base metals; nor coal, or building stone. Some preliminary reconnaissance has been conducted for petroleum deposits but no conclusions have been reached.

At least half of the sand and gravel produced is removed from upland deposits. These deposits, which consist of a thin sheet of interbedded sand and gravel, range across most of the study area. The sand and gravel industry is significant in both Charles and Prince George's Counties and is likely to become increasingly more important in the future. These mineral resources not only represent a source of raw construction materials for the study area but are also exported for use in other areas.

2. Soils

Soils in the study area belong to seven associations, as defined by the U.S. Department of Agriculture, Soil Conservation Service (SCS). These classifications are listed and their characteristics are briefly described below:

Christina-Sunnyside - Beltsville Association: Deep, level to steep, well-drained, sandy and clayey soils with level to sloping, moderately deep, moderately well-drained soils that have a compact subsoil.

Sassfrass-Keyport-Elkton Association: Nearly level to strongly sloping, well-drained to poorly-drained soils on terraces along the Potomac River.

Beltsville-Leonardtown-Chillum Association: Moderately deep, well-drained to poorly-drained, dominantly gently sloping soils that have a compact subsoil or stratum.

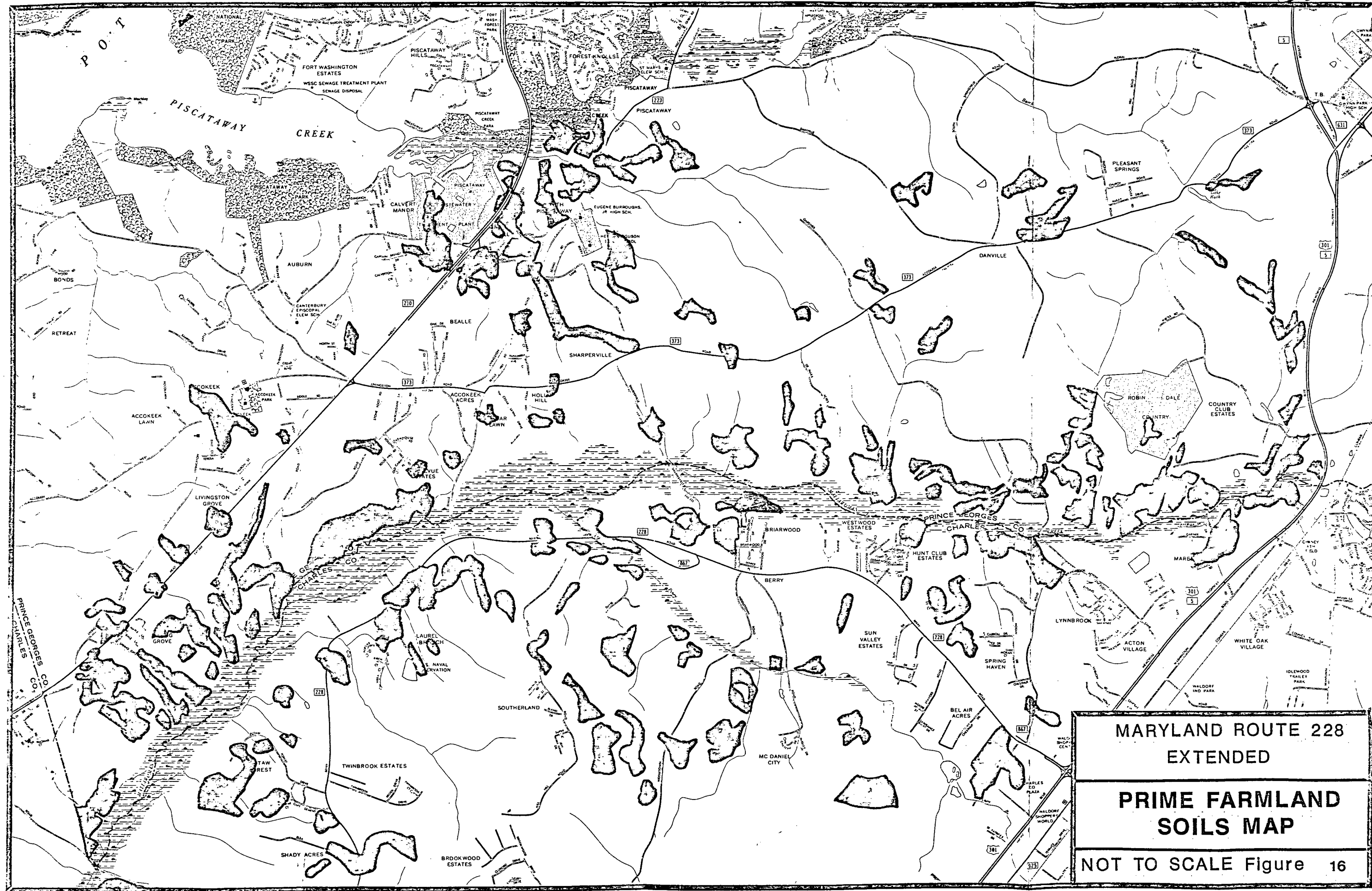
Sassafras-Croom Association: Gently sloping to steep, well-drained, dominantly gravelly soils, some of them with a compact subsoil or stratum.

Beltsville-Evesboro-Sassafras Association: Level to moderately sloping, moderately well-drained to excessively-drained, loamy and sandy soils, some of which are only moderately deep to a hard, dense root-inhibiting fragipan.

Bibb-Tidal Marsh Association: Level or nearly level, poorly-drained soils on floodplains and miscellaneous unclassified wetlands.

Leonardtown-Beltsville Association: Level to gently sloping, poorly-drained and moderately well-drained, loamy soils that are only moderately deep to a dense, root-inhibiting fragipan.

In general, the Coastal Plains soils of the area are naturally acidic, low in fertility, and highly intermixed and variable as to their limitations or suitability for selected land uses. Most of the soils in the study area are suitable for many farm and non-farm uses. The main exceptions are marshy tidal areas and swamps that are too wet for most uses. Approximately 10 percent (30,771 acres) of the total Charles County land area has been identified by the Soil Conservation Service as "prime" farmland. Another 46 percent (125,024 acres) has been designated as "important" farmland, not as high in quality as prime farmland but suitable for cultivation. The approximate locations of prime farmland soils in the study area are shown on Figure 16.



MARYLAND ROUTE 228
EXTENDED

**PRIME FARMLAND
SOILS MAP**

NOT TO SCALE Figure 16

3. Water Resources

a. Surface Water

Two major watersheds, Mattawoman Creek and Piscataway Creek, occur within the study area. MD Route 373, Accokeek Road, marks the approximate division of the two watersheds, with tributaries north of Accokeek Road flowing into Piscataway Creek and tributaries south of Accokeek Road flowing into Mattawoman Creek. Both creeks in turn empty into the Potomac River.

The Maryland Department of Natural Resources (DNR), Water Resources Administration (WRA), has classified all surface waters of the state into four categories, according to desired use. These categories are:

Class I - Water contact recreation, for fish, other aquatic life, and wildlife.

Class II - Shellfish harvesting

Class III - Natural Trout Waters

Class IV - Recreational Trout Waters.

All waters of the state are Class I with additional protection provided by higher classifications. Mattawoman and Piscataway Creeks and all associated tributaries are designated Class I.

Streams in the study area are used for informal recreation. Although certain areas of the study portion of Mattawoman Creek are used for fishing, no formal recreation facilities make use of the stream system.

Non-point pollution, including septic systems and stormwater runoff from urban and urbanizing areas, is the greatest threat to water quality in the study area.

b. Groundwater

The majority of the study area is underlain by three major water-bearing formations, the Aquia, Magothy and Patapsco aquifers.

The depth of the Aquia water-bearing formation ranges from 0 to 250 feet and is probably utilized for some private wells in the eastern portion of the study area, although the major usage occurs east and southeast of the study area.

The Magothy aquifer is one of the most extensive water-bearing formations of the coastal plain and has high potential for yielding moderate to large quantities of groundwater. Charles County Department of Public Works in Waldorf is one of the main users of the aquifer, utilizing over 2 million gallons per day in 1980. Aquifer depth ranges from 100 to 400 feet and is declining in the study area due to overuse.

The Patapsco water-bearing formation is the most widely used aquifer throughout the Coastal Plain. The Patapsco is an extremely productive groundwater source and is used extensively by Charles County. The Patapsco

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aquifer underlies the Magothy aquifer but is of similar depth in the study area. Natural water quality and yield of the Patapsco aquifer are good; however, due to the easy availability of shallower, more accessible aquifers, no overuse of the aquifer is apparent.

c. Floodplains

Floodplains are nearly level land, composed primarily of stream sediments, that border streams and rivers and are routinely flooded unless artificially protected. The 100-year flood frequency is most often utilized to determine flood hazard areas. The 100-year floodplain is the area which has a 100 percent probability of being inundated during a 100-year time period; or, a 1 percent chance in a 1-year time frame.

Detailed 100-year floodplain limits delineated on the detailed alternates mapping in Section II of this document are based on Flood Insurance Rate Maps (FIRMS) prepared by the Federal Emergency Management Agency (FEMA).

4. Ecology

a. Terrestrial Habitat

Woodlands or forested habitat dominate the existing MD Route 228/MD Route 210 study area. There forest communities can be subdivided by species into the following associations:

The Chestnut Oak-Post Oak-Blackjack Oak Association is predominant throughout the study area.

This association is recognized by the presence of any two species of chestnut oak, post oak and blackjack oak. Commonly associated species include eastern Chinquapin, sassafras, Virginia pine, red cedar, and pitch pine. The shrub layer is composed mainly of blueberries, huckleberries, and mountain laurel.

The Willow Oak-Loblolly Pine Association occurs in the vicinity of MD Route 228, north along U.S. Route 301 to Mattawoman Creek. The association is characterized by the presence of loblolly pine and willow oak. The major shrubs include greenbrier, Virginia creeper, and sweet pepperbush.

The River Birch-Sycamore Association occurs along major study area streams and associated tributaries. Besides river birch and/or sycamore, representative species include slippery elm, green ash, spicebush, and poison ivy. Other common species include red maple, Virginia creeper, greenbrier, Japanese honeysuckle, southern arrowwood, tulip poplar, and black gum.

In addition to the woodlands, the study area is interspersed with farmland and old field communities. The old field communities are areas which were logged or farmed and are returning to their natural state. They are generally younger successional stages of forest development, from grassy-weedy areas to brushy fields with shrubs and young trees. The flora varies but typically includes grasses, asters, goldenrod, sumac, shrubs, and saplings.

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These are important wildlife areas because the "edge" that meets other natural communities provides much more habitat diversity than does any single community.

Wildlife in the study area is abundant due to the diverse habitats and lack of development throughout the area. The wetland areas in the vicinity of Mattawoman and Piscataway Creeks are included in the Maryland Areas of Critical State Concern (January 1981) due to the diversity of species which they support.

These areas are used as resting and feeding grounds for diving and dabbling ducks, geese, whistling swans, and other migratory game such as mourning dove and woodcock. The wetland areas also support unusually large numbers of fish-eating wildlife, especially great blue herons, common egrets, and black-crowned night herons. A small great blue heron nesting area is located in the upstream floodplain forest of Mattawoman Creek. The nesting area is not within the immediate study area of the project.

Species such as deer, gray squirrel, cottontail rabbit, and bobwhite quail use the areas year round. Furbearers such as the red and gray fox, raccoon, opossum, striped skunk, muskrat, otter, mink, and beaver, as well as shorebirds, waders, songbirds, and birds of prey (including the osprey) are present.

b. Aquatic Habitat

Mattawoman and Piscataway Creeks and their associated tributaries are among the most important of the Potomac Basin spawning waters. The tidal wetlands are essential nursery areas for many species of fish.

The streams support moderately high populations of bluegill, largemouth bass, pickerel, catfish, white perch and suckers. The lower reaches of the main stream also support moderate to high populations of striped bass and herring during the spawning runs and provide an important nursery area for striped bass.

The wetlands surrounding these creeks are areas that are inundated by water for long periods of time. In addition to serving as wildlife habitat, they provide a protective barrier against floods, tidal storms, and erosion of shorelines. They absorb silt and pollutants and thereby help protect the water quality of rivers, bays, and estuaries. Wetlands are also important for the recreational and aesthetic enjoyment they provide.

Wetlands in the study area were identified by use of the National Wetland Inventory Mapping (NWI) and verified by field inspection. The locations of these wetland areas can be found on the Alternates Mapping in Section II. The various types of non-tidal wetlands found in the study area were identified and classified as shown on Table 3.

5. Areas of Critical State Concern

Piscataway Creek and Mattawoman Creek have been designated Areas of Critical State Concern. An Area of Critical State Concern is defined as a specific geographic area which, based on studies of physical, social, economic and governmental trends, is demonstrated to be unusual or significant to the state.

TABLE 3 - AFFECTED WETLANDS

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-3	0.18	Northeast corner of intersection MD Route 228 and Sharperville Road	POWh	River birch	<u>Betula nigra</u>
					Red maple	<u>Acer rubrum</u>
2/3	W-3	0.92			Sweetgum	<u>Liquidambar styraciflua</u>
					Willow oak	<u>Quercus phellos</u>
					Virginia pine	<u>Pinus virginiana</u>
					Sphagnum moss	<u>Sphagnum</u> sp.
					Trumpet creeper	<u>Campsis radicans</u>
					Club moss	<u>Lycopodium</u> sp.
					Sedge	<u>Carex</u> sp.
					Poison ivy	<u>Toxicodendron radicans</u>

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TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-4	0.28	North side of MD 228 east of Piney Branch Road	PF01A	Sweet gum Red maple River birch Poison ivy Elderberry Tree-of-Heaven Blackberry Arrowwood Grape Asiatic dayflower Trumpet creeper Jewelweed Japanese honeysuckle False nettle Pink smartweed White smartweed Tickseed sunflower Purple-leaved willow herb Virginia creeper	<u>Liquidambar styraciflua</u> <u>Acer rubrum</u> <u>Betula nigra</u> <u>Toxicodendron radicans</u> <u>Sambucus canadensis</u> <u>Ailanthus altissima</u> <u>Rubus</u> sp. <u>Viburnum dentatum</u> <u>Vitis</u> sp. <u>Commelina communis</u> <u>Campsis radicans</u> <u>Impatiens capensis</u> <u>Lonicera japonica</u> <u>Boehmeria cylindrica</u> <u>Polygonum</u> sp. <u>Polygonum</u> sp. <u>Bidens coronata</u> <u>Epilobium coloratum</u> <u>Parthenocissus quinque-</u> <u>folia</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-5	0.50	Northeast corner of intersection of Piney Branch Road and MD 228.	PF01A	Sycamore Red maple Sweetgum Catalpa Willow oak River birch Spicebush Poison ivy Japanese honeysuckle	<u>Platanus occidentalis</u> <u>Acer rubrum</u> <u>Liquidambar styraciflua</u> <u>Catalpa bignonioides</u> <u>Quercus phellos</u> <u>Betula nigra</u> <u>Lindera benzoin</u> <u>Toxicodendron radicans</u> <u>Lonicera japonica</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-5A	0.46	Southeast corner of intersection of Piney Branch Road and MD 228.	PF01A	Sycamore Red maple Sweetgum River birch Black cherry Black gum Box elder Green ash Willow oak Spicebush Arrowwood Musclewood Grape Asiatic dayflower Poison ivy Virginia creeper Trumpet creeper Japanese honeysuckle Tickseed sunflower New York fern Joe-Pye weed False nettle Sensitive fern	<u>Platanus occidentalis</u> <u>Acer rubrum</u> <u>Liquidambar styraciflua</u> <u>Betula nigra</u> <u>Prunus serotina</u> <u>Nyssa sylvatica</u> <u>Acer negundo</u> <u>Fraxinus pennsylvanica</u> <u>Quercus phellos</u> <u>Lindera benzoin</u> <u>Viburnum dentatum</u> <u>Carpinus caroliniana</u> <u>Vitis</u> sp. <u>Commelina communis</u> <u>Toxicodendron radicans</u> <u>Parthenocissus quinque-</u> <u>folia</u> <u>Campsis radicans</u> <u>Lonicera japonica</u> <u>Bidens coronata</u> <u>Thelypteris noveboracensi</u> <u>Eupatorium maculatum</u> <u>Boehmeria cylindrica</u> <u>Onoclea sensibilis</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-5B	0.29	Southwest corner of intersection of Mill Hill Road and MD 228.	PF01A	Red maple Sweet gum River birch Sycamore Green ash Willow oak Paper mulberry Grape Elderberry Arrowwood Greenbrier Blackberry False nettle Virginia creeper Poison ivy Japanese honeysuckle Jewelweed Trumpet creeper Intermediate dogbane Sensitive fern	<u>Acer rubrum</u> <u>Liquidambar styraciflua</u> <u>Betula nigra</u> <u>Platanus occidentalis</u> <u>Fraxinus pennsylvanica</u> <u>Quercus phellos</u> <u>Broussonetia papyrifera</u> <u>Vitis</u> sp. <u>Sambucus canadensis</u> <u>Viburnum dentatum</u> <u>Smilax rotundifolia</u> <u>Rubus</u> sp. <u>Boehmeria cylindrica</u> <u>Parthenocissus quinque-</u> <u>folia</u> <u>Toxicodendron radicans</u> <u>Lonicera japonica</u> <u>Impatiens capensis</u> <u>Campsis radicans</u> <u>Apocynum medium</u> <u>Onoclea sensibilis</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-6	0.08	Piney Branch Stream just north of MD 228.	R2UB1	River birch	<u>Betula nigra</u>
					Sweetgum	<u>Liquidambar styraciflua</u>
					Red maple	<u>Acer rubrum</u>
					Speckled alder	<u>Alnus rugosa</u>
					Joe-Pye weed	<u>Eupatorium maculatum</u>
					Wool grass	<u>Scirpus cyperinus</u>
					Lespedeza	<u>Lespedeza</u> sp.
					Bur reed	<u>Sparganium</u> sp.
					Smartweed	<u>Polygonum</u> sp.
					Cardinal flower	<u>Lobelia cardinalis</u>
					Climbing hempweed	<u>Mikania scandens</u>
					Arrow-leaved tearthumb	<u>Polygonum sagittatum</u>
					False nettle	<u>Boehmeria cylindrica</u>
					Jewelweed	<u>Impatiens capensis</u>
					Boneset	<u>Eupatorium perfoliatum</u>
					Clearweed	<u>Pilea pumila</u>
					Water purslane	<u>Ludwigia palustris</u>
					Swamp beggar ticks	<u>Bidens connata</u>
					Dwarf St. John's wort	<u>Hypericum mutilum</u>

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TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-7	0.30	North side of MD 228 approximately 1600 feet west of the intersection with Mill Hill Road	PF01A	Red maple Sweetgum River birch Green ash Sycamore Arrowwood Spicebush Elderberry Musclewood Paper mulberry Poison ivy Trumpet creeper Smartweed Jewelweed False nettle New York ironweed	<u>Acer rubrum</u> <u>Liquidambar styraciflua</u> <u>Betula nigra</u> <u>Fraxinus pennsylvanica</u> <u>Platanus occidentalis</u> <u>Viburnum dentatum</u> <u>Lindera benzoin</u> <u>Sambucus canadensis</u> <u>Carpinus caroliniana</u> <u>Broussonetia papyrifera</u> <u>Toxicodendron radicans</u> <u>Campsis radicans</u> <u>Polygonum sp.</u> <u>Impatiens capensis</u> <u>Boehmeria cylindrica</u> <u>Vernonia novaboracensis</u>

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TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-7A	0.25	South side of MD 228 approximately 1600 feet west of the intersection with Mill Hill Road	PF01A	Sweetgum Red maple Spicebush Poison ivy Elderberry Arrowwood Grape Boneset Arrow-leaved tearthumb Soft rush Sedge Jewelweed White smartweed New York ironweed False nettle Pine smartweed Dodder	<u>Liquidambar styraciflua</u> <u>Acer rubrum</u> <u>Lindera benzoin</u> <u>Toxicodendron radicans</u> <u>Sambucus canadensis</u> <u>Viburnum dentatum</u> <u>Vitis</u> sp. <u>Eupatorium perfoliatum</u> <u>Polygonum sagittatum</u> <u>Juncus effusus</u> <u>Carex</u> sp. <u>Impatiens capensis</u> <u>Polygonum</u> sp. <u>Vernonia novaboracensis</u> <u>Boehmeria cylindrica</u> <u>Polygonum</u> sp. <u>Cuscuta gronovii</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-8	4.34	North side of MD 228, east of Bealle Hill Road	PF0/SS1A	Box elder	<u>Acer negundo</u>
					Red maple	<u>Acer rubrum</u>
					Sweetgum	<u>Liquidambar styraciflua</u>
					Green ash	<u>Fraxinus pennsylvanica</u>
					Pin oak	<u>Quercus palustris</u>
					Black cherry	<u>Prunus serotina</u>
					Sycamore	<u>Platanus occidentalis</u>
					Staghorn sumac	<u>Rhus typhina</u>
					Blackberry	<u>Rubus</u> sp.
					Arrowwood	<u>Viburnum dentatum</u>
					Spicebush	<u>Lindera benzoin</u>
					Musclewood	<u>Carpinus caroliniana</u>
					Black willow	<u>Salix nigra</u>
					Umbrella sedge	<u>Cyperus</u> sp.
					False nettle	<u>Boehmeria cylindrica</u>
					Jewelweed	<u>Impatiens capensis</u>
					Climbing hempweed	<u>Mikania scandens</u>
					Joe-Pye-weed	<u>Eupatorium maculatum</u>
					Dodder	<u>Cuscuta gronovii</u>
					Poison ivy	<u>Toxicodendron radicans</u>
					Christmas fern	<u>Polystichum acrostichoides</u>
					Mullein	<u>Verbascum</u> sp.
					Goldenrod	<u>Solidago</u> sp.
					Tick trefoil	<u>Desmodium</u> sp.
					Tansy	<u>Tanacetum</u> sp.
					Intermediate dogbane	<u>Apocynum medium</u>
					Wingstem	<u>Actinomeris alterniflora</u>
					Indian strawberry	<u>Duchesnea indica</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-8 (Cont.)				Purple-leaved willow herb	<u>Epilobium coloratum</u>
					Pokeweed	<u>Phytolacca americana</u>
					Clearweed	<u>Pilea pumilea</u>
					Multiflora rose	<u>Rose multiflora</u>
					Jimson weed	<u>Datura stramonium</u>
					Arrow-leaved tearthumb	<u>Polygonum sagittatum</u>
					Sensitive fern	<u>Onoclea sensibilis</u>
					Partridge-pea	<u>Cassia fasciculata</u>
					Agrimony	<u>Agrimonia paruaflora</u>
					Spanish needles	<u>Bidens bipinnata</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-11	17.72	Northwest of MD Rt. 228 and Bealle Hill Road Intersection	PF01A	Sycamore	<u>Platanus occidentalis</u>
					Black willow	<u>Salix nigra</u>
					Sweetgum	<u>Liquidambar styraciflua</u>
					Green ash	<u>Fraxinus pennsylvanica</u>
					Willow oak	<u>Quercus phellos</u>
					River birch	<u>Betula nigra</u>
					Blackgum	<u>Nyssa sylvatica</u>
					Arrow-leaved tearthumb	<u>Polygonum arifolium</u>
					Arrowwood	<u>Viburnum dentatum</u>
					Spicebush	<u>Lindera benzoin</u>
					Soft rush	<u>Juncus effusus</u>
					Dogbane	<u>Apocynum</u> sp.
					Tickseed sunflower	<u>Bidens coronata</u>
					Trumpet creeper	<u>Campsis radicans</u>
					False nettle	<u>Boehmeria cylindrica</u>
					Jewelweed	<u>Impatiens capensis</u>
					Asiatic dayflower	<u>Commelina communis</u>
					Climbing hempweed	<u>Mikania scandens</u>
					New York ironweed	<u>Vernonia novaboracensis</u>
					Umbrella sedge	<u>Cyperus</u> sp.
					Cattail	<u>Typha</u> sp.
					Joe-Pye-Weed	<u>Eupatorium maculatum</u>
					Cardinal flower	<u>Lobelia cardinalis</u>
					Jack-in-the-Pulpit	<u>Arisaema triphyllum</u>

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TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-11A	0.23	Along MD Route 228 west of Bealle Hill Road	PF01C	River birch Sweetgum Red maple Tick trefoil Poison ivy	<u>Betula nigra</u> <u>Liquidambar styraciflua</u> <u>Acer rubrum</u> <u>Desmodium</u> sp. <u>Toxicodendron radicans</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	11-B	1.11	South side of MD Route 228 at Bealle Hill Road	PSS1A	Sweetgum River birch Green ash Multifloral rose Red maple Joe-Pye-weed Jewelweed Wool grass Arrow-leaved tearthumb Sensitive fern New York ironweed Blackberry	<u>Liquidambar styraciflua</u> <u>Betula nigra</u> <u>Fraxinus pennsylvanica</u> <u>Rosa multiflora</u> <u>Acer rubrum</u> <u>Eupatorium</u> sp. <u>Impatiens capensis</u> <u>Scirpus cyperinus</u> <u>Polygonum sagittatum</u> <u>Onoclea sensibilis</u> <u>Vernonia noveboracensis</u> <u>Rubus</u> sp.

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
2/3	W-17	9.22	On east and west side of Sharpersville Road in vicinity of Mattawoman Creek Crossing.	PF01A	Red maple Willow oak Sweetgum Green ash Black gum Black willow River birch Pin oak Sycamore White oak Silky dogwood Common greenbrier Arrowwood Cherry Tree-of-heaven Pokeweed Spicebush Staghorn sumac American holly Shining sumac Christmas fern Joe-pye-weed Jewelweed Asiatic day-flower Poison ivy Cardinal flower	<u>Acer rubrum</u> <u>Quercus phellos</u> <u>Liquidambar styraciflua</u> <u>Fraxinus pennsylvanica</u> <u>Nyssa sylvatic</u> <u>Salix nigra</u> <u>Betula nigra</u> <u>Quercus palustris</u> <u>Plantanus occidentalis</u> <u>Quercus alba</u> <u>Cornus amomum</u> <u>Smilax rotundifolia</u> <u>Viburnum dentatum</u> <u>Prunus sp.</u> <u>Ailanthus altissima</u> <u>Phytolacca americana</u> <u>Lindera benzoin</u> <u>Rhus typhina</u> <u>Ilex opaca</u> <u>Rhus copallina</u> <u>Polystichum acrostichoides</u> <u>Eupatorium maculatum</u> <u>Impatiens capensis</u> <u>Commelina communis</u> <u>Toxicodendron radicans</u> <u>Lobelia cardinalis</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
2/3	W-17 (Cont.)		On east and west side of Sharpers- ville Road in vicinity of Mattawoman Creek Crossing.	PF01A	White smartweed Japanese honeysuckle Clearweed Virginia creeper False nettle Jack-in-the-pulpit Pickerelweed Trumpet creeper Tickseed sunflower Rush Sedges	<u>Polygonum</u> sp. <u>Lonicera japonica</u> <u>Pilea pumila</u> <u>Parthenocissus quinque-</u> <u>folia</u> <u>Boehmeria cylindrica</u> <u>Arisaema</u> sp. <u>Pontederia cordata</u> <u>Campsis radicans</u> <u>Bidens aristosa</u> <u>Juncus</u> sp. <u>Carex</u> sp.

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
2/3	W-18	0.59	Stream channel east of Berry Road trending north- south of west side of Henry Ferguson Elementary School	R4SB1/2	Box elder Red maple Sycamore Green ash Tulip poplar American beech Chestnut oak Musclewood River birch Spicebush Tree-of-heaven Pokeweed Arrowwood False nettle Greenbrier Jack-in-the-pulpit Jewelweed Christmas fern Lady's thumb Smartweed Japanese honeysuckle Sassafras Asiatic dayflower Trumpet creeper Poison ivy Wild grape Clearweed Virginia creeper Meadow rue Sensitive fern	<u>Acer negundo</u> <u>Acer rubrum</u> <u>Platanus occidentalis</u> <u>Fraxinus pennsylvanica</u> <u>Liriodendron tulipifera</u> <u>Fagus grandifolia</u> <u>Quercus prinus</u> <u>Carpinus caroliniana</u> <u>Betula nigra</u> <u>Lindera benzoin</u> <u>Ailanthus altissima</u> <u>Phytolacca americana</u> <u>Viburnum sp.</u> <u>Boehmeria cylindrica</u> <u>Smilax rotundifolia</u> <u>Arisaema triphyllum</u> <u>Impatiens capensis</u> <u>Polystichum acrostichoides</u> <u>Polygonum persicaria</u> <u>Polygonum sp.</u> <u>Lonicera japonica</u> <u>Sassafras albidum</u> <u>Commelina communis</u> <u>Campsis radicans</u> <u>Toxicodendron radicans</u> <u>Vitis sp.</u> <u>Pilea pumila</u> <u>Parthenocissus quinque-</u> <u>folia</u> <u>Thalictrum sp.</u> <u>Onoclea sensibilis</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
2/3	W-19	1.15	Area approximately 400 feet east of Henry Ferguson Elementary School.	R4SB1/2	Box elder	<u>Acer negundo</u>
					Red maple	<u>Acer rubrum</u>
					Sycamore	<u>Platanus occidentalis</u>
					Green ash	<u>Fraxinus pennsylvanica</u>
					Tulip poplar	<u>Liriodendron tulipifera</u>
					American beech	<u>Fagus grandifolia</u>
					Chestnut oak	<u>Quercus prinus</u>
					Musclewood	<u>Carpinus caroliniana</u>
					River birch	<u>Betula nigra</u>
					Spicebush	<u>Lindera benzoin</u>
					Tree-of-heaven	<u>Ailanthus altissima</u>
					Pokeweed	<u>Phytolacca americana</u>
					Arrowwood	<u>Viburnum sp.</u>
					False nettle	<u>Boehmeria cylindrica</u>
					Greenbrier	<u>Smilax rotundifolia</u>
					Jack-in-the-pulpit	<u>Arisaema triphyllum</u>
					Jewelweed	<u>Impatiens capensis</u>
					Christmas fern	<u>Polystichum acrostichoides</u>
					Lady's thumb	<u>Polygonum persicaria</u>
					Smartweed	<u>Polygonum sp.</u>
					Japanese honeysuckle	<u>Lonicera japonica</u>
					Sassafras	<u>Sassafras albidum</u>
					Asiatic dayflower	<u>Commelina communis</u>
					Trumpet creeper	<u>Campsis radicans</u>
					Poison ivy	<u>Toxicodendron radicans</u>
					Wild grape	<u>Vitis sp.</u>
					Clearweed	<u>Pilea pumila</u>
					Virginia creeper	<u>Parthenocissus quinque-</u> <u>folia</u>
					Meadow rue	<u>Thalictrum sp.</u>
					Sensitive fern	<u>Onoclea sensibilis</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
2/3	W-20	0.96	Adjacent to proposed right- of-way approximately 1,500 feet east of MD 210.	PF01A	Box elder Black willow Sycamore River birch Broad-leaved cattail Tearthumb Jewelweed	<u>Acer negundo</u> <u>Salix nigra</u> <u>Platanus occidentalis</u> <u>Betula nigra</u> <u>Typha latifolia</u> <u>Polygonum sp.</u> <u>Impatiens capensis</u>

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted *</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
2/3	W-21	8.80	Adjacent to and east of MD 210 at south shore of Piscataway Creek.	PF01A	Red maple Sycamore Black willow Broad-leaved cattail Jewelweed Tearthumb Japanese honeysuckle False nettle Clearweed	<u>Acer rubrum</u> <u>Platanus occidentalis</u> <u>Salix nigra</u> <u>Typha latifolia</u> <u>Impatiens capensis</u> <u>Polygonum sp.</u> <u>Lonicera japonica</u> <u>Boehmeria cylindrica</u> <u>Pilea pumila</u>

* Acreages computed to Piscataway Creek within R.O.W.

TABLE 3 - AFFECTED WETLANDS (Continued)

<u>Alternate</u>	<u>Wetland Number</u>	<u>Approximate Acreage Impacted</u>	<u>Site Description</u>	<u>Classification</u>	<u>DOMINANT VEGETATION</u>	
					<u>Common Name</u>	<u>Scientific Name</u>
5/6	W-25B	0.08	Approximately 400 feet east of Indian Head Highway and Manning Road Intersection	PF01A	Blackgum	<u>Nyssa sylvatica</u>
					Sweetgum	<u>Liquidambar styraciflua</u>
					Red maple	<u>Acer rubrum</u>
					American beech	<u>Fagus grandifolia</u>
					Tulip-poplar**	<u>Liriodendron tulipifera</u>
					Willow oak	<u>Quercus phellos</u>
					Red oak**	<u>Quercus rubra</u>
					Virginia pine	<u>Pinus virginiana</u>
					Arrowwood	<u>Viburnum dentatum</u>
					Elderberry	<u>Sambucus canadensis</u>
					Sweetbay magnolia	<u>Magnolia virginiana</u>
					Greenbrier	<u>Smilax rotundifolia</u>
					American holly	<u>Ilex opaca</u>
					Spicebush	<u>Lindera benzoin</u>
					Swamp oak	<u>Quercus bicolor</u>
					Musclewood	<u>Carpinus caroliniana</u>
					Sassafras	<u>Sassafras albidum</u>
					Wool grass	<u>Scirpus cyperinus</u>
					Partridgeberry	<u>Mitchella repens</u>
					Sphagnum moss	<u>Sphagnum</u> sp.
					Running ground pine	<u>Lycopodium</u> sp.
					Soft rush	<u>Juncus effusus</u>
					Downy lobelia	<u>Lobelia puberula</u>
					False boneset	<u>Kuhnia eupatorioides</u>
					Club moss	<u>Lycopodium</u> sp.
					Umbrella sedge	<u>Cyperus</u> sp.

** Streambank vegetation

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The Secretary of State Planning designates such areas for special management attention to assure the preservation, conservation, or utilization of their special values.

The designated Area of Critical State Concern includes the Creek and associated wetlands and floodplains: Mattawoman Creek encompasses approximately 6,000 acres while Piscataway Creek includes approximately 2,450 acres in its designated Critical Area.

Both the Piscataway Creek and Mattawoman Creek contain extensive wetland areas which serve as some of the most important of the Potomac Basin spawning waterways, as their tidal wetlands are essential nursery areas for many species of fish. The wetland areas of the Creek also provide flood protection and support unusually large numbers of fish-eating wildlife and provide excellent habitat for many types of bird, plant, and animal life.

6. Threatened and Endangered Species

Coordination with the U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources (DNR) indicates that no known federally-listed threatened or endangered species have been recorded in the project area. This correspondence can be found in Section VI, Comments and Coordination.

B. SOCIAL ENVIRONMENT

1. Population

The study area is composed of portions of Charles and Prince George's Counties. Washington, D.C. forms the primary metropolitan focus for both counties. The metropolitan Washington area is one of the fastest growing metropolitan areas in the country. Based on data from the U.S. Bureau of the Census for the period between 1970 and 1980, Charles County's population increased nearly 53 percent (47,678 to 72,750 people), while Prince George's County's population grew by only 0.5 percent (661,719 to 665,069). During this period, Charles County's population change was the third highest in the State, even exceeding the State's own rate of population growth (7.5 percent). Meanwhile, Prince George's County's rate of change was the second lowest. The Department of State Planning estimates the 1985 population of Charles County to be 82,800, an increase of nearly 14 percent since 1980. They also estimate that Prince George's County's population grew by nearly 2 percent (to 676,400) in the period from 1980 to 1985.

The minimal growth experienced by Prince George's County between 1970 and 1985 is in marked contrast to the tremendous growth experienced in the 1950's and 1960's. The wave of major population growth ended in the last decade, in part due to a trend toward smaller household sizes, a county sewer moratorium, and high interest rates that slowed housing construction. In addition, the wave of population and housing growth has extended past the inner ring of Washington counties (i.e., Prince George's County) and into the next tier of counties (i.e., Charles County) with large amounts of affordable and developable land. Prince George's County has experienced a severe loss in net migration, although this loss has slowed in recent years. More residents are following the growth

trends which are extending to outer reaches of the Washington metropolitan area, like Charles County.

Charles County's rapid rate of growth is primarily attributed to its proximity to the Washington metropolitan area, as well as the migration trends into predominantly rural-new suburban areas from older urbanized regions. According to historic urban growth patterns, where growth follows major transportation corridors, Charles County lies directly in the growth trend pathway from Washington, D.C. While urbanized counties closer to Washington are restraining growth, portions of Charles County closest to Washington are becoming suburbanized, and developed statistics show an out-migration from the older urban areas in counties closest to Washington to the newly suburbanized areas in Charles County. Most of this county's population growth is due to very positive net migration. Charles County is now included in the Washington, D.C. Standard Metropolitan Statistical Area (SMSA) due to the growth influences of this city. Most of Charles County's population and housing growth are expected to occur in the northern portions of the county, especially those areas most accessible to major highways.

According to the Department of State Planning, projections for the year 2005 indicate population change above 1980 levels of 63.9 percent and 14.8 percent for Charles County and Prince George's County, respectively. Prince George's County's population is expected to grow to 763,700 people, while Charles County's population will swell to 119,250 people. Although the rate of population change in Charles County has been increasing in recent years, growth rates and population changes are expected to slow by the turn of the century. This slowing would be consistent with reductions in the amount of developable land as areas of the County are developed in accordance with the Comprehensive Plan. Future growth and population change are expected to accelerate, nearly doubling existing rates of change by the year 2005. These increases are expected as vacant areas of the County adjacent to existing urbanized areas are developed. This is due in part to changes in financial and market conditions and infrastructure constraints.

The study area is located in Election District 6 (Waldorf) in Charles County and Election District 5 (Piscataway) in Prince George's County (See Figure 17). Data from the U.S. Bureau of the Census indicate that the population in Election District 6 increased almost 110 percent (from 12,607 to 26,460 people) between 1970 and 1980. During the same period, the population in Election District 5 increased by nearly 43 percent (16,495 to 23,545). This growth in each Election District was the highest recorded among all election districts in their respective counties. This growth is reflective of the population movement to newer suburban areas near Washington near major transportation corridors in these parts of Charles and Prince George's Counties.

Election District 6 experienced one of the largest population increases in the area in recent years. This trend is expected to continue with spillover effects to adjacent election districts. A majority of Charles County's total population is located in central and northern portions of the County, with the bulk and highest population contained in Election District 6 (36 percent). Charles County's Office of Planning and Zoning estimates that the population in Election District 6 will increase 80 percent by the year 2000, and that the

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election district will then contain over half of the total county population base. Most of this growth would occur in areas accessible to MD Route 210 and 228 and U.S. Route 301.

Election District 5 in Prince George's County contains only 4 percent of the total County population, with the majority in areas close to Washington at the present time. Additional population and housing growth anticipated in the MD Route 210 corridor coupled with out-migration from older urban areas will result in Election District 5 having a greater share of Prince George's County's population base.

2. Ethnic and Age Characteristics

An analysis of 1980 Census data for the two election districts indicates that 78.2 percent of the population was white, 19.1 percent was black, 0.4 percent was American Indian, 1.9 percent was of Oriental origin, and 0.4 percent was classified as other. Election District 5 in Prince George's County had the largest proportion of minority population (32.3 percent). Concentrations of minority populations were noted throughout the study area in the MD Route 210 and 228 corridors. The elderly (those age 60 and older) constitute 6.5 percent of the total population in both election districts, with the largest proportion also residing in Election District 5. No concentrations of elderly or handicapped individuals were found in the study area.

3. Community Facilities (See Figure 18)

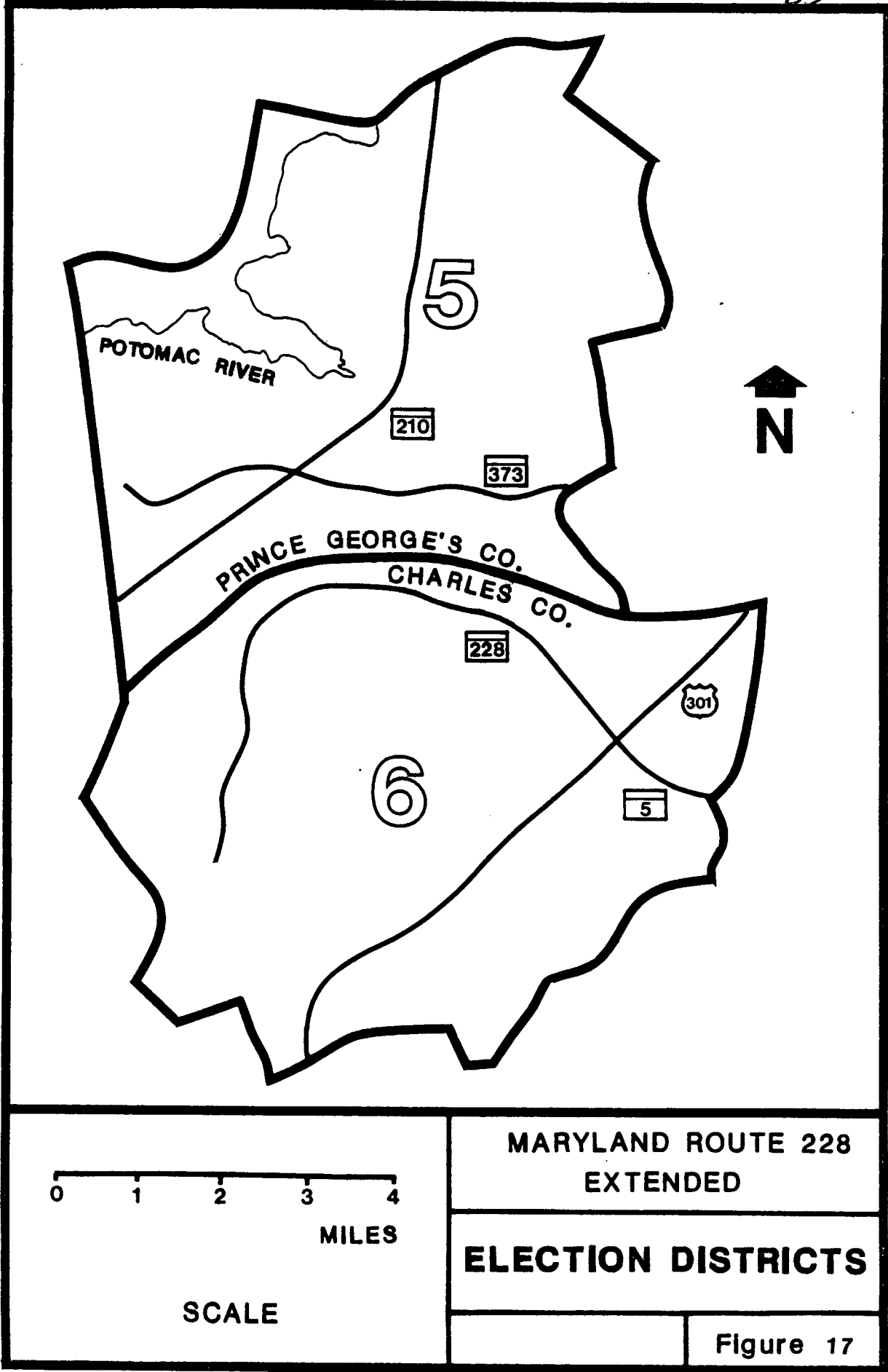
A variety of community facilities and services is located in or near the study area, many of which are concentrated along the major transportation corridors. These facilities and services are evidenced as follows:

Schools:

Waldorf Adult Services Center
St. Thomas Jennifer Elementary
Henry Ferguson Elementary
Eugene Burroughs Middle
Fort Washington-Forest Elementary
Canterbury Episcopal
St. Mary's Elementary
Dr. Samuel A. Mudd Elementary

Churches:

First Baptist Church of Waldorf
Zion Wesley United Methodist
Waldorf Seventh Day Adventist
Asbury United Methodist
Fort Washington United Methodist
Faith United Methodist
Whitehall Baptist
Christian Community
First Baptist Church of Accokeek



St. Mary's
Christ Episcopal

Recreation and Parks:

Accokeek Neighborhood Park
Piscataway Creek Stream Valley Park
Fort Washington-Forest Park
Various recreational facilities associated with each school in the study area.

Park and Ride Lots:

Smallwood Drive/U.S. Route 301
MD Routes 210/373

Hospitals:

Physician Memorial in La Plata
Southern Maryland in Clinton

Law Enforcement:

Maryland State Police, barracked in Waldorf
Prince George's County Police Dept., stationed in Clinton
Charles County Sheriff's Dept., stationed in La Plata

Fire and Ambulance Service:

Waldorf Volunteer Fire Department, No. 3, stationed in Waldorf
Accokeek Volunteer Fire Company, No. 24, stationed in Accokeek

U.S. Post Office:

Accokeek branch
Waldorf branch

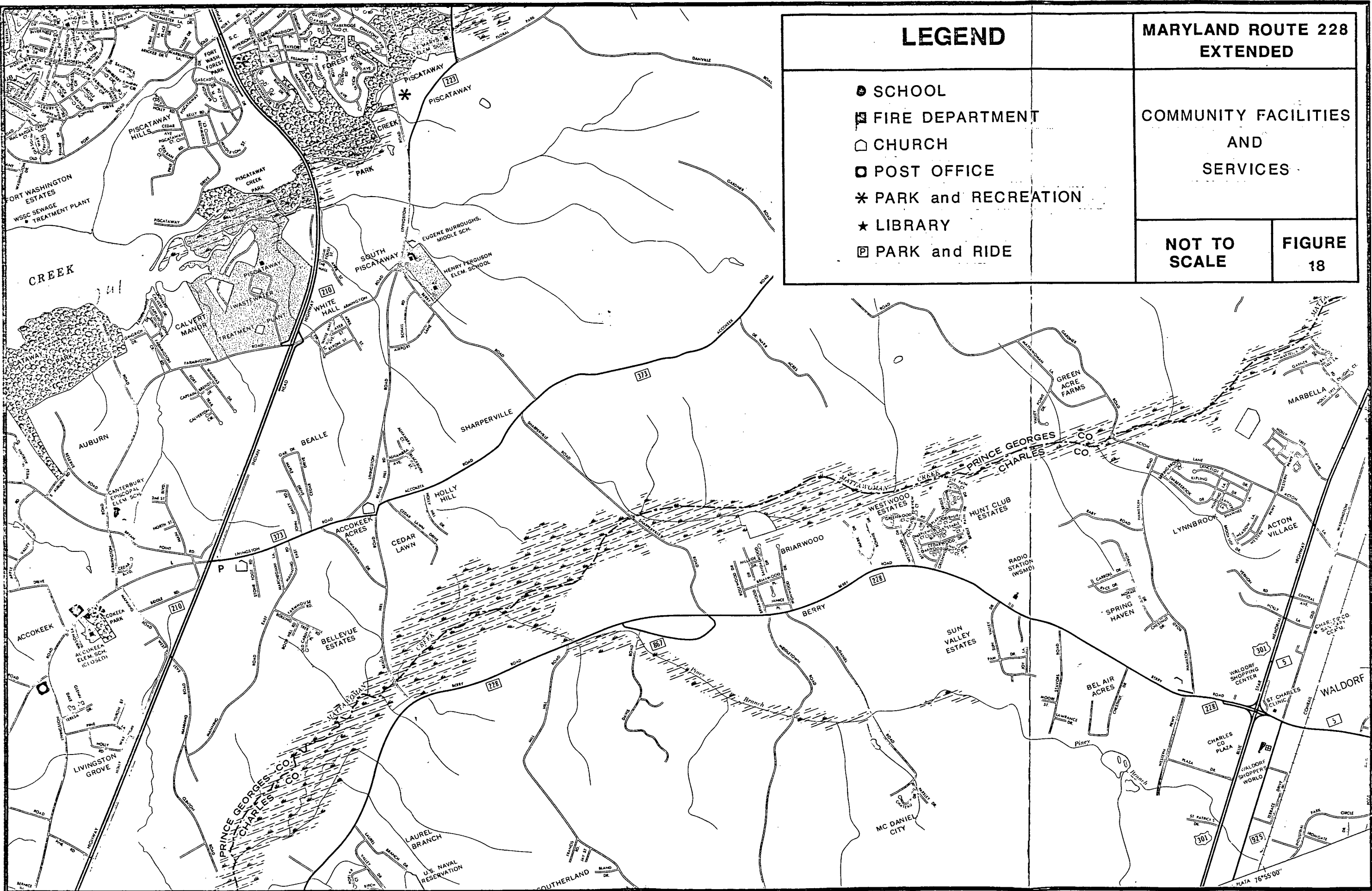
Library:

Charles County Public Library, P.D. Brown branch in Waldorf
Prince George's County Public Library, Accokeek branch

Transit:

Daily commuter bus service for Charles County to Washington, D.C., Baltimore, and Virginia provided by Charles County Shuttle Bus Co., TLC Express, Greyhound Lines, and J and J Bus Service

Prince George's County is served by a branch bus line of the Washington Area Metropolitan Transit Authority



Water and Sewer:

Charles County supplies water service to the Waldorf and St. Charles areas. These areas are also served by the Mattawoman Interceptor Sewer and Treatment Plant. Remaining portions of study area in Charles County are served by individual or community water and sewer facilities. Future expansion of the Waldorf Area Water System and Mattawoman Sewage Treatment Plant are anticipated to serve development planned for the MD Route 228 corridor west of Waldorf.

The Washington Suburban Sanitary Commission supplies water and sewer service to residential communities in the MD Route 210 corridor. Outlying areas are served by individual water and septic systems. Additional expansions of the County system will accommodate development planned for the MD Route 210 corridor.

C. ECONOMIC SETTING

Commercial areas (i.e. shopping centers, strip development) in the study area are heavily concentrated along U.S. Route 301 in Waldorf, and scattered along the MD Route 210 corridor at major intersections (i.e. Old Fort Road, MD Route 373, etc.). Very little commercial activity is situated between these areas towards the center of the study area. These commercial areas service both highway-oriented traffic and the needs of the expanding local population.

Waldorf serves as the marketplace for the region, providing goods and services for southern Maryland and southern Prince George's County. No major shopping areas are located in the Prince George's County portion of the study area.

In addition to being Charles County's largest shopping area, Waldorf is home to major industrial and office development. The Waldorf area is attractive to commerce and industry because of its location near a major highway and proximity to the Baltimore-Washington metropolitan market areas. The nearby St. Charles communities will have an increasing economic impact on the study area as it grows, offers increasing employment opportunities, and serves as a focal point for the exchange of goods and services. The numerous retail, wholesale, commercial, service, and light industrial enterprises which comprise the Waldorf area's economic activity also add to the county's tax base and serve as sources of local employment. The Prince George's County portion of the study area contains little in the way of local employment opportunities; most people work in the metropolitan Washington and suburban areas.

Census data indicate that the majority of the labor force in the study area (that is, Election Districts 5 and 6) are employed in administrative services, retail and wholesale trade, construction, and educational services. Wholesale and retail trade had the largest share of total employment, a trend likely to continue into the future. Growth is seen in the trade, services, construction, government, finance, and transportation employment fields through the year 2000. Agriculture will experience declines in the study areas as farmland is developed for residential and commercial purposes. Ongoing growth of residential development in the study area will continue to generate demand for all these employment activities.

The median household income (1979) for Election District 5 was \$32,395, as compared to the Prince George's county-wide median of \$22,395. The 1979 median household income for Election District 6 in Charles County was \$25,760, which was slightly higher than the county-wide median figure of \$24,229.

Nearly 65 percent of the labor force within the study area in both Charles and Prince George's Counties commute to work either outside their county of residence or out of state. This is due to the study area's proximity to employment markets in northern Virginia, suburban Maryland outside Washington, and Washington, D.C. Also, the lack of major employment opportunities in southern Prince George's County steers residents to the Waldorf and St. Charles areas for additional employment opportunities.

Because many residents moving into the study are oriented toward long-distance commuting, principal highway corridors (i.e., MD Routes 210 and 228, and U.S. Route 301) serving this region suffer the greatest impacts. Consequently, these commuter trips, in addition to locally generated traffic and Washington oriented travel from other portions of Charles and St. Marys Counties, are contributing to congestion, longer travel times to work, and delays in the exchange of good and services. Non-work travel needs in the region are also affected. Future increases in county employment levels will result in additional commuter travel needs from the southern Maryland region. For instance, Charles County reports that employment levels will grow by 38 percent between 1981 and 1990, while the Department of State Planning predicts Charles County's labor force to increase by 66 percent between 1985 and 2005.

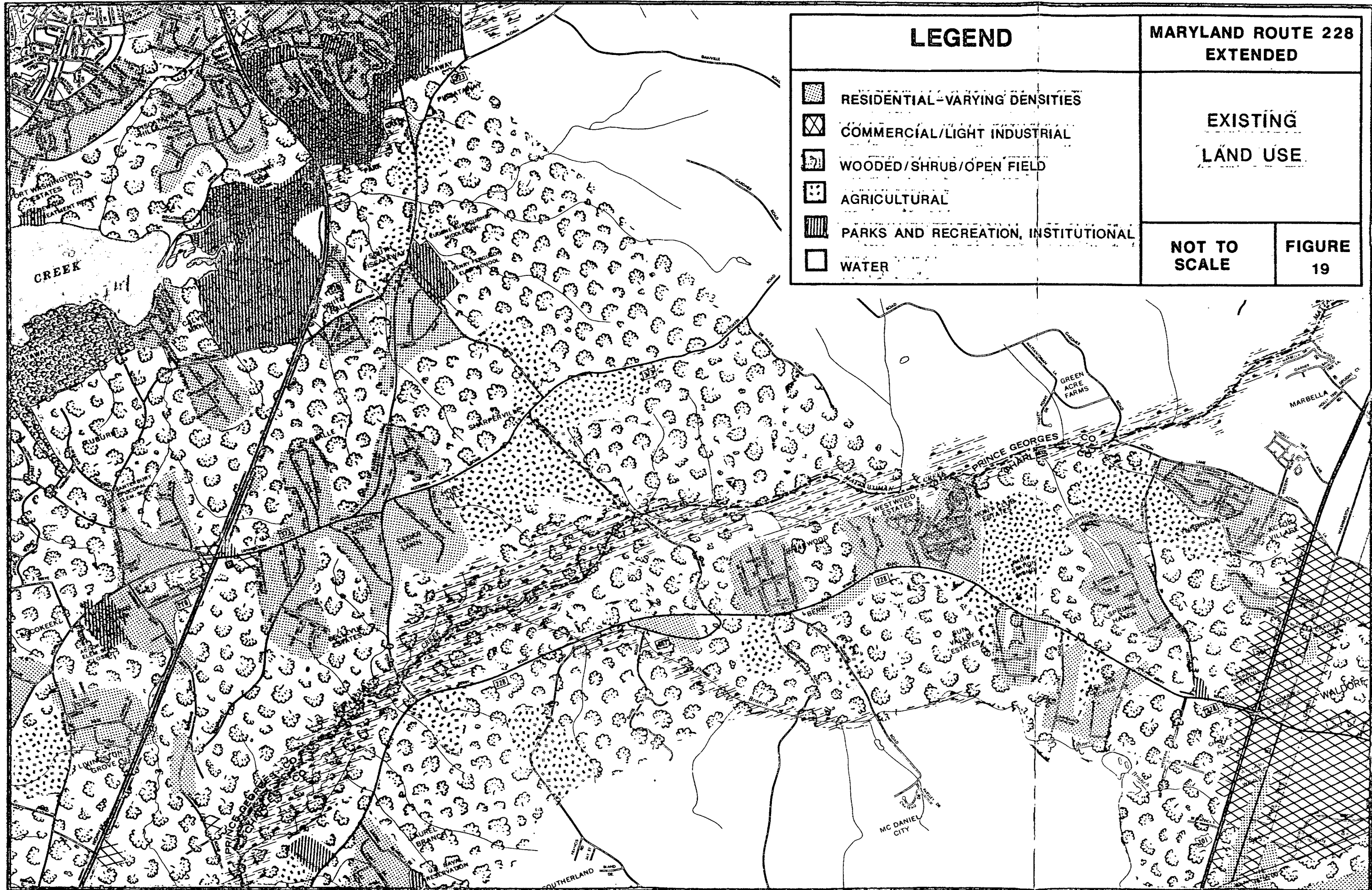
D. LAND USE

1. Existing (See Figure 19)

Land use in the study area is changing from a rural to a suburban nature. It contains a cross section of major development types, ranging from agriculture and forested to low- and medium-density residential to commercial. In general, most development within Charles County has occurred in the northwest part of the county in the vicinity of the study area. Growth in Prince George's County has radiated away from the urban core near Washington towards the study area.

Undeveloped lands comprise the area's primary land use. Croplands and pasture are scattered along the MD Route 228 corridor and in the Sharperville/Berry Road corridor into Prince George's County. Some of these areas have not been farmed recently and are transitioning to fields and other open areas. Other areas have been converted to residential use. Forested areas are, by far, the dominant land use type. They are located throughout the study areas, but principally along Mattawoman Creek and its tributaries, Sharperville and Berry Roads, the western portions of the MD Route 228 corridor, and in the MD Route 210 region south of Piscataway Creek. Wetlands in the Mattawoman Creek area also serve to limit development in this area.

Most development has generally followed major transportation corridors in the study area, namely U.S. Route 301 and MD Route 228, 210, and 373. Development typically follows these corridors where public water and sewer facilities are located. Growth trends indicate that this development is



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occurring in a westerly direction from Waldorf, easterly from Indian Head, and southerly from Oxon Hill.

Residential use has shown the greatest increase in the last decade. Various medium-density residential subdivisions are located along MD Route 228 (from Sharperville Road east to Waldorf), near the MD Routes 210/373 and Bryans Point Road intersection (Accokeek), along MD Route 210 north of Piscataway Creek, and in the Waldorf area. Single-family, detached units are the dominant housing type. Non-clustered, lower-density residential uses are situated throughout the remainder of the study area. The St. Charles communities continue to exhibit tremendous housing growth at all types of densities southeast of the study area.

Commercial and light industrial/office uses are primarily located in Waldorf and St. Charles along U.S. Route 301 and MD Route 5, and are heavily concentrated in these areas. These commercial areas serve much of southern Maryland and southern Prince George's County. Other commercial uses (clustered) are situated at major crossroads (MD Routes 210/373, MD Routes 210/Old Fort Road) and individual businesses are dispersed throughout the study area.

Institutional uses comprise another major land use in the study area. Most of these are located in the MD Route 210 corridor. In the vicinity of the Piscataway Creek crossing are Piscataway Creek Park and Piscataway Wastewater Treatment Plant. Forested areas dominate these large facilities. Schools (and related recreation areas) and churches are also located in the MD Route 210 corridor and along MD Route 228 near Waldorf.

2. Future (See Figure 20)

Future regional population growth and development are expected to be concentrated in the northwest and north-central portions of Charles County, and along the corridor between Oxon Hill in Prince George's County and Indian Head in Charles County, generally in the vicinity of the study area. Much of this growth is anticipated in areas accessible to major transportation corridors (U.S. Route 301, MD Routes 228 and 210) in accordance with the Comprehensive Plan for Charles County (1986), the Adopted and Approved Master Plan for Subregion V-Clinton, Accokeek, Piscataway, Brandywine, and Vicinities (1974), and the Prince George's General Plan (1982). Channeling growth into designated areas would allow other areas to remain in conservation, rural, and resource protection uses.

A number of forces are at work within Charles County's portion of the study area which will continue to guide and stimulate new development. These include: a lower tax rate compared to other jurisdictions; an abundance of less expensive, undeveloped land; a more rural and suburban setting and character attractive to urban dwellers; a close location to Washington; lower housing costs; job markets which are nearby in Waldorf, St. Charles, and the Washington metropolitan area; and land use practices which restrict growth in adjacent counties. In turn, these factors are contingent upon expansions of the Mattawoman Interceptor Sewer and Treatment Plant, extensions of public water, augmentation of water supply sources, and improvements to the major transportation corridors, namely MD Route 228. Otherwise, future residential development cannot be accommodated and would be constrained. The Mattawoman

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facility is expected to exceed its capacity early next decade and has been scheduled for additional expansion.

The Charles County Comprehensive Plan indicates that the U.S. Route 301 corridor in the study area is planned for concentrated commercial, office, and industrial development. West of Waldorf along the MD Route 228 corridor is generally designated for low- to medium-density residential development and resource conservation along the Mattawoman Creek and its tributaries. Forest lands and agricultural lands will continue to diminish. In addition, the St. Charles communities will continue to exert an increasing impact on the study area as their populations grow.

To a lesser degree, growth is expected in the MD Route 210 corridor in Prince George's County. The Accokeek, Piscataway, and Oxon Hill areas are targeted by the county for additional commercial, employment, and residential growth, as development spills out from more urban areas around Washington and radiates out along major highways.

The Accokeek area has been designated by Prince George's County as a focal point for development in the MD Route 210 corridor. Increases in employment areas, low- and medium-density residential use, and office/commercial development are expected in this area, concurrent with expansions of the Piscataway Wastewater Treatment Plant. Areas near Piscataway Creek and Mattawoman Creek will remain in conservation. Existing residential areas will grow in size which, along with new subdivisions growth, will result in a concurrent decrease in forestlands and croplands in this corridor. Growth concentrations in this region will allow other areas of the county to remain in conservation and to retain a more rural character.

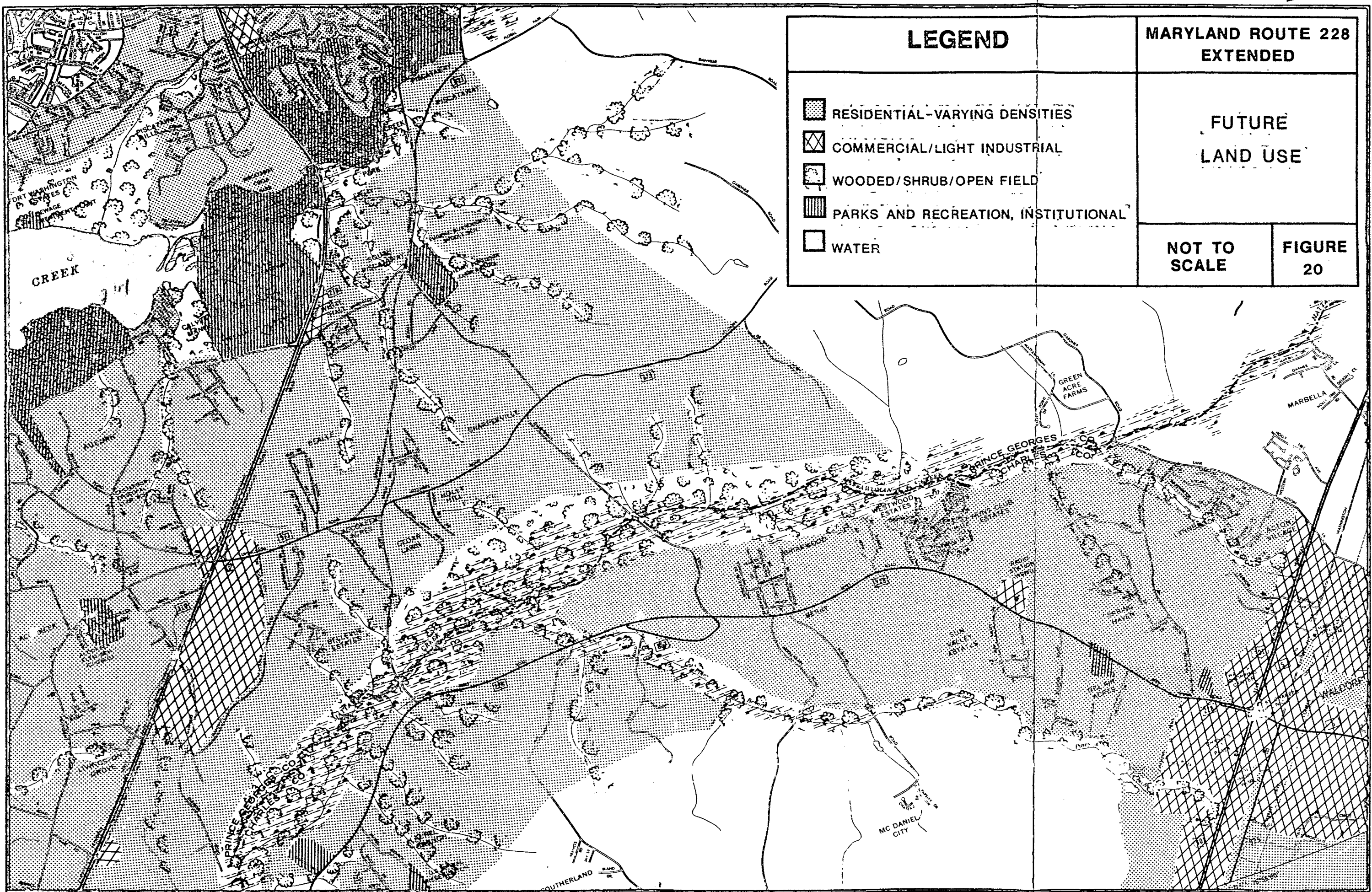
E. CULTURAL RESOURCES

1. Historic Standing Structures

Historic sites surveys of the project corridors were conducted, and two sites are located within the vicinity of the two Build Alternates, Alternate 2/3, Selected Alternate 5/6, and MD Route 210. The State Historic Preservation Officer, in his March 7, 1985 letter, included in Section VI, Comments and Coordination, identified Sharperville School (1) and Bellevue (6) as possible National Register eligible. The latter site was added to the National Register in August, 1986.

Sharperville School (PG 84-17) is significant as one of the few extant 19th century, one-room school houses in Prince George's County provided for blacks. The land on which it was built was donated by a black freedman. Descendants of the donor have resided in the building since 1940 when the school ceased operation.

Bellevue (PG 84-20) is a fine example of an early 19th century plantation house, typical of successful Tidewater plantations of the period. It is one of three, of only a few, of this popular dwelling type to survive in Prince George's County. It is an important example of Prince George's County's architectural history.



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The Sharperville School site is located on Berry Road north of MD Route 373 and is not affected by the Selected Alternate. The Bellevue house is located too far from the alignment to appear on the alternates mapping.

2. Archeological Sites

An archeological reconnaissance was conducted in the study area. Five sites were identified as potentially eligible for nomination to the National Register of Historic Places. These were 18PR291, 18PR292, 18PR293, 18PR295, and 18PR297. All are in the alignment of Alternate 2/3. No sites potentially eligible to the National Register of Historic Places were identified along Alternate 5/6.

Site 18PR291 (Mattawoman Swamp), situated on a low terrace, yielded a number of artifacts, including one probable Late Archaic projectile point. This site extends into three adjacent areas.

Site 18PR292 (Upper Beanfield) is situated on a high terrace near 18PR291. It yielded material including projectile points which probably date to the Late Archaic/Early Woodland period.

Site 18PR293 (Lower Beanfield) is downslope from site 18PR292. This site yielded material that suggested hunting/campsite activities, dating from the same Late Archaic/Early Woodland period.

Site 18PR295 (Sharperville) is located on a small rise in the Piscataway drainage. Material from the site included projectile points that date from the Early Archaic, Late Archaic, and Late Woodland periods.

Site 18PR297 (Parker Field North), located on a terrace between two tributaries of Piscataway Creek, appears to represent a major base camp occupied over the past 5,000 years. Pottery and projectile points from the site range from the Late Archaic to the Late Woodland periods.

Phase II site examinations will be conducted on those sites which are impacted in order to establish whether they warrant inclusion on the National Register. If required, the work plan and results of the Phase II examinations will be coordinated with the Maryland Geological Survey and the Maryland Historic Trust.

F. EXISTING AIR QUALITY

The MD Route 228 project is within the southern Maryland Intrastate Air Quality Control Region. The Maryland State Implementation Plan does not require any transportation control measures for this region. The region's Environmental Protection Agency (EPA) attainment status designation is "cannot be classified, or better than the national standards."

A detailed microscale air quality analysis has been performed to determine the CO impact of the proposed project which is described in further detail in Section IV.

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G. EXISTING NOISE CONDITIONS

Fifteen noise sensitive areas (NSAs) have been identified in the MD Route 228 study area. Descriptions of the noise sensitive areas are provide in Table 4. The locations of the noise sensitive areas are shown on the Alternates Mapping. A copy of the Technical Analysis Report is available at the Project Development Division, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Highway traffic noise is usually measured on the "A" weighted decibel scale "dBA," which is the scale that has a frequency range closest to that of the human ear. In order to give a sense of perspective, a quiet rural night would register about 25 dBA, a quiet suburban night would register about 60 dBA, and a very noisy urban daytime about 80 dBA. Under typical field conditions, noise levels changes of 2-3 dBA can barely be detected, but a 5-dBA change is readily noticeable. A 10-dBA increase is judged by most people as a doubling of sound loudness. (This information is presented in the "Fundamentals and Abatement of Highway Traffic Noise" by Bolt, Beranek and Neyman, Inc., for FHWA, 1960).

The Federal Highway Administration has established, through 23 CFR 772, noise abatement criteria in this various land use (see Table 5).

The noise levels in this analysis are expressed in terms of an L_{eq} noise level, which is the energy-averaged noise level for a given time period. All ambient and predicted noise levels in this report are L_{eq} exterior noise levels unless otherwise noted.

In an acoustical analysis, measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise levels as recorded represent a generalized view of present noise levels. Variations with time of total traffic volume, truck traffic volumes, speed, etc. may cause fluctuations in ambient noise levels of several decibels. However, for the purposes of impact assessment, these fluctuations are usually not sufficient to significantly affect the assessment.

It was determined that for most of the noise sensitive areas, the most typical noise conditions occur during the non-rush hour period (9:00 a.m. - 4:00 p.m.). During this time, the highest noise levels are experienced for the greatest length of time.

Calibration of the STAMINA 2.0/OPTIMA noise prediction model was performed utilizing simultaneous traffic data collected at four noise monitoring sites along MD Route 228. Traffic counts taken during the 15-minute monitoring periods were adjusted to represent hourly traffic flows and were input into the computer model accordingly. The predicted L_{eq} noise levels generated at the four sites as a result of this calibration exercise differed from their actual ambient noise levels by 1-2 dBA. These fluctuations in noise levels can be attributed to extraneous noise sources pertinent to the modeled site (i.e., low aircraft flyovers) as well as the site's specific location, topographical features, and natural and man-made components (i.e., buildings, ground cover, etc.) and are within the range of normal modeling calibration ± 3 dBA).

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TABLE 4
Noise Sensitive Areas
Sensitive Receptor Sites

Site Number	Description/Location
1	Residence, 1 story frame, Berry Road
2	Residence, 1 story frame, Berry Road
3	Residence, 1 story brick, Berry Road
4	Residence, split-level frame, Beachwood Drive
5	Residence, 1 story frame, Berry Road
6	Residence, split-level, Janice Place
7	Residence, 1 story frame, Berry Road
8	Residence, 1 story brick, Berry Road
9	Residence, 1 story frame, Sharperville Road
9A	Residence, 1 story frame, Sharperville Road (Historic Site)
10	Farm, Berry Road
11	Henry G. Ferguson Elementary School, Berry Road
12	Residence, 1 story brick, Indian Head Highway
13	Residence, 1 story brick, Indian Head Highway
14	Residence, 1 story frame, Biddle Road
15	Residence, 2 story frame, Coldwater Drive
16	Soccer Field, Fort Washington Elementary School

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TABLE 5
Noise Abatement Criteria and Land Use Relationships
Specified in 23 CFR, 771

Activity Category	L_{eq} (h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

The results of the ambient noise level measurements and noise sensitive area descriptions are included in Section IV.

Section IV

**Environmental
Consequences**

IV. ENVIRONMENTAL CONSEQUENCES

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A. NATURAL ENVIRONMENT

1. Effects on Topography and Geology and Soils

The study area is characterized by extensive, partially submerged rolling-to-flat land surfaces that developed from recently exposed marine sediments. This rolling and flat, sandy topography is greatly influenced by the Mattawoman Creek drainage patterns and the severe limitations of the seasonal soil wetness and high water table. Moisture from winter thaw and rains moves laterally on top of the hardpans (fragipans) or clayey subsoils and empties into backfill areas. Excavations made in these areas are likely to fill with water from lateral seepage. Any permanent cuts from roadways are likely to have continual seepage problems if not mitigated for stormwater runoff. This sandy topography should not be severely graded as the subsoils are extremely poor mediums for establishing highway landscaping. Lack of soil fertility and disturbance of the vegetative root mat will tend to slow the rates of revegetation of roadway slopes. The final design geotechnical investigations will determine the properties of the materials to be excavated during construction, establish their weathering characteristics and determine the actual cut and fill slope configurations required to provide a stable roadway with a minimum of damage to the natural environment.

No active geological mining activities will be impacted from the proposed construction.

The primary soil series of Selected Alternate 5/6 are Beltsville, Bourne and Bibb soils. The Bibb (Bo) soils are level, poorly-drained soils on floodplains. This soils is classified by the U.S. Department of Agriculture as a national hydric soil. Where flooding is frequent, this soil should remain in native vegetation of wetland hardwoods. The Beltsville silt loam (BIA) is a wet soil because runoff and permeability are slow. These soils are very acidic and have characteristic sub-surface fragipans that impede water permeability. The Bourne sandy loam (BrB2) soils are severely eroded soils that also have a dense, brittle fragipan below the soil surface. Water runs off this soil rapidly, especially when it is wet. The hazard of erosion is high where this soil type occurs.

Construction activities associated with the proposed roadway improvements will temporarily expose unstable soil surfaces in various portions of the study area. Every effort will be made to minimize the generation and transport of silt. Appropriate placement of silt fences will be to prevent silt-laden runoff from exposed surfaces from directly entering streams. Sediment ponds and basins will be used to trap and remove silt from runoff. As soon as final grading has been completed, exposed surfaces will be seeded and mulched to provide slope stabilization. Effective site restoration and revegetation with native plants adapted to sandy soils will be included to prevent erosion and siltation after construction is completed.

Appropriate erosion and sediment control measures which will be stringently employed by the State Highway Administration as required by the Maryland Department of Environment, will mitigate any erosion problems.

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Coordination was undertaken with the Soil Conservation Service as required by the Farmland Protection Policy Act. The findings of the Soil Conservation Service, along with the Conversion Impact rating form, is included in Section VI of this document (Page VI-74). The areas shown as farmland are planned for development in the future land use plans and the project will warrant a minimal level of consideration for protection of farmlands.

2. Effects on Water Resources

a. Surface Water

Several streams and tributaries of the Mattawoman Creek Watershed will be crossed by the proposed construction. Short-term impacts (effects during construction) will occur at all stream crossings. Short-term impacts will include: siltation from increased erosion and sedimentation, changes in water quality or quantity, and changes in stream flow patterns.

To minimize these impacts, sediment control plans will be developed by the State Highway Administration during final design and approved by the Maryland Department of Natural Resources Water Resources Administration. Specific control measures will include: staging construction activities to stabilize tops of cuts and bottoms of fill slopes, appropriate placement and maintenance of sediment traps, temporary slope drains and energy dissipaters, and/or seeding, sodding, or otherwise stabilizing slopes as seen as practicable to minimize the area exposed at any one time. The final contract documents will limit the area to be disturbed to that area required for construction of the project and the proper wasting of excess material. Construction will be subject to the seasonal restrictions depending on the stream classification. The length and width of new stream channels will be nearly the same as existing stream channels and pool-to-riffle ratios will be maintained as close as possible. Stream crossings and fills will require Waterway Construction Permits from the Maryland Department of Natural Resources Water Resources Administration and a U.S. Army Corps of Engineers Permit for any wetlands affected.

Long-term impacts apply primarily to stream relocations, but certain impacts may also be associated with stream crossings as well as stream drainage areas where construction activities have occurred. Long-term impacts could include:

- o Potential changes in water quantity in receiving streams from alteration of drainage patterns or sources and stream flow characteristics. Highway construction may reduce infiltration and stream base flow, increase surface runoff and stream peak flow, and reduce the time between precipitation and the rise in stream water level.
- o Potential changes in water quality parameters in receiving streams from:
 - erosion and sedimentation.
 - roadway runoff carrying pollutants such as vehicular oil, grease, gasoline and solvents; wear particles from clutches, brake linings

and tires; exhaust emissions which collect on the roadway and nearby vegetation; and seasonal inputs of salt and other de-icing compounds.

o Habitat loss or alteration resulting from stream relocation.

The project will be designed in accordance with the Storm Water Resources Administration's regulations .01.10 Comar 08.05.05 "Storm Water Management" effective July 1, 1984, which require water quality to be addressed in final design. These regulations stipulate that the order of preference for stormwater management is as follows:

- a. Infiltration of runoff on site
- b. Flow attenuation by use of open vegetated swales and natural depressions.
- c. Stormwater retention structures.
- d. Stormwater detention structures.

Infiltration controls both the quality and quantity of runoff and is to be utilized wherever soil conditions and topography allow. Control, infiltration, and attenuation methods will be designed in accordance with the "Maryland Standards and Specifications for Stormwater Management Infiltration Practices," Water Resources Administration, February 1984. Retention and detention structures will be designed in accordance with "Soil Conservation Service Standards and Specifications for Ponds" No. 378-1, July 1981. Since infiltration design applies to the 2- and 10-year frequency storms, retention or detention structures will be used to control the 100-year design storm.

Sediment control plans, which will be developed by the State Highway Administration during the final design phase and approved by the Department of Environment, will be strictly adhered to during the construction phase. These measures include stabilizing all exposed slopes as soon as practical to minimize the area exposed at any time and the appropriate placement and maintenance of sediment traps and other control measures. Because of the developed nature of the project area and the linear nature of the construction projects, the Build Alternate and its Options are not expected to have a significant adverse effect on water resources.

Potential adverse water runoff impacts will be further mitigated by the installation of stormwater management ponds and infiltration ponds.

Build Alternate 2/3 and Selected Alternate 5/6 would have both required the extension of one hydraulic structure for the widening of MD Route 228. It conveys an unnamed tributary of Mattawoman Creek under existing MD Route 228 west of Mark Drive. In addition, both would have required reconstruction of the existing crossing across Mattawoman Creek (a preliminary estimate of a 155 foot bridge, based on hydraulic need, was chosen for Selected Alternate 5/6 and is subject to change during design). Selected Alternate 5/6 will require the extension of an existing hydraulic structure at Piney Branch, a tributary of Mattawoman Creek, and the relocation of approximately 350 feet of a shallow drainage swale near the Selected Alternate 5/6 interchange with MD Route 210. In comparison, Build Alternate 2/3 would have required the replacement of the existing Sharperville Road Bridge over Mattawoman Creek in addition to five

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new stream crossings of tributaries of Piscataway Creek. Two of these crossings occur in the vicinity of MD Route 210 under both the intersection and interchange options. The other three crossings occur in the heavily wooded area behind the Public School Complex at Berry and Livingston Roads. One of these crossings, near the Livingston Road intersection with Alternate 2/3 would have required relocation of approximately 850 feet of stream channel, conveyed under the roadway by a 250-foot pipe and channel.

Construction of a new bridge over Mattawoman Creek will be required for Selected Alternate 5/6. A modification was made to the Alternate 5/6 alignment in the area of Mattawoman Creek. By revising the alignment to cross Mattawoman Creek in the area of the existing Bealle Hill Road Bridge it will provide a more perpendicular crossing of the floodplain and will avoid the creation of a new separate crossing of the creek. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife while minimizing floodplain and wetland impacts. A preliminary bridge length of 155 feet for Selected Alternate 5/6 is based on the hydraulic need for maintaining the 100-year water surface elevations.

The following present the potential effects of the project on specific aquatic environments.

Mattawoman Creek is a Class I stream designated an Area of Critical State Concern by the Maryland Department of State Planning. This Creek and its tributaries are among the best spawning and nursery waters of the Potomac River. This swamp/forest stream valley supports a diverse population of fin-fish species. A representative listing of species that are known to inhabit Mattawoman Creek may be found in Appendix D.

Mattawoman Creek and its tributaries are known anadromous fin-fish corridors, therefore, the Department of Natural Resources Tidewater Administration may restrict instream construction during 1 March through 15 June.

Piney Branch is a Class I stream that drains into Mattawoman Creek. This 6th order stream has characteristics very similar to Mattawoman Creek. A representation of fin-fish found in Piney Branch is listed in Appendix D. Piney Branch is a known anadromous fish corridor with the same time-of-year construction restriction as Mattawoman Creek. Piney Branch will be affected by Build Alternate 5/6 only.

Piscataway Creek, along with its tributaries, is a Class I stream designated an Area of Critical State Concern by the Maryland Department of State Planning. The Piscataway Creek and its tributaries are known for their extremely productive herring runs and prime aquatic habitat for spawning anadromous fish. A fin-fish species list for the impacted areas can be found in Appendix D. Piscataway Creek would have been affected by Build Alternate 2/3 only. Selected Alternate 5/6 will not require any modification of the existing hydraulic structure for Md. 210 at the Piscataway Creek.

b. Groundwater

Potential groundwater effects may result from cut and fill operations causing some changes in groundwater level and flow. Increased impervious surface areas from highway construction will decrease the total area available for groundwater recharge. Leaching from exposed cuts and contamination from de-icing compounds, solvents and herbicides associated with highways can cause changes in groundwater quality. However, due to the large reserve of groundwater contained in the study area aquifers, the proposed project will not have an adverse effect upon the overall groundwater quality of the study area.

3. Effects on Floodplains

Selected Alternate 5/6 will require a total of 19.2 acres of fill within the 100-year floodplain with 16.0 acres of that total associated with the crossing of Mattawoman Creek. The remaining 3.2 acres of encroachment occurs in the vicinity of Piney Branch where existing MD Route 228 would be widened.

The existing structure over Piscataway Creek will be widened within the median, consistent with the widening of MD Route 210, and no impact on the 100-year floodplain of the Creek is anticipated.

The estimates of the amount of fill within the 100-year floodplain are based on a minimum bridge length of 155 feet for Mattawoman Creek. Final determination of bridge length will be made during the design phase of the project.

In accordance with the requirements of FHPM 6-7-3-2, each encroachment has been evaluated to determine its significance. A significant encroachment would involve one of the following:

- a significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.
- a significant risk, or
- a significant adverse impact on natural and beneficial floodplain values.

The use of standard hydraulic design techniques for all waterway openings which limit upstream flood level increases and approximate existing downstream flow rates will be utilized where feasible.

Use of state-of-the-art sediment and erosion control techniques and stormwater management controls will ensure that none of the encroachments would result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Preliminary floodplain analyses indicate that the encroachment required for Selected Alternate 5/6 will not cause any adverse effects on the storage capacity of the floodplain or associated surface water elevation. In consideration of these factors, the floodplain encroachments were determined to be non-significant. In

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accordance with the Federal Aid Highway Program Manual 6-7-3-2, and Executive Order 11988, a floodplain finding is not required.

4. Effects on Terrestrial Ecology

Terrestrial, aquatic, and wetland habitats would have been affected to varying degrees by both build alternates under consideration. Both build alternates would also affect habitat in those areas in the vicinity of Mattawoman and Piscataway Creek which have been designated as Areas of Critical State Concern due to their value as wildlife habitat.

a. Woodland Habitat

Construction of Selected Alternate 5/6 will ultimately require approximately 74.0 acres of woodland habitat. Of that total, approximately 16.7 acres occur directly adjacent to existing MD Route 228. Approximately 11.2 acres are required for construction of the MD Route 228/MD Route 210 interchange and connecting roadways with the remaining wooded area occurring in a large tract between MD Route 228 and MD Route 210.

The value of the woodland acreage adjacent to existing roadways is primarily as a buffer between the road and more isolated areas. Should the study area be developed to the extent reflected on the Future Land Use Map (Figure 19) by the time of construction, this value may be reduced drastically. If those wooded areas adjacent to roadways remain intact there would be very little undeveloped habitat for them to serve as a buffer. The exception would be the Mattawoman Creek area, which will likely remain undeveloped.

The significance of impacts along the Selected Alternate 5/6 corridor is largely dependent on the level of development in the study area at the time of construction. Most of the study area along the corridor is already targeted for development so if that development occurs prior to construction, most of the animal population will have already have abandoned the area. Assuming a level of development less than that ultimately projected, the significance of the impact on animal populations will be directly proportional to the amount of undeveloped woodlands remaining.

A modification was made to the Alternate 5/6 alignment in the area of Mattawoman Creek. By revising the alignment to cross Mattawoman Creek in the area of the existing Bealle Hill Road Bridge it will provide a more perpendicular crossing of the floodplain and avoid the creation of a new separate crossing of the creek. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife while minimizing floodplain and wetland impacts.

Improvements to MD Route 210 would not require any woodland habitat. Since all construction would occur within the existing grassed and mowed median, these improvements should not result in any significant impacts on terrestrial habitat.

b. Wetland Habitat

Pursuant to Executive Order 11990, Protection of Wetlands, wetland areas potentially affected by the project have been identified using U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory mapping and through field reviews. Field investigations were conducted on 10/21/87 and 10/22/87 and representatives from the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Maryland Department of Natural Resources attended. Based on these investigations, it was determined that seven wetland areas (W-3, 17 17A, 18, 19, 20, 21) totaling approximately 21.8 acres of non-tidal wetlands would have been required for construction of Build Alternate 2/3, compared with approximately 10.0 acres of non-tidal wetlands from 8 wetland areas (W-3, 4, 5, 6, 7, 8, 11, 25) which would be required for construction of Selected Alternate 5/6. (See the Alternates Mapping, Figures 5 through 14, for location of wetlands.) No wetlands will be affected for the median widening of MD Route 210, north from the extension of MD Route 228 to Old Fort Road. The existing median in this section was found to be grassed and mowed with no wetland vegetation present.

The following is a brief description and functional assessment of the individual wetland areas affected by Selected Alternate 5/6:

Wetland Site W-3

Wetland W-3 consists of a pond and surrounding area located just east of Sharperville Road. This high quality non-tidal forested wetland (POWh) is a headwater ephemeral pond. The dominant vegetation is sweetgum and sensitive fern. The primary functions of W-3 are wildlife habitat, long-term retention and sediment trapping.

This area would have been affected to varying degrees by both Alternate 2/3 and Selected Alternate 5/6. Alternate 2/3 would have required approximately 0.9 acres from the site. Virtually the entire area would have been required for the new intersection of Relocated MD Route 228 and existing MD Route 228 west of existing Sharperville Road. A shift to the north to avoid W-3 would have required relocation of a house trailer, located northwest of the existing Sharperville Road intersection with MD Route 228.

The construction of Selected Alternate 5/6, as presented at the Location/Design Public Hearing, would require the taking of approximately 0.18 acre of the wetland. However, the pond would be drained which would change the character of the entire wetland. A small portion of the pond is located within existing SHA right-of-way. Following are options that were considered to minimize impacts to W-3.

Option 1 - The alignment of existing MD Route 228 and the proposed dualization would be shifted approximately forty feet to the south. The alignment shift would require the reconstruction of approximately 3,700 feet of existing MD Route 228 at an estimated construction cost of \$925,000 and may possibly require one residential relocation, south of existing MD Route 228.

Option 2 - Construct a retaining wall at the edge of shoulder adjacent to the area of Wetland W-3. Based on the 1"=200' scale mapping this would

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encroach upon approximately 1,000 square feet of the pond or about 6% of the total pond area. The retaining wall would be about 200 feet long. The estimated construction cost is \$137,000.

Option 3 - Construct an impervious layer along the supporting slope for the proposed second roadway of MD Route 228. It is estimated that this option would impact approximately 3,000 square feet of the pond area. The estimated construction cost is \$48,000.

Options 1 and 2 were not considered reasonable due to the high costs involved. The feasibility of minimizing encroachment on wetland W-3 by implementing Option 3 will be investigated in more detail in the design phase.

Wetlands Affected by Selected Alternate 5/6

Wetland Site 4 is located on the north side of existing MD Route 228 between Sharperville Road and Piney Branch. This is a small, non-tidal forested wetland (PF01A) that is dominated by sweetgum and red maple. The primary functions of this wetland are nutrient retention and sediment trapping.

Construction of Selected Alternate 5/6 would require approximately 0.3 acre of palustrine forested wetland (PF01A) from area W-4. The 0.3 acre of palustrine forested wetland (PF01A) required from area W-4 represents the entire area of this wetland. Avoidance of this wetland by shifting the alignment south was not feasible because it would have required more extensive wetland impacts in areas W-5A, and W-5B, south of the existing alignment.

Wetland Sites W-5, (north of MD Route 228) and W-5A, and 5B, located south of MD Route 228 at Mill Hill Road, are similar in type and function. These sites are non-tidal forested wetlands (PF01A) associated with the Piney Branch floodplain. The wetlands are characterized by Bibb silt loam (Bo), hydric soils, and a dominance of sweetgum and river birch trees. The primary functions of this wetland system are wildlife and fisheries habitat, flood desynchronization, groundwater discharge, long-term nutrient retention, and sediment trapping.

Construction of Selected Alternate 5/6 would require the entire 0.5 acre from area W-5. As previously proposed, construction of Alternate 5/6 would have required a total of approximately 1.3 acres of wetland from these three sites. Elimination of the proposed safety grading south of MD Route 228 will be implemented to avoid impacts to wetlands W-5A and W-5B.

Wetland Site W-6 is located north of existing MD Route 228 at Piney Branch. This riverine wetland (R26B1) follows the main channel of Piney Branch, a tributary of Mattawoman Creek for approximately 5 miles. Dominant vegetation includes river birch, sweetgum, and red maple. The primary functions are identical to those for areas W-5, 5A, and 5B, which were previously discussed. Construction of Alternate 5/6 would require approximately 0.1 acre from the site for extension of the existing box culvert. Avoidance of this area is not feasible because of the perpendicular crossing of MD Route 228 by this stream.

Wetland Sites W-7 and 7A are located on existing MD Route 228 west of Mill Hill Road on opposite sides of the road. Both are palustrine forested

wetlands (PF01A) with species that include red maple, sweetgum, and spicebush. The functions of both are similar to area W-4 and include nutrient retention and sediment trapping. The total acreage of these areas are 0.3 acre and 18.1 acres, respectively. As previously proposed, construction of Alternate 5/6 would have required 0.3 acre of wetland from each site. Modification of the proposed safety grading south of MD Route 228 will avoid wetland impacts to area W-7A. Area W-7, north of MD Route 228, would still be affected in its entirety, requiring 0.3 wetland acres. This site is a low lying Palustrine Forested area directly adjacent to MD Route 228 and separate from the larger wetland W-8, which is associated with the Mattawoman Critical Area.

Wetland Sites W-8 and W-11

Wetland Site 8 is located along MD Route 228 east of Bealle Road. This is an extensive area of non-tidal forested wetland (PF01A) with bibb silt loam (Bo) hydric soil. The dominant vegetation of this wetland is sweetgum and red maple trees. The wetland functions as excellent wildlife habitat, natural heritage and passive recreational area, food-chain support, long-term nutrient retention and sediment trapping and groundwater recharge.

Wetland Site W-11 is located north of MD Route 228, west of Bealle Hill Road. Like site W-8, it is also a part of the Mattawoman Creek floodplain and is similar to site W-8 in function, species, and soil characteristics.

These areas are part of extensive wetland system within the Mattawoman Critical Area bordering northern Charles County between U.S. Route 301 and the Potomac River. Over 6,000 acres are included in this critical area, the majority of which is wetland acreage. Selected Alternate 5/6 has been realigned in the vicinity of these wetlands to provide a more perpendicular crossing of Mattawoman Creek and a subsequent reduction of affected acreage. In addition, the location of the proposed bridge spanning Mattawoman Creek has been revised to cross near the existing Bealle Hill Road Bridge, further reducing wetland impacts. Selected Alternate 5/6 will require approximately 3.5 acres from area W-8 and 5.0 acres from W-11. There is no feasible alternative to impacting these wetlands due to their extent and linear location between MD Route 228 and MD Route 210.

Wetland Site W-11A occurs just west of existing intersection of Bealle Hill Road and MD Route 228. This area is isolated from the rest of Site W-11 by a small embankment. This area is also a palustrine forested wetland (PF01C) with dominant species such as river birch, sweetgum, and red maple. Functional values include sediment trapping and nutrient retention. This small isolated wetland would have been affected in its entirety (0.3 acre) by Alternate 5/6 as originally proposed. The revised alignment of Selected Alternate 5/6, discussed previously, will avoid impacts to this area.

Wetland Site W-11B is located south of MD Route 228 on either side a driveway Bealle Hill Road. This area is a Palustrine scrub-shrub wetland (PSS1A) whose primary functions are passive recreation, flood desynchronization, sediment trapping, and nutrient retention. Realignment of Selected Alternate 5/6 will avoid any wetland impacts at this site.

Wetland Site W-25B is located in the vicinity of the Selected Alternate 5/6 tie-in at MD Route 228, north of Manning Road. This wetland (PF01A) follows a drainage swale from MD Route 210 back into a wooded area. Dominant species in this area include blackgum, sweetgum, and red maple. This area serves nutrient retention, sediment trapping, wildlife habitat and flood desynchronization functions. Shifting the alignment south to avoid the site would require two residential relocations and shifting the alignment north would result in the placement of the intersection too close to the Livingston Road intersection, creating a safety hazard. Selected Alternate 5/6 will require relocation of approximately 350' of narrow drainage swale from existing MD Route 210 with which these wetlands are associated. This would affect approximately 0.1 acre of wetland.

Wetland Finding

In accordance with Executive Order 11990, efforts were made to avoid and minimize harm to wetlands in the study area. Due to the linear nature of Mattawoman Creek and generally flat topography and poor drainage in surrounding areas, wetlands occur so frequently that there is no practical alternative to crossing Mattawoman Creek and construction in associated wetlands. Minimization alternatives incorporated into Selected Alternate 5/6 include extension of the structure over Mattawoman Creek and realignment of the roadway to provide the most perpendicular crossing of the Creek and minimizing encroachment on the surrounding wetlands to the extent possible. Construction of Selected Alternate 5/6 will also be staged initially affecting a lesser amount of wetland area.

Wetland Mitigation

Proposed mitigation schemes for replacement of wetlands unavoidably impacted by Selected Alternate 5/6 include the following, in order of preference:

- o Pavement removal of the existing MD Route 228 roadway in the vicinity of the Bealle Hill Road intersection. MD Route 228 will be realigned in this area to provide a more perpendicular crossing of Mattawoman Creek, and associated wetlands. This would provide approximately 8 acres of the existing roadway adjacent to existing wetlands for conversion to wetlands.
- o Wetland replacement along Sharperville Road at Mattawoman Creek. Upon completion of the MD Route 228 connection to MD Route 210, Sharperville Road would likely be closed to through traffic, for safety reasons, by eliminating the crossing at Mattawoman Creek. Under this scenario, a sizable area adjacent to Mattawoman Creek and within the floodplain could be rehabilitated for wetland replacement. Much of the area has irregular localized topography and is being utilized as a garbage dump. Some of the existing roadway surface could also be removed as long as access to existing residences was maintained.
- o Wooded areas north of Mattawoman Creek, adjacent to existing wetlands could be flooded to create new wetland areas.

- o The availability of wetland replacement sites in Myrtle Grove Wildlife Management Area, near the mouth of Mattawoman Creek, will be investigated if other replacement schemes, previously discussed, prove unsuccessful.

5. Effects on Sensitive Natural Areas

a. Mattawoman Creek

Both Build Alternates considered (Alternate 2/3 and Selected Alternate 5/6) would have traversed Mattawoman Creek, designated as an Area of Critical State of Concern by the Maryland Department of State Planning. The critical area follows the creek westward from U.S. Route 301 before turning south toward Myrtle Grove Wildlife Refuge. Due to its linear shape, there is no alternative to crossing this area in providing a connection between existing MD Route 228 and MD Route 210.

As the result of modifications made to Selected Alternate 5/6, the alignment will traverse the Mattawoman Creek Critical Area on new location for approximately 2,200 linear feet, west of Bealle Hill Road ultimately requiring approximately 13.5 acres of right-of-way. Included in this figure is a new bridge which preliminary studies indicate will possibly be 155 feet in length over Mattawoman Creek. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife while minimizing floodplain and wetland impacts.

As previously stated, the actual amount of right-of-way required is relatively small in proportion to the total 6,000 acres within the Mattawoman Creek Critical Area. Although the Selected Alternate will still require the crossing of Mattawoman Creek and the associated critical area, modifications have been made in order to minimize environmental damage and impacts on wildlife:

- o The roadway crossing of this area has been realigned to provide the minimum longitudinal encroachment feasible while still maintaining acceptable geometric safety standards.
- o The existing bridge crossing of Mattawoman Creek at Bealle Hill Road (100 feet in length) will be removed and reconstructed under Selected Alternate 5/6. (Preliminary estimates of 155 feet were established based on the hydraulic need for maintaining 100-year water surface elevation and is subject to change during detailed design.) The additional bridge length would provide for a safer and more readily accessible conveyance for wildlife migration under the bridge. The right-of-way through this area will also be fenced to motivate wildlife to utilize this underpass and reduce the likelihood of road kills.

A bridge spanning Mattawoman Creek would have been required for either build alternate considered. Impacts resulting from bridge construction over Mattawoman Creek are relatively short-term and include sedimentation, increased turbidity, and loss of vegetative cover. These impacts would adversely affect fishery resources in Mattawoman Creek until the new fill slopes carrying the roadway over the Creek are stabilized and revegetated.

The widening of MD Route 210 will have no effect on the Mattawoman Creek Critical Area.

b. Piscataway Creek

The Selected Alternate 5/6 widening and extension of MD Route 228 will not affect the Piscataway Creek Critical Area.

Although the widening of MD Route 210 traverses the critical area for approximately 2,000 feet, all of the widening will occur with the median, which is of little habitat value. Also no modification of existing hydraulic structures will be required. The only potential impact resulting from the widening would be a slight increase in stormwater runoff. This should not constitute any significant adverse impact to the water quality in Piscataway Creek.

c. Chesapeake Bay Critical Area

Selected Alternate 5/6 would not occur within 1,000 feet beyond the landward boundaries of tidal wetlands or heads of tide. In addition, it would not be incompatible with any land uses designated in the Prince George's County Critical Area Plan (adopted) and the Charles County Critical Area Plan (draft).

Alternate 2/3, in the vicinity of the intersection with MD Route 210, would have been incompatible with land uses delineated in the Prince Georges County Critical Plan for the area in the vicinity of Piscataway Creek. (See letter from Chesapeake Bay Critical Areas Commission.)

6. Coastal Zone Management

Although both Charles and Prince George's Counties lie within Maryland's Coastal Zone boundary, the project is not in the vicinity of any area identified in the approved plan as an Area of Focus. The project has been coordinated and reviewed in accordance with the Memorandum of Understanding between the Maryland Department of Natural Resources and the Maryland Department of Transportation and is not inconsistent with the goals and objectives of Maryland's Coastal Zone Management Program.

8. SOCIAL IMPACTS

1. Residential Displacement and Relocation

An analysis of the possible residential displacement caused by the proposed alternates has been made by this Administration and is based on preliminary relocation and right-of-way studies. The preliminary right-of-way and relocation reports are available for review at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Alternate 1 (No-Build) and the MD Route 210 median improvements will not result in any residential displacements or acquisition of strip right-of-way from other properties.

Both Alternates 2/3 and Selected Alternate 5/6 will require the displacement of approximately seven families, two of who are the owner-occupants of the affected residences, located north of existing Md. 228. In addition, one owner occupied residence located on Biddle Road (west of Md. 210) will be required for ultimate construction of the grade separated interchange at the intersection of Md. 228/Md. 210. Income levels of the affected families are in the low to high range. Housing values range from \$50,000 to \$100,000. The rented homes, located on MD Route 228 between Chestnut Drive and Western Parkway, are located on property owned by the State Highway Administration. Approximately five of these rented homes required for either Build Alternate are occupied by minority families. There is no evidence that any handicapped individuals will be impacted by the proposed alternates.

All individuals and families will be relocated in accordance with the provisions of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" as amended in 1987. Appendix B does not reflect the new 1987 Amendments, which will be added to state enabling legislation. All relocations will be handled in accordance with the new amendments. A summary of the state's relocation assistance program is located in Section VIII, Appendix B, at the end of this document. All the required relocations are expected to be completed in a timely, orderly, and humane manner and without any undue hardship to the affected individuals. A reasonable lead time of 6 to 12 months would be required to accomplish the relocations. "Housing As a Last Resort" would be utilized to provide decent, safe, and sanitary replacement housing for five of the families.

A survey of the Waldorf area real estate sales market reveals the existence of sufficient comparable replacement housing for the dislocated families. There should not be any major difficulties in relocating the affected families. Enough housing appears to be available in the area so there would not be an adverse impact on the neighborhoods into which the affected families would move. No significant change in population density or distribution is anticipated.

With the exception of the State Highway Administration Eastern Bypass Corridor Study, which is in the initial stages of project development, no other federal, state, or local projects are foreseen which would affect the supply and availability of needed replacement housing.

In addition to the required displacements, additional right-of-way would be required from other improved and unimproved properties. Alternate 2/3 would have affected approximately 52 properties, totaling over 47 acres. Selected Alternate 5/6 would require nearly 40 acres of additional right-of-way from 55 properties.

2. Effects on Minorities, Elderly, and Handicapped Persons

Five of the seven houses to be displaced by the proposed build alternates are occupied by minority families. No handicapped or elderly persons are believed to be affected by any of the alternates.

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3. Summary of Equal Opportunity Program of Maryland State Highway Administration

It is the policy of the Maryland State Highway Administration to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all State Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance.

This policy has been incorporated into all levels of the highway planning process in order that proper consideration may be given to the social, economic and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

4. Access to Community Facilities and Services

Under Alternate 1 (No-Build), increasing development and population growth in the study area will put additional strains on the existing transportation network. Consequently, increased traffic volumes and congestion will delay access to community facilities and the exchange of services between providers and residents. Travel times and costs will increase for both local traffic and through, commuter travelers. It will also pose additional safety problems for pedestrians, bicyclists, and drivers in the MD Route 210/228 corridors.

The proposed widening of MD Route 210 will not result in the removal of any of the existing left turn slots or median openings.

For the most part, Selected Alternate 5/6 and the improvements to MD Route 210 will improve access to and from community facilities and services, travel times, and safety by increasing service capacities, improving roadway geometrics, and relieving congestion. Improvements in travel times will be applicable to local traffic, commuter travelers, and emergency vehicles, with destinations between the Washington area and the Waldorf-St. Charles area. Geometric modifications to existing intersections and entry roads into communities will not result in significant changes in access to and from these areas.

There could be some minor inconvenience and circuitous travel associated with the widening of MD Route 228 from a two-lane facility to a four-lane facility. With the two-lane facility, left turns are unrestricted, whereas the proposed four-lane facility will allow left turns to be made only at median crossovers. However, as stated, this should be a minor inconvenience as median crossovers will be provided approximately every 1,500 feet. Sufficiently long left turn slots will be provided for larger vehicles including school buses. Sufficient space will be provided for buses to make left turns in order to minimize any potential safety impacts.

5. Disruptions of Neighborhoods and Communities

For the most part, Selected Alternate 5/6 follows existing roadway alignments through developed residential areas. The remaining portions of these alternates pass through undeveloped areas, skirting several residential subdivisions. Consequently, no significant adverse impacts to the integrity of neighborhoods in the study area are expected and no existing communities would be bisected or divided. Existing or modified access would be maintained for all communities and no increases in distances travelled would result with Selected Alternate 5/6. Patterns of social interaction will not be affected.

Under either the interchange or intersection options with Alternate 2/3, sufficient access is provided to Eugene Burroughs Jr. High School and Henry Ferguson Elementary School by proposed intersection with Livingston Road and with Berry Road.

The improvements to MD Route 210 are being done within the median and will not result in disruptions to those communities which have developed east and west of the highway.

6. Effects on Parks and Recreation Areas

No public parks or recreation areas associated with school facilities would be affected by Alternates 1, 2/3 (Intersection Option) and Selected Alternate 5/6 or the improvements to MD Route 210. Alternate 2/3 (Interchange Option) would have required the acquisition of 0.5 acre of strip right-of-way from the Piscataway Creek Stream Valley Park, adjacent to the west side of MD Route 210. No active recreational uses are currently being made in this portion of the Park and the area serves a protective function for Piscataway Creek.

The selected alternate will improve access to, and use of, study area parks and recreation areas.

C. ECONOMIC IMPACTS

1. Business Displacement and Relocation

None of the alternates would result in any business displacements.

Alternate 2/3 and Alternate 5/6 as presented in the DEIS would have required the Southern Maryland Electric Cooperative-Westwood substation to be moved to a new location. The substation is currently located in the vicinity of Westwood Drive along MD Route 228. In addition, Alternate 5/6 in the DEIS would have affected a proposed Southern Maryland Electric Cooperative substation on the north side of MD Route 228 west of Sharperville Road. Selected Alternate 5/6 will not require the removal of either substation.

2. Effects on Local and Regional Business Community

Local and regional economic activity in the study area is concentrated in the Waldorf-St. Charles areas, and to a much lesser degree, in the MD Route 210 corridor. The Waldorf-St. Charles areas serve as focal points for the exchange of goods and services for much of Charles County and southern Prince George's

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County. Alternate 2/3, Selected Alternate 5/6 and the improvements to MD Route 210 will improve and quicken access and create more efficient travel between both existing and planned residential and commercial developments in and around the study area. These alternates will also provide a better connection between the market areas in Waldorf-St. Charles and the metropolitan Washington region.

Further economic development in the Waldorf-St. Charles area and new economic activity in the Accokeek vicinity hinge on many factors, one of which is improved transportation facilities that can accommodate additional planned growth. Improved accessibility will generally increase economic activity in the area and enhance business development opportunities. In turn, new employment opportunities would be made available.

Selected Alternate 5/6, coupled with the improvements to MD Route 210, better serves planned economic and employment activity in the Accokeek area. The extension of MD Route 228 to MD Route 210 would occur near the center of a future light industrial, commercial, and office complex planned for the Accokeek area. Thus, this area would serve as a key intersecting point for traffic and development in the MD Route 210 and 228 corridors.

The No-Build Alternate would result in increasing congestion and delays which is expected to have an adverse effect on business activity (i.e. more circuitous travel, worse access, etc.).

3. Effects on the Tax Base

Master plans concerning the study area support the current and future growth of the MD Routes 210 and 228, and U.S. Route 301 corridors. Significant residential and commercial development, in accordance with these plans, is expected to occur in these corridors following completion of improvements to MD Routes 210 and 228. This development is also contingent upon extensions of public water and sewer service towards the center of the study area.

As the area is developed and transitions from a rural to an urbanized/suburbanized environment, property values will rise and result in an overall increase in the counties' tax bases.

Although the construction of either Alternate 2/3 or Selected Alternate 5/6 would displace some residences, no significant decrease in the tax base is anticipated as a result of the relocations.

D. LAND USE AND LAND USE PLANNING IMPACTS

The No-Build Alternate is not consistent with the future land use planning objectives for the study area and would not accommodate orderly and efficient economic, residential, and population growth. Implementation of this alternate would not meet future travel demands and could result in either delay planned development or cause growth pressures in other areas of the counties not designated for development.

The planned residential and economic development which will occur as a result of the proposed MD Route 210 and 228 improvements, along with the

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improvements themselves, are consistent with local and regional planning. The Comprehensive Plan Update for Charles County (1986) lists the dualization of MD Route 228 and its realignment to MD Route 210 to better serve cross county traffic between southern Prince George's County and metropolitan Washington and Waldorf-St. Charles. The General Plan for Prince George's County (1982) and the Adopted and Approved Master Plan for Subregion V: Clinton, Accokeek, Piscataway, Brandywine, and Vicinities (1974) both recommend improvements to MD Route 210 with the former plan indicating an ultimate roadway width of six lanes.

Future residential and economic growth in the study area is contingent upon extensions of public water and sewer lines and the improvements to MD Routes 210/228. The additional capacity and improvements to the overall transportation network provide the needed capacity to accommodate the planned growth in an orderly fashion, providing the level of service and safety required for the proposed development. In addition, areas planned for growth would become more desirable and have an enhanced development potential.

E. HISTORIC AND ARCHEOLOGICAL RESOURCES IMPACTS

1. Historic Sites

One Historic Site on the National Register, the Bellevue House, is located in the vicinity of Selected Alternate 5/6 and is described in Section III.

The Bellevue House is located along Bealle Hill Road approximately 1,500 feet from Selected Alternate 5/6. It is located too far out of the project area to be shown on the alternate mapping. The State Highway Preservation Officer has determined the project would have no effect on the site. The project would not require any right-of-way from the site. Because of the distance of the site, about 1,500 feet from Selected Alternate 5/6, the environment in the area of the site would not be altered and the site would not be isolated from the current setting. Access to the site would not be changed. The 1,500 feet and the existing vegetation between the Bellevue House and Selected Alternate 5/6 would preclude any change in the visual, audible, or atmospheric characteristics of the existing environment.

The Sharperville School is located in the vicinity of Alternate 2/3 and would not be affected by Selected Alternate 5/6.

2. Archeological Sites

Five sites identified by the Maryland Geological Survey as potentially eligible for the National Register of Historic Places would have been impacted by Alternate 2/3.

Selected Alternate 5/6 will not impact any site potentially eligible for the National Register.

F. AIR QUALITY IMPACTS

1. Analysis Objectives, Methodology, and Results

The objective of the air quality analysis is to compare the carbon monoxide (CO) concentrations estimated to result from traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards (S/NAAQS). The NAAQS and SAAQS are identical for CO: 35 ppm (parts per million) for the maximum 1-hour period and 9 ppm for the maximum consecutive 8-hour period.

A microscale CO pollution diffusion analysis was conducted using the third generation California Line Source Dispersion Model, CALINE 3. This microscale analysis consisted of projections of 1-hour and 8-hour CO concentrations at sensitive receptor sites under worst-case meteorological conditions for the No-Build and the Build Alternates for the design year (2015) and the estimated year of completion (1995).

a. Analysis Inputs

A summary of analysis inputs is given below. More detailed information concerning these inputs is contained in the MD Route 228 Air Quality Analysis which is available for review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Background CO Concentrations

In order to calculate the total concentrations of CO which occurs at a particular receptor site during worst-case meteorological conditions, the background CO concentrations are considered in addition to the levels directly attributable to the facility under consideration. The background concentration resulting from area-wide emissions from both mobile and stationary sources was assumed to be the following due to the lack of ambient monitoring stations in the project area and since the project is within an air quality attainment area:

	CO, ppm	
	1-hour	8-hour
1995	2.0	1.0
2015	2.0	1.0

Traffic Data, Emission Factors, and Speeds

The appropriate traffic data were utilized as supplied by the Bureau of Highway Statistics (June 1987) of the Maryland State Highway Administration.

The composite emission factors used in the analysis were derived from the Environmental Protection Agency (EPA) Mobile Source Emission Factor, and were calculated using the EPA MOBILE 3 computer program. An ambient air temperature of 20° F was assumed in calculating the emission factors for the 1-hour and 35° F was used for 8-hour analysis in order to approximate worst-case results for each analysis case.

Average vehicle operating speeds used in calculating emission factors were based on the capacity of each roadway link considered, the applicable speed limit, and external influences on speed through the link from immediately adjacent links. Average operating speeds ranged from 25 mph to 50 mph depending upon the roadways and alternate under consideration.

Meteorological Data

Worst-case meteorological conditions of 1 meter/second for wind speed and atmospheric stability class F were assumed for the 1-hour calculations. For the 8-hour calculations, a combination of Class D and F stability clauses and 1 meter/second and 2 meters/second wind speed were used as appropriate. In addition, as stated above, worst-case temperatures of 20° F and 35° F were assumed.

The wind directions utilized as part of the analysis were rotated to maximize CO concentrations at each receptor location. Wind directions varied for each receptor and were selected through a systematic scan of CO concentrations associated with different wind angles.

b. Sensitive Receptors

Site selection of sensitive receptors was made on the basis of proximity to the roadway, type of adjacent land use, and changes in traffic patterns on the roadway network. Sixteen receptor sites were chosen for this analysis consisting of 13 residences, a farm, a soccer field and a playground (see Table 6). The receptor site locations were verified during study area visits by the analysis team. The receptor sites are shown on Figures 5 through 14.

TABLE 6
Sensitive Receptor Sites

Site Number	Description/Location
1	Residence, 1 story frame, Berry Road
2	Residence, 1 story frame, Berry Road
3	Residence, 1 story brick, Berry Road
4	Residence, split-level frame, Beachwood Drive
5	Residence, 1 story frame, Berry Road
6	Residence, split-level, Janice Place
7	Residence, 1 story frame, Berry Road
8	Residence, 1 story brick, Berry Road
9	Residence, 1 story frame, Sharperville Road
10	Farm, Berry Road
11	Henry G. Ferguson Elementary School, Berry Road
12	Residence, 1 story brick, Indian Head Highway
13	Residence, 1 story brick, Indian Head Highway
14	Residence, 1 story frame, Biddle Road
15	Residence, 2 story frame, Coldwater Drive
16	Soccer Field, Fort Washington Elementary School

c. Results of Microscale Analysis

The results of the calculations of CO concentrations at each of the sensitive receptor sites for the No-Build and Build Alternates are shown in Table 7. The values shown consist of predicted CO concentrations attributable to traffic on various roadway links plus projected background levels. A comparison of the values in Table 7 with the S/NAAQS shows that no violations will occur for the No-Build or Build Alternates in 1995 or 2015 for the 1-hour or 8-hour concentrations of CO. The projected CO concentrations vary between alternates depending on receptor locations as a function of the roadway locations and traffic patterns associated with each alternate.

For most receptors, the Build Alternate results in slightly greater CO concentrations than the No-Build Alternate for the 1-hour and 8-hour concentrations in 1995 and 2015. The concentrations remain well below the S/NAAQS for all alternates under consideration.

In conclusion, the No-Build Alternate and Build Alternates will not result in violations of the 1-hour or 8-hour S/NAAQS in 1995 and 2015.

2. Construction Impacts

The construction phase of the proposed project has the potential of impacting the ambient air quality through such means as fugitive dust from

TABLE 7

CO Concentrations* at Each Site, in ppm

Receptor Number	Build Alternate	2015				1995			
		No-Build		Build		No-Build		Build	
		1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
1	2/3, 5/6	6.9	1.9	7.5	2.1	4.8	1.8	5.6	1.7
2	2/3, 5/6	5.6	1.8	5.5	2.0	4.3	1.5	4.2	1.6
3	2/3, 5/6	5.5	1.8	5.4	2.1	4.2	1.6	4.2	1.6
4	2/3, 5/6	4.4	1.5	5.7	2.0	3.5	1.4	4.3	1.6
5	2/3, 5/6	6.6	1.9	6.9	2.2	4.9	1.7	5.1	1.7
6	2/3, 5/6	3.5	1.3	4.1	1.6	3.0	1.2	3.3	1.4
7	5/6	3.1	1.2	4.4	1.6	2.6	1.2	3.5	1.4
8	5/6	3.1	1.2	3.7	1.5	2.6	1.2	3.1	1.3
9	2/3	4.4	1.6	4.7	1.8	3.5	1.4	3.7	1.7
10	2/3	2.1	1.0	3.2	1.4	2.1	1.0	2.8	1.2
11	2/3	2.1	1.0	3.1	1.3	2.1	1.0	2.7	1.2
12	2/3	3.5	1.4	4.1	1.6	2.9	1.3	3.3	1.5
13	5/6	4.4	1.7	3.8	1.5	3.5	1.4	3.2	1.2
14	5/6	4.2	1.6	3.9	1.5	3.4	1.4	3.2	1.3
15	2/3, 5/6	3.9	1.5	5.3	1.9	3.2	1.4	4.1	1.5
16	2/3, 5/6	3.9	1.4	4.8	1.7	3.2	1.4	3.8	1.5

*Including background concentrations:

1-hour = 2.0 ppm (1995, 2015)

8-hour = 1.0 ppm (1995, 2015)

S/NAAQS: 1-hour = 35 ppm

8-hour = 9 ppm

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grading operations and materials handling. The State Highway Administration has addressed this possibility by establishing Standards Specifications for Construction and Materials which specifies procedures to be followed by contractors involved in state work.

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the Specifications in terms of satisfying the requirements of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03D) will be taken to minimize the impact on the air quality of the area.

3. Conformity with Regional Air Quality Planning

The project is within an area where the State Implementation Plan does not contain transportation control measures. Therefore, with the exception of the construction procedures, the conformity requirements of 23 CFR 770 do not apply to this project.

4. Agency Coordination

Copies of the technical Air Quality Analysis are being circulated to the U.S. Environmental Protection Agency and the Maryland Air Management Administration for review and comment.

G. NOISE LEVELS AND NOISE IMPACTS

The anticipated noise impacts of the proposed improvements modeled under the Build Alternate were generally based upon two criteria, the first of which involves the relationship of the predicted noise levels to the Federal Highway Administration Noise Abatement Criteria. Abatement considerations are justified if the predicted noise levels approach or exceed the noise abatement criteria of 67 dBA as maintained by the Federal Highway Administration. The second of the criteria upon which this analysis was based considered the relationship of predicted noise levels to ambient levels. When the FHWA's noise abatement criteria is not exceeded but ambient levels receive an increase of L_{eq} of 10 dBA or more, abatement measures are considered. Project noise levels are shown in Table 8.

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TABLE 8
Project Noise Levels
MD Route 228

NSA	Description	Ambient Leq	Design Year (2015) Leq			
			No Build	Build 2/3	Build 5/6	Change from Ambient
16	Soccer Field	66	63	66	66	0
15	Residence	61	61	63	63	+ 2
13A	Residence (Interchange Option)	56/58	70	70	71	+15
14A	Residence (Interchange Option)	56	61	61	68	+12
12	Residence (Both Options)	61	60	65	65	+ 4
8	Residence (Historic Site)	58	66	N/A	66	+ 8
7	Residence (Historic Site)	58	64	N/A	70	+12
6	Residence (Historic Site)	56/55	64	70	70	+14
5	Residence (Historic Site)	63	70	70	70	+ 7
4	Residence (Historic Site)	62	63	71	71	+ 9
3	Residence (Historic Site)	64	72	73	73	+ 9
2	Residence (Historic Site)	64	70	71	71	+ 7
1	Residence (Historic Site)	63/63	64	66	66	+ 3

Consideration is based on the size of the impacted area (number of structures, spatial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction, feasibility, and reasonableness. A reasonableness determination includes consideration of the effects on noise levels of the project when comparing the Build Alternate to the No-Build Alternate, the cost per residence, and community desires.

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison, a total cost of \$27 per

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square foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by Maryland State Highway Administration, and includes the cost of panels, footings, drainage, landscaping, and overhead.

A comparison of ambient and predicted design year noise levels is presented in Table 8.

The evaluation was completed in accordance with the Maryland State Highway Administration's Type I noise program. The Type I program provides evaluation of noise mitigation for new construction or reconstruction highway projects. The activity category utilized for the project analysis is Category B which includes the sensitive land use activities throughout the corridor, i.e., residences, schools, parks, etc.

The factors considered under the Type I program when determining whether mitigation is required and whether the mitigation is reasonable and feasible are:

- o Whether Federal Highway Administration Noise Abatement Criteria are approached or exceeded - 67 dBA for residential areas;
- o Whether a substantial (10 dBA or more) increase over Ambient Level would occur;
- o Whether a noise increase would result from the highway project - minimum of 5 dBA increase of Build over No-Build levels in the design year of the project;
- o Whether a feasible method is available to reduce the noise;
- o Whether the noise mitigation is cost effective for those receptors that are impacted - approximately \$40,000 per residence;
- o Whether the mitigation is acceptable to affected property owners;
- o \$27 per square foot cost figure;
- o Residences benefited equals all those that will equal or exceed 67 dBA (or 10 dBA increase) and receive a 5 dBA or greater reduction from a barrier; and
- o The criterion comparing the age of the roadway to the age of affected residences was determined not to be a significant factor in the determination of reasonableness for this project. The justification for this is that all affected residences rely either directly or indirectly on access to Md. 228 or Md. 210. Therefore, it is logical to assume that both roads were in place, in some form, prior to construction of the affected residences.

Noise Impact Assessment

The determination of environmental noise impact is based on the relationship between the predicted noise levels, the established noise abatement criteria and

the ambient noise levels in the project area. The applicable standard is the Federal Highway Administration's Noise Abatement Criteria/Activity Relationship (see Table 5) published in 23 CFR, 771.

Abatement Analysis

No-Build Alternate

A total of 17 noise sensitive areas are associated with this alternate. Projected 2015 noise levels would increase 1-14 dBA over ambient levels. Five NSA's would exceed the FHWA noise abatement criteria, of which 2 NSA's would have 2015 projected levels 10 dBA or more above the ambient levels. Noise mitigation measures were not analyzed for this alternate. NSA's 12 and 16, the school, have projected No-Build noise levels lower than the ambient levels. This is due to extraneous or background noise sources (other than highways) present during the monitoring period which would not be reflected in the modeling results.

The No-Build and projected levels are the same for NSA 9A. This is because Build Alternate 2/3 would have been relocated farther away from this NSA but would have been constructed with a four lane capacity. In contrast, the No-Build Alternate would place traffic closer to the NSA but would remain at a capacity of two lanes. Due to these offsetting factors, the Build and No-Build conditions are projected at the same levels.

Selected Alternate 5/6

A total of thirteen noise sensitive areas are associated with this alternate. Four of these NSA's would have projected noise levels 10 dBA or more above the ambient levels for the interchange option, compared with three for the intersection option. In addition, 8 NSA's would exceed the FHWA noise abatement criteria of 67 dBA in the design year 2015. A summary of noise abatement is shown in Table 9. The following is a discussion regarding the feasibility of abatement.

NSA 13A (Interchange)

This noise sensitive area would have a 2015 noise level that would exceed the noise abatement criteria by 4 dBA and increase 15 dBA over the ambient level. A barrier 965 feet in length by 14 feet in height at a total cost of \$364,770 would reduce projected 2015 noise levels by 7 dBA. Two residences with projected levels above 67 dBA would receive more than 5 dBA attenuation from this barrier at a cost of \$182,385 per residence. At this cost and a Build versus No-Build increase of 1 dBA, this barrier is not considered reasonable.

NSA 14A

NSA 14A would have a projected noise level 1 dBA above the noise abatement criteria and an increase of 12 dBA above ambient levels. The difference between the Build increase over the No-Build level is 7dBA. A barrier 1,120 feet in length by 14 feet in height with a total cost of \$423,360 would reduce projected 2015 noise levels by 8 dBA. Two residences with projected noise levels above 67

TABLE 9

Noise Abatement Analysis Summary
Selected Alternate 5/6

Noise Sensitive Area	# of Homes w/ Greater than 5 dBA Reduction and Greater than 67 dBA	Noise Levels Range (Leq)				Barrier			Cost Per Residence (\$)
		Ambient	No-Build (Design Year)	Build (Design Year)	Build W/ Barrier (Design Year)	Length (Ft.)	Height (Ft.)	Cost ¹ (\$x 1000)	
13A	2	56	70	71	64	965	14	\$364,770	\$182,385
14A	2	56	61	68	60	1,120	14	\$423,360	\$211,680
6	18	56	64	70	61	1,885	14	\$294,840	\$ 39,585
4	12	62	63	71	58	955	16	\$412,560	\$ 34,380
7	2	58	64	70	59	910	12	\$294,840	\$147,420

¹Based on a square foot cost of \$27.00.

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dBa would receive more than 5 dBA attenuation from this barrier at a cost of \$211,680 per residence. At this cost, a barrier is not considered reasonable.

NSA 13B (Intersection)

This noise sensitive area would have a projected noise level 4 dBA above the noise abatement criteria, with a 15 dBA increase over the ambient level. A barrier 700 feet in length by 14 feet in height with a total cost of \$264,600 would reduce projected 2015 noise levels by 7 dBA. Two residences with projected levels above 67 dBA would receive more than 5 dBA attenuation from this barrier at a cost of \$132,300 per residence. At this cost and a Build versus No-Build increase of 1 dBA, this barrier is not considered reasonable.

NSA 7

Noise sensitive area 7 would have a projected 2015 noise level 3 dBA above the noise abatement criteria of 67 dBA. The difference between the Build increase over the No-Build level is 6 dBA. A noise barrier 910 feet long by 12 feet high at a cost of \$294,840 would reduce projected levels by 11 dBA. Two residences with projected noise levels above 67 dBA would receive more than 5 dBA attenuation at a cost of \$147,420 per residence. At this cost, a barrier is not considered reasonable.

NSA 6

This noise sensitive area would have a projected 2015 noise level 3 dBA over the noise abatement criteria and 14 dBA over the ambient level. The difference between the Build increase over the No-Build level is 6 dBA. A barrier 1,885 feet in length by 14 feet in height would be required. A barrier of this length would eliminate access to both Ironwood Drive and Briarwood Drive. These two Drives are the only access to the Briarwood community. The barrier is not considered feasible.

NSA 4

NSA 4 would have a projected 2015 noise level 4 dBA above the noise abatement criteria of 67 dBA. The difference between the Build increase over the No-Build level is 8 dBA. A barrier 955 feet long by 16 feet high would be required. A barrier of this length would eliminate access to both Westwood Drive and Greenwood Drive. These two Drives are the only access to Westwood Estates and Hunt Club Estates communities. The barrier is therefore not considered reasonable.

NSA's 5, 3, and 2

All of the residences associated with these NSA's have driveway access to MD Route 228 and have a Build versus No-Build increase of 1 dBA or less. Effective mitigation is not feasible since a wall would have to be segmented for this access. This factor, along with the low density development in this area, makes mitigation infeasible at these locations.

Other Mitigation Measures

Although noise walls were not recommended as being either reasonable or feasible, other abatement measures were considered as outlined in the Federal-Aid Highway Program Manual 7-7-3. These include:

1. Traffic Management Measures

Traffic management measures which could be used include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits and exclusion land designations.

It is not possible to prohibit heavy trucks from the MD Route 228 facility due to the lack of alternative east-west connecting roadways between U.S. Route 301 and MD Route 210.

2. Alternations of Horizontal and Vertical Alignment

It is not possible to make substantial shifts in the horizontal or vertical alignments due to the desire to minimize additional relocations and impacts to the natural environment by utilization of available SHA right-of-way north of existing MD Route 228 for dualization of that roadway.

3. Acquisition of Real Property or Property Rights to Establish Buffer Zones or Install Earth Berms

The proximity of existing residential development to the proposed dualization of MD Route 228 and segmentation required for associated local roadways and driveway access make feasibility of earth berms unlikely.

Construction Impacts

An increase in project area noise levels would occur during the construction of the proposed improvements. Construction noise differs significantly from that generated by normal traffic due to its unusual spectral and temporal nature. The actual level of noise impact during this period will be a function of the number and types of equipment being used, as well as the overall construction procedure. This type of project would probably employ the following pieces of equipment that would be likely sources of construction noise:

- o Bulldozers and earth movers
- o Graders
- o Front end loaders
- o Dump and other diesel trucks
- o Compressors.

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably would not occur during critical sleep or outdoor recreating periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor or ineffective muffling systems, etc.

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H. RELATIONSHIPS BETWEEN SHORT-TERM EFFECTS AND LONG-TERM PRODUCTIVITY AND ENHANCEMENT

The proposed improvements should ease traffic congestion throughout the study area and allow increased speeds, reducing the amount of air pollutants contributed per vehicle. Highway safety and efficiency would also be improved.

Long-term effects include increased noise levels as well as the loss of wildlife habitat.

Short-term effects include the dust, erosion and noise associated with highway construction, as well as any business or residential displacements that may be required.

I. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The principal irreversible and, for all practical purposes, irretrievable commitment of resources would be the land allocated for the highway right-of-way, which can be considered as permanently committed to a transportation corridor. In addition, construction materials and suitable fill material for construction would be irretrievably committed.

J. ENERGY IMPACTS

It is anticipated that either Build Alternate will result in an overall reduction of energy expended over the No-Build Alternate. This energy savings is realized because the Selected Alternate will provide a more direct connection between existing U.S. Route 301 and MD Route 210 and will also result in more efficient operating speeds than the No-Build Alternate. Over time the energy savings should more than offset any secondary energy consumption expended during construction.

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Section V

**Distribution
List**

V. DISTRIBUTION LIST

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Contract No. AW 760-101-071
MD Route 228 Extended
From U.S. Route 301 to MD Route 210
and
MD Route 210 from MD Route 228 Extended
to Old Fort Road in Charles and
Prince George's Counties, Maryland
Final Environmental Impact Statement

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- *Department of State Planning
- *Department of Natural Resources
- Department of Budget & Fiscal Planning
- Department of General Services
- Department of Economic and Community Development
- Department of Education
- Department of Health and Mental Hygiene
- Interagency Committee for School Construction
- Maryland Environmental Trust
- *Maryland Historical Trust
- Department of Public Safety and Correctional Services
- *Maryland Geological Survey

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*Provided Comments

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Section VI

**Comments
and
Coordination**

VI. COMMENTS AND COORDINATION

During the project planning study, the SHA undertook an aggressive public involvement effort prior to the public hearing to achieve public understanding of the MD Route 228 project. Approximately forty-four (44) community associations in both the MD Route 210 and MD Route 228 corridors were contacted by letter (August 17, 1987 and December 9, 1987) and occasionally by telephone to apprise them of the progress of the project planning study and the availability of project planning team members to make presentations. Project planning team members made such presentations to the following groups.

Broad Creek Citizens Association	September 28, 1987
Fort Washington Estates Civic Association	October 28, 1987
Fort Washington United Methodist Men	November 14, 1987

(Several other nearby civic organizations were invited and/or in attendance at this meeting.)

Smallwood Village Council	January 5, 1988
West Lake Village Council	January 20, 1988
Greater Accokeek Civic Association	January 27, 1988
Calvert Manor Corporation	February 17, 1988
Tantallon Citizens' Association	November 9, 1988

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A. PUBLIC HEARING COMMENTS

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The location/design public hearing was conducted at the Eugene Burroughs Middle School, Accokeek, Prince George's County, Maryland, the evening of February 4, 1988. Public notices were published in advance of the hearing and notice of the hearing was mailed to 1,166 persons and groups. Approximately 525 persons attended the hearing. The No-Build Alternate and two (2) Build Alternates, Alternate 2/3 and Alternate 5/6, were formally presented. Following the formal presentation by the SHA, six (6) elected officials offered comments followed by fifty-six (56) citizens.

Comments by elected officials were largely conciliatory, recognizing the severity of highway problems in both Charles and Prince George's Counties.

Citizen comments were geographically aligned. A slight majority of speakers were from Prince George's County and were principally supportive of the No-Build Alternate. Charles County residents mainly supported Build Alternates.

The major points expressed by those opposed to the project were:

1. MD Route 210 is inadequate to handle existing and projected traffic without the construction of MD Route 228.
2. Adding additional lanes to MD Route 210 would not solve the congestion problems unless interchanges are constructed also.
3. To alleviate traffic problems on MD Route 210, improvements and increased capacity are required for the Woodrow Wilson Bridge (I-95 over the Potomac River) and for I-295 (Anacostia Freeway) inside the Capital Beltway.
4. Mass transit should be developed instead of building additional roadways. Something must also be done to reduce the number of one occupant vehicles on the roadways. Consideration should be given to HOV Lanes, Van Pools, additional bus service, light rail, transit, etc.
5. Construction of MD Route 228 improvements would exacerbate the uncontrolled "oppressive" development that is occurring in Charles County.
6. Improvement of MD Route 210 would divert traffic from the MD Route 5 corridor.
7. If either Build Alternate is selected, especially Alternate 2/3, it would completely change the character of the region. There would be much pressure to change the existing low density zoning in Prince George's County along the Alternate 2/3 corridor.

The major points expressed by those preferring a Build Alternate were:

1. The unsafe geometric conditions on local roads (Bealle Hill Road and Sharperville Road). These unsafe conditions are reflected by the collision rates for the two roadways.

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2. The conditions of the unsafe local roads which must now be utilized to travel from MD Route 210 to U.S. Route 301 demand that an improved roadway be built for safety reasons.
 3. Growth will continue in the area, in both Charles and Prince George's Counties, with or without the proposed MD Route 228 Improvements.
 4. The traffic problems must be analyzed as a regional problem. The MD Route 228 connection between MD Route 210 and U.S. Route 301 is needed independently of any mass transit proposed for the area.
 5. The proposed improvements to MD Route 228 are essential if there is to be economic development in the region.

Elected Officials' Comments

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Specific comments offered by elected officials are summarized as follows:

Speaker: Senator James C. Simpson,
Address: P.O. Box 888 Waldorf, MD 20601

Comment:

Senator James C. Simpson, District 28, Charles County, made a statement in favor of the proposed improvements. He acknowledged the concern of Prince George's County citizens and noted that many Charles County residents were former residents of Prince George's County. He expressed the desire that both counties work together for the benefit of all.

SHA Response: None Required

Speaker: Delegate Michael J. Sprague,
Address: P.O. Box 37 Bryans Road, MD 20616

Comment:

Delegate Michael J. Sprague, District 28A, Charles County, noted the traffic problems on local roads and acknowledged the importance of not making conditions on MD Route 210 worse and supported the proposed improvements to MD Route 210 in connection with the MD Route 228 improvements.

SHA Response: None Required

Speaker: Delegate Samuel C. Linton
Address: Box 110 Holly Spring Road Nanjemoy, MD 20662

Comment:

Delegate Samuel C. Linton, District 28A, Charles County, stressed the importance of safety. He noted that Charles County will cooperate in any way possible to complete the MD Route 228 improvements.

SHA Response: None Required

Speaker: Delegate Gary R. Alexander
Address: 11414 Livingston Road, Fort Washington, MD 20744

Comment:

Delegate Gary R. Alexander, District 27, Prince George's County, noted the desires of Prince George's County to be a good neighbor. MD Route 210 is a congested mess. Something needs to be done at the north end of Indian Head Highway to relieve traffic congestion. Improvements are needed to the Woodrow Wilson Bridge and I-295 within the Capital Beltway. He is willing to listen to any alternate that will improve traffic operational conditions on MD Route 210.

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SHA Response:

Selected Alternate 5/6 will improve traffic capacity on MD Route 210. Construction is underway on improvements at the MD Route 210/Capital Beltway Interchange. MD Route 210 will be widened to six lanes north of Old Fort Road to the Capital Beltway under a separate study. A separate study will consider improvements to the Woodrow Wilson Bridge on the Capital Beltway.

Speaker: Commissioner Murray Levy
Address: P.O. Box B Courthouse, La Plata, MD 20646

Comment:

Commissioner Murray Levy, Charles County, noted that many of the problems encountered are regional in nature. He noted that part of the increased capacity at the sewage treatment plant in Charles County has been pledged to Prince George's County. He stressed the importance of correcting the unsafe conditions on local roads. He acknowledged the concern that conditions on MD Route 210 not be made worse.

SHA Response:

Selected Alternate 5/6 will both improve safety conditions by relieving traffic congestion on local roadways and will improve capacity on MD Route 210.

Speaker: Commissioner Thomas Mac Middleton
Address: P.O. Box B Courthouse, LaPlata, MD 20646

Comment:

Commissioner Thomas Mac Middleton, Charles County, asked that the counties cooperate and look at the problem as a regional problem. He stated that the proposed improvements are needed for benefit of the region. He noted regional cooperative efforts between Charles and Prince George's Counties for other projects, namely increased sewage treatment plant capacity and police protection.

SHA Response: None Required

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Citizens' Comments

Specific comments by the 56 citizens are summarized as follows:

Speaker 1: Wayne Whitney
Address: Oxon Hill

Comment:

Noted existing overloaded traffic conditions on MD Route 210 and parallel collectors. 4 lane MD Route 228 will worsen travel conditions. Supports No-Build Alternate.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.

Speaker 2: Julian Holmes, Citizens Association of Friendly
Address: Friendly

Comment:

Charges corruption in MDOT. DEIS is a lie. MD Route 228 improvements will result in oppressive development. Supports No-Build Alternate.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

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Speaker 3: Elmer Phillips, President, South Potomac Citizens Association
Address: Fort Washington

Comment:

No input. Supports No-Build Alternate.

SHA Response:

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Speaker 4: Helen H. O'Leary,
Address: Broad Creek

Comment:

Urges upgrading of MD Route 5. Noted that paving median of MD Route 210 not consistent with local plan. Interchanges are needed on MD Route 210. Much development underway. MD Route 210 widening provides insufficient capacity. Supports No-Build Alternate for MD Route 228.

SHA Response:

Improvements are programmed for MD Route 5 from Interstate 95 to south of U.S. Route 301 to T.B. beginning FY 1990.

MD Route 210 improvement to a six (6) lane facility is in conformance with the Prince George's County General Development Master Plan.

The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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Speaker 5: Mrs. Carmen Anderson
Address: Brandywine

Comment:

Opposed to development that would result from MD Route 228. Supports No-Build Alternate.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

As the Eastern Bypass Corridor Study is a separate project with separate goals, it is not considered part of the MD Route 228 project and needs only to be modified as a related project.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Speaker 6: Frederick W. Case
Address: Accokeek

Comment:

MD Route 228 promises new development. Most of Alternate 2/3 in Prince George's County passes through land zoned for low density. Build Alternates would place over 10,000 ADT additional load on MD Route 210. Urges Prince George's County elected officials to kill MD Route 228.

SHA Response:

There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would

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not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Speaker 7: Rufus Mitchell, Tantallon South Homeowners Association
Address: Tantallon

Comment:

Objects to greater traffic problems threatened by MD Route 228. Urges more dollars for mass transit to solve problems. Charges Charles County Commissioners with irresponsibility as to development control. Suggests traffic management measures including elimination of Sharperville Road bridge over Mattawoman Creek. Supports No-Build Alternate.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway, the Sharperville Road crossing of Mattawoman Creek would be closed. This would result in a reduction in traffic diverted into the rural community via Sharperville Road.

Speaker 8: Alexander Winter, Southern Prince George's Peace Action
Address: Bryans Road

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Comment:

MD Route 228 improvements and attendant development threaten life styles in the region. We need more mass transit. Supports No-Build Alternate.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

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Speaker 9: Jack Bachkosky, Tantallon Citizens Association
Address: Tantallon

Comment:

MD Route 228 improvements are only a band-aid approach to the problems of the region in view of ongoing development. Suggests Master Plan for transportation rather than random improvements. Supports No-Build Alternate.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

As the Eastern Bypass Corridor Study is a separate project with separate goals, it is not considered part of the MD Route 228 project and needs only to be modified as a related project.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Speaker 10: H. J. McElderry
Address: Accokeek

Comment:

Proposed MD Route 228 improvements would destroy "way of life" because it is being proposed to support development. Requested people to pressure elected officials to kill the project. Suggests building all of MD Route 228 in Charles County. Supports No-Build Alternate.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

There is no viable option that can connect MD Route 228 to MD Route 210 entirely within Charles County, and still serve traffic needs in a manner consistent with the continuity required for the State Highway System. A connection wholly within Charles County would tend to perpetuate traffic through Accokeek on unsafe local roadways.

Speaker 11: John S. Smuck
Address: Accokeek

Comment:

Charges Charles County with irresponsible growth. There is no benefit to Prince George's County citizens. Alternate 5/6 is preferable to Alternate 2/3. Suggests building all of MD Route 228 within Charles County. Supports No-Build Alternate.

SHA Response:

There is no viable option that can connect MD Route 228 to MD Route 210 entirely within Charles County, and still serve traffic needs in a manner consistent with the continuity required for the State Highway System. A connection wholly within Charles County would tend to perpetuate traffic through Accokeek on unsafe local roadways.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes

transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Speaker 12: Barbara Edler
Address: Accokeek

Comment:

Commuting time to D.C. is intolerable. MD Route 228 not in best interest of Prince George's County citizens. Suggests that any alternate mode of transportation possible be investigated. Supports No-Build Alternate.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Speaker 13: Alvis H. Harris, Citizens Association of Friendly
Address: Friendly

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Comment:

Urged conversion of U.S. Route 301 and MD Route 5 to freeway status. Second Alternative: No-Build.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridor. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Improvements are programmed for MD Route 5 from Interstate 95 to south of U.S. Route 301 to T.B. beginning FY 1990.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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Speaker 14: L. O. Heilmeier, Chairman Joint Chamber of Commerce/Economic Development Commission, Transportation Committee
Address: Charles County

Comment:

Supports Alternate 5/6. MD Route 210 originally built to bring workers to propellant plant.

SHA Response:

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

Speaker 15: Bob Mitchell, President Chamber of Commerce
Address: Charles County

Comment:

Hopes counties can work out problems. Cities mutual benefits. Traffic flow can be reversed with new employment in Charles County. Supports either Build Alternate.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Speaker 16: Wes Courtney, Indian Head-Bryans Road Business Association
Address: Bryans Road

Comment:

Concerned about accidents on local roadways. Supports MD Route 228 project.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 17: Tim Temerario, Broadcreek Yacht and Recreation Association
Address: Fort Washington

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Comment:

Light rail system should be developed. MD Route 228 will divert traffic from MD Route 5 and U.S. Route 301 to MD Route 210. Intergovernmental cooperation can alleviate traffic congestion. Objects to hearing location.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).

The public hearing was postponed at the request of elected officials from Southern Prince George's County who asked that the State Highway Administration meet with interested groups throughout the project area to share information about the project prior to holding the Public Meeting.

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Speaker 18: William T. Moran, Mayaone Association
Address: Accokeek

Comment:

MD Route 228 would destroy quality of life in southern Maryland. Light rail is the answer. Badger elected officials until they cave in.

SHA Response:

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Speaker 19: Charles Weller
Address: Accokeek

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Comment:

Proposed MD Route 210 improvements will not solve problems. Urges regional traffic study. I-295 and Woodrow Wilson Bridge should be improved. Supports light rail transit.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Speaker 20: Stafford Allison, President, Mayaone Association
Address: Accokeek

Comment:

MD Route 210 is saturated and overflowing. Supports No-Build Alternate.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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Speaker 21: Randall Knack,
Address: Fort Washington

Comment:

MD Route 228 would have negative impact on air quality and water quality in South Prince George's County. Suggests alternatives be explored and budgetted to solve traffic problems. Reduce number of cars with single occupants. Supports No-Build Alternate.

SHA Response:

No violations of the State or National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide are predicted for the Selected Build Alternate in the design year (2015).

The project will be designed in accordance with the State Water Resources Administrations regulations .01.01 Comar .08.05.05 "Stormwater Management," which requires water quality be addressed during the final design phase.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Speaker 22: Donald G. Reinke, Director, Charles County Economic Development Commission
Address: Charles County

Comment:

Cannot afford No-Build Alternate with traffic problems in the area. Supports either Build Alternate.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 23: J. Blaylock Wills, Governor's Southern Maryland Economic Task Force
Address: Charles County

Comment:

Supports MD Route 228 improvements to benefit entire region. Traffic will grow with or without MD Route 228.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 24: David J. Hoffman, Mayaone Association
Address: Accokeek

Comment:

Gridlock on MD Route 210 would result if MD Route 228 is improved. Much development in MD Route 210 corridor on the way. Proposed MD Route 210 widening inadequate to handle future traffic. Suggests that other transit solution be studied. Supports No-Build Alternate.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly

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reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Speaker 25: John W. Turner, Greater Accokeek Civic Association
Address: Accokeek

Comments:

Development always proceeds faster than predicted. MD Route 228 improvements would generate additional traffic which would clog roads in future. MD Route 228 has potential to completely destroy quality of life. Supports No-Build Alternate.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Speaker 26: Ed Kelly, St. Charles Associates
Address: Waldorf

Comments:

Development too often pits community against community. Charles County will increase in population by 60% by the year 2000. Proposed MD Route 228 would help remove traffic from local roads. MD Route 228 is vital for planned growth. Favors Alternate 5/6.

SHA Response:

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

Speaker 27: Robert Heier for Larry Abell, FSI Design Group
Address: La Plata

Comments:

Resents pitiful road conditions. Transportation critical issue to selection of employment, development. Improvement of MD Route 228 essential.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 28: Warren Barley, Barley Mortgage Company
Address: Waldorf

Comments:

MD Route 228 improvements is necessary. Growth will occur in any event. We need the roads.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 29: William J. Murray, Murray Weaver & Ragan
Address: Waldorf

Comment:

Supports MD Route 228 - will benefit all.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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Speaker 30: Charlotte Rickenbaker, Sky's The Limit Inc.,
Address: Waldorf

Comment: Improved MD Route 228 is essential for the area. Supports Alternate 5/6.

SHA Response

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

Speaker 31: Sandra Mitchell, Chairman, Charles County Planning Commission
Address: Charles County

Comment:

MD Route 228 would address traffic problems. Development is already here. New connector necessary for both counties.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 32: Dr. Peter Ulrich,
Address: Oxon Hill

Comment:

Noted there is a morning backup of 2 miles on MD Route 210. Problem is at I-295, Woodrow Wilson Bridge and D.C. city line. Proposes light rail system for the region.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly,

Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Speaker 33: Leo F. Smith
Address: Waldorf

Comment:

Defends integrity of SHA and developers. Urged fairness from both counties.

SHA Response:

Not required.

Speaker 34: Marland Deen, Elks Lodge
Address: Waldorf

Comment:

Supports MD Route 228 improvements as essential to support planned development.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 35: Paster John Warren, Calvary Gospel Church
Address: Waldorf

Comment:

Favors MD Route 228 improvements. Some Prince George's County citizens travel to his church in Charles County. Both counties will benefit.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural

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highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 36: Anthony H. Pereira
Address: Accokeek

Comment:

Suggests van pools on MD Route 210. Problem is reliance on cars. Solution is to slow down development, but that won't happen. Recommends mass transit (light rail), more park'n ride lots. More than 1 person per car. Supports No-Build Alternate.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA) in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

Consideration was previously given to high occupancy vehicle (HOV) lanes on MD Route 210 and conclusions were reached that such lanes would not be

feasible on any arterial highway with at-grade intersections due to their interference with turning movements. MD Route 210 would have to be widened to accommodate HOV lanes. Also, to generate interest in higher vehicle occupancy, there needs to be a time savings of ten minutes or more. HOV lanes are being considered in the current Statewide transportation study and will be a consideration in the project planning study of MD Route 210 to be initiated in the near future.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Speaker 37: Thomas Donovan, Sierra Club
Address: Accokeek

Comment:

Invest dollars on mass transit, not roads. Supports No-Build Alternate.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

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Speaker 38: Chris Bernabo, Mayoane Association
Address: Accokeek

Comment:

5 minutes of travel savings for commuters is insignificant. Road improvements won't get you there faster because of congestion. Supports No-Build.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince George's County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.

Speaker 39: Gary V. Hodge, Executive Director Tri-County Council for Southern Maryland
Address: Southern Maryland

Comment:

Development/population growth underway. Part of comprehensive plan. MD Route 228 improvements needed. Elected official support in Southern Maryland.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 40: Jacob Weaver, Jr.
Address: Accokeek

Comment:

Supports MD Route 228 improvement. Elected officials have duty to protect citizen's safety, health and welfare. Roads inadequate for present traffic. Park'n ride should be encouraged. Upgrade MD Route 210 to freeway with HOV lanes.

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SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

Speaker 41: Raymond Keeney, Member MD Transportation Commission, President, Suburban MD Building Industry Association
Address: Waldorf

Comment:

Transit a long way off until density warrants it. Supports Alternate 5/6.

SHA Response:

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Speaker 42: Anthony DeStasio, Smallwood Village Council
Address: Waldorf

Comment:

Represents 20,000 Residents. Supports MD Route 228 as essential to improve safety.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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Speaker 43: Manny Claggett, Bryan Point Road
Address: Accokeek

Comment:

Prefers Alternate 5/6.

SHA Response:

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

Speaker 44: Glennda Taylor
Address: Indian Head

Comment:

Riviera development public hearing soon. A very big development proposal. Urges Charles County to turn down Riviera development. A copy of the proposed development plan was left for inclusion in the transcript.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

Since the proposed Riviera development is a different project with separate goals it is not considered part of the MD Route 228 project.

Speaker 45: Bob Virgin
Address: White Plains

Comment:

Supports Alternate 5/6 to improve safety.

SHA Response:

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

Speaker 46: James R. Reed
Address: La Plata

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Comment:

Cites increasing traffic on MD Route 210, proposed developments and roadways. Supports No-Build Alternate.

SHA Response:

As the Eastern Bypass Corridor Study is a separate project with separate goals, it is not considered part of the MD Route 228 project and needs only to be mentioned as a related project.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Speaker 47: David Wright, representing Charles County Sheriff
Address: Charles County

Comment:

Supports MD Route 228 improvement - losing lives on these roads daily. Many "cruisers" are youths from Prince George's County. Commuters come to Charles County from Virginia.

SHA Response

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Speaker 48: H. Robert Drake
Address: Accokeek

Comment:

Supports MD Route 228 improvements to increase safety. Son had serious accident on unsafe local roads.

SHA Response:

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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Speaker 49: Frank Tipton
Address: Oxon Hill

Comment:

Waldorf traffic belongs on MD Route 5. Light rail is the answer to transportation problems. Rail could be built quicker than highway. Safety improvements to existing roadways are a good substitute for new highways. Supports No-Build Alternate.

SHA Response:

MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Speaker 50: Leonard Koenick, Treasure Cove Residents Organization
Address: Fort Foote

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Comment:

Travel time savings on MD Route 228 is not significant in view of regional traffic congestion. Safety improvements can be implemented in lieu of new highways.

SHA Response:

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Each transportation improvement must be judged on its own merits as well as how it fits into an integrated system. Travel efficiency, which includes consideration of travel time, would be enhanced with either build alternate.

Speaker 51: Dr. Donald K. Wallace
Address: Fort Washington

Comment:

MD Route 210 is a parking lot 6:30 to 7:30 am northbound and jammed 4:30 to 6:30 pm southbound. The real problem is MD Route 210, not MD Route 228.

SHA Response:

1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince George's County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.

The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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Speaker 52: Charles Hollock
Address: Accokeek

Comment:

Highway will be obsolete before building. Study area is too restricted. Supports No-Build Alternate.

SHA Response:

Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

Speaker 53: Robert Heier
Address:

Comment:

Issue is saving lives. Is raising children in Charles County and wants them to survive. MD Route 228 is essential for safety. Endorses Alternate 5/6.

SHA Response:

Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

Speaker 54: Charles Dillon
Address: Farmington Road, Accokeek

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Comment:

Development inevitable whether we like it or not. Need all types of transportation modes. Supports MD Route 228 as an essential transportation element. Would prefer Alternate 2/3.

SHA Response:

Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

Speaker 55: Alexander Winter, Southern Prince George's Peace Action
Address: Bryans Road

Comment:

Development will make life not worth living. Someone is making a lot of money. Not reasonable to think that development can continue forever. Supports No-Build Alternate.

SHA Response:

Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

Speaker 56: Carmen Simeone
Address: Waldorf

Comment:

Construction industry is responsible for up to 33% of the gross national product. Development should not be blocked. Supports MD Route 228 improvements.

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SHA Response

Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

B. WRITTEN COMMENTS

B. WRITTEN COMMENTS

This portion of the document summarizes all written comments received pertinent to the MD Route 228 public hearing from publication of the first notice in newspapers on December 28, 1987 to the expiration of the extended comment period on March 6, 1988. The written comments themselves together with responses to the comments will be found in this document beginning on page VI-40.

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1. Elected Officials

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1. Elected Officials

No written comments specific to the MD Route 228 project were received from elected officials during the comment period.

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2. Government Agencies



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

JAN 4 1988

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PROJECT
DEVELOPMENT
DIVISION
JAN 13 4 12 PM '88

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202-0717

Re: MD Rt. 228 Extended from MD Rt. 210 to U.S. Rt. 301
and MD Rt. 210 Extended to Old Fort Rd. (88-11-098)

Dear Mr. Ege:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced project. The document provides a thorough description of the natural environment in the project area, however, EPA has some concern regarding the project's impacts on this environment. Consequently, we have rated the DEIS EC-2 on EPA's rating scale, a copy of which is enclosed for your information. The following comments are provided for your consideration in the FEIS.

Secondary Development:

The Accokeek, Piscataway and Oxon Hill areas are targeted for development by the county (p. III-36). (Note that Oxon Hill is not identified on the Figures in the DEIS.) With reference to the Accokeek area the DEIS states, "Growth concentrations in this region will allow other areas of the county to remain in conservation and to retain a more rural character" (p. III-36). This should be discussed in greater detail in the FEIS, as the increased development has potential adverse impacts on the environment. The FEIS should describe the mechanism which will regulate development and prevent it from encroaching on wetlands and Critical Areas, and ensure that designated sections of the county retain a rural character.

Furthermore, wildlife is presently abundant in the study area due to the diverse habitats and lack of development (p. III-5). Therefore, the FEIS should also examine the specific effects development will have on wildlife populations. Note that Alternate 2/3 will not create an unavoidable and hazardous barrier to wildlife populations (p. IV-14) that will result from the implementation of Alternate 5/6.

The inclusion of a land use map for the entire county would be helpful in illustrating the impacts of the project and associated development on a regional scale. Such a map could identify areas reserved for farmland, wetlands, woodlands and parkland, all of which will decline in the project area.

Wetlands:

Wetlands function as groundwater recharge areas, sediment and nutrient traps, stormwater retention areas and wildlife habitat. As development increases the percentage of impervious surface study area, these functions become even more vital.

Wetland Site W-3:

Shifting Alternate 2/3 to the north would avoid taking 0.9 acres from W-3. Yet this option has been dismissed because it requires the relocation of a house trailer. EPA believes that this option should be given further consideration. A trailer relocation is not as disruptive as vacating and moving into a new house (which is necessitated by the project), nor is there the expense of demolishing the house once it is vacated. If the construction of a highway justifies the relocation of a residence, it would seem that the preservation of a wetland should be given the same consideration.

In contrast, Alternate 5/6 will encroach on about 0.2 acres of W-3. It may also require draining of the pond, and subsequently alter the hydrology in the rest of the wetland (p. IV-9).

It is difficult to judge the relative impacts the Build Alternates will have on W-3 without knowing its total acreage. Therefore, EPA suggests that the FEIS give the percentage of each wetland area that is impacted (or include the total acreage of each wetland area) in order to clarify the relative impacts on each.

Wetland Site W-5, 5A, 5B:

EPA supports a modification of the proposed safety grading south of Maryland Route 228, in order to avoid impacts to these wetlands (p. IV-12).

Wetland Site 11A:

Wetland 11A is not delineated on Figure 16.

It is EPA's policy that all wetlands be replaced on at least a 1:1 basis (assuming that avoidance is not possible). Potential replacement sites should be investigated and identified in the FEIS. It is important that mitigation sites be reserved before all available land is committed to development.

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Alternate 2/3 & 5/6:

Alternate 2/3 will impact less wetland and Critical Area acreage than Alternate 5/6. Furthermore, Alternate 5/6 will traverse the Mattawoman Creek Critical Area on a new location and create a barrier to wildlife. Alternate 2/3, however, will require 5 new stream crossings and the relocation of approximately 850 feet of stream channel (p. IV-5). Despite this, Alternate 2/3 follows an existing alignment more closely than Alternate 5/6 and, thereby, appears to pose less of a threat to the environment. The preferred alignment should be specified in the FEIS.

8

The at grade intersection is environmentally preferable to the grade separation interchange for Alternative 2/3. The interchange option requires approximately 7.1 acres of right of way in the Piscataway Creek Area of Critical State Concern, as opposed to 4.7 acres for the intersection option. The intersection option does not affect parkland (unlike the interchange option) and is less costly (p. S-6). In addition, five of the NSAs would have project noise levels 10 dBA or more above ambient levels for the interchange option, compared to four for the intersection option (p. IV-33).

9

Thank you for providing us with the opportunity to comment on this document. We look forward to working with you throughout the NEPA process. Should you have any questions or comments, please contact Lynn Rothman at 215/597-7336.

Sincerely,



Jeffrey M. Alper, Chief
NEPA Compliance Section

Enclosure

SUMMARY OF RATING DEFINITIONS
AND FOLLOW-UP ACTION*Environmental Impact of the Action

LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

Response to Environmental Protection Agency dated 1/4/88:

1. Future land use plans, targeting growth for certain locations in the study area are developed by specific counties or local jurisdictions that maintain the authority to impose zoning controls which regulate development. Therefore, the ultimate responsibility for preserving specific areas for conservation while targeting other areas for various types and degrees of development lies with the county or local jurisdiction through the master planning and zoning process. Similarly, any changes or exceptions to zoning and land use outlined in the master plans are made at the discretion of the county or local jurisdiction. A Chesapeake Bay Critical Area Plan, recently adopted by Prince Georges County, limits the extent of development adjacent to tidal waters. A similar plan for Charles County is in the process of being finalized. Selected Alternate 5/6 between U.S. Route 301 and MD Route 210 will not require any right-of-way designated as within the Chesapeake Bay Critical Areas in either of these counties. The associated median widening of MD Route 210 will cross Piscataway Creek on existing structure. The area surrounding the roadway in this vicinity is designated for limited development in the Chesapeake Bay Critical Areas Plan for Prince George's County. All improvements on MD Route 210 will occur within existing right-of-way and would follow any applicable procedures and conditions established by the Critical Areas Commission. The Commission did not indicate that the Selected Alternate would result in any negative impacts on the Critical Area and offered no comment in their 12/14/88 letter regarding the project.
2. A result of the rapid development presently occurring in the Charles County portion of the study area is the reduction in the amount of available wildlife habitat (see future land use maps, Figure 20). Within the Mattawoman Critical Area, approximately 8.5 acres of wooded wetland will be required as right-of-way for Selected Alternate 5/6. This is approximately a 9.2 acre reduction in the amount of right-of-way previously proposed for this alternate. Several provisions have been made to minimize the impact of the Selected Alternate on the Critical Area. The roadway crossing of Mattawoman Creek and Critical Area has been realigned to ensure the minimum wetland encroachment feasible while still maintaining acceptable geometric safety standards. A significant feature of Selected Alternate 5/6 is the realignment of the Mattawoman Creek crossing to approximately the same location as the existing Bealle Hill Road crossing of the creek. This eliminates any further segmentation of the Mattawoman Critical Area, minimizes wetland encroachment to the extent possible and also reduces loss and isolation of natural habitat. The new span over Mattawoman Creek is approximately 155 feet in length approximately 50 feet longer than the existing bridge. The preliminary bridge length of 155 feet proposed at this crossing for Selected Alternate 5/6 is based on the hydraulic need for maintaining 100-year water surface elevation and is subject to change during detailed design. The new bridge should be of sufficient length to serve as a wildlife underpass, as well. (The stream channel is approximately 50 feet wide in this location.)

In addition, the right-of-way will be fenced in this vicinity to minimize road kills and motivate wildlife to establish travel patterns under the bridge.

3. Existing and Future land use maps are shown as Figures 19 and 20. These maps illustrate changing land use patterns in the study area. The study area defines not only areas directly impacted by the project, but also the surrounding areas which would be affected indirectly by the project. While a regional development map may be helpful in assessing the overall impact of a series of projects on a countywide scale, we believe that such an illustration is of little use in assessing the compatibility of this project with proposed land use.
4. Shifting the alignment of Selected Alternate 5/6 to avoid wetland W-3 did not prove feasible from a cost standpoint. The feasibility of other mitigation, which would minimize impacts and avoid draining the pond are discussed on page IV-7 of the FEIS.
5. The FEIS has been revised to include the total approximate acreage of each wetland area impacted by Selected Alternate 5/6. (See IV-7)
6. The modification of proposed safety grading has been incorporated into Selected Alternate 5/6. As such, no impacts to wetlands south of existing MD Route 228 are anticipated.
7. Potential mitigation of wetlands unavoidably impacted, including potential replacement sites, is discussed in Section IV-A of the FEIS.
8. Selected Alternate 5/6 has been realigned to utilize the location of the existing Bealle Hill Road crossing of Mattawoman Creek. The realignment also eliminates further segmentation of Critical Area and by skirting the northern edge does not create the barrier to wildlife that original Alternate 5/6 presented. In addition, Selected Alternate 5/6 avoids any stream relocation, requires less wetland encroachment (see comparison Table) and actually requires less roadway on new alignment (31.5 acres) than Alternate 2/3 (52 acres).
9. Alternate 5/6 (interchange option) is the Selected Alternate. This alternate avoids impacts to Piscataway Creek Park.



U.S. Department of
Transportation
Office of the Secretary
of Transportation

Memorandum

184

Subject: Draft Environmental Impact Statement
Maryland, Charles and Prince George's Counties
SR-228, From US-301 to SR-210; SR-210,
From SR-228 to Old Fort Road
FHWA-MD-87-05-D

Date: NOV 19 1987

From: Joseph Canny
Director, Office of Transportation
Regulatory Affairs

Reply to
Attn. of:

To: Eugene W. Cleckley, Chief
Environmental Operations Division, HEV-11

The intended purposes for improving and extending SR-228 are to provide adequate access to areas designated for planned residential development, and to provide an improved, east-west, controlled access, arterial highway between Maryland SR-210 and U.S. Route 301.

It is inferred from the preceding that refurbished SR-228 would function both as a collector and arterial facility. However, in view of existing development along SR-228 upgrading this highway to arterial status with limited access control may not be feasible without provision of frontage roads. This would eventually result in a greater number of residential and business displacements and more severe stress on Mattawoman Creek than described in this DEIS.

It appears that Alternate 7 would have the least disruptive alignment insofar as displacements and other environmental impacts are concerned. The final EIS should provide clarification as to the reasons Charles County dropped the Smallwood Drive connector, and should explore the feasibility of reinstating Alternate 7 as a viable alternative.

We appreciate the opportunity to review this DEIS.

Response to U.S. Department of Transportation/Office of Secretary Comments:

1. No access controls are proposed for the dualization of existing MD Route 228. Therefore, the provision of frontage roads has not been considered.
2. Charles County dropped the Smallwood Drive extension, from Middletown Road to MD Route 228, primarily because it did not serve cross county travel needs as well as other available options. Charles County views the reconstruction of Billingsley Road as the preferred alternative to the extension of Smallwood Drive (refer to pages II-1 to II-2 of the FEIS for a more detailed discussion).



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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Management Division
Habitat Conservation Branch
Oxford, Maryland 21654

29 January 1988

Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD. 21202

PROJECT
DEVELOPMENT
DIVISION
FEB 1 11 00 AM '88

Dear Mr. Ege:

Due to staff and budget constraints, the National Marine Fisheries Service was unable to provide detailed comments relative to the Draft Environmental Impact Statement, Maryland Routes 228 (extended) and 210, in Charles and Prince Georges Counties, Maryland. However, we are concerned with project impacts on fisheries resources and habitat.

Alternate 5/6 will result in severe impacts to non-tidal wetlands and forested floodplain, particularly at Mattawoman Creek, and should be avoided. Although there are also significant wetland impacts associated with Alternate 2/3, we believe close coordination can alleviate those effects satisfactorily.

If there are any questions concerning these comments, you may contact John S. Nichols (301) 226-5771.

Sincerely,

Timothy E. Goodger
for Edward W. Christoffers, Ph.D.
Asst. Branch Chief



Response to National Ocean and Atmospheric Administration/National Marine Fisheries Service:

Alternate 5/6 (interchange option) is the Selected Alternate. A modification was made to the Alternate 5/6 alignment in the area of Mattawoman Creek. By revising the alignment to cross Mattawoman Creek in the area of the existing Bealle Hill Road Bridge, it will provide a more perpendicular crossing of the floodplain and will avoid the creation of a new separate crossing of the creek. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife while minimizing floodplain and wetland impacts. Wetland impacts are now less than those originally estimated in the DEIS for either Alternate 5/6 or Alternate 2/3.

Proposed mitigation for wetlands unavoidably affected is described on Page IV-10 and will be developed in detail in the design phase in coordination with SHA's Bureau of Landscape Architecture, Maryland DNR, and appropriate Federal Agencies.

Response to U.S. Department of the Interior/Office of Environmental Project Review:

1. Alternate 5/6 (interchange option) is the Selected Alternate. This alternate does not result in any impact to Piscataway Creek Park.
2. Potential mitigation for wetlands unavoidably impacted is described on Page IV-10 and will be developed in detail in the design phase in coordination with SHA's Bureau of Landscape Architecture, Maryland Department of Natural Resources, and appropriate Federal Agencies.



United States
Department of
Agriculture

Soil
Conservation
Service

4321 Hartwick Road
Room 522
College Park, MD 20740-3291

190

December 15, 1987

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

PROJECT
DEVELOPMENT
DIVISION

Dec 21 7 50 AM '87

Dear Mr. Ege:

The Soil Conservation Service has reviewed the Draft Environmental Impact Statement, Section 4(f) Evaluation for Maryland Route 228 Extended and Maryland Route 210 in Charles and Prince George's Counties. We offer the following comments:

Page IV-2, second paragraph. Please note that sediment control plans should also be reviewed by the Charles Soil Conservation District, located in La Plata, and the Prince George's Soil Conservation District, which is located in Upper Marlboro.

Thank you for the opportunity to comment on this Environmental Impact Statement.

Sincerely,

PEARLIE S. REED
State Conservationist



Response to U.S Department of Agriculture/Soil Conservation Service:

The Charles County Soil Conservation District will be included in the review process for sediment control plans.

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UNITED STATES DEPARTMENT OF COMMERCE
The Chief Scientist
National Oceanic and Atmospheric Administration
Washington, D.C. 20230

December 10, 1987

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

This is in reference to your Draft Environmental Impact Statement on the Maryland Routes 228 and 210 Extended, Charles and Prince Georges Counties, Maryland. Enclosed are comments from the National Oceanic and Atmospheric Administration.

We hope our comments will assist you. Thank you for giving us an opportunity to review the document.

Sincerely,

David Cottingham

David Cottingham
Ecology and Environmental
Conservation Division

Enclosure

Dec 14 11 41 AM '87
PROJECT DEVELOPMENT DIVISION





193

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF CHARTING AND GEODETIC SERVICES
ROCKVILLE, MARYLAND 20852

DEC - 7 1987

N/CGx11:GTE

MEMORANDUM FOR: David Cottingham
Ecology and Conservation Division
Office of the Comptroller

FROM: Rear Admiral *Wesley V. Hull*, NOAA
Director, Charting and Geodetic Services

SUBJECT: DEIS 8710.13 - Maryland Routes 228 and 210
Extended, Charles and Prince Georges Counties,
Maryland

The subject statement has been reviewed within the areas of Charting and Geodetic Services' (C&GS) responsibility and expertise and in terms of the impact of the proposed actions on C&GS activities and projects.

A geodetic level line extending from Waldorf to Clinton is located along a portion of the proposed road improvement project. The attached vertical control data descriptions provide information about the level line and its associated monuments. If there are any planned activities which will disturb or destroy these monuments, C&GS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. C&GS recommends that funding for this project include the cost of any relocation required for C&GS monuments. For further information about these monuments, please contact the National Geodetic Information Branch, N/CG17, Rockwall Bldg., Room 20, National Geodetic Survey, NOAA, Rockville, Maryland 20852, telephone (301) 443-8631.

Attachment

cc:
N/CG17 - Spencer



US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--NGS YEAR--1972
SOURCE--L22658

SEQN--292 PG--0221
QUAO--N38076400 LINE--107
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--Z 85

ORDER--1ST MONUMENTATION QUALITY--C APPROX LAT 38-41-46N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-51-55W

H - ELEVATION ABOVE NGVO 1929 (NORMAL ORTHOMETRIC HEIGHT)	MOOELEO BOUGUER ANOMALY SIGMA 8.4 MGALS 1.0	MOOELEO SURFACE GRAVITY 980.048 GALS	NORMAL GRAVITY (1967 FORMULA) 980.053 GALS	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER) 69.433 GPUS
70.847 METERS (232.437 FEET)				

***** B E N C H M A R K R E C O V E R Y *****
DESIGNATION--Z 85 STATE--MD COUNTY--PRINCE GEORGES QUAO--N380764 XRN--HV1062
***** MONUMENT BY--CGS ***** YR--1942 COP--UNK MARK TYPE--BENCH MARK DISK *****
***** RECOVERY BY--NGS ***** YR--1971 COP--RG CONDITION--GOOD *****

STAMPING--Z 85 1942
SETTING--CONCRETE POST

LOCATED--0.2 MI SE FROM THE CITY OR TOWN OF--TB

ABOUT 0.2 MILE SOUTHEAST ALONG STATE HIGHWAY 381 FROM THE INTERSECTION OF U.S. HIGHWAY 301 AT TB,
NEAR THE INTERSECTION OF SHORT CUT ROAD, 34 FEET NORTHEAST OF THE CENTER OF THE INTERSECTION, 26 1/2
FEET NORTHEAST OF THE CENTER LINE OF THE STATE HIGHWAY, 30 FEET SOUTHEAST OF CABLE LINE POLE NO. 17
WITH TWO GUY WIRES, 1.8 FEET NORTHWEST OF A METAL WITNESS POST, ABOUT LEVEL WITH THE HIGHWAY AND SET
IN THE TOP OF A CONCRETE POST PROJECTING 3 INCHES ABOVE THE LEVEL OF THE GROUND.

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--293
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--CHARLES

BENCH MARK
DESIGNATION--S 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-37-50N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-55-07W

H - ELEVATION ABOVE NGVO 1929 (NORMAL ORTHOMETRIC HEIGHT)	MOOELEO BOUGUER ANOMALY SIGMA 4.6 MGALS 1.0	MOOELEO SURFACE GRAVITY 980.039 GALS	NORMAL GRAVITY (1967 FORMULA) 980.048 GALS	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER) 66.344 GPUS
67.695 METERS (222.096 FEET)				

***** B E N C H M A R K D E S C R I P T I O N *****
DESIGNATION--S 86 STATE--MD COUNTY--CHARLES QUAO--N380764 XRN--HV1063
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--S 86 1942

SETTING--CONCRETE POST

LOCATED--0.7 MI WEST FROM THE CITY OR TOWN OF--WALDOORF

0.7 MILE WEST ALONG STATE HIGHWAY 228 FROM THE MAIN INTERSECTION AT WALDOORF, 117 FEET NORTHEAST OF
THE CENTERLINE OF THE HIGHWAY, AT ZION WESLEY METHODIST CHURCH, ON THE SOUTHEAST SIDE OF THE CHURCH,
20.3 FEET SOUTH OF THE EAST CORNER, 20.1 FEET EAST OF THE SOUTH CORNER, 39.5 FEET NORTHEAST OF A
7-INCH CEDAR TREE WITH A DOUBLE TRUNK, 36.5 FEET WEST-SOUTHWEST OF THE HEADSTONE AT THE GRAVE OF
NETTIE CHAPMAN, 15 FEET NORTH OF THE WEST ONE OF TWO 22-INCH OAK TREES, AND FLUSH WITH THE GROUND.
***** RECOVERY BY--NGS ***** YR--1977 COP--UNK CONDITION--GOOD *****

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETTIC SURVEY
ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1963
SOURCE--L19141

SEQN--294 PG--0222
QUAD--N38076400 LINE--108
STATE--MO DIAGRAM--NJ 18-4
COUNTY--CHARLES

BENCH MARK
DESIGNATION--R 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-38-28N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-55-54W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELO BOUGUER ANOMALY SIGMA	MODELO SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
65.551 METERS (215.062 FEET)	7.3 MGALS 2.6	980.043 GALS	980.048 GALS	64.243 GPUS

***** BENCH MARK RECOVERY *****
DESIGNATION--R 86 STATE--MO COUNTY--CHARLES QUAD--N380764 XRN--HV1064
***** MONUMENT BY--CGS ***** YR--1942 COP--UNK MARK TYPE--BENCH MARK DISK *****
***** RECOVERY BY--CGS ***** YR--1963 COP--AJL CONOITION--GOOD *****
STAMPING--R 86 1942
SETTING--CONCRETE POST
LOCATED--1.7 MI WEST FROM THE CITY OR TOWN OF--WALDORF

ABOUT 1.7 MILES WEST NORTHWEST ALONG STATE HIGHWAY 228 FROM ITS JUNCTION WITH STATE HIGHWAY 5 AND
U.S. HIGHWAY 301 IN WALDOOF, AT A JUNCTION OF GRAVEL ROAD LEADING SOUTHWEST AND A GRAVEL ROAD
LEADING NORTH NORTHEAST, ACROSS GRAVEL ROAD FROM A SINCLAIR GAS STATION AND GROCERY STORE ON SOUTH
SIDE OF HIGHWAY, 36 FEET NORTHWEST OF THE CENTERLINE OF GRAVEL ROAD LEADING SOUTHWET, 69 FEET
SOUTHWEST OF THE CENTERLINE OF HIGHWAY, AND 2 FEET SOUTHEAST OF EXTENDED CENTERLINE OF GRAVEL ROAD
LEADING NORTHEAST, SET IN TOP OF CONCRETE POST PROJECTING 2 INCHES AND ABOUT 3 FEET BELOW LEVEL OF
HIGHWAY.
***** RECOVERY BY--NGS ***** YR--1977 COP--UNK CONOITION--GOOD *****

VI-57

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETTIC SURVEY
ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1963
SOURCE--L19141

SEQN--295 PG--0223
QUAO--N38076400 LINE--108
STATE--MO DIAGRAM--NJ 18-4
COUNTY--CHARLES

BENCH MARK
DESIGNATION--R 100

ORDER--2NO MONUMENTATION QUALITY--O APPROX LAT 38-38-55N
ESTABLISHED BY--CGS YEAR--1963 POSITION--LON 076-56-34W

H - ELEVATION	MOOELEO BOUGUER		MOOELEO	NORMAL GRAVITY	NORMAL
ABOVE NGVO 1929	ANOMALY	SIGMA	SURFACE GRAVITY	(1967 FORMULA)	GEOPOTENTIAL NUMBER
(NORMAL ORTHOMETRIC HEIGHT)					(GPU=KILOGALMETER)
65.447 METERS (214.721 FEET)	11.8 MGALS	3.6	980.048 GALS	980.049 GALS	64.141 GPUS

***** B E N C H M A R K D E S C R I P T I O N *****
DESIGNATION--R 100 STATE--MO COUNTY--CHARLES QUAO--N380764 XRN--HV1065
***** MONUMENT BY--CGS ***** YR--1963 COP--AJL MARK TYPE--BENCH MARK DISK *****
STAMPING--R 100 1963
SETTING--CULVERT
LOCATED--2.6 MI WNW FROM THE CITY OR TOWN OF--WALOORF

ABOUT 2.6 MILES WEST NORTHWEST ALONG STATE HIGHWAY 228 FROM ITS JUNCTION WITH STATE HIGHWAY 5 AND
U.S. HIGHWAY 301 IN WALOORF, ON THE INSIDE AND AT APPROXIMATE CENTER OF A CURVE WITH TANGENTS TO THE
WEST AND SOUTHEAST, SET IN THE TOP OF THE NORTHWEST END OF THE SOUTHWEST HEADWALL OF A CONCRETE BOX
CULVERT, 1/2 FOOT SOUTHEAST OF THE NORTHWEST END OF HEADWALL, 33 FEET SOUTHWEST OF THE CENTERLINE OF
THE HIGHWAY AND ABOUT 1/2 FOOT BELOW LEVEL OF THE HIGHWAY.

***** RECOVERY BY--NGS ***** YR--1977 COP--UNK CONDITION--GOOD *****

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETTIC SURVEY
ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1963
SOURCE--L19141

SEQN--296
QUAO--N38076400 LINE--108
STATE--MO DIAGRAM--NJ 18-4
COUNTY--CHARLES

BENCH MARK
DESIGNATION--S 100

ORDER--2NO MONUMENTATION QUALITY--O APPROX LAT 38-39-03N
ESTABLISHED BY--CGS YEAR--1963 POSITION--LON 076-57-50W

H - ELEVATION	MOOELEO BOUGUER		MOOELEO	NORMAL GRAVITY	NORMAL
ABOVE NGVO 1929	ANOMALY	SIGMA	SURFACE GRAVITY	(1967 FORMULA)	GEOPOTENTIAL NUMBER
(NORMAL ORTHOMETRIC HEIGHT)					(GPU=KILOGALMETER)
60.730 METERS (199.245 FEET)	15.9 MGALS	3.9	980.053 GALS	980.049 GALS	59.518 GPUS

***** B E N C H M A R K D E S C R I P T I O N *****
DESIGNATION--S 100 STATE--MO COUNTY--CHARLES QUAO--N380764 XRN--HV1066
***** MONUMENT BY--CGS ***** YR--1963 COP--AJL MARK TYPE--BENCH MARK DISK *****
STAMPING--S 100 1963
SETTING--CULVERT
LOCATED--3.8 MI WNW FROM THE CITY OR TOWN OF--WALOORF

ABOUT 3.75 MILES WEST NORTHWEST ALONG STATE HIGHWAY 228 FROM ITS JUNCTION WITH STATE HIGHWAY 5 AND
U.S. HIGHWAY 301 IN WALOORF, AT JUNCTION OF A GRAVEL ROAD LEADING NORTH NORTHWEST TO PISCATAWAY, 75
FEET WEST SOUTHWEST OF THE CENTERLINE OF GRAVEL ROAD, 60 FEET NORTH OF THE CENTERLINE OF STATE
HIGHWAY 228, SET IN THE TOP OF THE EAST NORTHEAST END OF THE NORTH NORTHWEST HEADWALL OF A CONCRETE
BOX CULVERT, AND ABOUT 6 FEET BELOW LEVEL OF HIGHWAY.

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1963
SOURCE--L19141

SEQN--297 PG--0224
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--CHARLES

BENCH MARK
DESIGNATION--N 86

ORDER--2ND MONUMENTATION QUALITY--B APPROX LAT 38-39-39N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-58-03W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELEO BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
36.302 METERS (119.101 FEET)	17.1 MGALS 3.7	980.060 GALS	980.050 GALS	35.578 GPUS

***** BENCH MARK RECOVERY *****
DESIGNATION--N 86 STATE--MD COUNTY--CHARLES QUAD--N380764 XRN--HV1067
***** MONUMENT BY--CGS ***** YR--1942 COP--UNK MARK TYPE--BENCH MARK DISK *****
***** RECOVERY BY--CGS ***** YR--1963 COP--AJL CONOITION--GOOD *****
STAMPING--N 86 1942
SETTING--BRIDGE SEAT
LOCATED--4.6 MI WNW FROM THE CITY OR TOWN OF--WALDORF

ABOUT 3.75 MILES WEST NORTHWEST ALONG STATE HIGHWAY 228 FROM ITS JUNCTION WITH STATE HIGHWAY 5 AND
U.S. HIGHWAY 301 IN WALOORF, THENCE 0.8 MILES NORTHWEST ALONG A DIRT ROAD LEADING TO PISCATAWAY, AT
THE CHARLES-PRINCE GEORGES COUNTY LINE, AT A BRIDGE OVER MATTAWOMAN CREEK, SET IN THE TOP OF THE
EAST END OF THE SOUTH CONCRETE BRIDGE SEAT OF A WOODEN RAIL BRIDGE MARK IS NOW UNDER AND ABOUT 6
FEET BELOW ROADWAY NECESSITATING TAPE READINGS BECAUSE ROD CANNOT BE HELD ON MARK.

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1963
SOURCE--L19141

SEQN--298
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--CHARLES

BENCH MARK
DESIGNATION--T 100

ORDER--2ND MONUMENTATION QUALITY--O APPROX LAT 38-39-09N
ESTABLISHED BY--CGS YEAR--1963 POSITION--LON 076-58-41W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELEO BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
38.266 METERS (125.544 FEET)	18.5 MGALS 3.1	980.060 GALS	980.050 GALS	37.503 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--T 100 STATE--MD COUNTY--CHARLES QUAD--N380764 XRN--HV1068
***** MONUMENT BY--CGS ***** YR--1963 COP--AJL MARK TYPE--BENCH MARK DISK *****
STAMPING--T 100 1963
SETTING--CULVERT
LOCATED--4.6 MI WNW FROM THE CITY OR TOWN OF--WALDORF

ABOUT 4.55 MILES WEST NORTHWEST ALONG STATE HIGHWAY 228 FROM ITS JUNCTION WITH STATE HIGHWAY 5 AND
U.S. HIGHWAY 301 IN WALDORF, 0.05 MILE EAST OF JUNCTION OF BLACKTOP ROAD LEADING UPHILL TO THE SOUTH
SOUTHWEST, SET IN THE TOP OF WEST SOUTHWEST END OF THE NORTH NORTHWEST HEADWALL OF A LARGE TWIN SKEW
CULVERT, 15 FEET NORTH OF THE CENTERLINE OF HIGHWAY AND ABOUT 1 FOOT ABOVE LEVEL OF HIGHWAY.

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1969
SOURCE--L21200

SEQN--299 PG--0225
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--M 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-40-11N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-58-24W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
65.017 METERS (213.310 FEET)	18.1 MGALS 3.5	980.056 GALS	980.051 GALS	63.720 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--M 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1069
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--M 86 1942
SETTING--CONCRETE POST
LOCATED--3.1 MI SOUTH FROM THE CITY OR TOWN OF--PISCATAWAY

1.5 MILES SOUTHWEST ALONG STATE HIGHWAY 224 FROM ST. MARYS CHURCH AT PISCATAWAY, THENCE 1.6 MILES
SOUTHEAST ALONG A DIRT ROAD, 0.7 MILE NORTH OF THE PRINCE GEORGES-CHARLES COUNTY LINE AND THE
MATTAWOMAN CREEK BRIDGE, 88.5 FEET SOUTHEAST ACROSS THE ROAD FROM A 4-INCH CEDAR TREE IN THE WEST
RIGHT-OF-WAY FENCE LINE, AT A LARGE BARN ON THE NORTHEAST SIDE OF THE ROAD, 27 FEET NORTHWEST OF THE
CENTERLINE OF THE ROAD INTO THE BARNYARD, 19 FEET NORTHEAST OF THE CENTERLINE OF THE MAIN ROAD, 22.5
FEET SOUTH OF THE NORTHWEST CORNER OF THE BARN, 18 FEET NORTHWEST OF THE SOUTHWEST CORNER, 3.5 FEET
SOUTHWEST OF THE SIDE OF THE BARN, AND ABOUT ONE FOOT ABOVE THE LEVEL OF THE ROAD.
***** RECOVERY BY--CGS ***** YR--1966 COP--UNK CONDITION--GOOD *****

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--300
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--L 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-40-53N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-58-43W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
52.750 METERS (173.064 FEET)	19.8 MGALS 3.3	980.061 GALS	980.052 GALS	51.698 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--L 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1070
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--L 86 1942
SETTING--CONCRETE POST
LOCATED--2.1 MI SOUTH FROM THE CITY OR TOWN OF--PISCATAWAY

1.5 MILES SOUTHWEST ALONG STATE HIGHWAY 224 FROM ST. MARYS CHURCH AT PISCATAWAY, THENCE 0.6 MILE
SOUTHEAST ALONG A DIRT ROAD, 0.15 MILE SOUTHEAST OF THE EAST CORNER OF PISCATAWAY AIR FIELD (NOW
ABANDONEO), NEAR THE TOP OF A HILL, 119.3 FEET WEST ACROSS THE ROAD FROM THE NORTHWEST CORNER OF A
TWO-STORY YELLOW FARMHOUSE, 72 FEET SOUTHWEST OF THE CENTER OF THE JUNCTION OF THE DRIVEWAY TO THE
HOUSE, 28.5 FEET WEST-NORTHWEST OF THE CENTERLINE OF THE ROAD, IN A YOUNG TIMBERED AREA, 15 FEET
EAST OF A DITCH IN THE WOODS, AND 4 FEET WEST OF THE FENCE LINE.

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETTIC SURVEY
ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED 8Y--CGS YEAR--1969
SOURCE--L21200

SEQN--301 PG--0226
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--K 86

ORDER--2ND MONUMENTATION QUALITY--8 APPROX LAT 38-41-34N
ESTABLISHED 8Y--CGS YEAR--1942 POSITION--LDN 076-58-41W

H - ELEVATION ABOVE NGVO 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILDGALMETER)
10.831 METERS (35.535 FEET)	21.9 MGALS 2.4	980.073 GALS	980.053 GALS	10.615 GPUS

***** B E N C H M A R K D E S C R I P T I O N *****
DESIGNATION--K 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1071
***** MONUMENT BY--CGS ***** YR--1942 CDP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--K 86 1942
SETTING--BRIDGE
LOCATED--1.1 MI SW

FROM THE CITY OR TOWN OF--PISCATAWAY

1.1 MILES SOUTHWEST ALONG STATE HIGHWAY 224 FROM ST. MARYS CHURCH AT PISCATAWAY, 0.6 MILE SOUTHWEST
OF THE JUNCTION OF THE PISCATAWAY-CLINTON ROAD, AT A CONCRETE BRIDGE OVER A BRANCH OF PISCATAWAY
CREEK, IN THE NORTHEAST END OF THE NORTHWEST BRIDGE WALL, 1.2 FEET FROM THE NORTHEAST END OF THE
WALL, AND 3.4 FEET ABOVE THE BRIDGE FLOOR.

***** RECOVERY BY--CGS ***** YR--1966 CDP--UNK CONDITION--GOOD *****

US DEPARTMENT OF COMMERCE - NOAA
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ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED 8Y--CGS YEAR--1943
SOURCE--L10092

SEQN--302
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--C 86

ORDER--2ND MONUMENTATION QUALITY--8 APPROX LAT 38-42-12N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LDN 076-58-30W

H - ELEVATION ABOVE NGVO 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILDGALMETER)
5.601 METERS (18.376 FEET)	22.8 MGALS 1.0	980.076 GALS	980.054 GALS	5.489 GPUS

***** B E N C H M A R K D E S C R I P T I O N *****
DESIGNATION--C 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1072
***** MONUMENT BY--CGS ***** YR--1942 CDP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--C 86 1942
SETTING--BRIDGE
LOCATED--3.3 MI SE

FROM THE CITY OR TOWN OF--SILESIA

ALONG HIGHWAY 224 ABOUT 3.3 MILES SOUTHEAST OF THE ROBERT TILCH STORE AT SILESIA, ABOUT 1 MILE
WEST-NORTHWEST OF PISCATAWAY, AT A CONCRETE BRIDGE OVER PISCATAWAY CREEK, 2.8 FEET SOUTHEAST OF THE
NORTHWEST END OF THE BRIDGEWALL, 3.3 FEET HIGHER THAN THE BRIDGE FLOOR, SET IN THE TOP OF THE BRIDGE
WALL, A BENCH MARK DISK SET IN A DRILL HOLE.

***** RECOVERY BY--CGS ***** YR--1966 CDP--UNK CONDITION--GOOD *****

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1969
SOURCE--L21200

SEQN--303 PG--0227
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--B 86

ORDER--2NO MONUMENTATION QUALITY--C APPROX LAT 38-43-04N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-59-05W

H - ELEVATION	MODELED BOUGUER	MODELED	NORMAL GRAVITY	NORMAL
ABOVE NGVD 1929	ANOMALY SIGMA	SURFACE GRAVITY	(1967 FORMULA)	GEOPOTENTIAL NUMBER
(NORMAL ORTHOMETRIC HEIGHT)				(GPU=KILOGALMETER)
65.624 METERS (215.301 FEET)	22.2 MGALS 2.8	980.065 GALS	980.055 GALS	64.315 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--B 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1073
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--B 86 1942
SETTING--CONCRETE POST
LOCATED--2 MI SE FROM THE CITY OR TOWN OF--SILESIA

ALONG HIGHWAY 224 ABOUT 2.0 MILES SOUTHEAST OF THE ROBERT TILCH STORE AT SILESIA, AT THE
INTERSECTION WITH A DIRT ROAD RUNNING NORTHEAST AND SOUTHWEST FROM THE HIGHWAY, IN THE WEST ANGLE OF
THE INTERSECTION, 30.5 FEET WEST-NORTHWEST OF THE INTERSECTIONS OF THE CENTER LINES OF THE CROSS
ROADS, ACROSS THE HIGHWAY FROM THE CHAPEL HILL SERVICE STATION, 12.5 FEET NORTH OF THE CENTER LINE
OF A DRIVEWAY TO A HOUSE IN THE WEST ANGLE OF THE INTERSECTION, 3.2 FEET NORTHWEST OF POWER POLE
NUMBER 825524, A BENCH MARK DISK SET IN THE TOP OF A CONCRETE POST PROJECTING ABOUT 6 INCHES ABOVE
THE GROUND AND LEVEL WITH THE HIGHWAY.

***** RECOVERY BY--CGS ***** YR--1966 COP--UNK CONDITION--GOOD *****

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--304
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--A 86

ORDER--2NO MONUMENTATION QUALITY--C APPROX LAT 38-43-50N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-59-34W

H - ELEVATION	MODELED BOUGUER	MODELED	NORMAL GRAVITY	NORMAL
ABOVE NGVD 1929	ANOMALY SIGMA	SURFACE GRAVITY	(1967 FORMULA)	GEOPOTENTIAL NUMBER
(NORMAL ORTHOMETRIC HEIGHT)				(GPU=KILOGALMETER)
17.894 METERS (58.707 FEET)	23.3 MGALS 2.7	980.076 GALS	980.056 GALS	17.537 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--A 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1074
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--A 86 1942
SETTING--CONCRETE POST
LOCATED--1 MI SE FROM THE CITY OR TOWN OF--SILESIA

ALONG HIGHWAY 224 ABOUT 0.95 MILE SOUTHEAST OF THE ROBERT TILCH STORE AT SILESIA, AT A WHITE FRAME
TAVERN BUILDING CALLED MEADOW VIEW, IN THE SOUTHWEST CORNER OF THE YARD, 44 FEET SOUTHWEST OF THE
SOUTHWEST CORNER OF THE TAVERN, 20.4 FEET EAST OF THE CENTER LINE OF THE HIGHWAY, 15.2 FEET
SOUTH-SOUTHEAST OF TELEPHONE POLE NUMBER U.S. 354, 1 1/2 FEET NORTH OF AN EAST-WEST FENCE LINE, 3
FEET EAST OF THE LINE OF POLES, A BENCH MARK DISK SET IN THE TOP OF A CONCRETE POST PROJECTING ABOUT
4 INCHES.

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US DEPARTMENT OF COMMERCE - NOAA
NDS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--305 PG--0228
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--J 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-42-16N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-58-03W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPDENTIAL NUMBER (GPU=KILOGALMETER)
10.876 METERS (35.682 FEET)	22.8 MGALS 1.0	980.075 GALS	980.054 GALS	10.659 GPU

***** B E N C H M A R K R E C D V E R Y *****
DESIGNATION--J 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV4239
***** MONUMENT BY--CGS ***** YR--1942 COP--UNK MARK TYPE--BENCH MARK DISK *****
***** RECOVERY BY--CGS ***** YR--1966 COP--UNK CONDITION--GOOD *****
STAMPING--J 28 1942
SETTING--CONCRETE POST
LOCATED--AT PISCATAWAY FROM THE CITY OR TOWN OF--PISCATAWAY

AT PISCATAWAY, AT ST. MARY'S CHURCH, IN THE SOUTHEAST WALL OF THE OFFSET NEAR THE ENTRANCE UNDER THE
BELFRY, 2.5 FEET FROM THE NORTHEAST CORNER JAMB, 5 INCHES SOUTHWEST OF THE CONCRETE CORNER STONE, 2.2
FEET ABOVE THE CONCRETE SIDE WALK, AND 4 INCHES ABOVE THE WATER TABLE.

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NDS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--306
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--H 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-43-03N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-57-41W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPDENTIAL NUMBER (GPU=KILOGALMETER)
69.040 METERS (226.509 FEET)	22.2 MGALS 2.1	980.064 GALS	980.055 GALS	67.663 GPU

***** B E N C H M A R K D E S C R I P T I O N *****
DESIGNATION--H 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1075
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--H 86 1942
SETTING--CONCRETE POST
LOCATED--1 MI NE FROM THE CITY OR TOWN OF--PISCATAWAY

1.05 MILES NORTHEAST ALONG THE CLINTON ROAD FROM ST. MARYS CHURCH AT PISCATAWAY, AT A
WEST-TO-SOUTHWEST CURVE, AT A SMALL ONE-STORY COTTAGE, IN THE SOUTHWEST CORNER OF THE YARD, 91.6
FEET SOUTHWEST OF THE SOUTHWEST CORNER OF THE COTTAGE, 39 FEET WEST OF THE CENTERLINE OF THE
DRIVEWAY INTO THE YARD, 29 FEET SOUTHWEST OF THE SOUTHWEST CORNER OF A WOODEN WELL HOUSE, 25 FEET
NORTHWEST OF THE CENTERLINE OF THE ROAD, 30.6 FEET WEST-SOUTHWEST OF A 6-INCH PINE TREE ON THE WEST
SIDE OF THE DRIVEWAY, 5 FEET NORTHWEST OF A ROW OF POWER POLES, AND ABOUT 4 FEET HIGHER THAN THE
ROAD.
***** RECOVERY BY--CGS ***** YR--1966 COP--UNK CONDITION--GOOD *****

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETTIC SURVEY
ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--307 PG--0229
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--G 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-43-29N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-57-08W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELEO BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
70.834 METERS (232.395 FEET)	21.0 MGALS 3.2	980.063 GALS	980.056 GALS	69.421 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--G 86 STATE--MO COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1076
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--G 86 1942
SETTING--CONCRETE POST
LOCATED--4.4 MI SW FROM THE CITY OR TOWN OF--CLINTON

4.4 MILES SOUTHWEST ALONG THE PISCATAWAY ROAD FROM THE MAIN INTERSECTION AT CLINTON, 1.9 MILES
NORTHEAST OF ST. MARYS CHURCH AT PISCATAWAY AT A SMALL ONE-STORY FARMHOUSE ON THE NORTHWEST SIDE OF
THE ROAD, IN THE EAST CORNER OF THE YARD, 66 FEET SOUTHEAST OF THE EAST CORNER OF THE FARM HOUSE
PORCH, 20.5 FEET NORTHWEST OF THE CENTERLINE OF THE ROAD, 2.2 FEET NORTH OF TELEPHONE POLE 822940,
AND LEVEL WITH THE ROAD.

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US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETTIC SURVEY
ROCKVILLE MO 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETTIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--308
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--F 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-44-14N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-56-31W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELEO BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
70.831 METERS (232.385 FEET)	20.4 MGALS 3.0	980.063 GALS	980.057 GALS	69.418 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--F 86 STATE--MO COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1077
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--F 86 1942
SETTING--CONCRETE POST
LOCATED--3.3 MI SW FROM THE CITY OR TOWN OF--CLINTON

3.3 MILES SOUTHWEST ALONG THE PISCATAWAY ROAD FROM THE MAIN INTERSECTION AT CLINTON, 1.0 MILE
SOUTHWEST OF HYDE FIELD AIR STATION, AT THE JOSEPH TAYLOR GENERAL STORE, 77 FEET SOUTHWEST OF THE
SOUTHWEST CORNER OF THE STORE BUILDING, 132.3 FEET WEST-SOUTHWEST OF THE SOUTHWEST CORNER OF THE
SHINGLE-COVERED TWO-STORY HOUSE OCCUPIED BY MR. TAYLOR, 40.7 FEET SOUTHEAST OF THE CENTERLINE OF THE
ROAD, 20 FEET SOUTHEAST OF A LINE OF POWER POLES, IN LINE WITH THE FRONT OF THE STORE BUILDING, AND
ONE FOOT NORTHEAST OF A WIRE-FENCE LINE. NOTE-- IT WAS REPORTED BY TELEPHONE ON JANUARY 30, 1963
THAT THE MARK WAS DUG UP AND MOVED. PROBABLY RESET.

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NDS - NATIONAL GEODETIC SURVEY
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VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L10092

SEQN--309 PG--0230
QUAD--N38076400 LINE--108
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--E 86

ORDER--2ND MONUMENTATION QUALITY--C APPROX LAT 38-44-56N
ESTABLISHED BY--CGS YEAR--1942 POSITION--LON 076-55-52W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
75.252 METERS (246.889 FEET)	20.5 MGALS 2.5	980.064 GALS	980.058 GALS	73.751 GPUS

***** BENCH MARK DESCRIPTION *****
DESIGNATION--E 86 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1078
***** MONUMENT BY--CGS ***** YR--1942 COP--CS MARK TYPE--BENCH MARK DISK *****
STAMPING--E 86 1942
SETTING--CONCRETE PDST
LOCATED--2.3 MI SW FROM THE CITY OR TOWN OF--CLINTON

2.3 MILES SOUTHWEST ALONG THE PISCATAWAY ROAD FROM THE MAIN INTERSECTION AT CLINTON, AT THE HYOE
FIELD NAVAL TRAINING STATION, 159.5 FEET SOUTHWEST OF THE SOUTHWEST CORNER OF THE CONCRETE HANGAR,
45 FEET SOUTHWEST OF THE CENTERLINE OF THE SECOND DRIVEWAY INTO THE FIELD SOUTH OF THE MAIN
BUILDINGS, 39.6 FEET NORTHWEST OF THE CENTERLINE OF THE ROAD, IN LINE WITH A ROW OF WOODEN GUARD
POSTS ALONG THE SOUTHEAST SIDE OF THE FIELD, AND IN LINE WITH THE CENTERLINE OF THE
NORTHEAST-AND-SOUTHWEST ASPHALT RUNWAY.

US DEPARTMENT OF COMMERCE - NOAA
NOS - NATIONAL GEODETIC SURVEY
ROCKVILLE MD 20852 - SEP 1982

VERTICAL CONTROL DATA
NATIONAL GEODETIC VERTICAL DATUM 1929
ADJUSTED BY--CGS YEAR--1943
SOURCE--L11240

SEQN--310
QUAD--N38076400 LINE--109
STATE--MD DIAGRAM--NJ 18-4
COUNTY--PRINCE GEORGES

BENCH MARK
DESIGNATION--P 401 PBPP RESET 1931
ALIAS--NEW ONE WAY PBPP

ORDER--1ST MONUMENTATION QUALITY--O APPROX LAT 38-48-48N
ESTABLISHED BY--PBPP YEAR--UNK POSITION--LON 076-59-39W

H - ELEVATION ABOVE NGVD 1929 (NORMAL ORTHOMETRIC HEIGHT)	MODELED BOUGUER ANOMALY SIGMA	MODELED SURFACE GRAVITY	NORMAL GRAVITY (1967 FORMULA)	NORMAL GEOPOTENTIAL NUMBER (GPU=KILOGALMETER)
25.062 METERS (82.224 FEET)	25.6 MGALS 1.5	980.084 GALS	980.064 GALS	24.562 GPUS

***** BENCH MARK RECOVERY *****
DESIGNATION--P 401 PBPP RESET 1931 STATE--MD COUNTY--PRINCE GEORGES QUAD--N380764 XRN--HV1079
***** MONUMENT BY--PBPP ***** YR--UNK COP--UNK MARK TYPE--SURVEY DISK *****
***** RECOVERY BY--CGS ***** YR--1931 CDP--UNK CONDITION--GOOD *****
SETTING--SHALLOW-SET PIPE
LOCATED--0.7 MI NORTH FROM THE CITY OR TOWN OF--GILMAN CORNER

IN PRINCE GEORGES COUNTY, 0.7 MILE SOUTH ALONG STATE HIGHWAY 224 FROM THE DISTRICT OF
COLUMBIA-MARYLAND LINE, 0.7 MILE NORTH OF THE INTERSECTION OF STATE HIGHWAY 414 AT GILMAN CORNER, AT
FOREST HEIGHTS, 160 FEET NORTH OF A SMALL CONCRETE BRIDGE OVER A DRAINAGE DITCH, AT THE JUNCTION OF
A ROAD LEADING EAST, 65 FEET EAST OF THE CENTERLINE OF THE HIGHWAY, AND 10 FEET NORTH OF THE ROAD.
A PUBLIC BUILDINGS AND PUBLIC PARKS STANDARD DISK, SET IN THE TOP OF A CONCRETE-FILLED 5-INCH STEEL
PIPE.

***** RECOVERY BY--CGS ***** YR--1965 CDP--UNK CONDITION--NOT RECOVERED *****

VI-65

203

204

Response to U.S. Department of Commerce/National Oceanic and Atmospheric Administration:

Your office will be notified at least 90 days prior to disturbance of any survey movement indicated on the attached list.

205

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

DEC 18 1987

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
The Rotunda Suite 220
771 West 40th Street
Baltimore, MD 21211-2187

REF: Construction of MD Rte 228 from MD Rte 210
to U.S. Route 301
Charles and Prince Georges Counties, Maryland

Dear Mr. ~~Elinsky~~ *Emil*

On November 18, 1987, the Council received your determination that the referenced project would have no adverse effect on the Sharperville School Historic District, a property eligible for inclusion in the National Register of Historic Places. We have reviewed your supporting documentation, and can agree with that finding. We also note that no archeological properties will be affected if alternate 5/6 is selected. 1

However, the Draft Environmental Impact Statement for the project indicates that alternate 2/3, if selected, will have an adverse effect on five sites identified by the Maryland State Historic Preservation Officer (SHPO) as potentially eligible for the National Register of Historic Places. Therefore, if alternate 2/3 is selected, we must condition our concurrence in a determination of no adverse effect for the project on the following conditions: 2

1. Prior to any land disturbing activities which might affect sites 18PR291, 18PR292, 18PR293, 18PR295, and 18PR297, FHWA will consult with the Maryland SHPO to implement a testing program to determine whether the five identified sites meet the criteria for listing on the National Register.

MARYLAND	
12/23	
☒	B.A. <i>EG</i>
☒	ADA
☒	PER
☒	SC
☒	ES <i>Plu</i>
☒	FLD OP
☒	FM
☒	R/W
☒	MC&HS
☒	ALL
☒	
☒	
☒	ACTION
☒	INFO

2. If National Register eligible sites will be affected, a detailed data recovery plan that addresses substantive research problems will be developed, in consultation with the Maryland SHPO. The plan will be based on testing results and prepared with reference to the standards of the Council's Handbook of Archeological Properties. This data recovery plan will be implemented prior to disturbance.

If you agree to these conditions, please sign on the concurrence line below, return this letter to us, and also send a copy to the Maryland SHPO. These provisions will then be incorporated into your determination and compliance with Section 106 of the National Historic Preservation Act and the Council's regulations will be complete.

Thank you for your continued cooperation.

Sincerely,



Don L. Klima
Chief, Eastern Division
of Project Review

I concur:



1/12/88
(date)

Response to Advisory Council on Historic Preservation, letter dated 12/18/87:

1. Alternate 5/6 (interchange option) is the Selected Alternate. As stated in your letter, the alternate will have no effect on any significant archeological resources.
2. The determination of no adverse effect on the Sharperville Historic District should only apply to Alternate 2/3. Selected Alternate 5/6 will not effect any significant historic sites in the study area.



ER87/1118

United States Department of the Interior

NATIONAL PARK SERVICE
NATIONAL CAPITAL REGION
1100 OHIO DRIVE, S. W.
WASHINGTON, D.C. 20242

208
PROJECT
DEVELOPMENT
DIVISION
Nov 17 8 15 AM '87

12 NOV 1987

Mr. Louis Ege, Jr.
Maryland State Highway Administration
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

Subject: New arterial from U.S. 301 to State Route 210, Charles and Prince George's Counties, Maryland

Dear Mr. Ege:

This letter is in response to the request for the National Capital Region's comments on the proposed Environmental Impact Statement for the new arterial from U.S. 301 to State Route 210, Charles and Prince George's Counties, Maryland. This notice was published in the Federal Register on September 10, 1987.

On the topic of minimizing harm to wetlands, including replacement when necessary, it is our recommendation that you consult with the U.S. Fish and Wildlife Service on this matter. These concerns include encroachments on Mattawoman Creek and tributaries of both Mattawoman and Piscataway Creeks. The Maryland National Capital Park and Planning Commission owns park lands in this area of Prince George's County. If park lands are encroached upon, the Maryland State Highway Administration is required to comply with Section 4(f) of the Department of Transportation Act.

We would also recommend that consultation take place with the State Historic Preservation Office since we note that there are potential archeological sites in the project area.

Also, the increased runoff from the new road system should be addressed. The mitigation measures which are suitable should be offered and agreed upon.

We appreciate the opportunity to provide these comments and look forward to receiving a copy of the subject Environmental Impact Statement.

Sincerely,

Regional Director, National Capital Region

Response to U.S. Department of the Interior/National Park Service, letter dated 11/12/87:

1. Alternate 5/6 (interchange option) is the Selected Alternate. This alternate does not result in any impact to Piscataway Creek Park.

Potential mitigation for wetlands unavoidably impacted is described on Page IV-10 and will be developed in detail in the design phase in coordination with SHA's Bureau of Landscape Architecture, Maryland Department of National Resources, and appropriate Federal Agencies.

2. Selected Alternate 5/6 (interchange option) will have no effect on significant archeological resources (See MHT/ACHP letters).
3. The increase of impervious surface resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff carrying vehicle-generated pollutants (i.e., oil, coolants, brake linings, rubber, etc.).

The final design for the selected improvements will include plans for grading, sediment and erosion control, and stormwater management, in accordance with state and federal laws and regulations. They will require review and approval by the Maryland Department of Health and Mental Hygiene and Maryland Department of Environment. Coordination with the Department of Natural Resources for waterway construction permits and Army Corps of Engineers for 404 Permits will be required.



210

U.S. Department of Housing and Urban Development
Philadelphia Regional Office, Region III
Liberty Square Building
105 South Seventh Street
Philadelphia, Pennsylvania 19106-3392

PROJECT
DEVELOPMENT
DIVISION
JAN 11 10 45 AM '88

6 JAN 1988

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Ege:

This is in response to your request for comments on the DEIS and Section 4(f) evaluation of proposed changes in Maryland Routes 228 and 210, Contract No. AW 760-101-071, EIS No. 87-05-D.

Your alternatives seven and eight could have had a negative impact on housing assisted by this agency in St. Charles. Since those alternatives were dropped from consideration, we have no comments on the report. Thank you for the opportunity to review and comment on this document.

Very sincerely yours,

Margaret A. Krengel
Regional Environmental Officer



United States
Department of
Agriculture

Soil
Conservation
Service

10 W. College Terrace
Room 235
Frederick, MD 21701

211

November 20, 1987

PROJECT
DEVELOPMENT
DIVISION
NOV 24 2 14 PM '87

Ms. Cynthia D. Simpson
Chief, Environmental Management
State Highway Administration
Maryland Department of Transportation
707 North Calvert St.
Baltimore, MD 21203-0717

Dear Ms. Simpson:

RE: AD-1006 Farmland Protection Policy Act Covering
Contract No. AW 760-101-071 - MD Rte. 228 Extended
in Charles and Prince George's Counties

Enclosed is the AD-1006 with the SCS portions completed. The land evaluation systems for the two counties are quite similar, but the data are indicated separately on the form.

Sincerely,

Carl E. Robinette

CARL E. ROBINETTE
Soil Scientist

Enclosure



The Soil Conservation Service
is an agency of the
Department of Agriculture

212

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request Sept. 28, 1987	
Name Of Project MD Rte. 228 Extended & MD Rte. 210		Federal Agency Involved FHWA	
Proposed Land Use Various		County And State Charles & Prince George's	
PART II (To be completed by SCS)		Date Request Received By SCS 10/13/87	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).			
Major Crop(s) Corn		Yes ☒ No ☐	Acres Irrigated None
Farmable Land In Govt. Jurisdiction Acres P.G. 145,821 % 46.7		Average Farm Size P.G. 98	
Amount Of Farmland As Defined In FPPA Acres Charles 211,300 % 72.0		Charles 112	
Name Of Land Evaluation System Used P.G. Co. Land Evaluation System		Amount Of Farmland As Defined In FPPA Acres P.G. 111,885 % 35.9	
Name Of Local Site Assessment System Charles Co. Land Evaluation System		Charles 167,983 % 79.5	
Use FPPA		Date Land Evaluation Returned By SCS 11/20/87	
PART III (To be completed by Federal Agency)		MD Rte. 228 Alternative Site Rating MD Rte. 210	
A. Total Acres To Be Converted Directly		Alt. 2/3	Alt. 5/6
B. Total Acres To Be Converted Indirectly		143.6	91.3
C. Total Acres In Site		12.5	5.5
		156.1	96.8
PART IV (To be completed by SCS) Land Evaluation Information		PG Co.	Char. Co.
A. Total Acres Prime And Unique Farmland		12.5	2.2
B. Total Acres Statewide And Local Important Farmland		16.0	38.3
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		.025	.024
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		53.9	40.3
PART V (To be completed by SCS) Land Evaluation Criterion		54.8	34.4
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		64	62
		60	64
PART VI (To be completed by Federal Agency)		Maximum Points	
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))			
1. Area In Nonurban Use		10	7
2. Perimeter In Nonurban Use		8	4
3. Percent Of Site Being Farmed		3	0
4. Protection Provided By State And Local Government		0	0
5. Distance From Urban Buildup Area		-	-
6. Distance To Urban Support Services		-	-
7. Size Of Present Farm Unit Compared To Average		10	7
8. Creation Of Nonfarmable Farmland		3	0
9. Availability Of Farm Support Services		0	0
10. On-Farm Investments		0	0
11. Effects Of Conversion On Farm Support Services		0	0
12. Compatibility With Existing Agricultural Use		5	5
TOTAL SITE ASSESSMENT POINTS		160	26
		23	29
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part VI)		100	63
Total Site Assessment (From Part VI above or a local site assessment)		160	25
TOTAL POINTS (Total of above 2 lines)		260	88
			91
Site Selected:		Date Of Selection	
Reason For Selection:		Was A Local Site Assessment Used? Yes ☐ No ☒	



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

213
PROJECT
DEVELOPMENT
DIVISION
APR 25 12 12 PM '88

APR 21 1988

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: MD Rte 228 from MD Rte 210 to
U.S. Rte. 301 (88-02-372)

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Air Quality Analysis for the above referenced project. We are satisfied with the approach, and the assumptions used, for analyzing the air quality impacts of the project. Therefore, we do not object to this project on the basis of air quality impacts.

Although the affected area for the proposed project is located in an attainment area, Charles County will be part of an area wide ozone plan for the National Capitol region. Consequently, we request that Maryland or the Metropolitan Washington Council of Governments (COG) include projected emissions from this highway in the mobile source emission control inventory and the attainment plan for ozone standards.

Thank you for including EPA in the early coordination of this report. Should you have any questions or if we can be of further assistance, please contact Lynn F. Rothman or Harold A. Frankford at 215/597-7336 or 597-1325 respectively.

Sincerely,

Jeffrey M. Alper, Chief
NEPA Compliance Section

214

NATIONAL CAPITAL PLANNING COMMISSION

COMMISSION
MEMBERS

In Reply Refer To:
NCPC File No. 2103

DEC 11 1987

PROJECT
DEVELOPMENT
DIVISION
DEC 16 2 59 PM '87

Appointed by the
President of the United States

Glen T. Urquhart
CHAIRMAN

William E. Baumgaertner
W. Don MacGillivray

Appointed by the
Mayor of the District of Columbia
Robert J. Nash
Patricia Etwood

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
Room 310
Maryland State Highway Administration
707 Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

The Commission staff has reviewed the Draft Environmental Impact Statement for Maryland Route 228 (extended) and Maryland Route 210 and has not identified any Federal properties or interests within the Commission's jurisdiction which would be adversely affected by the proposed improvements.

We appreciate the opportunity to comment on the Draft EIS and look forward to continued coordination with the State on planned highway projects in the National Capital Region in the future.

Sincerely,



Robert E. Gresham
Acting Executive Director

EXECUTIVE DIRECTOR
Reginald W. Griffith

215



United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

April 26, 1985

Ms. Cynthia D. Simpson
Environmental Management
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, MD 21203

Dear Ms. Simpson:

This responds to your March 27, 1985, request for information on the presence of Federally listed endangered or threatened species within the area of Contract No. AW 760-101-071, Maryland Route 228 Extended from Maryland Route 301 to Maryland Route 210 in Prince George's and Charles Counties, Maryland.

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

C. A. Moser

42 Glenn Kinser
Supervisor
Annapolis Field Office



216
Federal Emergency Management Agency

Region III PROJECT PLANNING
105 South 7th Street Philadelphia, Pennsylvania 19106

JAN 16 3 12 PM '86
JAN 16 10 58 AM '86

December 22, 1985

Mr. Donald G. Honeywell
Project Manager
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: Md. Route 228
Charles County, MD
Contract No. AW 760-101-071

Dear Mr. Honeywell:

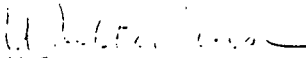
This is in response to the referenced project connecting Md. Route 210 with U.S. Route 301. Our only comment is that detailed flood plain data exists in this project area and that the conditions required in FHPM 6-7-3-2 (copy attached) developed by the Federal Highway Administration must be adhered to. These requirements can be summarized as follows:

1. Encroachment into a designated floodway with bridge abutments and piers should be avoided and the entire bridge deck along with the support steel should be above the appropriate "with floodway" elevation published in the County's Flood Insurance Study (FIS).
2. If encroachment cannot be avoided, then channel improvements should be made to offset the accompanying increase in the 100-year flood elevation.
3. If item 2. cannot be accomplished, then the data necessary to revise the County's FIS must be generated and the appropriate flood easements as described in FHPM 6-7-3-2 must be obtained.

FIS data for Charles County can be obtained by calling (301) 796-8887. Preliminary FIS data for Prince George's County can be ordered by writing to this office.

If you have any questions concerning this letter, please contact Martin Frengs of my staff at (215) 597-2108.

Sincerely,


Walter P. Pierson, Chief
Natural & Technological Hazards Division

Attachment

cc. Charles G. Wroten
Joseph Kresslein
Paul D. Upton

TTY FOR DEAF 215-597-0850



217

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

WILLIAM DONALD SCHAEFER
GOVERNOR

CONSTANCE LIEDER
SECRETARY

March 1, 1988

Mr. Neil J. Pedersen
Department of Transportation - SHA
707 N. Calvert Street
Baltimore, Md., 21203-0717

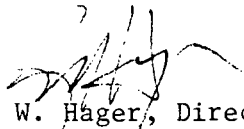
RE: DEIS/Section 4(f) Evaluation - Md. 228 Extended from Md. Rte. 210
to US Rte. 301; Md. Rte. 210 from Md. Rte. 228 Extended to Old
Fort Road. SAI #MD871102-0855

Dear Mr. Pedersen:

The State Clearinghouse received the enclosed letter dated February 26th, from the Maryland National Capital Park and Planning Commission regarding the reference subject. The Commission noted in their letter that they wish to withdraw the comments which were submitted and enclosed in the close-out review letter of January 25th.

Your attention to this matter is appreciated.

Sincerely,


Guy W. Hager, Director
Maryland State Clearinghouse
for Intergovernmental Assistance

GWH:SB:mk

Enclosure

cc: John F. Downs, Jr.

RECEIVED

MAR 1 1988

OFFICE OF STATE PLANNING
BALTIMORE, MARYLAND

VI-79

218
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RECEIVED
FEB 29 1988

February 26, 1988

Mr. Guy Hager
Director
State Clearinghouse
301 West Preston Street
Baltimore, Maryland 21201

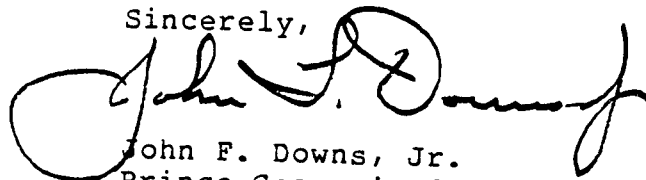
Dear Mr. Hager:

RE: Draft Environmental Statement:
Maryland Route 228 Extended
and Maryland Route 210

I wish to withdraw my letter and attachment of January 13, 1988. The contents of the letter do not reflect the views of the Planning Department--it reflects one group of staffs review of the EIS. Furthermore, I was not advised that the County had already responded to the referral.

I apologize for any inconvenience this may have caused.

Sincerely,



John F. Downs, Jr.
Prince George's County
Planning Director



219

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

WILLIAM DONALD SCHAEFER
GOVERNOR

CONSTANCE LIEDER
SECRETARY

January 25, 1988

RECEIVED

JAN 26 1988

Mr. Neil J. Pedersen
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

DIRECTOR OF STATE
PLANNING & PRESENTATION DEVELOPMENT

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identifier: MD871103-0855

Applicant: MDOT - SHA

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 228 extended
from Md. Rte. 210 to U. S. Rte. 301; Md. Rte. 210 from
Md. Rte. 228 Extended to Old Fort Road

Location: Charles and Prince George's County

Approving Authority: DOT

Dear Mr. Pedersen:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 16.02.03, the State Clearinghouse has coordinated the intergovernmental review of the referenced subject. As a result of the review, it has been determined that the subject should address the following issues:

- Compliance with the Section 106 requirements; and
- Issuance of waterway permits; and
- Compliance with the Chesapeake Bay Critical Area Protection Program; and
- Coordination required concerning a growth policy in the corridor; and
- Further address environmental impacts.

All directly affected State and local public officials were provided notice of the subject. Review comments were requested from the following local jurisdictions and regional and State agencies:

Charles County, Prince George's County, Tri-County Council for Southern Maryland, Maryland National Capital Park and Planning Commission, Department of Public Safety and Correctional Services, Department of Education, Department of Housing and Community Development including the Maryland Historical Trust, Department of the Environment, Department of Health and Mental Hygiene, Department of Natural Resources including the Coastal Zone Resources Division and the Department of State Planning.

The following specific comments are provided for your consideration:

220

Mr. Neil J. Pedersen
Page 2
January 25, 1988

The State Historic Preservation Officer has determined that the subject may affect archeological or historic resources listed in, or possibly eligible for the National Register of Historic Places. The Trust noted that a Section 106 review needs to be completed.

In accordance with 16 U.S.C. 1456, Section 307(c)(1) and (2), the Department of Natural Resources' Tidewater has determined that areas of the subject is located within the coastal zone and is not inconsistent with the Maryland Coastal Zone Management Program. The Department also noted (copy attached) that waterway construction permits are required for the several stream crossings, floodplain encroachments, structures widening, stream channel revision and new bridges. Sediment control and stormwater management requirements must be obtained from the Department of Environment. Also, comments enclosed relate to the following: justification to right-of-way widths, road realignment, more information on stream relocations and impacts to wetlands.

Department of Environment noted (copy attached) that the Mattawoman Creek, its tributaries and floodplain are a valuable ecological community that serves as a spawning and nursery site for finfish and also contains a diverse wildlife population. The creek has been designated as an Area of Critical State Concern. The Department recommended that a wooded buffer strip be maintained along the waterways and that the construction equipment be limited to specific pathways essential for construction, thus, reducing soil disturbance and the need to remove vegetation.

Maryland National Capital Park and Planning Commission summarized their comments (copy attached) and made the following points:

- The proposed extension at Md. Rte. 228 is not included in the 1982 General Plan for Prince George's County.
- Either Build Alternative will likely create pressure for increased densities in certain areas in Accokeek-Piscataway, with Alternative 5/6 having the lesser impact on land use plans. Such decisions would be best decided utilizing the appropriate planning procedure rather than the context of an EIS evaluation.
- Neither alternative brings any real relief to overburdened back roads over the long term (2015).
- The concerns raised by civic leaders and public officials point to the need for a coordinated growth policy in the corridor.

Prince George's County noted (copy attached) that the connection at Rte. 210 in Piscataway with Rte. 301 in Waldorf by way of an extended Rte. 228 has significant merit and will relieve traffic congestion in both Prince George's and Charles Counties. However, the design and construction of any alternative in this area must respect and be sensitive to both the County and the Chesapeake Bay Critical Area Programs. The County feels that the environmental statement does not adequately address this sensitive area. The County advised that the

Mr. Neil J. Pedersen
Page 3
January 25, 1988

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environmental analysis cannot be considered sufficient until the Critical Area issues have been addressed. Also, the EIS correctly points out that this road is not shown in the master plans of Prince George's County. Although it is clear that a connection is needed between Rte. 301 and Rte. 210 through this area, the social, economic and land use consequences of such a proposal have not been carefully studied. As the County examines these issues, they request that the State Highway Administration be sensitive to the County's requirements regarding access and alignment to insure orderly growth and development in this area.

Charles County comments will be forwarded at a later date.

The applicant is required to include a copy of this letter with attachment and a statement of consideration given to the comments with the application that is submitted to the approving authority. A copy of this statement should also be submitted to the State Clearinghouse. Additionally, you are required to place the State Application Identification (SAI) Number on the application.

The State Clearinghouse must be kept informed of any action concerning this subject by the federal approving authority. The Clearinghouse letter is valid for a period of three years from the date of this letter. If the approving authority has not made a decision regarding the subject within that time period, information should be submitted to the Clearinghouse requesting a review update.

We appreciate your attention to the intergovernmental review process and look forward to continued cooperation.

Sincerely,


Guy W. Hager
Director, Maryland State Clearinghouse
for Intergovernmental Assistance

GWH:SB:scl

cc: Bruce Gilmore - DNR
Agnes Barr - DHCD
Edmond Piesen - PGEO
Skipp Sanders - MSDE
Gary Hodge - TCCSMD
John F. Downs, Jr. - MNCPPC

Betsy Barnard - DHMH
Mac Voelcker - MDE
Roland English - DSP
John O'Neill - DPSCS
Jacquelyn Magness - CHAS

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Response to Maryland Department of State Planning:

Refer to responses to more detailed comments in specific letters referenced in the Department of State Planning/Maryland Intergovernmental Clearinghouse cover letter.

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12/1/87

Comments from Debbie Weller (333-7503)
(MD Department of Environment)

Mattawoman Creek and its tributaries are a valuable ecological community. The creek and its tributaries serve as an anadromous finfish habitat (spawning and nursery site). The wooded floodplain contains a diverse wildlife population. The creek has been designated an Area of Critical State Concern by the Maryland Department of State Planning.

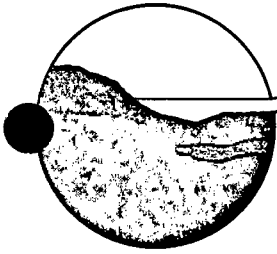
In view of the above information, I recommend that: a wooded buffer strip be maintained along the waterways and that the driving of construction equipment be limited to specific pathways essential for construction (reducing soil disturbance and the need to remove vegetation).

224

Response to Debbie Weller:

Efforts will be made to minimize disturbance of habitat within the Mattawoman Critical Area.

A modification was made to the Alternate 5/6 alignment in the area of Mattawoman Creek. By revising the alignment to cross Mattawoman Creek in the area of the existing Bealle Hill Road Bridge, it will provide a more perpendicular crossing of the floodplain and will avoid the creation of a new separate crossing of the creek. Crossing Mattawoman Creek in the vicinity of the existing bridge will help mitigate the effect of the roadway as a barrier to wildlife while minimizing floodplain and wetland impacts.



Maryland Department of Natural Resources

Water Resources Administration

Tawes State Office Building
Annapolis, Maryland 21401
Telephone: _____

William Donald Schaefer
Governor

225
Dec 16 7 18 PM '87
PROJECT DEVELOPMENT DIVISION
Torrey C. Brown, M.D.
Secretary
James W. Dunmyer
Director

December 11, 1987

Mr. Louse H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: WRA File No. 86-PP-0247
SHA No. AW-760-101-071
Draft Environmental Impact
Statement and Section 4(f)
Evaluation for MD 228 Extended
from MD 210 to U. S. 301

Dear Mr. Ege:

The Draft Environmental Impact Statement and 4(f) Evaluation for the above referenced project has received necessary review by the Water Resources Administration, the Tidewater Administration, the Capital Programs Administration and the Forest, Park and Wildlife Service, all of the Department of Natural Resources. The following are the comments offered by the different agencies:

1. In accordance with Section 8-803 of the Natural Resources Article, Annotated Code of Maryland, waterway construction permit(s) must be obtained from this office for any changes to the course, current or cross-section of the stream channel or its associated 100-year floodplain limits of the waters of the State. In this case, several stream crossings, floodplain encroachments, widening of existing structures, relocation of stream channel, and the new bridges affecting Mattawoman Creek and its tributaries, Piscataway Creek and its tributaries and Piney Branch require permits. Certain streams with small drainage areas may not require a permit from the Administration (COMAR 08.05.03). The proposed work where a waterway construction permit is required must comply with the requirements listed under COMAR 08.05.03.01 to 08.05.03.13.

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Mr. Louis H. Ege, Jr.
December 11, 1987
Page Two

2. In compliance with Environmental Article Section 4-106 and 4-205, Annotated Code of Maryland, necessary approvals for sediment control and stormwater management requirements must be obtained from the Sediment and Stormwater Division of the Department of the Environment.
3. The Water Resources Administration recommends the selection of the alternate that will have the least impact on the stream channel, its associated 100-year floodplain and the environment.
4. Mattawoman Creek and Piscataway Creek and all their tributaries are classified as Class I Waters of the State. Therefore, the in-stream non-construction period is from March 1 through June 15, inclusive, of any year, rather than March 1 through April 15 as stated on page IV-5 of the subject document.
5. In addition to the stream crossings, the impact of encroachment on the 100-year floodplains of both Mattawoman and Piscataway Creeks must be hydraulically analyzed with serious consideration of no significant changes to overall hydraulics of the stream and the flooding condition in the area. Necessary mitigation must be addressed should there be unavoidable changes.
6. The Fisheries Division of the Tidewater Administration favors the alternate 2/3 over alternate 5/6. Although both alternatives will have environmental impacts, it is essential that the new road crossing of Mattawoman Creek in alternate 5/6 should be avoided if possible. Should alternate 2/3 be chosen as the final design, there are several areas that could be redesigned to minimize habitat losses. At Wetland #3 the relocation of a house trailer would be a small price to pay in order to protect the wetland. At Wetland #19 the alternate 2/3 proposal calls for relocating 850 feet of stream to 250 foot pipe and channel. This is a significant loss of valuable habitat within the Piscataway Creek drainage area. This loss could be avoided by following the existing alignment of Berry Road as proposed in the original alternate 2. From the maps provided by SHA it appears that there is plenty of room to follow Berry Road without impacting any buildings. This was one of the reasons the Fisheries Division picked alternate 2 in their comments of May 29, 1985.

By following the original alternate 2, it appears that the intersection with Route 210 would be moved southward. This would minimize impacts to Wetland #20, 21 and 22. The present alternate 2/3 intersection at Route 210 appears to impact a very large area of wetlands and the Fisheries Division would like to see that minimized.

Mr. Louis H. Ege, Jr.
December 11, 1987
Page Three

7. The comments received from the Non-Tidal Wetlands Division of the Water Resources Administration are listed below:

- a. p. S-11 The document states that there will be no significant reduction of fish and wildlife habitat. However, over 20 acres of wetland, 11-15 acres of floodplain, and over 90 acres of woodland will be impacted by this project. There are substantial acreages, and since Mattawoman and Piscataway Creeks are designated Areas of Critical State Concern, the project should be considered to have significant impacts.
- b. Fig. 8 If possible, the Sharperville Road alignment should be moved further out of Mattawoman Creek. Construction should be done from one side of the road to minimize wetland impacts. A longer bridge should also be considered.
- c. Fig. 10 The right-of-way appears excessively wide. The reasons for this should be stated clearly. There should be an attempt to move the right-of-way closer to the headwater areas, where wetland impacts would be reduced farther from the main channel.
- d. Fig. 11 The right-of-way again appears wider than necessary. Justification (e.g., acceleration or deceleration lanes) for the design should be included.
- e. p. IV-2 Any sediment and stormwater basins that are proposed in wetlands must be included in the acreage impacts. Comments on their location and design are reserved until more information is provided.
- f. p. IV-3 More information on stream relocation is needed, such as the justification, direct fill and indirect impacts due to resulting changes in hydrology. There should always be an investigation on minimizing impacts, such as using bridges instead of culverts.
- g. p. IV-5 All direct and indirect impacts should be included in the acreage figures for the stream relocation at the Livingstone Road intersection of alternate 2/3. A bridge should be considered to minimize or eliminate the rechannelization of the stream.

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Mr. Louis H. Ege, Jr.
December 11, 1987
Page Four

- h. p. IV-9 Avoidance of wetland #3 was deemed impractical since it would have required the relocation of a house trailer. However, since seven families will already have to be moved, concern over relocation of the trailer does not seem warranted. The document clearly states (p. IV-16) that there "should not be any major difficulties in relocating affected families." I recommend that the alignment be shifted to avoid the wetland.
- *

The Non-Tidal Wetlands Division recommends that alternate 2/3 be selected for construction. Also, due to the importance of the wetlands that will be impacted (see item #1), 1:1 mitigation will not be sufficient. There will have to be some innovative strategies for creation, restoration, or acquisition to provide appropriate compensation. The Non-Tidal Wetlands Division will assist as much as possible in the effort to obtain suitable mitigation.

If you should have any questions regarding the above, please contact Mr. M. Q. Taherian at (301) 974-2265.

Sincerely,

Stan Wong

Stan Wong
Chief, Waterway Permits Division

SW:MQT:das

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Response to Maryland Department of Natural Resources dated 12/11/87:

1 and 2:

Final design for the selected improvements will include plans for grading, sediment and erosion control, and stormwater management, in accordance with state and federal laws and regulations. They will require review and approval by the Maryland Department of Health and Mental Hygiene and Maryland Department of the Environment. Coordination with the Department of Natural Resources for waterway construction permits and the Army Corps of Engineers for 404 Permits will be required.

3. Alternate 5/6 (interchange option) is the Selected Alternate. A longer bridge (500-600 foot) than originally proposed in the DEIS/4(f) has been selected for the Mattawoman Creek crossing. The alignment for the crossing has also been shifted to provide a more perpendicular crossing of the creek, helping to minimize encroachment. While modifications to the Selected Alternate have not resulted in a reduction in floodplain encroachment, wetland impacts have been minimized and are now less than those originally estimated in the DEIS for either Alternate 5/6 or Alternate 2/3.
4. This correction has been noted and included on page IV-4 of the FEIS.
5. A preliminary hydraulic analysis of the floodplain encroachment of the Selected Alternate 5/6 has been conducted. A 155 foot bridge length, for the Mattawoman Creek crossing, selected as a result of this analysis is based on the hydraulic need for maintaining the 100-year water surface elevation and is subject to change during detailed design. The new structure would be approximately 50 feet longer than the existing structure at that location. The hydraulic analysis indicates that there encroachments will not cause any adverse effects on the storage capacity or water surface elevation and would not result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Therefore, the floodplain encroachment was determined to be non-significant.
6. Alternate 5/6 (interchange option) is the Selected Option. Although your agency has stated preference for Alternate 2/3, in order to avoid a new crossing of Mattawoman Creek, it should be noted that major reconstruction of the Alternate 2/3 crossing would have been required if that Alternate had been selected. We believe that this reconstruction would have resulted in at least the equivalent potential for stream degradation that Alternate 5/6 presents. In fact, it is likely that removal of the existing structure would have resulted in more severe impacts.

As a result of the Selection of Alternate 5/6, no stream relocation will be required and the project will not affect the Piscataway Creek watershed. Shifting the alignment of Selected Alternate 5/6 to avoid wetland W-3 did not provide feasible from cost standpoint. The feasibility of other mitigation, which would minimize impacts and avoid draining of the pond are discussed on page IV7-8 of the FEIS.

The alignment of Selected Alternate 5/6 was also shifted in the vicinity of the Mattawoman Creek crossing to minimize longitudinal encroachment on the floodplain, wetlands and associated uplands habitat.

- 7a. The total acreages cited occur throughout the study area, not specifically in the Mattawoman Critical area. Approximately 13.5 acres of wooded wetland within the 100-year floodplain of Mattawoman Creek will be affected within the Mattawoman Creek Critical Area out of a total acreage of approximately 6,000 acres. The balance of estimated impacts occur throughout the study area. While it was not intended to suggest that elimination of habitat is an insignificant consideration when viewed in the context of the rapid development occurring throughout the project area, the impacts resulting directly from this project are not considered significant. Similarly, since affected acreage in the Mattawoman Critical area amounts to less than 1/4 of 1% of the total area, and additional measures have been taken to protect wildlife migration and restore habitat, this encroachment was also not viewed as significant.
- 7b. Alternate 5/6 is the Selected Alternate. A longer bridge (500-600 foot) with less longitudinal encroachment on the floodplain has been incorporated into the Selected Alternate.

7c and 7d.

The right-of-way required for this project takes into account the project need for the possibility of additional lanes, which could be constructed within the median if required. It allows for adequate provisions for safety standards while maintaining a grass median rather than concrete median barriers. The grassed median also provides additional filtering of roadway runoff, minimizing the impact of water related contaminants.

- 7e. Sediment and stormwater basins will occur within proposed right-of-way and therefore are included in acreage estimates. Actual locations will be finalized in the design phase of the project.

7f and 7g.

No stream relocation will be required under Selected Alternate 5/6.

- 7h. Shifting the alignment of Selected Alternate 5/6 to avoid wetland W-3 did not prove feasible from cost standpoint. The feasibility of other mitigation, which would minimize impacts and avoid draining of the pond are discussed on page IV-10 of the FEIS.



PROJECT
DEVELOPMENT
DIVISION

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231
William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

January 19, 1988

Mr. Louis H. Ege, Jr.
Deputy Director
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. AW 760-101-071
MD Rt. 228 from MD Rt. 210 to
US Rt. 301
PDMS No. 253097
Charles and Prince George's
Counties

Dear Mr. Ege:

Thank you for sending us a copy of the report on the Phase I archeological survey conducted of the above-referenced project, for our review and comments. The report was prepared by the Maryland Geological Survey and is dated 1986. This office received its review copy from the State Highway Administration on November 23, 1987.

The report presents concise documentation of the survey's goals, methodology, results and recommendations. The survey identified and recorded 21 new prehistoric sites within the project area encompassing Alternates 1 through 7. This archeological project has provided valuable information concerning the prehistoric site presence and settlement patterns between the Mattawoman and Piscataway Creeks in the study area.

Based on the information provided in the report, our office concurs that eleven of these sites are ineligible for the National Register, due to their limited potential to yield additional, important information. This low research potential is based on the sites' limited extent, small artifact inventories, evidence of prior disturbances, and impaired integrity.

Maryland

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012
VI-93

Mr. Louis H. Ege, Jr.
January 19, 1988
Page 2

These ineligible sites include:

18PR283 (Intersection)	Alternate 7
18PR285 (Baretta North)	Alternate 7
18PR286 (Split Log)	Alternate 6
18PR287 (Manning Flat)	Alternate 6
18PR289 (Fallen Brush)	Alternate 5
18PR294 (Fast Turn)	Alternates 2/3
18PR296 (Zucchini Field)	Alternate 2
18PR299 (Turnip Field)	Alternate 3
18PR300 (Pea Pick)	Alternate 2
18CH300 (Berry)	Alternate 3

Although the report recommends that site 18PR288 (Wrong Knoll) is not National Register eligible, this office does not believe sufficient evidence is presented to support that recommendation. "Several dozen" flakes were recovered from the wooded site, and the full extent of this probable hunting/campsite remains unknown. For review purposes, this office believes 18PR288 should be considered potentially eligible, unless additional information is presented to conclusively document the site's ineligibility. Since site 18PR288 is clearly located outside the right of way for Alternate 5, additional archeological investigations are not warranted at this time.

The remaining 10 sites represent a variety of prehistoric site types from the Archaic and Woodland periods including: base camps/hamlets, hunting/campsites, and quarry/workshops. Based on the available information, all ten sites have the potential to yield important information regarding the area's prehistoric settlement/subsistence patterns, defining associated tool kits, developing a site chronology for this region, identifying the components and functions characteristic of these various site types. Finally, these sites provide an opportunity to examine differences and similarities within and among the varying site types present. However, Phase II archeological investigations would be necessary of all ten sites to conclusively determine their National Register eligibility. These ten sites include:

18PR281 (Tick Haven)	Alternate 7
18PR282 (Tree Fall)	Alternate 7
18PR284 (Powerline)	Alternate 7
18PR290 (Bealle Hill)	Alternate 4
18PR291 (Mattawoman Swamp)	Alternates 2/3
18PR292 (Upper Beanfield)	Alternates 2/3
18PR293 (Lower Beanfield)	Alternates 2/3
18PR295 (Sharpesville)	Alternate 2
18PR297 (Parker Field North)	Alternate 2
18PR298 (Parker Field South)	Alternate 3

Mr. Louis H. Ege, Jr.
January 19, 1988
Page 3

Since site 18PR284 is clearly located outside the proposed Alternate 7 right-of-way, Phase II investigations would not be warranted at this time, unless the site is slated for impact by project related activities or equipment. According to the report, sites 18PR291 and 18PR297 have the highest likelihood for containing intact stratified archeological deposits, of all the identified sites, thus enhancing their information/research potential.

In the opinion of this office, construction of Alternates 1, 5 and 6 would have no effect upon significant archeological resources. Construction of Alternates 4, 7, and 2/3 would all impact archeological sites which are potentially eligible for the National Register. Alternates 4, 7, and 2/3 would all necessitate Phase II archeological testing to determine the National Register eligibility of affected sites, as follows:

<u>Alternate</u>	<u>Sites Requiring Phase II</u>
Alternate 4	18PR290
Alternate 7	18PR281
	18PR282
Alternate 2/3	18PR291
	18PR292
	18PR293
Alternate 2	18PR295
Alternate 2	18PR297
Alternate 3	18PR298

The purpose of the Phase II investigations is to: a) define the sites' horizontal and vertical extent; b) interpret the sites' cultural affiliation and functions; c) evaluate the sites' integrity and significance; d) determine the sites' National Register eligibility; e) hypotheses testing; and f) determine the need for further work. The investigations should be conducted by a qualified professional archeologist and performed in accordance with the "Guidelines for Archeological Investigations in Maryland" (McNamara 1981) and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (1983). Based on the Phase II results, this office will be able to determine whether or not the selected alternate will adversely affect significant archeological resources and make appropriate recommendations concerning mitigation measures, if necessary. This office would like to review copies of the Phase II proposals, prior to their implementation, for adequacy.

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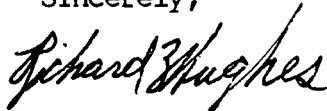
Mr. Louis H. Ege, Jr.
January 19, 1988
Page 4

In your letter of 17 November 1986, you stated that SHA believes only Alternates 2/3 will impact sites potentially eligible for the National Register. As indicated in this letter, the Maryland Historical Trust has determined that Alternates 4, 7, and 2/3 all will impact potentially National Register eligible sites. If SHA does not concur with our review of this project, please contact this office immediately so this issue may be resolved.

If you have any questions or require additional information, please contact Ms. Beth Cole of our staff at (301) 974-4450. We look forward to receiving a copy of the final report, when available.

Thank you for your continued cooperation and assistance.

Sincerely,



Richard B. Hughes
Chief Administrator
Archeological Programs
Office of Management and Planning

RBH/EJC/jja

cc: Ms. Eleni Silverman
Dr. Jody Hopkins
Mr. Tyler Bastian
Mr. Paul Wettlaufer
Dr. Ralph Eshelman
Mr. George Dyson
Mrs. Sara Walton
Ms. Shirley Baltz

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Response to Maryland Historical Trust letter dated 1/19/88:

Alternate 5/6 (interchange option) is the Selected Alternate. As stated in your letter, this alternate will have no effect on significant archeological resources or historic sites.

Clearinghouse Referral MD871103-0885
Draft Environmental Impact Statement
Maryland Route 228 and Maryland 210

Comments of Prince George's County

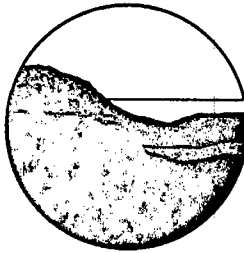
The connection of Route 210 in Piscataway with Route 301 in Waldorf by way of an extended Route 228 has significant merit and will relieve both Prince George's County and Charles County of considerable traffic congestion. Nevertheless, the design and construction of any alternative in this area must respect and be sensitive to both the County and State Chesapeake Bay Critical Area Programs. Unfortunately, this EIS has the important defect of completely neglecting the Chesapeake Bay Critical Area. The environmental analysis cannot be considered sufficient until the Critical Area issues have been addressed.

The EIS correctly points out that this road is not shown in the master plans of Prince George's County. Although it is clear that a connection is needed between Route 301 and Route 210 through this area, the social, economic and land use consequences of such a proposal have not been carefully studied. As Prince George's County carefully examines these issues, we request that the State Highway Administration be sensitive to the County's requirements regarding access and alignment to insure orderly growth and development in this area.

Response to comments from Prince George's County:

Selected Alternate 5/6 is not incompatible with any land uses designated in either the approved Prince George's County or draft Charles County Critical Area Plans. (See letter from Chesapeake Bay Critical Area Commission.)

Major considerations in the selection of Alternate 5/6 include greater compatibility of the roadway with planned land uses and minimization of community intrusion when compared to Alternate 2/3.



PROJECT
Maryland Department of Natural Resources

Water Resources Administration

Tawes State Office Building
Annapolis, Maryland 21404

Telephone: _____

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

James W. Dunmyer
Director

December 15, 1987

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: WRA File No. 86-PP-0427
SHA No. AW-760-101-071
Draft Environmental Impact
Statement and Section 4(f)
Evaluation for MD 228 Extended
from MD 210 to U. S. 301

Dear Mr. Ege:

The letter of December 11, 1987 to you regarding review of the above referenced document was inadvertently referenced to WRA No. 86-PP-0247. The WRA control number assigned to the subject project is 86-PP-0427. For future correspondence with WRA, please refer to WRA No. 86-PP-0427.

Thank you for your cooperation.

Sincerely,

M. Q. Taherian
Project Engineer
Waterway Permits Division

MQT:das

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DEPARTMENT OF THE ENVIRONMENT

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201
AREA CODE 301 • 225-5275

William Donald Schaefer
Governor

Secretary

February 17, 1988

PROJECT
DEVELOPMENT
DIVISION
FEB 19 2 32 PM '88

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

RE: Maryland Route 228 from Maryland
Route 210 to U.S. Route 301
PDMS No. 253097
Contract No. AW 760-101-071

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the proposed improvements of Maryland Route 228 between Maryland Route 210 and U.S. Route 301 in Charles and Prince George's Counties and concur with its conclusions.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Washington Interstate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from any construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mario E. Jorquera".

Mario E. Jorquera, Chief
Division of Air Quality Planning
and Data Systems
Air Management Administration

MEJ:zbs

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TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

April 12, 1985

Ms. Cynthia Simpson
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Subject: Maryland Route 228 Extended from Route 301 to Route 210
in Prince George's and Charles Counties

Dear Ms. Simpson:

The Maryland Natural Heritage Program has no record of any rare, threatened or endangered species, unusual habitat or other significant natural feature within the study area for this project. However, the extensive wetlands along Mattawoman Creek provide abundant habitat for such species and should be surveyed as part of the environmental evaluation of the various alternates under consideration. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Arnold W. Norden

Arnold W. Norden
Maryland Natural Heritage Program

AWN:mle

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HARRY HUGHES
GOVERNOR

241

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

CONSTANCE LIEDER
SECRETARY

May 29, 1985

Cynthia D. Simpson, Acting Chief
Environmental Management
State Highway Administration
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203

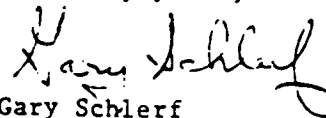
Dear Ms. Simpson:

In regards to your letter of May 7 concerning alternatives for Maryland Route 228 across the Mattawoman Creek Critical Area:

1. The Department has no additional information concerning this valuable natural resource beyond that contained in the Critical Areas Report.
2. Our only additional comment at this time is a strong recommendation that grading and clearing for the construction of the selected alternative be kept to a minimum and that a maximum effort of runoff and sedimentation control is needed to prevent damage to these wetlands.

If this Department can be of further assistance to you in this matter, please do not hesitate to call.

Sincerely yours,


Gary Schlerf
Planner

GS:bes



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TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. CLEAVES
DEPUTY DIRECTOR

Division of Archeology
338-7236

13 August 1985

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: MD 228 Archeological Survey
Charles & Prince Georges Counties

Dear Mr. Ege:

During July 1985, the Division of Archeology conducted a preliminary archeological survey of Maryland Route 228 project under the terms of the SHA-MGS Phase I Archeological Agreement. Twenty-one sites (all prehistoric) were located in or near proposed alignments (see attached map). Results are summarized in the following table:

<u>SITE NUMBER</u>	<u>NEAREST ALTERNATE</u>	<u>SUBJECT TO IMPACT?</u>	<u>REQUIRE PHASE II?</u>
18PR281	7	Y	Y
18PR282	7	Y	Y
18PR283	7	N	N
18PR284	7	N	N
18PR285	7	Y	N
18PR286	6	Y	N
18PR287	6	Y	N
18PR288	5	N	N
18PR289	5	Y	N
18PR290	4	Y	Y
18PR291	2/3	Y	Y
18PR292	2/3	Y	Y?
18PR293	2/3	Y	Y?
18PR294	2/3	Y	N
18PR295	2	Y	Y
18PR296	2	Y	N
18PR297	2	Y	Y
18PR298	3	Y	Y

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18PR299	3	Y	N
18PR300	2	N	N
18CH300	3	N	N

Based on these results, it is possible to assess the alternates from an archeological perspective. In order from most desirable to least desirable, the alternates can be ranked as such:

1. Alternate #1 (north side of existing MD 228)
2. Alternates #5 and #6
3. Alternate #4
4. Alternate #7
5. Alternates #2 and #3

A brief description of each site that would require Phase II testing if subject to impact is provided below. (Sites not recommended for Phase II work in the table are either not subject to impact or considered non-significant due to prior disturbance or low density of artifacts.)

18PR281 (Tick Haven). Material, consisting of large quartzite flakes and blanks, quartz flakes, fire-cracked rock, a quartz triangular point, and a possible hammerstone, was noted in a dirt powerline road. Both sides of the road were heavily overgrown and the east-west extent of the site is unknown, although it is likely to correspond to the level portions of this upland flat; the site extends at least 150 feet north-south. Based on the triangular point, at a minimum the site is represented by a Late Woodland (AD 800-1600) component. Systematic STPs and excavation would be required.

18PR282 (Tree Fall). Located on a heavily wooded spur, flakes and fire-cracked rock were found in both STPs and tree falls. Given the level of testing and heavy ground cover, extent of the site is unknown, although again it is likely to correspond to areas of more level topography. Systematic STPs and excavation would be required.

18PR290 (Bealle Hill). A large quantity of quartz and quartzite debitage (with lesser amounts of rhyolite and chalcedony) was noted in a bulldozed roadbed. While the road has been disturbed, STPs in the adjacent woods indicate that intact portions of the site remain. Two small pottery sherds (including an apparent cord-marked Potomac Creek rimsherd) indicate the presence of at least a Late Woodland component. Systematic STPs and excavation would be required.

18PR291 (Mattawoman Swamp). The site area consists of three segments. The site survey files at the Maryland Geological Survey, Division of Archeology report a site of uncertain location (hatched area) that has yielded Early Archaic through Late Prehistoric artifacts. Upon examination, this area was found to be in pasture with zero visibility and no STPs could be dug since we were unable to contact the property owner. The portion of pasture just to the south of the reported site had occasional bare patches which offered minimal exposure; despite less than 5% visibility, several dozen quartz and quartzite flakes and an apparent Late Archaic rhyolite projectile point were recovered. The third (northernmost) segment is likely to contain material, but site presence is again unconfirmed due to ground cover and inability to dig STPs. If this locality is to be impacted, the most efficient approach to investigation would be to plow the entire right-of-way on the west side of Middleton Road; areas found to contain cultural resources could then be

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subjected to controlled surface collection and test excavation. Furthermore, if cultural materials are found in the northernmost segment (i.e., "Probable site" on map) on the west side of Middleton Road, a systematic STP and excavation program should be carried out on the east (wooded) side of the road; testing east of the reported site and the confirmed site is unnecessary due to low/swampy conditions.

18PR292 (Upper Beanfield). This moderate density site consists of quartz and quartzite debitage and yielded two Late Archaic (?) projectile points. Phase II work would consist of a controlled surface collection and limited testing, although the need to investigate this site should be re-evaluated based on the findings from the northernmost segment of 18PR291.

18PR293 (lower Beanfield). Several stemmed Archaic points and a large concentration of debitage and other artifacts were recovered from this site. The site certainly warrants Phase II study (controlled surface collection and testing), although the need for Phase II work depends on the extent of impact (much of the site may be outside of the right-of-way); once detailed design maps are available, this impact can be assessed.

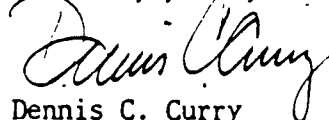
18PR295 (Sharperville). Located on or near the drainage divide between Mattawoman Creek and Piscataway Creek, this site yielded a number of Archaic and Woodland points and quartz and quartzite debitage. Of particular interest is a notched and serrated quartz point with a ground base; it likely exceeds 7,000 years in age. The site would require controlled surface collection and testing.

18PR297 (Parker Field North). This very large site yielded a wide variety of Archaic and Woodland projectile points, several dozen sherds of apparent Potomac Creek pottery, numerous bifaces, and debitage. In terms of site definition, occupation on the order of a base camp/hamlet is probably represented. Phase II work should consist of controlled surface collection and extensive testing.

18PR298 (Parker Field South). Again, pottery, points, and debitage were recovered. In all likelihood, the site represents an extension of 18PR297, although the two are separated for logistical reasons (i.e., the area between Alternates 2 and 3 was not examined). The site would require controlled surface collection and testing.

A detailed report on this survey is in preparation. In the meantime, if I can answer any questions, please let me know.

Sincerely yours,



Dennis C. Curry
Archeologist

DCC:lw

cc: Cynthia Simpson
Rita Suffness

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Maryland Historical Trust

March 7, 1985

Ms. Cynthia D. Simpson
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Maryland 228 Extended
from Md. 301 to Md. 210
AW 760-101-071

Dear Ms. Simpson:

Our office has reviewed SHA's preliminary determinations of significance for historic properties which were identified by your agency as being within the project area for this project. The following list gives the Trust's preliminary determinations of significance regarding these properties:

<u>SHA Photo No.</u>	<u>Name</u>	<u>County</u>	<u>Level of Significance</u>
1	Sharperville School	PG	poss. NRE
2	Gwynn Farm Tobacco Barn	PG	poss. NRE
3	Victorian Farmhouse	PG	poss. NRE
4	John Spencer House	PG	poss. NRE
5	Old Accokeek Store	PG	poss. NRE
6	Bellevue	PG	poss. NRE
-	Williams House	PG	No longer extant
7	Wm. Boswell Tobacco Barn	PG	poss. NRE
8	E.R. Boswell Farmhouse	PG	MHTI
9	Farm	PG	photo illegible
10	House	PG	MHTI
11	Bolton Tobacco Farm	CH	photo illegible
12	Tobacco Barn	CH	more information needed

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Ms. Cynthia D. Simpson
March 7, 1985
Page 2

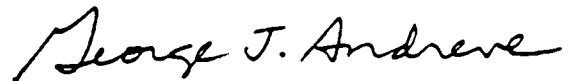
13	Bracy House	CH	MHTI
14	Karl Smith Farm	CH	MHTI
15	Tobacco Barn	CH	more information needed
16	Philips Farmhouse (derelict and used for storage)	CH	poss. NRE
17	Vernacular houses	CH	MHTI
18	Eutah	CH	poss. NRE
19	Markert Overton	CH	poss. NRE
20	Elks Club	CH	MHTI
21	House	CH	MHTI
22	Owens House	CH	more information needed
23	Barn	CH	poss. NRE
24	Farm	CH	probably not NRE
25	Farm	CH	probably not NRE
26	Barns	CH	MHTI photo illegible
27	Barns	CH	photo illegible
28	Derelict Dwelling	CH	photo illegible
29	Frame Dwelling	CH	MHTI
30	Barns	CH	needs more information
31	Frame Dwelling	CH	MHTI

Ms. Cynthia D. Simpson
March 7, 1985
Page 3

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Our evaluation was made using only the information provided by SHA. All properties, particularly barns, need further research before their significance can be determined.

Sincerely,



George J. Andreve
Environmental Review Administrator

GJA/bjs

cc: Mrs. Sara Walton
Mr. W. Dickerson Charlton
Dr. Ralph Eshelman
Mr. George Dyson



Maryland Historical Trust

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April 7, 1986

PROJECT
DEVELOPMENT
DIVISION
APR 11 7 06 AM '86

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P.O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract AW 760-101-071
MD RT 228
From MD 210 to U.S. 301

Dear Ms. Simpson:

Thank you for your letter of July 29, 1985 concerning the above-referenced project. We have carefully reviewed your findings and have the following comments:

1. We require further justification (and more detailed mapping) for the proposed boundaries for the Sharperville School (1) and Bellevue (6) as neither appear to follow existing property lines or natural boundaries. A xerox of your original submission is enclosed.

2. We conclide that the destruction of the Spencer House (4) by fire renders this site a matter for review by the State Archaeologist and MHT archaeologists.

3. In terms of the other sites in the vicinity of the alternates, despite your statement that "further analysis has indicated" that none are NR eligible, the results of these analyses were not forwarded to the MHT, and we therefore reiterate our request for the following information:

- Sites (9) Farm, and (28) Derelict dwelling--please send photos of these structures.
- Barns (12,26,27,30)--please send clear photos (preferably including interior views) and the nature and source of any information you have gathered concerning construction dates.
- The Gwynn Farm Barn (2)--in the absence of any information

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Ms. Cynthia Simpson, Chief
April 7, 1986
Page 2

provided by SHA to the contrary, the MHT still considers this structure to be possibly NRE.

We will appreciate your cooperation on these matters in order to facilitate our review. If you have any questions feel free to contact me at 269-2438.

Sincerely,



Dr. A.H. Luckenbach
Architectural Historian/
Environmental Reviewer

Enclosure

AHL/mmc

CC: William M. Clevenger
Dr. Ralph Eshelman
George C. Dyson
Mrs. Sara Walton
W. Dickerson Charlton

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Maryland Historical Trust

August 14, 1986

PROJECT
DEVELOPMENT
DIVISION
AUG 22 9 43 AM '86

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P. O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract AW 760-101-071
MD RT 228
From MD 210 to U.S. 301

Dear Ms. Simpson:

Thank you for your letter of July 21, 1986 concerning the above-referenced project.

Our office concurs with the new boundaries proposed for the Sharperville School and Bellevue, as well as with the MHTI significance for sites 2, 9, 12, 26, 27, 28 and 30.

Your cooperation is appreciated.

Sincerely,

J. Rodney Little
Director, State Historic
Preservation Officer

JRL/AHL/mmc

CC: Mrs. Sara Walton
Mr. W. Dickerson Charlton
Dr. Ralph Eshelman
Mr. George Dyson
Rita Suffness

PROJECT
DEVELOPMENT
DIVISION

SEP 1 9 20 AM '87

August 28, 1987

RE: Contract No. AM 760-101-071
Maryland Route 228 from
Maryland Route 210 to
U.S. Route 301 and Maryland
Route 210 from Pine Road to
Old Fort Road
PDMS No. 253097

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
MD Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

This is in response to your August 10, 1987, letter concerning the subject highway improvements which may affect this Commission's Piscataway Creek Park.

Piscataway Creek is a linear Stream Valley Park containing 760 acres with ultimate acreage of approximately 3,000 acres. Future uses may include active areas with an athletic field, playgrounds, court games and passive areas with hiker/biker trails, picnic areas and conservation/flood plain protection. The parcel identified on your map is a 7.2 acre tract and was acquired using bond funds. Although no POS funds were used for this parcel, SHA will still be required to replace any parkland taken for highway purposes and is subject to Commission approval. Enclosed is a copy of the survey for this parcel.

If you have any further questions regarding this matter, please contact me at 699-2525.

Sincerely,

Robert H. Arciprete
Chief, Planning, Design
and Research Division

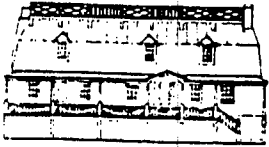
RHA/JFL/spc

Enclosure

cc: Richard Ravenscroft
Bruce M. Grey
Cynthia D. Simpson

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MARYLAND
HISTORICAL



TRUST

PROJECT
DEVELOPMENT

SEP 23 2 21 PM '87

William Donald Schrier
Governor

Jacqueline H. Rogers
Secretary, DHCD

September 18, 1987

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. AW 760-101-071
Maryland Route 228 from
Maryland Route 210 to
U.S. Route 301
PDMS No. 253097

Dear Ms. Simpson:

Thank you for your letter of August 27, 1987 concerning the above-referenced project. Our office concurs with your determination that the proposed alterations will have no effect on Bellevue and no adverse effect on the Sharpsville School.

Your cooperation is appreciated.

Sincerely,

George J. Andreve

George J. Andreve
Project Review and Compliance Administrator
Office of Preservation Services

GJA/AHL/jja

cc: Mrs. Sara Walton
Ms. Shirley Baltz
Ms. Rita Suffness
Mr. Paul Wettlaufer

Maryland

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

VI-114



Maryland Department of Transportation
State Highway Administration

J.K.

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Richard H. Trainor
Secretary

Hal Kassoff
Administrator

August 5, 1988

RE: Contract No. AW 760-101-071
MD 228 Extended from MD 210 to
US 301 and MD 210 from MD 228
Extended to Old Fort Road

Mr. Donald Roseke, Chief
Regulatory Branch
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21201

Dear Mr. Roseke:

We are requesting your concurrence in listing the U.S. Army Corps of Engineers as a cooperating agency for the Final Environmental Impact Statement currently being prepared for the subject project.

This Administration previously submitted a request for concurrence in listing the U.S. Army Corps of Engineers as a cooperating agency for the Draft Environmental Impact Statement/Section 4(f) Evaluation prepared for the subject project. Although the attached request was made August 27, 1987, no determination was ever made regarding the request. A copy of the Draft Environmental Document was submitted to your agency for review and comment on October 28, 1987. Ms. Mary Dircks of your staff participated in a wetland field review for this project on September 21 and 22, 1987.

Alternate 5/6 (interchange option) is the selected alternate for this project. Although this alternate, as presented in the draft document, impacts more wetland acreage than Alternate 2/3, several measures have been taken to minimize wetland impacts, reducing the total acreage impacted from approximately 25.9 acres to approximately 17.8 acres. Specific measures include a more perpendicular crossing of Mattawoman Creek which minimizes floodplain and wetland encroachment and an increased bridge length over the creek.

VI-115

333-1177

My telephone number is (301) _____

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Mr. Donald Roseke
August 5, 1988
Page 2

We seek your concurrence by September 5, 1988 to enable us to list the U.S.A.C. as a cooperating agency in the FSIS.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Cynthia D. Simpson
Cynthia D. Simpson, Chief
Environmental Management

LHE:CDS:cd
cc: Mr. Steve Sharar

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JUDGE SOLOMON LISS
CHAIRMAN

STATE OF MARYLAND
CHESAPEAKE BAY CRITICAL AREAS COMMISSION
DEPARTMENT OF NATURAL RESOURCES
TAWES STATE OFFICE BUILDING, D-4
ANNAPOLIS, MARYLAND 21401
974-2418 or 974-2426

SARAH J. TAYLOR, PhD
EXECUTIVE DIRECTOR

COMMISSIONERS

December 14, 1988

PROJECT
DEVELOPMENT
DIVISION
Dec 16 3 13 PM '88

Thomas Osborne,
Anne Arundel Co.

James E. Gutman
Anne Arundel Co.

Ronald Karasic
Baltimore City

Albert W. Zahniser
Calvert Co.

Thomas Jarvis
Caroline Co.

Kathryn D. Langner
Cecil Co.

Samuel Y. Bowling
Charles Co.

G. Steele Phillips
Dorchester Co.

Victor K. Butanis
Harford Co.

Wallace D. Miller
Kent Co.

Parris Glendening
Prince George's Co.

Robert R. Price, Jr.
Queen Anne's Co.

J. Frank Raley, Jr.
St. Mary's Co.

Ronald D. Adkins
Somerset Co.

Shepard Krech, Jr.
Talbot Co.

Samuel E. Turner, Sr.
Talbot Co.

William J. Bostian
Wicomico Co.

Russell Blake
Worcester Co.

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
Maryland Department of Transportation
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Re: Contract No. AW 760-101-071
MD 228 Extended from US 301
to MD 210 and MD 210 from
MD 228 Extended to Old Fort
Road DEIS/Section 4(f)
Evaluation

Dear Mr. Ege:

The above referenced project has been reviewed by Ms. Dawnn McCleary on my staff. The proposed selected alternate 5/6 is, as you have noted, not in the Critical Area. Therefore, as long as this alternate is followed as proposed, the Commission has no comment to make.

If, however, alternates 2 or 3 are selected, there may be an impact on the Critical Area and those impacts would have to be addressed by the State Highway Administration, with the routes approved by the Commission.

Sincerely,

Sarah J. Taylor, Ph.D.
Executive Director

CABINET MEMBERS

Wayne A. Cawley, Jr.
Agriculture

J. Randall Evans
Employment and Economic Development

Martin Walsh, Jr.
Environment

Ardath Cade
Housing and Community Development

Torrey Brown
Natural Resources

Constance Lieber
Planning

SJT:msl

cc:Ren Serey
Dawnn McCleary

VI-116a



Maryland Department of Transportation
State Highway Administration

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Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 10, 1989

MEMORANDUM

TO: Distribution List

FROM: Neil J. Pedersen, Director *Neil J. Pedersen*
Office of Planning and
Preliminary Engineering

SUBJECT: Quarterly Interagency Project Review

Enclosed for your information and use are the minutes from the Interagency Review Meeting held on Wednesday, January 18, 1989.

The next meeting is scheduled for April 19, 1989. If you should have any questions, please contact Mr. Mark Duvall at 333-1178.

NJP:tn

Enclosure

cc: Mr. Bob Myers (w/enclosure)
Mr. Bob Douglass (w/enclosure)
Mr. Earle Freedman (w/enclosure)
Mr. Anthony Capizzi (w/enclosure)
Attendees (w/enclosure)

My telephone number is (301) 333-1110

DISTRIBUTION LIST

Mr. Glen Kinser
U.S. Department of the Interior
Fish and Wildlife Service
Delmarva Area Office
1825 B Virginia Street
Annapolis, Maryland 21401
ATTN: Mr. Robert Zepp

Commander
U.S. Army Corps of Engineers
P.O. Box 1715
Baltimore, Maryland 21201
ATTN: CENAB-OP-R
Mr. Walter Washington
Ms. Cheryl Smith
Ms. Linda Michling
Mr. Steve Harman
Ms. Mary Dircks
Mr. Woody Francis

Department of Natural Resources
Water Resources Administration
Tawes State Office Building
Annapolis, Maryland 21401
ATTN: Mr. Quasim Taherian

Mr. William Krebs, Director
Capital Programs Administration
Department of Natural Resources
2012 Industrial Drive
Annapolis, Maryland 21401

Department of Natural Resources
Tidewater Administration
Fisheries Division
Tawes State Office Building
Annapolis, Maryland 21401
ATTN: Mr. Nick Carter

Mr. A. Porter Barrows
Division Administrator
The Rotunda - Suite 220
771 West 40th Street
Baltimore, Maryland 21211
ATTN: Mr. Herman Rodrigo
Mr. Paul Wettlaufer

Mr. Jeffrey M. Alper, Chief
Environmental Protection Agency
Region III
841 Chestnut Street
Philadelphia, Pennsylvania 19107
ATTN: Ms. Lynn Rothman

DISTRIBUTION LIST (continued)

Mr. Anthony A. Capizzi, Chief
Bureau of Highway Design
Room 200A, 211 East Madison
ATTN: Mr. Bonaventure Wachter
Mr. Steve Kouroupis
Mr. Kirk McClelland

Mr. Charles B. Adams, Chief
Bureau of Landscape Architecture
Brooklandville
ATTN: Mr. Gene Miller
Mr. Jack Hett

Mr. Earle S. Freedman
Deputy Director
Bureau of Bridge Development
Room 300
ATTN: Mr. Charles Wroten
Mr. Len Podell
Mr. Andrew Kosicki

Department of the Interior
National Park Service
Mr. Robert Gift, Chief
Federal Services Division
Mid-Atlanta Region
600 Arch Street
Philadelphia, Pennsylvania 19106

National Park Service
National Capital Region
Regional Environmental Coordinator
1100 Ohio Avenue, S.W.
Washington, D.C. 20243
ATTN: Mr. Jack Benjamin

Environmental Assessments Division
National Marine Fisheries Service
Oxford Laboratory
Oxford, Maryland 21650
ATTN: Mr. John Nichols

Maryland Department of Natural Resources
Tidewater Administration
Tawes State Office Building
Annapolis, Maryland 21401
ATTN: Mr. David Burke
Mr. Elder Ghigiarelli

DISTRIBUTION LIST (continued)

Ms. Joann Watson
Department of the Environment
201 West Preston Street
Baltimore, Maryland 21201

Mr. Sam Baker
Maryland State Department of Planning
State Clearinghouse
301 West Preston Street
Baltimore, Maryland 21201

Mr. Donald McLaughlan
Department of Natural Resources
Maryland Forest, Park and Wildlife Service
Tawes State Office Building
Annapolis, Maryland 21401
ATTN: Mr. James Burtis

State Highway Administration

Mr. Donald Honeywell
Mr. Frank DeSantis
Ms. Sue Ellen White
Mr. Ellis Turner
Mr. Ron Earls
Ms. Pilar McClelland

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MD 228 - Joe Kresslein - Environmental Manager

The public hearing was held on February 4, 1988; DEIS circulated October 29, 1987. The preliminary FEIS is currently being reviewed by FHWA. Revisions have been made on the selected Alternate 5/6 at Mattawoman Creek which is the dividing point between Prince Georges County and Charles County. Existing MD 228 begins from US 301 and intersects MD 227 north of LaPlata. This project consists of MD 228 widening to four lanes.

The revised alignment in the area of Mattawoman Creek would use the existing Beall Hill Road bridge and therefore would not create additional segmentation of the Mattawoman Critical Area and minimizes wetland impacts. The wetland impacts in this area are reduced from approximately 22 acres to approximately 8.5 and for the total project from 26 acres to 10 acres. Actually we are proposing not using the existing bridge crossing but using a crossing within 200 feet of the existing crossing. The existing bridge would be removed after construction.

Comment/Question:

What is the length of the span that is being proposed?

Response:

155 feet which is about 50 feet longer than the existing bridge.

Comment/Question: Mike Slattery, DNR

Does SHA have an information package concerning this project?

Response: Joe Kresslein, SHA

The FEIS should be circulated soon. Mapping will be made available to you.

Comment/Question: Peter Stokley, EPA

Has there been a field delineation yet?

Response: Joe Kresslein, SHA

Yes, there was in 1987 attendees included U.S. Fish and Wildlife and Corps of Engineers.

MD 161 Bridge over Deer Creek in Harford County

Frank DeSantis: Project Manager

Marcia Smith: Environmental Manager

Project Planning studies were initiated in July of 1988. An Alternates Meeting is tentatively scheduled for March 1989. A Public Hearing is scheduled for spring of 1990. This bridge dates back to 1931 and is a Parker truss bridge with a pony. It is eligible for the National Register of Historic Places and is the only one of its kind in Maryland and cannot be rehabilitated. The Wilson Mill historic property surrounds the bridge on the west side and is eligible for the National Register as well as the Allan Property to the north/northeast side. There is a small tributary that is piped into Deer Creek at the mill. There is a driveway on the northeast side of bridge with access to MD 161

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3. Public Comments

3. Public Comments

A total of 175 responses were received from citizens and civic organizations during the comment period.

The following fifty (50) persons submitted written comments favoring Alternate 1 - No-Build. Many of these persons cited traffic congestion on MD Route 210 and expressed a preference for public transportation.

T. A. Cocca
12411 Asbury Drive
Tantallon, MD 20744

Jean Marie Mullis
527 Captain House Road
Waldorf, MD 20601

E. B. Wallace
926 White Oak Drive
Oxon Hill, MD 20745

Ann McDonald
15516 Maple Drive
Accokeek, MD 20607

Helen W. Carson
14907 Berry Road
Accokeek, MD 20607

Mark Holdrege
2602 Brinkley Road 716
Fort Washington, MD 20744

Anthony Pereira
P.O. Box 37
Accokeek, MD 20607

Fredrick W. Case
16115 Holly Hill Drive
Waldorf, MD 20601

Julian C. Holmes
10506 Thorne Road
Friendly, MD 20744

Margaret A. Hamilton
4021 Floral Park Road
Brandywine, MD 20613

Paulette Schneidmiller
16400 Accolawn Road
Accokeek, MD 20607

Dr. Joseph Hagar
13006 Renfrew Circle
Fort Washington, MD 20744

Lucille H. Bond
2209 Floral Park Road
Clinton, MD 20735

David R. Koster
7513 Epping Avenue
Fort Washington, MD 20744

Carlyn C. Powers
14900 Fort Trail
Accokeek, MD 20607

Maryln J. Koster
7513 Epping Avenue
Fort Washington, MD 20744

Edward and Susan Palik
904 Pocahontas Drive
Fort Washington, MD 20744

Anita L. Sowell
120 Shawnee Lane
Waldorf, MD 20601

Anthony H. Pereira
303 Farmhouse Road Box 37
Accokeek, MD 20607

Donna Adams
16119 Holly Hill Road
Waldorf, MD 20601

Alex Winter
Box K
Bryans Road, MD 20616

Charles F. Findley
11404 Riverview Road
Fort Washington, MD 20744

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Ronald L. Haney
9002 Mill Ct.
Fort Washington, MD 20744

Carlton H. Huhn
10511 Livingston Road
Broad Creek, MD 20744

Charles Wagner
1910 Bryans Point Road
Accokeek, MD 20607

Cynthia W. Hannum
9815 Indianhead Point Road
Fort Washington, MD 20744

Dorothy H. Feldmeier
14814 Livingston Road
Accokeek, MD 20607

R. V. Cortez
15008 Fort Trail
Accokeek, MD 20607

Candace A. Brandon
16401 Cedar Lawn Drive
Waldorf, MD 20601

Lucille Bond
2209 Floral Park Road
Clinton, MD 20735

Marie Hite
16701 Old Cabin Place
Accokeek, MD 20607

James E. Byrd
16111 Holley Hill Road
Waldorf, MD 20601

Wallace and Virginia Gibson
Rt. 1 Box 711-B
Accokeek, MD 20607

James F. Vance
300 Caveybrook Lane
Oxon Hill, MD 20845

John M. Will
9300 Riverside Drive
Fort Washington, MD 20744

Michael Rogers
106 Lamarck Drive
Oxon Hill, MD 20845

Julian C. Holmes
10506 Thorne Drive
Friendly, MD 20744

Juan Ramirez
888 Bryant Point Road
Accokeek, MD 20607

T. A. Cocca
12411 Asbury Road
Tantallon, MD 20744

Anthony H. Pereira
P.O. Box 37
Accokeek, MD 20607

Clifton W. Musselman
16504 Rolling Tree Road
Accokeek, MD 20607

Carmen Anderson
14116 Duckett Road
Brandywine, MD 20613

John E. Dale
9727 Old Fort Road
Fort Washington, MD 20744

Dr. Joseph Hager
13006 Renfrew Cricle
Fort Washington, MD 20744

Beverlyn A. Miller
Box 177 E. Highway 228
Waldorf, MD 20601

Walter Byrd
16705 Old Cabin Place
Accokeek, MD 20607

Frederick W. Case
16115 Holley Hill Road
Waldorf, MD 20601

R. A. Lefande
10909 Mariner Drive
Silesia, MD 20744

D. Jane Klemer
1404 Washington Lane
Fort Washington, MD 20744

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In addition the following eleven (11) civic organizations submitted written comments favoring the No-Build Alternate. All of these organizations are located in Prince George's County.

Tanta-Grove Garden Club
Gloria Meder
Fort Washington, MD 20744

Chapel Hill Citizen's Association, Inc.
Quentin L. Montgomery
P.O. Box 44120
Fort Washington, MD 20744

Oxon Hill Bicycle & Trail Club, Inc.
D. Hodges
P.O. Box 81
Oxon Hill, MD 20745

Danville/Floral Park Citizens
Association, President
Joseph Pinkney
4810 Danville Road
Brandywine, Md 20613

South Potomac Citizens Association
Larry R. Houska
9207 Friar Road
Fort Washington, MD 20744

The Accokeek Foundation
Dr. David O. Percy
3400 Bryan Point Road
Accokeek, MD 20607

Southlawn Citizens Association, Inc.
Bill H. Thornton
7316 Circle Drive East
Oxon Hill, MD 20745

Crestview Area Citizens Association, Inc.
President
Aurelio Nepa, Jr.
6602 Groveton Drive
Clinton, MD 20735

Greater Accokeek Civic Association
John Sharockman
P.O. Box 176
Accokeek, MD 20607

Piscataway Citizens Association,
President
William A. Gerland, Jr.
12210 Piscataway Road
Clinton, MD 20735

Greater Accokeek Civic Association,
Inc. V.P.
John W. Turner
15500 Maple Drive
Accokeek, MD 20607

The Mayaone Association, Inc.
Stafford Allison
Box 632
Accokeek, MD 20607

265

The following forty-nine (49) persons submitted written comments favoring the Build condition for MD Route 228 without specifying a preference for a particular alternate. Several of these letters were very similar in form and content.

Rodney B. Ritter
Box 28 Highway 301
Waldorf, MD 20601

Van T. Mitchell
P.O. Box W
Laplata, MD 20646

James F. Dent
8905 Ballard Lane at Woodyard Road
P.O. Box 275
Clinton, MD 20735

Warren Barley
P.O. Box 697
Rt. 228 at Rt. 301
Waldorf, MD 20601

Craig E. Clark
P.O. Box 99 Rt. 5
Waldorf, MD 20601

P. S. Bowling & Co.
P.O. Box 250
Laplata, MD 20646

Richard E. Heise
P.O. Box 630
55 Commerce Lane
Prince Frederick, MD 20678

Earle W. Richardson
P.O. Box 1073
Waldorf, MD 20601

Lawrence C. Abell
10903 Indian Head Highway
Fort Washington, MD 20744

James H. Burch
RR #2, Box 178-G
Chapmans Landing
Indian Head, MD 20640

Richard C. Wildes
Box 748
Laplata, MD 20646

Wesley E. Hughes
P.O. Box X
Laplata, MD 20646

F. Patrick Wathen
P.O. Box 345
533 Washington Street
Leonardtown, MD 20650

L. Raye Vest
P.O. Box 669
White Plains, MD 20695

Janice M. Thiel
7000 Country Lane
Waldorf, MD 20601

J. Blacklock Wills, Jr.
Box E
Laplata, MD 20646

Geri Holdmann
308 Spruce St. or
P.O. Box 60
Laplata, MD 20646

Holmes E. Fowler
P.O. Box 578
Waldorf, MD 20601

R.W. Bowler, Jr.
404 Sandalwood Drive
Waldorf, MD 20601

Roger W. Faw
1400 Bryan Point Road
Accokeek, MD 20607

Raymond T. Tilghman
P.O. Box 700
Laplata, MD 20646

R. C. Ricardo
Box 1 Highway 301
Waldorf, MD 20601

John Emelid
2354 Brilyn Place
Falls Church, VA 22046

266

Mary H. McNeil
P.O. Box 1562
Laplata, MD 20646

Jennifer R. Arnold
17312 Dent Road
Brandywine, MD 20613

Michele Tolarski
609 Council Oak Drive
Waldorf, MD 20601

Michael D. Wells
1212 East Patuxent Drive
Laplata, MD 20646

Mary Jameson
P.O. Box 427
Waldorf, MD 20601

Charles R. Dillon
8918 Woodyard Road
Clinton, MD 20735

David M. Logan
102 Maxwell Drive
Hughesville, MD 20637

Edward W. Warner
4820 Underwood Court
Waldorf, MD 20601

William B. Rhodes, Jr.
P.O. Box 1591
Waldorf, MD 20601

Lyn Lumpkins
P.O. Box 578
Waldorf, MD 20601

Carol Stonestreet
P.O. Box 126
Hughesville, MD 20637

Timothy W. Pearson
Rte. 2 Box 568
White Plains, MD 20695

Jeffrey Reh
17601 Beretta Drive
Accokeek, MD 20607

Diane Mock
P.O. Box 185
Waldorf, MD 20601

Clarence B. Lloyd
Rt. 1 Box 135B
Newburg, MD 20664

E. A. Parker
12720 Parker Lane
Clinton, MD 20735

Jerome E. Peuler, Jr.
115 E. Quail Lane
Laplata, MD 20646

Judith D. Ross
540 Captain Dement Drive
Waldorf, MD 20601

Robert Thompson
P.O. Box 159
White Plains, MD 20695

J. Benjamin Simmons
709 Milstone Drive
Silver Spring, MD 20904

Elbert O. Schlotzhauer
9819 Indian Queen Point Road
Fort Wahsington, MD 20744

William L. Callaway
301 Pine Road
Fort Washington, MD 20744

William F. Cooke
Highway 5 P.O. Box 1
Waldorf, MD 20601

Mary Pat Berry
Box 188-3 Mill Hill Road
Waldorf, MD 20601

Dorothy H. Feldmeier
14816 Livingston Road
Accokeek, MD 20607

Homer W. McMillion
16400 Cedar Lawn Drive
Waldorf, MD 20601

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In addition the following seven (7) civic organizations submitted written comments favoring the build condition without specifying a preference for a particular alternate. All of these organizations are located in Charles County.

Bewevolent and Protected Order
of Elks, Waldorf Lodge 2421
Marland Deen
P.O. Box 322
Waldorf, MD 20601

Rotary Club of Charles County
Joseph W. Norris
P.O. Box 37
Laplata, MD 20646

BIA Suburban MD Building Industry
Association
Robert A. Heier
11710 Beltsville Drive
Suite 120
Beltsville, MD 20705

Smallwood Village Council
Anthony Destasio
P.O. Box 1212
St. Charles, MD 20601

Town Council of Indian Head
Warren A. Bowie
1107 Strauss Avenue
Indian Head, MD 20640

Dorchester Neighborhood Assoc.
of Westlake Village, President
Jeff Ball
5052 Bigeye Court
Waldorf, MD 20601

The Broadcreek Citizens Assoc., Inc.
Corresponding Secretary
Dale L. Anderson
P.O. Box 441110
Fort Washington, MD 20744

The following twenty four (24) persons submitted written comments endorsing Alternate 2/3.

Ralph E. Fuhrman
2917 Thirty-Ninth Street, N.W.
Washington, D.C. 20016

Eleanor G. Robey
Rt. 1 Box 273 Billingsley Road
Whiteplains, MD 20695

David H. Bernheisel
Box 712-G2
Accokeek, MD 20607

George R. Dunn
4919 St. Elmo Avenue
Bethesda, MD 20814

Keith Sashegyi
4677 Gadwell Place
Waldorf, MD 20601

Charles D. Ellison, Jr.
P.O. Box 1709
Laplata, MD 20646

Donald H. Harriman
Rt. 1 Box 13
Charlotte Hall, MD 20622

James H. Berry, Jr.
Mill Hill Road,
Box 188-3
Waldorf, MD 20601

Diane M. Anderson
Rt. 1 Box 134
White Plains, MD 20695

Jim B. Beck
Rt. 1 Box 89
Newburg, MD 20664

Eleanor G. Robey
273 Billingsley Road
White Plains, MD 20695

Carl W. Burcham
305 Wellington Road
Waldorf, MD 20601

268

Aaron Roemer
1000 Brunswick Avenue
Silver Spring, MD 20910

Retha Sammons
27 Gabriel Drive
Bryans Road, MD 20616

Dorothy E. Sweeney
4347 Martin Luther King Avenue
Washington, D.C. 20032

Wayne I. Mumbert
Rt. 2 Box 1658
Bryans Run, MD 20616

Harry Diehl
1925 Kansas Avenue NE
St. Petersburg, FL 33703

Louis Scalfari
371 Valley Drive
Waldorf, MD 20601

Robert L. Harney
6326 Blackburn Ford Road
Fairfax Station, VA 22039

Charles J. Weiss
21 Moran Drive
Waldorf, MD 20601

Henry A. Homer
4128 Seventh Avenue
Riverside, CA 92501

Seth R. Huisman
483 Ridgeline Terrace
Waldorf, MD 20601

Timothy J. Jackson
5041 Bass Court
Waldorf, MD 20601

Cheryl Swenson
405 Sandalwood Drive
Waldorf, MD 20601

The following twenty four (24) persons submitted written comments endorsing Alternate 2/3.

Ralph E. Fuhrman
2917 Thirty-Ninth Street, N.W.
Washington, D.C. 20016

Eleanor G. Robey
Rt. 1 Box 273 Billingsley Road
Whiteplains, MD 20695

David H. Bernheisel
Box 712-G2
Accokeek, MD 20607

George R. Dunn
4919 St. Elmo Avenue
Bethesda, MD 20814

Keith Sashegyi
4677 Gadwell Place
Waldorf, MD 20601

Charles D. Ellison, Jr.
P.O. Box 1709
Laplata, MD 20646

Donald H. Harriman
Rt. 1 Box 13
Charlotte Hall, MD 20622

James H. Berry, Jr.
Mill Hill Road,
Box 188-3
Waldorf, MD 20601

Diane M. Anderson
Rt. 1 Box 134
White Plains, MD 20695

Jim B. Beck
Rt. 1 Box 89
Newburg, MD 20664

Eleanor G. Robey
273 Billingsley Road
White Plains, MD 20695

Carl W. Burcham
305 Wellington Road
Waldorf, MD 20601

Francis I. Bailey
15914 Bealle Hill Road
Accokeek, MD 20607

Carl W. Burcham
305 Wellington Woods
Waldorf, MD 20601

Christopher Parker
14201 Livingston Road
Clinton, MD 20735

Gene Davies
P.O. Box 248
Laplata, MD 20646

Rod Parker
12704 Parker Lane
Clinton, MD 20735

Ken Caniglia
3141 Franklin Court
Waldorf, MD 20601

269
Dorian Tolbert
Rt. 1 Box 64
White Plains, MD 20695

Fred Schmidt
RR 4 Box 4055
Laplata, MD 20646

Brenda Beard
Box 452
White Plains, MD 20695

Dave and Becky Weston
P.O. Box 565
Laplata, MD 20646

T. E. Kennedy
Box 1063
Laplata, MD 20646

The following eight (8) persons specified a preference for Alternate 5/6 in their written comments.

Raymond Keeney
11710 Beltsville Drive
Beltsville, MD 20705

Anthony L. Barrett
263 Smallwood Village Center
St. Charles, MD 20601

Mathew O. Caulfield
612 Cedar Avenue
Fort Washington, MD 20744

Raymond J. Becmer
406 Aspen Court
Laplata, MD 20646

Robert D. McMasters
5606 Ottawa Street
Forest Heights, MD 20745

Frederick G. Scott
2147 Freemantle Court
Waldorf, MD 20601

Christine Clagett
1901 Bryan Point Road
Accokeek, MD 20607

Charles E. Alvey
246-12 Westwood Drive
Waldorf, MD 20601

Two (2) civic organizations endorsed Alternate 5/6 in their written comments. The Calvert Manor Civic Association is located in Prince George's County; they also suggested an improvement wholly within Charles County.

BIA Suburban MD Building Industry Assoc.
Raymond Keeney
11710 Beltsville Drive
Suite 120
Beltsville, MD 20705

Calvert Manor Civic Assoc. President
Frank R. McMullen
14415 Capt. John Smith Drive
Accokeek, MD 20607

Another twenty-four (24) persons listed below submitted comments without reference to alternate preference.

William A. Scott
404 Barrymore Drive
Oxon Hill, MD 20745

Ken Stelzer
239 F. Bonnie Lane
Waldorf, MD 20601

John W. Guckert
414 E. Joppa Road
Towson, MD 21204

Carroll J. Savage
1700 Pennsylvania Avenue N.W.
Washington, D.C. 20006

Wayne T. Whitney
304 Careybrook Lane
Oxon Hill, MD 20745

Gary Swenson
405 Sandalwood Drive
Waldorf, MD 20601

Aaron Roemer
1000 Brunswick Avenue
Silver Spring, MD 20910

Retha Sammons
27 Gabriel Drive
Bryans Road, MD 20616

Dorothy E. Sweeney
4347 Martin Luther King Avenue
Washington, D.C. 20032

Wayne I. Mumbert
Rt. 2 Box 1658
Bryans Run, MD 20616

Harry Diehl
1925 Kansas Avenue NE
St. Petersburg, FL 33703

Louis Scalfari
371 Valley Drive
Waldorf, MD 20601

William J. Chew
105 Janice Place
Waldorf, MD 20601

Joseph Campbell
107 Janice Place
Waldorf, MD 20601

Gary R. Alexander
11414 Livingston Road
Fort Washington, MD 20744

George R. Roland
10211 Livingston Road
Fort Washington, MD 20744

John F. Ferrari
1 Marshall Road
Waldorf, MD 20601

Sandy Howell Burcham
305 Wellington Woods
Waldorf, MD 20601

Robert L. Harney
6326 Blackburn Ford Road
Fairfax Station, VA 22039

Charles J. Weiss
21 Moran Drive
Waldorf, MD 20601

Henry A. Homer
4128 Seventh Avenue
Riverside, CA 92501

Seth R. Huisman
483 Ridgeline Terrace
Waldorf, MD 20601

Timothy J. Jackson
5041 Bass Court
Waldorf, MD 20601

Cheryl Swenson
405 Sandalwood Drive
Waldorf, MD 20601

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15 MAR 83 9:57

STATE HWY ADMIN

Dear Sir:

Mar 14, 1988

The most compelling reason to build the 210-301 connecting road along the Sharperville-Berry Rd. route is that it is the most direct route between Southern Maryland and Virginia / Washington D.C..

If the connecting road is built elsewhere, the Sharperville-Berry Rd. route will still receive dangerously high traffic flow simply because it will remain the most direct route.

Sincerely,

TE Kennedy

272

15 MAR 83 9:57

STATE HWY ADMIN

Dear Sir:

Mar 14, 1988

The most compelling reason to build the 210-301 connecting road along the Sharperville-Berry Rd. route is that it is the most direct route between Southern Maryland and Virginia / Washington D.C..

If the connecting road is built elsewhere, the Sharperville-Berry Rd. route will still receive dangerously high traffic flow simply because it will remain the most direct route.

Sincerely,

TE Kennedy

SHA Response to T. E. Kennedy:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway, the Sharperville Road crossing of Mattawoman Creek would be closed. This would result in a reduction in traffic diverted into rural community via Sharperville Road.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Holmer W. McMillion DATE 15 Mar '88

PLEASE
PRINT

ADDRESS 16400 Cedar Lawn Dr

CITY/TOWN Waldorf *we live in Accokeek with a Waldorf P.O.* STATE Md ZIP CODE 20601

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

Please build a road - somewhere - anywhere
before this traffic mess gets worse. You
are never going to get a consensus of
agreement on where to build. Build
where it will cost the least and do
the most good

Holmer W. McMillion

SHA Response to Holmer W. McMillion:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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

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

PROJECT
DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

MAR 17 8 00 AM '88

FEBRUARY 4, 1988

NAME Dave and Becky Weston

DATE 3/14/88

PLEASE
PRINT

ADDRESS P.O. Box 565

CITY/TOWN LaPlata

STATE Md.

ZIP CODE 20646

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

We wish to support connecting 301 with 210 through Sharpersville Road.

As residents of Charles County we must go to town on occasion. When we do we want to take the most direct and painless route. It seems to us that the further north that route 228 will connect with route 210, the less time we will have to spend on route 210 and therefore the less painful and more direct our trip.

Thank you

B.H.H.

D.Weston

SHA Response to Dave and Becky Weston:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

☐ 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.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 11 8 00 AM '88

FEBRUARY 4, 1988

NAME D. Jane Klemmer DATE March 14, 1988

PLEASE
PRINT

ADDRESS 1407 Washington Lane

CITY/TOWN Ft Washington STATE MD. ZIP CODE 20744

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

I attended the Public Hearing on 2/4/88 at
Eugene Burroughs Middle School. Having listened
to both sides of the argument over Maryland
Route 228.

I wish to go on record as opposing the
Route 228 plan because I feel it is
shortsighted & because I do not want
to see the rural quality of this portion
of Southern Maryland jeopardized un-
necessarily.

Much more practical & long-term
I feel would be the implementation
of viable public transportation systems
— especially that of light rail. I under-
stand that a light rail system is entirely
feasible. Your own Fact Sheet (see p. 5)
addresses this ^{even} suggesting the use of existing
Compair tracks.

More vehicular traffic means more congestion at the ^{city} destinations as well.

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

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

VI-131

Idid

SHA Response to D. Jane Klemer:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

NAME R.A. LEFANDE DATE 14 MAR 88

PLEASE PRINT ADDRESS 10909 MARINER DR

CITY/TOWN SILESIA STATE MD ZIP CODE 20744

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

STUDIES/ALTERNATIVES CONSIDERED ARE INCOMPLETE/INADEQUATE ON
TWO IMPORTANT FACTORS:

① USE OF PUBLIC TRANSPORTATION IS NOT CONSIDERED - WITH METRO
COMING TO BRANCH AVE, EMPHASIS SHOULD BE ON CONNECTOR BUSES,
LIGHT RAIL, PARKING OR/AND ROUTE 5 IMPROVEMENTS TO GET PEOPLE
OUT OF CARS & ON TO METRO. IF CONCERN IS DIVERTING PEOPLE
TO ST CHAS. MALLS, PRIVATE BUS SERVICE TO EXISTING FRINGE
PARKING COULD BE USED & SUPPORTED BY BENEFICIARIES.

② IMPACT ON TRAFFIC OUTSIDE OF STUDY AREA NOT CONSIDERED -
RT 210 ALREADY HAS MORE CAPACITY THAN CAN BE HANDLED
BY BELTWAY, 295 & WILSON BRIDGE - ADDING 3RD LANE
WOULD REPLACE LONG NARROW BACKUP WITH SHORT, FAT BACKUP.
NEW INTERCHANGE AT 210 & BELTWAY MAY MOVE BACKUP TO
295 OR BRIDGE BUT ONLY MORE EFFECTIVE USE OF PUBLIC
TRANSPORT OR AREA-WIDE IMPROVEMENTS WILL ELIMINATE
CONGESTION, SHORTEN TRIP TIME OR ALLOW MORE GROWTH.

RECOMMEND SENDING THIS BACK TO BE STUDIED ON A BROADER
BASIS WITH LESS 'PRO-GROWTH' BASIS.

☐ 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.

CC WINELAND, MILLS, ALEXANDER ET AL
VI-133

SHA Response to R. A. LeFande:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME DOROTHY H. FELDMEIER DATE 03-014-88

PLEASE
PRINT

ADDRESS 14816 LIVINGSTON RD.

CITY/TOWN ACCORKEE STATE MD ZIP CODE 20617

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

I AM WONDERING HOW THIS WILL REALLY EFFECT
THE AREA I LIVE IN. LATELY THERE HAVE BEEN SOME
VERY SERIOUS ACCIDENTS ON THE INDIAN HEAD HWY (RT 240)
ACCORKEE AREA IS DEVELOPING AND I WONDER WHETHER
THE AREA IS GOING TO HAVE ANY PLACE FOR CARS TO TRAVEL
LIVINGSTON RD IS ALSO VERY HEAVILY TRAVELED
I SUGGEST TRYING TO BUILD ROADS THEN DEVELOPMENT
OF HOMES ETC. THANKING YOU I REMAIN
Dorothy Feldmeier

SHA Response to Ms. Dorothy H. Feldmeier:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Mrs. Cheryl Swenson DATE 3/14/88

PLEASE
PRINT

ADDRESS 405 Sandalwood Dr.

CITY/TOWN Waldorf STATE MD. ZIP CODE 20601

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

I would like to write opposing Alternate 2/3 Intersection Plan. This plan would connect Middletown Rd. & Sharpersville Rd by bringing a road through Briarwood Dr. to Sharpersville. That is a very poor idea. Briarwood Dr is the entrance to a major subdivision. You would be bringing all the major connector traffic right into this subdivision. There are many small children in the subdivision and you will be bringing all that traffic into their neighborhood. We already ~~having~~ have a difficult time getting out on to Rte 228. If you build the road as planned in Alternate 2/3, then we will never be able to turn out onto 228. Please reconsider the way to connect Middletown & Sharpersville. Why not connect the roads where Sharpsville joins with 228 by bringing a road from Middletown to that intersection.

I will be waiting to hear that the SHA is able to rethink the current position and change it for the better.

Thank you,

Cheryl L. Swenson

☐ 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.

SHA Response to Mrs. Cheryl Swenson:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further address in this Final Environmental Impact Statement.
2. In conjunction with the selection of Alternate 5/6, Charles County proposes a relocation of Middletown Road opposite the MD Route 228 Sharperville Road intersection. No land from the Briarwood subdivision is required for these improvements.

10 10 83 10 10 83

STATE HWY ADM

#286

283

16115 Holly Hill Drive
Waldorf, Maryland 20601 *
March 13, 1988

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

Re: Record in
Md. 228-
Md. 210

Gentlemen:

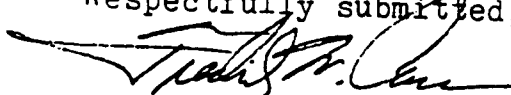
It has been quite apparent that the SHA has supported the building of the Md. 228-Md. 210 connector. Therefore, it seems something more than mere coincidence that following the proponents of this project being handed their heads by the opponents of this project at the final public hearing on the subject on February 4, that the SHA should find it necessary to keep the official record open for an artificially long period to allow proponents time to stuff the record with paper.

I appreciate Delegate Alexander's request to Administrator Kassoff to keep the record open long enough to give those citizens whose comment sheets had been returned by the Post Office the chance to mail them once more. But for the SHA to keep it open for such a generous period can only suggest the presence of a rather large and melodorous fish.

Even at the public hearing on February 4, Prince George's citizens who opposed the project were held to a strict three minutes limit on their comments. But Charles County officials were held to no such limit, and former Charles County Commissioners president Marlin Deen (now an ordinary citizen, I might point out) was made to follow no time limit at all. The spectre of SHA officials sitting on their hands as Mr. Deen stood at the podium playing "Hail to the Redskins" on his musical watch, and toying with his folding Redskins umbrella provided an ample underscore to the bias with which this whole process has been conducted.

Testimony at the public hearing held on February 4, made it more than clear that it is the genuine bona fide grass roots citizenry of Prince George's County which overwhelmingly opposes this connector, the elected officials and building and business leaders of Charles County and some land speculators who support it, and that a deafening hush from the citizens of Charles County indicates no real support for it from them. Therefore, endorsement of this connector by the SHA or Prince George's elected officials can only mean once again: the hell with the people, business and developer interests first.

Respectfully submitted,



Frederick W. Case

cc:P.G. County elected officials

Enclosures: 4

VI-138

'Solution' will only make roads worse

Dear Editor:

In response to Connie Simpson's letter in your Feb. 24 edition, I would like to point out that the safety problems on Sharpersville Road are on the Charles County portion of it. The Prince George's side, except for the approach to Route 373, is an absolute straight-away and was widened and repaved by Prince George's only a short time ago.

Next time you drive this road, take careful note that it is wholly the Charles County portion, the part between Maryland 228 and the Mattawoman Creek, that contains the hairpin curves, the potholes, the dips and the crumbling conditions of the shoulders which, at points, extend half way to the center.

The real tragedy is that since Sharpersville is a county road, the true responsibility for its deplorable surface condition, and that it hasn't been rebuilt to eliminate the curves and dips, lies squarely on the shoulders of the Charles County Commissioners. They could have corrected this situation years and accidents ago had they chosen to. It appears, however, that these elected officials have instead been willing to allow these dangerous conditions to continue in an attempt to underscore a perceived need for this proposed connector. This is callous, irresponsible and should, quite frankly, make every Charles County resident madder than hell.

The connector project was first requested by your commissioners at the urging of the Charles County Chamber of Commerce to: promote local development; provide a better access from Route 210 for your new regional mall — the developer insisted on this; and to expand the markets for Charles County businesses brought on by development.

And now a new reason has surfaced. The SHA strategy for the eastern bypass, or outer beltway if you prefer, is to create a new super highway from north of Waldorf southwest to Chillum.

Such a route crosses Route 228 between Waldorf and Accokeek. Therefore, the need for a way to kick this interstate traffic over to Maryland 210 for those wishing to go to Washington.

The result of all of this construction and connecting would be the Los Angelesization of the northern part of your county. The result for Accokeek would be more development, more traffic, and a projected overwhelming of our residential streets. Hopefully you can understand our lack of enthusiasm.

Route 210 today carries in excess of 44,000 cars per day at its capital beltway merge point. The connector is projected by the SHA to bring at completion over 10,000 more cars per day to Maryland 210 than are projected to use it if the connector is not built. This is not traffic that would be there with or without the connector, but because of it. If you like Route 210 traffic in the morning now, you'll love it with a nearly 25 percent increase coming from the connector. And don't forget PortAmerica, Shipwatch and Riviera, added in there. The National Capital Planning Commission assessment on the project concludes that PortAmerica will really mess things up.

In spite of what the Ms. Simpsons believe, we in Accokeek don't want to see your kids splattered all over inadequate roads. However, we don't think much of a "solution" that only makes things much worse while ruining your neighborhoods and destroying ours. This project doesn't widen a single inch of road in Prince George's. It would open up to three miles of entirely new four-lane divided highway through Accokeek on virtually all new right-of-way creating numerous new intersections for developers.

Realistic solutions to our mutual problems should be sought, but the Route 228-Route 210 connector is not one.

#286 285

16115 Holly Hill Drive
Waldorf, Md. 20601

Re: FOR THE RECORD IN THE
MD. 228-MD. 210 CONNECTOR

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Md. 21203

Gentlemen:

"The South County Times," a Prince George's County local newspaper based in Clinton, Maryland but published by Charles County based interests published an article, editorial and cartoon in their February 4, 1988 edition. This edition carried numerous errors which, intentionally or otherwise, could have caused some readers to enter incorrect comments into the record. For this reason copies of these items together with notations of the errors are enclosed for the record.

The editorial contains the following errors: "...extension and widening of Route 228 in south county." South county refers to southern Prince George's County. Since Route 228 passes through no portion of Prince George's County there couldn't possibly be a widening of a road which doesn't exist. "Though the improvement of what is really a country road may change some of the charming aspects of the Accokeek area, the changes are necessary." This is clearly in error because the proposal doesn't call for the improvement of a single road in Prince George's County but the construction of an entirely new four-lane divided highway. "Between 1984 and 1986 there were around 234 accidents a year on Route 228; Bealle Hill Road had 298 accidents a year and Sharpersville Road had 434 accidents a year, more than 250 percent more than 'normal.'" This is the most irresponsible and misleading statement of all. The figures cited were from a S.H.A. fact sheet on the 228 project which presented these figures as "rates" per 100 Million Vehicular Miles. Therefore, "The Times" overstated the true figures for Bealle Hill Road by over 2100% and Sharpersville Road by nearly 2500%. "When balancing the safety of a wider road and the minimal impact on the country atmosphere in Accokeek, the logical choice is to save some lives." Again, since the project calls for an entirely new four-lane highway, not road, through Accokeek and clearly not the widening of anything this statement is clearly in error.

The accompanying cartoon depicts a bulldozer operator with Charles County and its highway behind him telling Prince George's County opponents "All we want to do is widen your highway!" Again, this project is not about widening anything in Prince George's

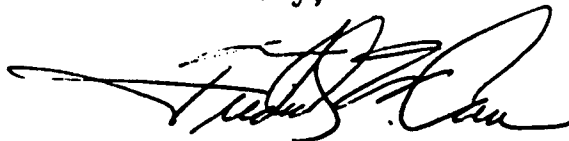
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County but to construct an entirely new four-lane divided highway which creates either two or five new intersections depending on which alternative is being looked at. To determine that such a project would lead to the "minimal impact" on the country atmosphere in Accokeek is so absurd as to merely reflect the totality of all the inaccuracies in this paper's opinion.

Finally, the paper's lead story in the same edition describes the two build alternatives but reverses their number designations so that the geographical description of Alt 2/3 is reported as Alt 5/6 and vice versa.

"The Times" made a similar error the following week in stating that "...alternative 2/3 requires the least amount of construction in Prince George's County." Alternate 2/3 would require 2.75 miles of new construction while Alternate 5/6 would only require 1.2 miles of new construction in Prince George's county.

Sincerely,



Frederick W. Case

The TIMES Viewpoints

Editorial

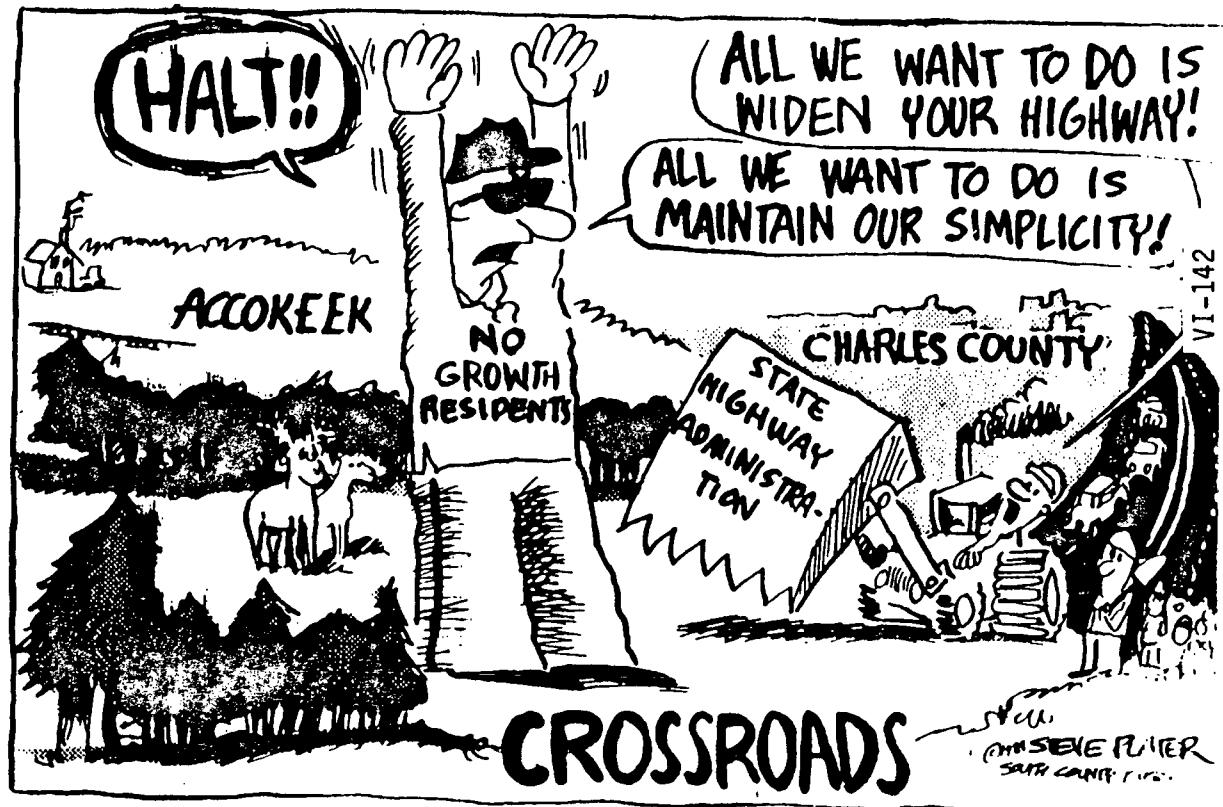
Killer roads

We apologize to those who seem to believe southern Prince George's is above development, but we have to support the extension and widening of Route 228 in south county.

Though the improvement of what is really a country road may change some of the charming aspects of the Accokeek area, the changes are necessary.

Take for instance these accident figures gleaned from the State Highway Administration. The normal rate for accidents on an undivided country road like Route 228 is around 194 collisions per each 100 million miles of automobile traffic. Between 1984 and 1986 there were around 234 accidents a year on Route 228; Bealle Hill Road had some 298 accidents a year and Sharpersville Road had 434 accidents a year, more than 250 percent more than "normal."

When balancing the safety of a wider road and the minimal impact on the country atmosphere in Accokeek, the logical choice is to save some lives. Growth will occur in Accokeek as it does anywhere else, whether we like it or not.



SHA Response to Mr. Frederick W. Case:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME WALTER & CYNTHIA BYRD DATE MARCH 12, 1988

PLEASE
PRINT

ADDRESS 16705 OLD CABIN PL.

CITY/TOWN ACCOKEEK STATE MD. ZIP CODE 20607

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

WE WOULD LIKE TO SAY THAT NO
CONNECTOR ROAD SHOULD BE CONSIDERED
AT THIS POINT. THE NORTHERN
BOTTLENECK WILL STILL EXIST.
MONEY NOW DESIGNATED FOR THE
228 PROJECT CAN INSTEAD BE USED
TO IMPLEMENT A LIGHT RAIL SYSTEM
AND TO UPGRADE BUS SERVICE.

☐ 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.

SHA Response to Walter and Cynthia Byrd:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

11 Mar 88

As a daily commuter from St Charles into downtown Washington, D.C., there are several problems that I wish to bring to your attention.

I depart at about 5:35-5:45 AM, and usually travel via Middleton, 228, Sharpsville, Berry, and East Farmington Roads to 228. 210. Traffic is unexpectedly heavy but moves well, and I usually have no delays until I reach the beltway.

The evening commute home is often a problem. Sharpsville Road is almost always backed up at 228 when I arrive between 5:00 and 6:00 PM. I have seen as many as 30 autos in line at the intersection, and usually have to wait 10-15 minutes before I am able to turn left onto 228. This is a very dangerous intersection! Not only is traffic heavy, but vehicles heading east on 228 are often passing through the intersection at 55-65 mph. Finally, Sharpsville Road is beginning to show the strain over the dramatic increase in traffic volume. I expect the pothole problem to rise exponentially since volume will continue to increase. It is already a dangerous road, especially when it floods during heavy rains, and I think a tragedy happening is only a matter of time, if one hasn't already happened.

As solutions, I offer the following suggestions:

First, a traffic light should be installed at Sharpsville Road / 228. It should be adjusted to allow the most

4:30 - 6:00 PM. At other times it should blink red/yellow. This light cannot be installed soon enough.

Secondly, a major divided highway needs to be built from the west end of West Smallwood Drive north-west to MD-210. 210 is the most efficient way to commute to D.C., and the high growth rate of St Charles is not going to slow. I did not attend the hearing on February 4th in PG County about the proposed bypass, but I strongly urge that a plan be approved and implemented as soon as possible. Middleton, Sharpsville, and East Farmington Roads are much too dangerous to handle the traffic that uses them daily.

Finally, I am dismayed at the lack of progress on the bypass from 210 to I-295. I settled in Southern Maryland because the traffic and congestion are not the problems they are in Northern Virginia.

I assumed that the Maryland DOT was more efficient at handling traffic problems. Lets get that bypass completed!

1/5/11

Timothy J. Jackson

5041 Bass Court

Waldorf, Md. 20601

870-4072

SHA Response to Mr. Timothy J. Jackson:

1. Anticipated traffic signal positions include MD Route 210, Bealle Hill Road, Sharperville Road, Western Parkway, Festival at Waldorf Shopping Center and, possibly, at the proposed employment/institutional area at Manning Road in Prince Georges County, dependant on the development schedule of the property.
2. Improvements are presently programmed for U.S. Route 301 from Smallwood Drive to MD Route 5 at T.B.
3. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill road, Four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
4. As the Eastern Bypass Corridor Study is a separate projet with separate goals, it is not considered part of the MD Route 229 project and needs only to be modified as a related project.

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Due to your public notice of March 2, 1988 extending the commenting period on this, I feel obligated to speak my mind.

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

APR 03 10:22

MDV XNH DIV.

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Brenda Beard DATE March 9, 1988
ADDRESS Box 452
CITY/TOWN White Plains STATE Md. ZIP CODE 20695

PLEASE
PRINT

I ~~we~~ wish to comment ~~on~~ ~~about~~ about the following aspects of this project:

Alternate 2/3 is the more direct route of those offered, although creating a limited access highway from route 228 at Sharperville Rd. directly to 295 and the Beltway would be the ideal. Alternate 2/3 interchange option, of course, is the better of all the alternatives offered in order to keep traffic flowing. Alternate 2/3 intersection would create "stop" traffic. Sharperville Road as it is right now is a death trap for those who travel it and something should be done to alleviate the dangers even if this route is not chosen as part of a connector route.

Although my home and property is not involved in either selection, my biggest concern is with potential displaced owners who reside along these routes. These are their "HOMES". If a home with ten acres or less is involved, and the residing owner does not wish to be relocated, every effort should be made to go around with 8' fencing and at least 30' of shrubbery for buffers so as not to cause them undue hardship. If they do allow you to compensate them for their home to relocate, additional moneys should be given them to compensate them for their time in having to do this.

In your booklet, Your Land and Your Highways on page 9, you state that the public through you will pay a property owner just compensation...and... This compensation should neither enrich the individual at the expense of the public, nor the public at the expense of the individual. Well the "public" is being enriched by a new roadway (and you know it) at the expense of the owner/occupant who must forfeit his home. The whole idea of "condemnation" (if it must come to that) "stinks" and I think you should "sweeten the pot" to compensate the owner so that it does not happen.

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

SHA Response to Ms. Brenda Beard:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill road, Four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. The Interchange Option was selected with Alternate 5/6, however, initial construction will consist of an at-grade intersection at MD Route 228 and MD Route 210 because of funding constraints.
3. With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway, the Sharperville Road crossing of Mattawoman Creek would be closed. This would result in a reduction in traffic diverted into rural community via Sharperville Road.
4. The State Highway Administration will do everything within its power to see that displaced person are treated fairly and compensated adequately. The current eminent domain and relocation assistance laws provide for payment of relocation assistance benefits and enable us to arrive at a mutually acceptable purchase price, which virtually eliminates condemnation of owner-occupied dwellings.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 15 10 30 AM '88

FEBRUARY 4, 1988

NAME Mary Pat Berry DATE 3/10/88

PLEASE
PRINT

ADDRESS Box 188-3 Mill Hill Rd

CITY/TOWN Waldorf STATE Md ZIP CODE 20601

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

"No man is an island, unto himself" and neither are these adjoining counties. The State must address this issue as to what is best for the majority involved. No one wants to see construction in their backyard and yes we must slow down development. But the FACT remains, that the cars are now on the road, using Sharpsville and Beale Hill. This is not something in the future, the reality is now! It is the State's responsibility to provide adequate roads for these Marylanders. I empathize with the residents in Accokeek, as I am a native Charles County who is not pleased with the unregulated growth I have witnessed. If I could wave a magic wand and make the 20,000 cars and people disappear and return to 1960 I would. BUT that is fantasy just as So. P.G. trying to ignore the traffic that goes through their neighborhood daily. It will not go away, it will only get worse. And the time to

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

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

do something is
Now!

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

297

SHA Response to Mary Pat Berry:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 15 10 30 AM '88

FEBRUARY 4, 1988

NAME Beverly A. Miller DATE 03/09/88

PLEASE
PRINT

ADDRESS Box 177E, Highway 228

CITY/TOWN Waldorf STATE md ZIP CODE 20601

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

I feel this project is just going to create another huge traffic jam at the beltway. A perfect example is the widening of Indian Head Highway. Sure, traffic may flow faster on Indian Head Highway; however, Belle Hill Road is ~~not~~ now one big line of traffic every rush hour. You are just moving the problem from one area to another.

I feel the answer to Charles County traffic problems is to bring the Subway to the county. The expense initially may be substantial, but I believe the savings would be greater.

Beverly A. Miller

☒ 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.

SHA Response to Ms. Beverly A. Miller:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 15 10 30 AM '88

FEBRUARY 4, 1988

NAME Dr. and Mrs. Joseph W. Hager DATE March 9, 1988

PLEASE
PRINT

ADDRESS 13006 Renfrew Circle

CITY/TOWN Ft. Washington STATE Md. ZIP CODE 20744

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

We have lived in areas where home values have dropped
because of poor zoning and traffic problems.

We think that directing more traffic up Indian
Head Highway before improvements are made to the
Wilson Bridge and to the South Capital Street Bridge
will result in a gridlock situation throughout the
area served by Indian Head presently. We think
that eventually this will halt growth in both
Southern Prince George's County and Charles County.

Instead, the counties should work together to
develop a light rail system which would extend
at least to Waldorf in Charles County. Persons
from throughout the metropolitan area would
have access to the beauty (and bargains) we
enjoy and vice versa.

We deserve to have the same opportunities
for growth that the rest of Maryland has enjoyed.
We want planned, controlled growth with
public transportation a central part of the plan.

☒ 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.

SHA Response to Dr. and Mrs. Jopseph W. Hager:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

302

PROJECT
DEVELOPMENT
DIVISION

MAR 17 8 00 AM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME John E. Dale & Carolyn D. Dale DATE 3/8/88

PLEASE
PRINT

ADDRESS 9737 Old Fort Rd.

CITY/TOWN Fort Washington STATE Maryland ZIP CODE 20744

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

We are strongly opposed to the proposed routing of
traffic to Route 210. This highway is already much over
capacity and an extremely hazardous road.

SHA Response: _____

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

☐ 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 VI-157 here through the mail are already on the project Mailing List.

14116 Duckett Road
Brandywine, Md. 20613
March 8, 1988

F. Kirwan Wineland
9th Councilmanic District
County Administration Building
Upper Marlboro, Md. 20772

Dear Mr. Wineland,

As evidenced by the attached, the citizens of the Indian Head corridor have not been told the truth by the State Highway Administration about the long range plans for this highway.

Three years ago, when plans for the outer beltway (alias "eastern bypass") resurfaced, vague diagrams portrayed, and various newspapers in Charles County stated that the outer beltway would be connected to both Indian Head Highway and Rt. 5, to divert city-bound traffic off of the Wilson Bridge. In public presentations given in other areas, Mr. Pedersen has discussed this and shown slides indicating a continuous road from the proposed outer beltway to Indian Head. The question left open was exactly how and where this connection would be made.

At the Feb. 29 hearing on his proposed Riviera project in Charles County, I heard Mr. James Burch describe how Indian Head Highway would become I-295 to Bryans Road, then connect with the outer beltway (see attached article). Although he is not an employee of the State Highway Administration, Mr. Burch has worked closely with them during planning for both PortAmerica and Riviera projects. Elected officials have relied on his credibility in both counties during the on-going approval process. Submissions by his traffic consultant on Riviera clearly show that a new freeway following the alignment of Rt. 224 in Charles County would connect Indian Head with the proposed outer beltway (see attachments). Because this connection would be built wholly within Charles County, Prince George's governing bodies would presumably have no control over whether it is constructed.

During meetings with citizens' groups and the Feb. 4 public hearing on Rt. 228/210, State Highway officials never mentioned the outer beltway or the proposed connection with Indian Head though the widening of Indian Head Highway was legally part of the hearing subject matter.

I feel that failure to divulge the real long range plans for Indian Head Highway and the outer beltway put Prince George's residents and public officials at a disadvantage to evaluate and act upon the full impacts of the Rt. 228 Connector. I suspect the game plan was to get Rt. 228 approved over the objection of citizens before the second "connector" with the outer beltway became an outrage in Prince George's County.

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Well, the cat is out of the bag now, folks. It would be unconscionable for Prince George's County governing officials to do other than disapprove the Rt. 228 assault on Indian Head Highway in view of the bigger picture that may loom in its future.

Sincerely,

Garner E. Anderson

Third Riviera hearing planned

By Lee Stephens
Staff Reporter

Only one third of the agenda for the second public hearing on the Riviera project was completed Monday night.

The hearing, a continuance from Jan. 11, gave the planning staff and commission, the oppositions' attorney and unrepresented citizens a chance to ask questions.

Public statements — what many citizens are waiting for — will wait until March 22, when the public hearing will continue.

Edward "Doc" Blanchard opened the hearing by asking why in the conceptual plan, commercial building was delayed until the second ten-year phase.

"We have to wait for the market to catch up. It's a good site for a destination concept," said Sandra Smith, economics expert for the project. Smith added the biggest part of commercial growth will occur after the installation of the outer beltway (eastern bypass).

Burch said he understands that if, and when, the outer beltway is installed, Route 210 will be a continuation of Interstate 295, calling the outer beltway and the eastern bypass synonymous. Burch explained Route 210, north of Bryans Road, will connect the beltway and the outer beltway, and the proposed road through Chicamuxen will also include parts of Riviera.

Blanchard also asked how the proposed people-mover transit will be paid for, including the 4 percent annual maintenance cost.

"We don't know yet. The SK system has less maintenance than buses and elevators," said Burch. Possible options are bonds issued by the county, or a free system, paid for by the neighborhood association.

Commission member Lloyd Anderson asked how Burch planned to resolve the sewage problem he faces, because part of the Riviera

See Riviera, A-10

Riviera

project is not included in the service area of the Mattawoman Treatment Plant.

Boiling Hazall, water and sewer specialist for Burch, said when the Riviera application was submitted, the total project was included in the Mattawoman service area.

Since then, some areas of the project have been deleted from the service area by the county commissioners. Hazall said they will meet the criteria the commissioners have set for the excluded areas, and reapply for service in the treatment plant.

Anderson also asked who will benefit from Burch developing a large share of other waterfront owners' property in the critical area.

"The taxes generated by the project are for the entire community. The project benefits all. We feel it is equitable," said Burch. "The question is who is the real benefit for? We think that legislation, if applied this way, is equitable to the entire county."

What reassurances, asked Anderson, does Burch have to make a reality of his proposals? He also asked if covenants would be a part of the plan.

"Our job is to plan it and build it. Your job is to put in governmental terms we have to follow," said Burch, challenging the commission to set covenants and easements on the land to hold him to his proposals. "Put in that requirement — it's better for you not to turn us down."

One opposition group was represented; others were not. Citizens Against Riviera (C.A.R.) hired attorney Arthur Cohen to represent them at the hearing. Cohen asked the panel specific, often detailed, questions to clarify the language in Burch's application.

Questions from the audience varied from polite requests for information to loud demands for already answered questions. Commission Chairwoman Sandra Mitchell intervened on several occasions to break up the banter between the opposition and Burch.

Harold von Braunhut, member of S.W.O.R.D. (Save Wildlife — Oppose Riviera Development) and owner of property, which adjoins the proposed Riviera site, asked Burch what he meant when he said at the last hearing that Riviera would be compatible with neighboring communities.

Von Braunhut and his wife Yolanda were concerned about the effect Riviera would have on their privacy, safety, peace of mind, the environment, wetlands and wildlife.

Burch replied, "We didn't say (compatible) with your farm, but with the community." He added the proposal calls for a buffer between the two properties, placed there on "a friendship basis."

Nancy Kelly addressed all environmental questions for Burch. She explained damage to the environment will be minimized, but by developing 50 percent of the property, the eco-system would be affected.

"There will be a change in the environment ... there will be a change in species composition," Kelly said.

Kelly explained the plan to preserve the habitat of the bald eagle, her group found nesting on the property. "The forest dwelling birds will be the species most hit by development," she said.

Andrew Roesell, a Chapman descendant of the family who lived in the Mt. Aventine manor house, suggested Burch sell his land to the Trust For Public Lands in New York for historical preservation.

Burch said his desire is to develop the land, and also to "plan to keep the historic value. We want to extenuate the history there."

Resident Dan Ford asked if taxes will be raised to cover the growing roads, schools and other public facilities.

"A fast answer is no," Smith said.

"I feel great. I was delighted," said Burch about the hearing. "The people who opposed it were courteous. Even the people who disagreed were reasonable." Cohen will begin the March hearing by presenting the opposition's

case, followed by public statements and closing remarks.

I. INTRODUCTION

The urban development project, Riviera, will be located in Charles County, Maryland, on the Potomac River and on both sides of Indian Head Highway (MD 210), roughly fifteen miles southwest of the Beltway (I-95). The location is illustrated in Exhibit 1.

Riviera, totaling roughly 2400 acres, will be a largely self contained new town of about 20,000 inhabitants in terms of services and jobs. The relative high level of self sufficiency is based on three important objectives: 1) to provide a unique identity; 2) an effective living environment, and 3) to reduce the number of auto trips within the community and to destinations outside the community.

The project will consist of a variety of land uses, the major ones being residential and commercial. Due to the topographical character of the terrain and its natural amenities, the project will include much open space and an 18 hole golf course.

Indian Head Highway is a major thoroughfare which connects the community of Indian Head and its Navy installations with Washington, D.C., crossing the Beltway (I-95) a few miles east of the Potomac River. The corridor of land on both sides of the highway is one of the least developed corridors in the Washington metropolitan area leading to the central city. The highway has recently been widened to 4 lanes divided all the way from the Beltway to Indian Head.

Charles County has in Southern Maryland a central location on the peninsula formed by the Potomac and Patuxent Rivers. The county has a permanent bridge connection with Virginia via Route 301. Studies, related to the need and location of an additional "outer beltway" surrounding the Washington Metropolitan Area, show several new Potomac River crossing possibilities between the existing Route 301 bridge and Riviera. A new connector-limited access highway (freeway) between Indian Head Highway and the new river crossing has also been proposed by the State of Maryland, as shown in Exhibit 2. This new roadway, which would connect with a future "outer beltway" has been under study for the last few years, both at the county and state level, as is evident from the Comprehensive Plan Update. Appendix Exhibit A1 includes the "Summary of Elements", Dec. 1984 of this comprehensive, but not yet adopted, plan.

Exhibit 3 shows a portion of the 1984 Charles County Comprehensive Plan Update Transportation Element (August, 1984) in the vicinity

SHA Response to Ms. Carmen E. Anderson:

1. As the Eastern Bypass Corridor Study is a separate project with separate goals, it is not considered part of the MD Route 228 project and needs only to be mentioned as a related project.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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MAR 14 10 40 A

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME William F. Cooke DATE 3-8-88
ADDRESS Hwy 5, P.O. Box 1
CITY/TOWN Waldorf STATE Md ZIP CODE 20601

PLEASE
PRINT

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

I was in attendance at the hearing on February 4, 1988, at Eugene Burroughs School in Accokeek and I wish to commend the SHA on the excellent manner in which it was held. I believe the moderator was more than fair to all speakers, even those who took advantage of the opportunity to speak on the non-related subjects.

It was agreed that the SHA study was thorough and complete and covered all aspects of the project. And I would hope this this effort would not be wasted and the project will move forward in the very near future -

SHA Response to Mr. William F. Cooke: W F Cooke

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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CONTRACT NO. AW 760-101-071
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LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

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MAR 14 10 1

NAME William L. Callaway DATE 3/7/88

PLEASE
PRINT

ADDRESS 301 PINE RD. (PISCATAWAY HILLS)

CITY/TOWN Ft. WASHINGTON STATE MD. ZIP CODE 20744

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

*I strongly support the concept of improvement of
highway connection between 301 and 210 and
urge "go-ahead" with the least expensive
method which will serve the most traffic
efficiently over the long run.*

SHA Response to Mr. William L. Callaway:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
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FEBRUARY 4, 1988

NAME Seth R. Huisman DATE 3-5-88

PLEASE
PRINT

ADDRESS 483 Ridgeline Terrace (Eutaw Forest)

CITY/TOWN Waldorf STATE Md. ZIP CODE 20601

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

(commuter)

I believe the logic is flawed that would provide for facilitating movement of traffic westward from the Waldorf population center across northern Charles County to the Indian Head Highway corridor. There is under consideration now sufficient development between Indian Head and the Beltway to generate more traffic than Route 210 will be able to handle comfortably, even with some improvements. And there is little doubt that the Potomac River shoreline will attract more intensive and extensive development in the foreseeable future.

I do not agree that "no build" is a viable alternative. I believe very strongly, however, that the resources ^{that would be} required to develop the Rte. 301-210 connector would be far better spent to develop the Rte. 301 and Rte. 5 corridor northward to the Beltway for the purpose of serving Waldorf (and environs) to Washington commuters.

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SHA Response to Seth R. Huisman:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. 1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince George's County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.
3. Improvements are presently programmed for U.S. Route 301 from Smallwood Drive to MD Route 5 at T.B.
4. Improvements are programmed for MD Route 5 from Interstate 95 to south of U.S. Route 301 to T.B. beginning FY 1990.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MAR 15 10 30 AM '88

FEBRUARY 4, 1988

NAME HENRY A. HOMER DATE MAR 5, 1988

PLEASE
PRINT

ADDRESS 4128 SEVENTH ST

CITY/TOWN RIVERSIDE STATE CA ZIP CODE 92501

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

I Thank you for the consideration to ask
for our comments. We appreciate
the information received in the
brochure mailed to me. We own
property listed as Parcel #6 on tax map
152 on Indian Head Hwy and Farmington
Road East. We would appreciate information
as to how the project might affect our
property.

Thank you
Henry A. Homer
& Patsy L. Homer

SHA Response to Mr. Henry A. Homer:

1. No Response

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

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

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

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MARYLAND ROUTE 228
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LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME FRED SCHMIDT DATE 5 March 88
ADDRESS RR4 Box 455
CITY/TOWN LaPlata STATE Maryland ZIP CODE 20646

PLEASE
PRINT

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

I have been commuting from LaPlata to Crystal City/Pentagon for 10 years. I and those in my car pool want the most direct route, which would be the Sharpsville Rd route — and as soon as possible!!! We're happy to pay the road tax with our gasoline; IF that money is only spent on our roads.

The best route was the one reserved by St. Charles and was tentatively called "Prince Charles Parkway" from the center of Charles County to the Beltway. A quick look on the map makes it obvious — from where Rte 301 (just north of LaPlata at Old Washington Rd/Turkey Hill Rd. intersection) makes a bend to the northeast, if 301 is carried straight north it makes the shortest line to the beltway. That line happens to go just east of Sharpsville Rd and hits Rte 210 at Accokeek, just where it bends from going south to southwest (when traveling southward). St. Charles had reserved the section thru their land west of 301, but took it back a few years ago. The PG. County delegation had cancelled the possibilities 10 or 15 years ago in reality.

I believe in democracy. In general people are voting against more people (traffic, housing etc.). When my kids are grown, I'll probably move to Crystal City, because the long and lengthening commute is affecting the quality of my life.

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

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

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Fred Schmidt

SHA Response to Mr. Fred Schmidt:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. The "Prince Charles Parkway" has been dropped from the Master Plan of Prince George's County and therefore was never studied by the State. It was never included on any Charles County Master Plan.

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**STATE HIGHWAY ADMINISTRATION
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CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Dorian Tolbert DATE 3-5-88

PLEASE
PRINT

ADDRESS RT. 1 Box 64

CITY/TOWN White Plains STATE MD ZIP CODE 20695

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

I would like the 228 interchange at Piscataway
Creek. It is the only safe and reasonable route.
I have lived within or within 5 miles of this area
over 40 years and own property in both Charles and
Prince Georges COS. within 2 miles of either alternative.

SHA Response to Dorian Tolbert:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway, the Sharperville Road crossing of Mattawoman Creek would be closed. This would result in a reduction in traffic diverted into rural community via Sharperville Road.

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

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

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**STATE HIGHWAY ADMINISTRATION
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MARYLAND ROUTE 228
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FEBRUARY 4, 1988

NAME Charles J Weiss DATE 5 Mar 88

PLEASE
PRINT

ADDRESS 21 MORAN DR
CITY/TOWN WALDORF STATE MD ZIP CODE 20601

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

No Big Objection -
Except as it concerns the 301
Terminal End -
The Area (301 and 228) already
beyond the Maximum!!!
Residents can no longer exit
Hamilton (in direction) 301,
Without danger!!
With the proposed
Shopping Center (301 and 228)
The already overburdened intersection
will be impossible after the
above Doubled Road becomes
a reality!!
Of greater importance is the establish
ment of a County General PLAN

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

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SHA Response to Charles J. Weiss:

1. Studies have been completed for a traffic signal at the intersection of MD Route 228 with Western Parkway/Hamilton Road. As of this writing SHA is awaiting a response from Charles County concerning their participation in the signal installation and maintenance.
2. A crossover will be located on MD Route 228 midway between Western Parkway and U.S. Route 301. This will become the principal entrance to the Festival at Waldorf shopping Center at the northwest corner of U.S. Route 301 and MD Route 228. A traffic signal will be installed at this location.

**STATE HIGHWAY ADMINISTRATION
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MAR 14 10 39 AM '88

FEBRUARY 4, 1988

NAME Robert L. Harney DATE 3-5-88

PLEASE
PRINT

ADDRESS 6326 Blackburn Ford Road

CITY/TOWN Fairfax Station STATE Virginia ZIP CODE 22039

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

~~We wish to encourage the elevation of the road. We heard that the road would be elevated and for the sake of reduced maintenance in this area, due to the water level, we know that frequent repairs would result. Roads were constructed at ground level. We are also aware that elevated construction is initially more expensive however, to place the road at ground level will be more expensive over a fifteen year period after construction, for example,~~

~~Finally, this is a road that is truly needed for the population in this section of the state. Thank You for allowing me to make these comments.~~

SHA Response to Robert L. Harney:

1. The final gradients of MD Route 228 will be predicated upon traffic operational, soils engineering and economic considerations.

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

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

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

MARYLAND ROUTE 228
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LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 14 10 39 AM '88

FEBRUARY 4, 1988

NAME CLIFTON W. MUSSELMAN DATE 3-5-88

PLEASE
PRINT

ADDRESS 16504 ROLLING TREE RD.

CITY/TOWN ACCOKEEK STATE MD ZIP CODE 20607

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

I DO NOT AGREE WITH THE PLAN TO WIDEN RTE 228.
IT WILL ONLY BRING MORE TRAFFIC ~~AND~~ INTO AN
OVER BURDENED ROAD SYSTEM. RTE 210 IS ON THE
VERGE OF BECOMING A BUMPER TO BUMPER PARKING
LOT. THE MAJORITY OF THE TRAFFIC COMES OUT
CHARLES + ST MARY'S COUNTIES. WITH A LARGE INFLUX
FROM VIRGINIA - VIA 301 BRIDGE. AS A RESIDENT
OF P.G. COUNTY I PAY A \$9.00 CHARGE ON MY CARS
TO CHECK THE EMISSIONS. THESE SAME CARS COMING
OUT OF NEIGHBORING COUNTIES DO NOT - WHY? NOW
I'M BEING ASKED TO RAISE MY TAXES [AS IT ALWAYS
HAPPENS] SO I CAN BE THROWN INTO TRAFFIC CONGESTION
THAT I DEFINITELY DO NOT NEED

THANK YOU

Clifton W. Musselman

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

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

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SHA Response to Clifton W. Musselman:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. The State Legislature enacted laws governing vehicular emission tests. Some counties were exempt, because of their geographical location distant from large Metropolitan districts designated as air quality non-attainment areas. Presently there are no statutory restrictions placed on vehicles not subject to emissions test, from this state or any other, from using State highways.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MARYLAND ROUTE 210 to U.S. ROUTE 301
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FEBRUARY 4, 1988

PROJECT
DEVELOPMENT
DIVISION

MAR 15 10 29 AM '88

NAME Elbert O. Schlottzhauser DATE March 4, 1988

PLEASE PRINT ADDRESS 9819 Indian Queen Point Rd.

CITY/TOWN Ft. Washington STATE MD ZIP CODE 20744

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

I am strongly in favor of this project and consider that it is many years overdue. This, or a similar road is inevitable and the sooner it is built, the better for everyone.

I resent the short-sighted obstructionists who delay an essential project and among other adverse effects, increase the cost.

Other road projects I strongly favor are additional river crossings, including a link with the 228 project, an additional span for the Wilson Bridge and an additional span for the 301 bridge.

Elbert O. Schlottzhauser

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

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

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SHA Response to Elbert O. Schlotzhauer:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.
2. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.

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

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PROJECT
DEVELOPMENT
DIVISION

MAR 14 10 40 AM '88

NAME Louis Scalfari DATE 3/4/88

PLEASE
PRINT

ADDRESS 371 Valley Drive

CITY/TOWN Waldorf STATE MD ZIP CODE 20601

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

Dear Sirs,

My inquiry concerns whether the Highway Administration has looked into restrictions on intersections with route 210 through agreements with the Naval Ordnance Station, Indian Head, MD. Some portions of Rt. 210 may have restrictions on the number or type of intersections. The Public Works Officer at the Naval Ordnance Station is an official point of contact for the Government.

Thank you

[Signature]

SHA Response to Louis J. Scalfari:

1. Deed covenants governing access to MD Route 210 do not preclude connection of a State highway by the SHA at any place it deems appropriate.

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

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

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
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LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

PROJECT
DEVELOPMENT
DIVISION

MAR 10 10 48 AM '88

NAME MR & MRS Anthony H. Perena DATE 3/4/88

PLEASE
PRINT

ADDRESS P.O. Box 37

CITY/TOWN Accokeek STATE Md. ZIP CODE 20617

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

My wife and I are in support of ALTERNATE 1 NO BUILD.
Building any ~~highway~~ connector highway (expansion of route 228)
would just dump more cars on an already crowded Indian Head
Hwy. The answer is not more roads but MASS TRANSPORTATION.
I suggest that the State "Highway" Administration would better
serve the public by becoming the State "Transportation"
Administration. We need demand PUBLIC TRANSPORTATION
now including:
1) Buses
2) Light Rail
3) More Car Pool Parking (the lot built at Rt 210 and
Rt 373 is for 40 cars and more than 100 cars park there
every day, the other 60 on the shoulder of the access road).

Sincerely yours,
Anthony H. Perena
Carol A. Perena

☐ 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.

Text of letter sent to SHA

"My wife and I are in support of ALTERNATE 1 NO BUILD. Building any connector highway (expansion of route 228) would just dump more cars on an already crowded Indian Head Hwy. The answer is not more roads but MASS TRANSPORTATION. I suggest that the State "Highway" Administration would better serve the public by becoming the State "Transportation" Administration. We need, demand PUBLIC TRANSPORTATION now including:

- 1) Buses
- 2) Light Rail
- 3) More Car Pool Parking (the lot built at Rt 210 and Rt 373 is for 40 cars and more than 100 cars park there every day, the other 60 on the shoulder of the access road)."

SHA Response to Mr. Anthony H. Pereira:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

PROJECT
DEVELOPMENT
DIVISION

MAR 10 10 43 AM '88

NAME KEN CANIGLIA DATE 3/4/88

PLEASE
PRINT

ADDRESS 3141 FRANKLIN CT.

CITY/TOWN WALDORF STATE MD ZIP CODE 20601

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

After the Public Hearing in February
it is apparent that P.G. County
will not endorse either option
for the RT 228/210 project. We in
Charles County feel that the State
should intervene and encourage (make)
P.G. County go along with this project.

The following are the locations of the interchanges:

- 1) Rt 228 with interchange
- 2) Rt 210 with intersection
- 3) Rt 516 with interchange
- 4) Rt 516 with intersection

The issue is not whether to proceed with the
project or not, but what is the cost
benefit. If you need any help write.
I represent 1870 households and
can get the help of 2500 more in St. Charles

☐ 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.

Text of letter sent to SHA

"After the Public Hearing in Febuary it is aparent that P.G. County will not endorse either option for the RT 228/210 project. We in Charles County feel that the State should intervene and encourage (make) P.G. county go along with this project.

The following is a priority list of the alternatives:

- 1) Alt 2/3 with interchange
- 2) Alt 2/3 with intersection
- 3) Alt 5/6 with interchange
- 4) Alt 5/6 with intersection

The issue is not whether to proceed with the project or not, but which is the best alternative. If you need any help, write. I represent 1,870 households and can get the help of $\approx$ 5,000 more in St. Charles."

SHA Response to Ken Caniglia:

1. Discussion between State and County officials have resulted in the selection of Alternate 5/6.
2. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
3. The Interchange Option was selected with Alternate 5/6; however, initial construction will consist of an at-grade intersection at MD Route 228 and MD Route 210.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 9 9 10 AM '88

FEBRUARY 4, 1988

NAME MR. T.A. COCCA DATE 3/4/88

PLEASE
PRINT

ADDRESS 12411 ASBURY DR

CITY/TOWN TANTALLON STATE MD ZIP CODE 20744

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

I endorse alternative No. 1 i.e. NO BUILD. Making it easier for more cars to get to the notorious chock point i.e. W. Wilson Bridge, only makes the unbearable situation worse. Rt 295 is also overburden with cars due to the chock points of northern bridges in DC. Why must we bring more cars north on Rt 210, 295 & WW Bridge? We should promote ^{slow} orderly development and encourage an employment ^{center} in Waldorf so we don't overburden our roads and force drivers through local streets to avoid bottlenecks. The road problem is an intolerable vicious circle you DOT/SHA personnel feed. Through zoning/planning process, new and upgrade roads justify more development which brings more cars which seemingly justifies new and upgraded roads, you must break this process or roads will NEVER be adequate no matter how many or how wide.

Again - kill this project. Encourage development around a local employment center with public transportation for betterment of Charles & PG counties. Do not widen roads until another bridge across the potomac in southern PG county is in PLACE.

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

The tax dollars saved here

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

should be spent on REPAIRS.

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

SHA Response to Mr. T. A. Cocca:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 414 (Oxon Hill Road) should provide some relief to the congestion of MD Route 210.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
3. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
4. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.
5. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

MAR 14 10 29 AM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME HARRY DIEHL DATE 5/4/88

PLEASE
PRINT

ADDRESS 1925 KANSAS AVE NE

CITY/TOWN ST PETERSBURG STATE FLA ZIP CODE 33705

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

REQUEST INFORMATION REGARDING STATUS OF PROJECT.

WHAT ROUTES ARE STILL BEING CONSIDERED?

POSSIBLE DATE OF DECISION BEING MADE REGARDING
CHOICE OF ROUTE

SHA Response to Mr. Harry Diehl:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

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

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

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

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PROJECT
DEVELOPMENT

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Wayne E. Mumber DATE 3-4-8

PLEASE
PRINT

ADDRESS Route 2 Box 155B

CITY/TOWN Bryans Ford STATE MD ZIP CODE 20616

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

*appreciate our one efforts in keeping
people informed
other than automobile transportation spec.
be made prior to alternative*

☒ 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.

Text of letter sent to SHA

"appreciate your agency's efforts in keeping people informed
other than automobile transportation should be pursued prior to alternates."

SHA Response to Wayne I. Mumbert:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional further transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchange, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

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March 3, 1988

Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Pederson:

My letter concerns the upcoming decision you will be making concerning the Indian Head highway - 228 connector road. As a businessman operating a farm surrounding Eugene Burroughs School and a property owner in the area, the need for an improved road is apparent daily. I am constantly observing accidents and traffic congestion along Livingston Road- Maryland 373- Sharpersville Road-Berry Road-Beale Hill Road and in Accokeek. A good connector road is what we need.

Apparently the citizenry was overwhelmingly opposed to any new road being built. I think it is important you know that not everyone in Prince Georges County feels that way. I want you to know that I am in favor of a connector road being built along the Sharpersville Road-Berry Road corridor. I don't know what the political ramifications of that route are, but from an engineering standpoint it would appear to be the best alternate.

Ultimately, your office has the broadest picture of what needs are to be met and the best way to accomplish that. I appreciate all the factors you need to consider. From my perspective, let me suggest the Sharpersville route. At any rate, we need the road soon.

Thanks for your attention.

Sincerely,



Rod Parker
12704 Parker Lane
Clinton, Maryland 20735

SHA Response to Rod Parker:

- 1 Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

RECEIVED

#365
MAR 9 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-188

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 5 9 12 AM '88

FEBRUARY 4, 1988

NAME J. Benjamin Simmons DATE 4/3/88

PLEASE
PRINT

ADDRESS 789 Silveston Drive

CITY/TOWN Silver Spring STATE MD ZIP CODE 20904

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

We endorse and approve this project as being
greatly needed to handle the rapidly increasing
traffic problems in the area where this
improvement is planned.

The intersection at Farming Road and
Indianhead Highway (Route 210) is now a very
dangerous intersection and now fully this
improvement will help eliminate that condition
now existing in the area.

J. Benjamin Simmons
Liberty, Tennessee

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

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

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

VI-189

by first, we believe
the project is a good one

Text of letter sent to SHA

"We endorsed approve this project as being greatly needed to handle the rapidly increasing traffic problems in the area where this construction is planned.

The intersection at Farming Road and Indianhead highway (Route 210) is now a very dangerous intersection and hopefully this improvement will help alleviate that condition now and in the years to come.

We are now in the mailing list, we believe as we got the material for the public hearing at the school house."

SHA Response to J. Benjamin Simmons:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

PROJECT
DEVELOPMENT
DIVISION

MAR 10 10 48 AM '88

NAME JUAN Ramirez DATE 3-3-88

PLEASE
PRINT

ADDRESS 888 Bryan Point Road

CITY/TOWN Accokeek STATE Md ZIP CODE 20607

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

- WE - MARYLAND CITIZENS - Need to Accept certain Realities, i.e.,
(1) Washington DC will continue to be the principal employer in this
area for many years to come.
(2) MARYLAND - Southern Md. - is in bloom. IT'S GROWING AT AN
accelerated pace - THIS MEANS more people, AND,
(3) With millions of automobiles being produced and purchased each
year, we can easily foresee - if we don't stick our head in the
"MARBORO CUP", A FLOATING PARKING LOT between Southern
MARYLAND AND the District of Columbia each Morning and
Evening.

THEREFORE, We Need - starting with MARYLAND officials,
ELECTED AND career - to START THINKING of HARD CHOICES to
CARRY THE PUBLIC TO AND FROM the DISTRICT of Columbia in the
year 2000 AND Beyond. Such Bandaid Approaches and extensions
of Route 28 to connect #301 AND #210 ARE TEMPORARY, AND NOT INTED
before THEY're completed because both ROUTES ARE Already overloaded.
IF completed (accomplished) then What? We're dumping the traffic
on the DISTRICT LINE.

I - We - say "DARE TO THINK" - EXTEND MONTRO - develop Speed Boat Transportation

☐ Please add my/our name(s) to the Mailing List. * START IN ELEVATED TRAIN SYSTEM

☒ Please delete my/our name(s) from the Mailing List. * Moving to VA. To get away from

*Persons who have received a copy of VI-191 brochure through the mail are already on the project Mailing List.

*Looking for the Traffic Congestion
opportunities to correct it.*

SHA Response to Juan Ramirez:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

JULIAN C. HOLMES
10806 THORNE DRIVE
FRIENDLY, MARYLAND
20744

STATE HIGHWAY ADMINISTRATION
MARCH 11 1988

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March 3, 1988

Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland
21202

RECEIVED

#360
MAR 9 1988

C-32

DIRECTOR, U.S. DEPT. OF
TRANSPORTATION
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Kassoff:

The occasion of this letter is the release by the National Capital Planning Commission (NCPC) of its Draft Environmental Assessment (DEA) of the proposal to build PortAmerica at the Oxon Hill interchange of Routes 210, 95, 295, and 414. The Maryland State Highway Administration Environmental Impact Statement for the Route 228/Route 210 project states on page S-3, "Construction has been started on the proposed S-curve".

While your Environmental Impact Statement implies that the purpose of the S-curve is to relieve the current gridlock on Indian Head Highway, the NCPC PortAmerica DEA, funded mainly by the PortAmerica developer himself, predicts a net worsening of the interchange traffic congestion following completion of the S-curve.

I have attached copies of the cover and page 4-32, Figure 4-8, and pages 4-34 through 4-37 of the PortAmerica DEA. That the Maryland State Highway Administration should propose adding 10,000 more cars to Route 210 is unconscionable in view of the fact that the multi-million dollar Route 210/S-curve project is already projected to result in increased congestion on Route 210 (Indian Head Highway). This road is today operating far over its capacity to move traffic.

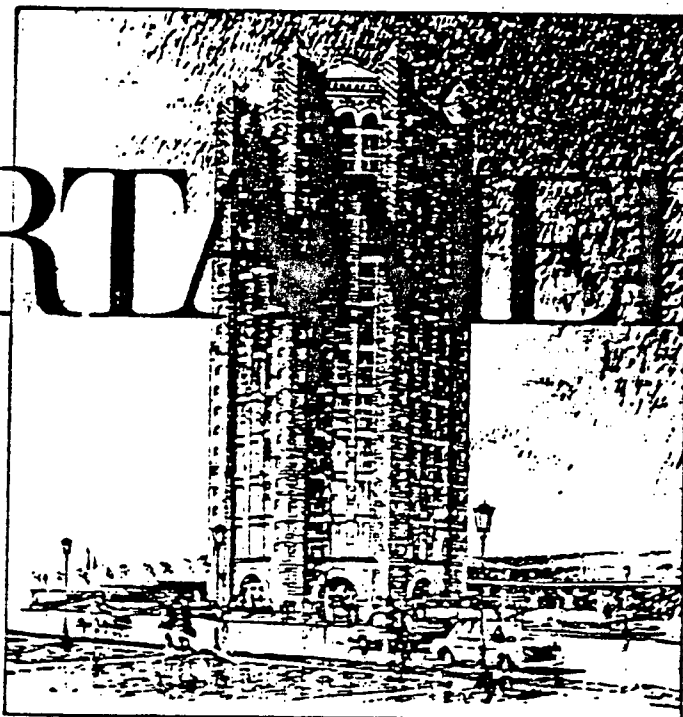
I received today your note of March 2 which announced extension of the deadline under which material may be submitted for inclusion in the record of the public hearing on Route 228/Route 210. This hearing took place on February 4. Accordingly I tender this letter with its attachments and request that they be entered into the printed record of the hearing.

Sincerely,

Julian C. Holmes

Draft
Environmental
Assessment

PORTLAND



National
Capital
Planning
Commission

February 1988

Following is a summary describing the major road improvements proposed by JTL Enterprises, developer of PortAmerica. Funding sources and construction schedules have not been established yet.

- Construct a loop ramp (northwest inner ramp) from westbound I-95, southbound into the proposed PortAmerica development to the State of Maryland Visitor Center (Road K and Ramp "L").
- Construct a directional ramp from the proposed Visitor Center and waterfront development to eastbound I-95 (Ramp "M") and provide an additional eastbound lane on I-95 (total of 5 lanes) from the directional ramp, dropping at the off-ramp from eastbound I-95 to Oxon Hill Road.
- Reconstruct the intersection of Maryland 210 and Maryland 414 and reconstruct the bridges along Maryland 210 over I-95 to include five lanes southbound over I-95. The far right lane will drop at the on-ramp to eastbound I-95 and the second right lane will become a right turn lane and drop at Oxon Hill Road. The remaining three lanes will become through lanes continuing through the intersection of Maryland 210 and Maryland 414.
- Improve Maryland 210 to three through lanes in each direction in the vicinity of the Maryland 414 - Oxon Hill Road intersection.
- Construct an off ramp from I-95 from Virginia to the Visitor Center. (Ramp A-1).
- Construct a ramp from Oxon Hill Road to I-295 Northbound (Ramp "H") to serve the fringe parking lot.
- Construct an additional lane along westbound I-95 through the I-295 interchange area.

These improvements are summarized in the Technical Appendix.

The Base Year Peak-Hour Traffic Volumes in 2005 without PortAmerica, are depicted in the Technical Appendix.

Environmental Consequences

A number of the base year traffic volumes will be increased at the study points by the development of PortAmerica. The number of vehicle trips resulting from PortAmerica at buildout in 2005 are provided in the Technical Appendix.

A set of 37 check points were selected for determination of level of service in order to evaluate the impacts associated with each of the above network/traffic scenarios. This information is shown in Figure 4-8. Level of service at each checkpoint and for each scenario is based on calculated volume-to-capacity ratios. Table 4-2 portrays the results of the checkpoint analysis and the qualitative level of service descriptions.

Table 4-2 reveals that in 2005 during the morning peak period, there will be 5 checkpoints (3, 12, 14, 15, 35) with a level of service of E or lower without the

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TABLE 4-2

PortAmerica Traffic Impact Evaluation

Location (from Figure 4-8)	Morning Peak Hour			Evening Peak Hour		
	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps
1	C	D	D	D	D	D
2	C	C	C	E	E	E
3	E	F	F	D	F	E
4	C	D	C	C	C	C
5	B	C	B	A	C	B
6 weave	D	E	E	D	F	B
non-weave	C	D	D	C	E	D
7 weave	D	E	E	C	E	E
non-weave	C	D	C	C	D	D
8	B	C	B	E	E	D
9	C	E	C	E	F	E
10	C	F	E	D	F	F
11	C	C	C	B	B	B
12	F	F	F	B	C	C
13	D	C	D	B	C	C
14	F	F	D	C	B	B
15	F	F	F	C	E	C
16	-	-	F	-	-	C
17	-	-	A	-	-	A
18	-	-	C	-	-	C
19	-	-	B	-	-	B
20	C	C	B	-	-	B
21	-	C	C	C	C	C
22	A	C	C	-	-	C
23	-	C	A	B	C	A
24	C	C	B	-	-	D
25	-	-	C	B	B	B
26	D	E	D	F	E	E

(Continued on the next page)

TABLE 4-2 (Cont.)

PortAmerica Traffic Impact Evaluation

Location (Refer to Figure 4-8)	Morning Peak Hour			Evening Peak Hour		
	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps
27	B	E	A	C	D	A
28	C	C	D	E	E	F
29	C	C	C	C	C	C
30	C	B	B	D	B	B
31 weave	C	C	C	D	D	E
non-weave	B	B	C	C	C	C
32	C	D	C	B	F	D
33	C	C	C	C	C	C
34	B	B	C	C	D	D
35	E	E	E	D	D	E
36	D	D	D	C	C	D
37	C	—	D	C	—	D

Source: PortAmerica Background Document, FSI Design Group, 1988.

<u>Level of Service</u>	<u>Description</u>
A	Free Flow - high speed, no restrictions
B	Stable Flow (upper range) - high speed, few restrictions
C	Stable Flow - restrictions on both speed and lane changing
D	Approaching Unstable Flow - little freedom for maneuvering
E	Unstable Flow - momentary stoppages; generally designates that facility is operating at capacity
F	Forced Flow - low speeds; highway acts as storage area due to restrictions elsewhere in system

project. This would increase to 7 checkpoints (3, 6, 7, 10, 12, 15 and 35) with the proposed project and improvements. With the Proposed Action, level of service improves for 3 checkpoints and declines for 7 checkpoints. One checkpoint (10) declines by more than one service level from C to E.

During the evening peak hour, the number of checkpoints with a level of service of E or lower without the project increases from 5 checkpoints to 10 checkpoints (2, 3, 6, 7, 9, 10, 26, 28, 31, and 35) with the Proposed Action. Seven checkpoints improve in level of service and 14 decline. One checkpoint (7 weave) declines by more than one service level from C to E, while two checkpoints (27 and 30) improve by more than one service level (C to A and D to B, respectively).

In addition, the Proposed Action will impact the Woodrow Wilson Memorial Bridge. This impact is difficult to evaluate using level of service, because the bridge traffic in the year 2005 without PortAmerica will result in level of service F during both the morning and evening periods in both directions. (The limit of level F will be about 6000 Vehicles per hour in each direction). Traffic engineering practices determine this to be an unacceptable level of service. Investigations are now underway by Federal and State (Maryland and Virginia) highway officials to provide alternative road improvements and/or construction of a new outer beltway to relieve these projected conditions on the Wilson Bridge.

The relative contribution of the Proposed Action to the Wilson Bridge volumes are presented in Table 4-3. As evident in the table, the maximum contribution of the completed project (minus the amount generated by allowable development under current zoning) to bridge traffic in year 2005 is 3.8% of the total volume.

The results of the above analysis reveal that the traffic generated by the Proposed Action will not, in general, have a major impact on the ultimate road system. In some cases, due to project-related improvements the Proposed Action will help relieve congestion along several ramps and ramp junctions. This analysis is based on the resulting impacts from build-out and does not consider interim conditions.

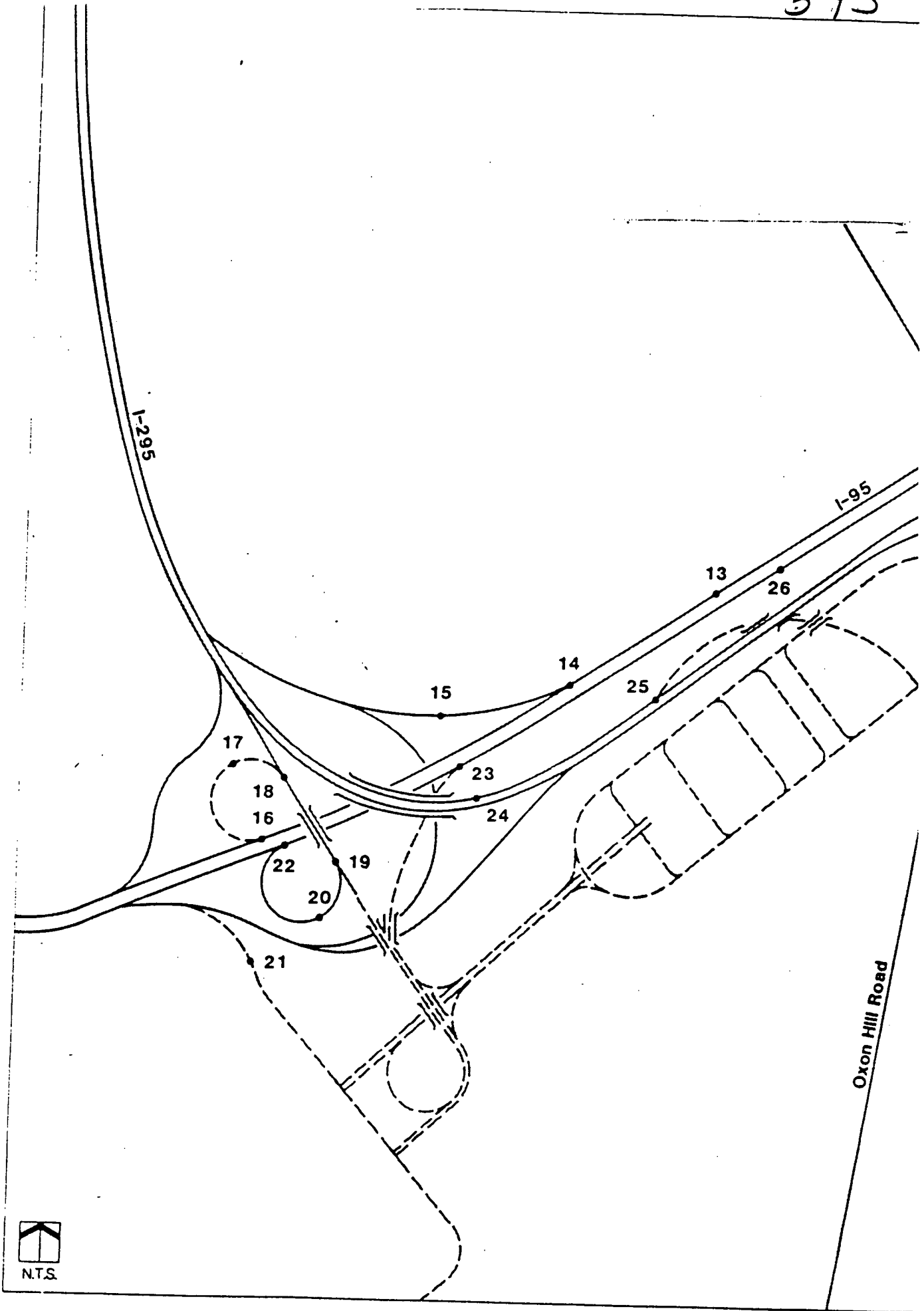
Improvement in the level of service would be experienced at eight locations as a result of lane extensions and other project-related improvements. The relocated 700 vehicle park and ride facility at the intersection of Oxon Hill Road and MD 210 will be one example where project-related improvements will improve access and traffic flow capability.

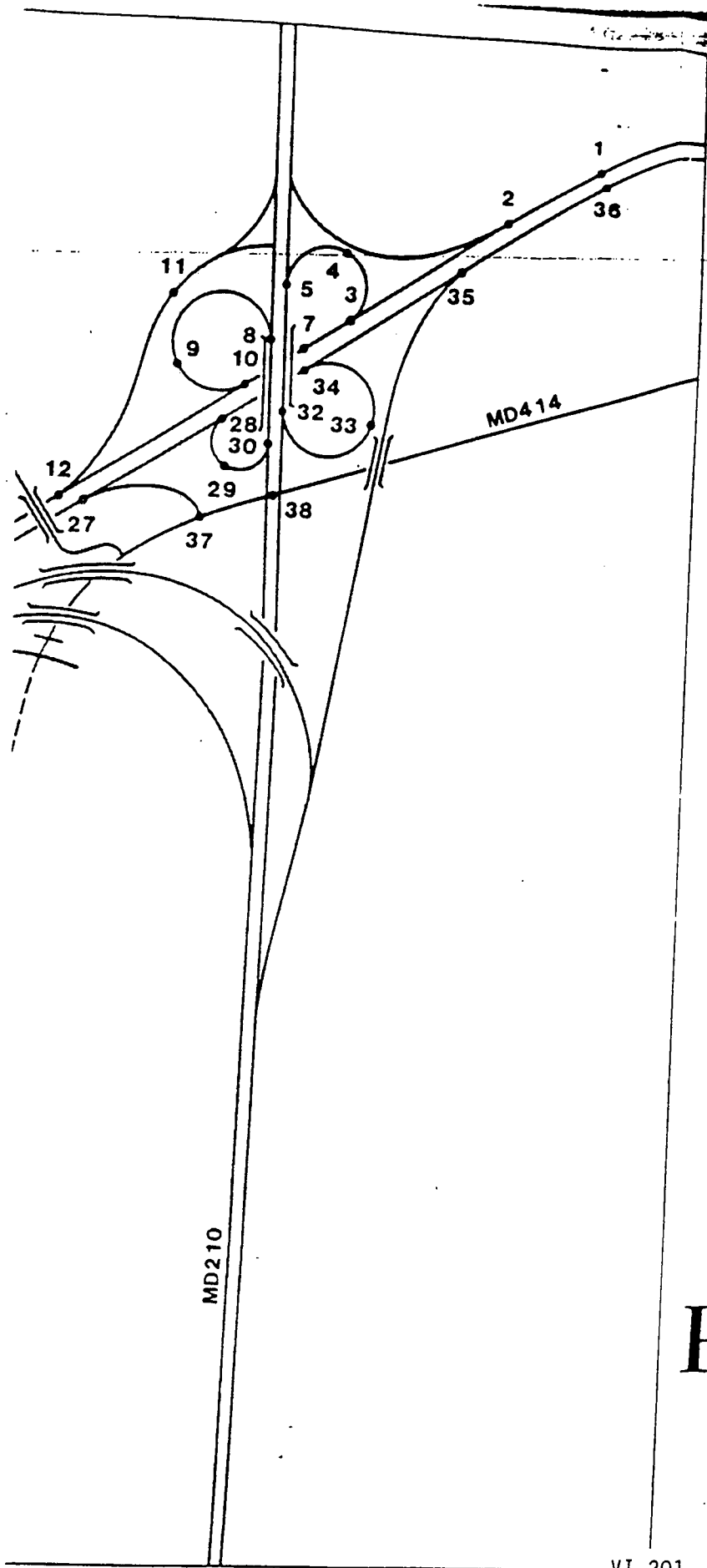
Project site-generated trips have not been adjusted to account for anticipated Transportation Systems Management (TSM) measures, such as staggered work hours and an employer-based ride sharing programs. Implementation of such programs can reduce peak hour traffic by several percentage points. A ridesharing program with an on-site coordinator is mandated by the County on approval of the conceptual site plan.

Table 4-3
PortAmerica/Woodrow Wilson Bridge Traffic Impact Evaluation

<u>Conditions</u>	<u>Morning Peak Hour</u>			<u>Evening Peak Hour</u>		
	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
Complete Development	718	247	965	425	740	1165
No Federal Action	653	130	783	189	560	749
Difference	---	---	---	---	---	---
	65	117	182	236	180	416
Bridge Traffic in Year 2005	7820	6305	14125	6170	6615	12785
	---	---	---	---	---	---
Difference as a Percentage of Year 2005 Trips	.8%	1.9%	1.3%	3.8%	2.7%	3.3%

Source: Written Communication, FSI Design Group, Inc., 1988.





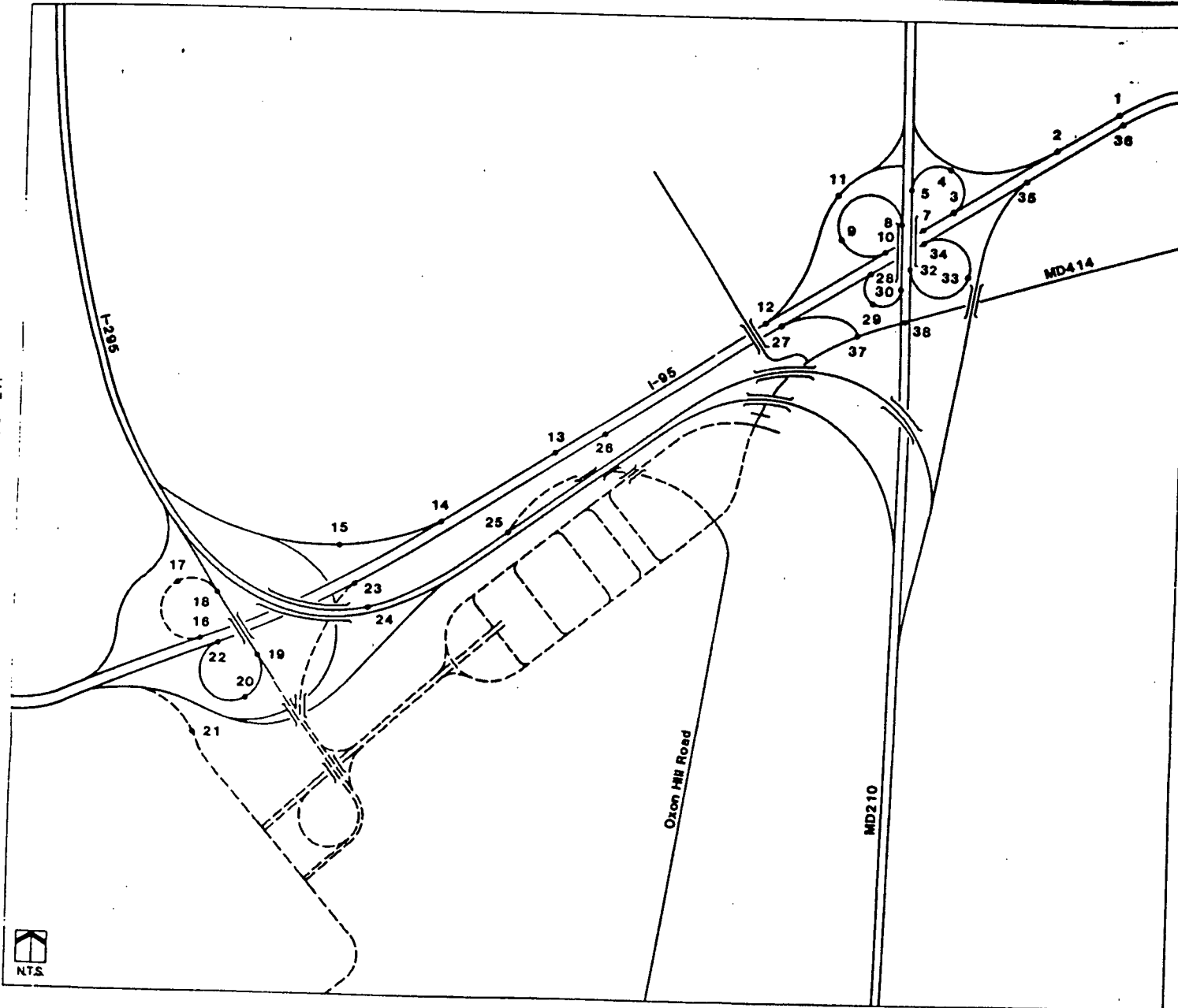
Environmental
Assessment

PORTAMERICA

National
Capital
Planning
Commission

EDAW February 1988

VI-202



**Traffic Analysis
Points**
Figure 4-8

**Environmental
Assessment**
PORTAMERICA
Prince Georges County, MD
National
Capital
Planning
Commission
EDAW February 1988

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SHA Response to Mr. Julian C. Holmes:

1. As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.
1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

349

PROJECT
DEVELOPMENT
DIVISION

MAR 7 4 05 PM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

PLEASE
PRINT

NAME DOROTHY E. SWEENEY DATE MAR. 3, 1988
ADDRESS 4347 MARTIN LUTHER KING Ave.
CITY/TOWN WASHINGTON STATE D.C. ZIP CODE 20032

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

From the green compilation I recently received it seemed to me Sharpersville Road is going to be a four lane road to be completed in 1988.

Please let me know if this is correct and how it will affect our (my sisters + I) land.

Think you.

The land is still in our Mother's name altho she is deceased.

MRS. ISABEL SWEENEY.

PARCEL 52

Tot Map/Quid 162-D2

SHA Response to Ms. Dorothy E. Sweeney:

1. Alternate 5/6 has been selected as the final alternate and includes no improvements to Sharpersville Road other than the closing of Mattawoman Creek crossing upon the opening of the new two-lane connection to MD Route 210.

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

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

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

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PROJECT
DEVELOPMENT
DIVISION

MAR 15 2 49 PM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Robert Thompson DATE 3/3/88

PLEASE PRINT ADDRESS P. O. Box 159

CITY/TOWN White Plains STATE Maryland ZIP CODE 20695

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

The 228 connector to Rt. 210 is of vital importance to the citizens of Charles and St. Mary's Counties. Our citizens are now traveling on sub standard roads that are unsafe and over crowded. This road has been talked about for years and is way overdue.

I think the citizens of Prince George County are being very selfish in their opposition to this connection as I am sure once our new Mall opens in '89 or '90 there will be many Prince George Citizens using this new road as a route to the center.

The bottom line is the state and local officials of both Prince George and Charles Counties as well as the State Highway Administration know the urgency for this road so lets quit talking and studying -- lets build the road.

SHA Response to Mr. Robert Thompson:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

- ☐ 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 on the project Mailing List. VI-205 brochure through the mail are already

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT

MAR 9 9 10 AM '88

FEBRUARY 4, 1988

NAME JUDITH D. ROSS DATE 3-3-88

PLEASE PRINT ADDRESS 540 CAPTAIN DEMENT DR.

CITY/TOWN WALDORF, STATE M.D. ZIP CODE 20601

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

I am in full support of this project moving ahead as soon as possible for safety and prosperity reasons. If the people of PG County are going to delay this for many years, then the highway should run across Charles County to Rt. 210.
Thanks for this opportunity to comment.

SHA Response to Judith D. Ross:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 9 9 11 AM '88

FEBRUARY 4, 1988

NAME MICHAEL & CYNTHIA ROGERS DATE 03/03/88

PLEASE
PRINT

ADDRESS 106 LAMARCK DRIVE

CITY/TOWN _____ STATE _____ ZIP CODE _____

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

WE WISH TO OPPOSE THIS PROJECT.
MORNING RUSH HOUR TRAFFIC ON INDIAN HEAD HIGHWAY
(RTE. 210) IS ALREADY HORRENDOUS.
EVEN IF ANOTHER LANE IS ADDED,
THE ADDITIONAL TRAFFIC THAT RTE.
228 WOULD ^{BRING WOULD} CREATE AN UNDUUE HARSHIP
ON MOTORISTS THAT LIVE IN THE
COMMUNITY.

SHA Response to Michael and Cynthia Rogers:

1. 1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince George's County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.

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

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

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

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PROJECT
DEVELOPMENT
DIVISION

MAR 9 9 11 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTSMARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

NAME Retha Sammons DATE 3 March 88PLEASE
PRINTADDRESS 27 Gabriel DriveCITY/TOWN Bryans Road STATE Md. ZIP CODE 20616

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

Subject: Highway 210 - The resurfacing has not been completed. The side that has been finished needs white lines painted on turn off roads, especially the left turn off 210 to enter Indian Head Manor going South on 210 just below PG county line. Also the pass overs between the North and South lanes has bumps where the new surface ends which creates rough pavement for automobiles to travel over.

New subject, same highway - The medium strip has just been plowed or dug up and mounds of dirt on each side of the medium stand about a foot and one half high. Last week or the week before some contractor or whomever (I don't know who) came along and has planted grass seed ?? and thrown straw over that, I assume to grow grass. Does anybody know what the heck they are doing, this doesn't make any sense at all and it appears to be gross negligence and a waste of the tax payers money.

I'm not sure why you sent me this form however, it has offered me the benefit of advising someone of the crazy way things are being done. I would appreciate a response.

Thanks,

SHA Response to Retha Sammons:

1. Rehabilitation of MD Route 210 has been completed.

*Persons who have received a copy of VI-208 on the project Mailing list

rough the mail are already

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

PROJECT
DEVELOPMENT
DIVISION

MAR 9 9 12 AM '88

NAME CAPT JOHN M. WILL, USA (Ret) DATE 3-3-88

PLEASE
PRINT

ADDRESS 9300 RIVERSIDE DR.

CITY/TOWN FT. WASHINGTON STATE MD ZIP CODE 20744

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

I am not against progress/expansion, but I
like others, am concerned about the traffic.

Improving Rt 228 to let Charles County people
use the Rt 210 corridor to get to Washington
and Virginia is going to aggravate an already
intolerable situation.

The bottleneck is the Rt 295 and Wilson
Bridge lane limitations.

My recommendation is to wait on the Rt 228
project until we see how the Rt 210 to Rt 295
bypass (now under construction) alleviates congestion.
From which to evaluate the effect of improving
the Rt 228 access to this area.

Also, the Port America ^{project} will attract Charles County
people increasing the number ^{of} that commutes to DC
or Virginia - not only adding to Charles County number increase.

Eventually, we need to build another bridge to
Virginia (and/or another thoroughfare into DC) and the
other solution to allow trucks to bypass the
congestion.

☒ 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.

Text of letter sent to SHA

"I am not against progress/expansion, but I, like others, am concerned about the traffic. Improving Rt 228 to let Charles County people use the Rt 210 corridor to get the Washington and Virginia is going to aggravate an already intolerable situation.

The bottleneck is the Rt 295 and Wilson Bridge lane limitation.

My recommendation is to wait on this Rt 228 project until we see how the Rt 210 to Rt 295 bypass (now under construction) alleviates congestion from which to evaluate the effect of improving the Rt 228 access to this area.

Also, the Port America project may attract Charles County people lessening the numbers of people that continue in to DC or Virginia - not very likely as Charles County numbers increase.

Eventually, we need to build another bridge to Virginia (and/or another thoroughfare into DC) and the outer beltway to allow trucks & buses to bypass the congestion."

SHA Response to Captain John M. Will:

1. As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
3. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 9 9 11 AM '88

FEBRUARY 4, 1988

NAME GWEN DAVIES DATE 3/3/88.

PLEASE
PRINT

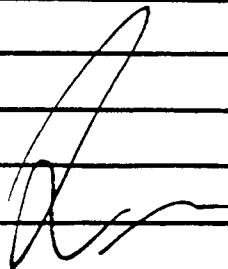
ADDRESS P.O. Bx 248.

CITY/TOWN LAPUTA STATE MD. ZIP CODE 20646

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

I endorse Act. 2/3 with INTERCHANGES
officer.

THIS keeps intersections
to South at High Level of
Service.



☐ 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.

SHA Response to Gene Davies:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. The Interchange Option was selected with Alternate 5/6, however, initial construction will consist of an at-grade intersection at MD Route 228 and MD Route 210.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

PLEASE
PRINT

NAME James F Vance, Atty DATE Mar. 3 88
ADDRESS 300 Careybrook Lane
CITY/TOWN Oxon Hill STATE Md ZIP CODE 20845

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

See attached comments -

☐ 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 VI-213 chure through the mail are alrea
on the project Mailing List.

James F. Vance
ATTORNEY AT LAW

300 CAREYBROOK LANE
OXON HILL, MARYLAND 20745

(301) 839-5050

Presentation of February 4, 1988

Regarding the Improvement of Accokeek Road (Route 373) and Berry Road and Expansion of Route 228 (Berry Road) from Waldorf to Indian Head Highway.

The creation of a 6 lane road through Prince George's County from Waldorf in Charles County westerly on Berry Road (Rt. 228) and from Branch Avenue (Rt. 5) westerly on Accokeek Road (Rt. 373) has been recommended by the Charles County Commissioners and certain developers so as to route traffic northerly on Indian Head Highway (Rt. 210).

Of course these highways will answer the demand for shopping centers and other development along these east/west county roads and from Accokeek Road in a north westerly direction along Berry Road to Livingston Road, Farmington Road and thence to Indian Head Highway.

I suggest that there are alternatives that are better suited to provide commuter traffic with better access and at the same time will relieve the tax payers from excessive expenses in creating this 6 lane super highway.

Virginia to the west has attacked a similar problem through overloading traffic corridor by requiring 3 or 4 persons in a vehicle that may use a high speed lane.

I suggest that persons residing or doing business along Berry Road and Accokeek Road and its tributaries be the only vehicles permitted to use these roads during morning and evening rush hours. They are to encourage car pools. The HOV technique, as used in Virginia be applied. I find that the proposed bill to impose an impact tax upon developments which create the need for roads and other facilities greatly in excess of normal growth as great merit. The courts of Maryland and most of our other states along the East Coast have tried the impact tax with caution. The courts have made it plain that excessive impact taxes will be struck down if they oppose an unequal burden between the old timers and the new timers.

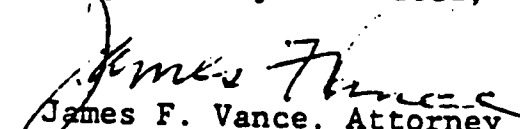
I have studied with interest the analysis made by the Prince George's County Civic Federation. In days gone by, it was my honor to be President of that Federation. I am still a delegate at large and attend its meetings with reasonable frequency.

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Page 2

It is my privilege to attach to my own comments a copy of the comments of the Civic Federation on the subject before our officials at this meeting tonight.

Respectfully submitted,


James F. Vance, Attorney
300 Careybrook Lane
Oxon Hill, Md. 20745
(301) 839-5906 (H)
(301) 839-5050 (W)

JFV:GMP



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Prince George's County Civic Federation

February 1988

PROPOSED ALTERNATIVES TO NEW ROADS CONSTRUCTION

The following options have been proposed as alternatives to new roads construction in the metropolitan Washington area. Items 1 through 11 were recommendations presented in 1986 by the Greater Washington Board of Trade. The remaining items have been recommended by the Prince George's County Civic Federation, Inc.

1. Construct auxiliary lanes and widen ramps at highest use areas.
2. Encourage more van and car pools and staggered work-hour incentive programs.
3. Create more Park & Ride lots.
4. Improve existing alternative routes.
5. Install more meters at beltway ramps to improve traffic flow.
6. Expand greater surveillance and control systems.
7. Increase enforcement for all vehicles.
8. Install highway management teams.
9. Increase inspection and enforcement for trucks.
10. Installation of variable message signs at selected locations to alert motorists to road conditions.
11. Expanded radio and television traffic reports on Beltway operations during peak periods.
12. Broaden bus system.
13. Consider alternative measures to finance balance of Metro system should efforts fail with federal government to fulfill their commitment.
14. Improve main corridor routes to and from D.C., including bridges.
15. In areas like Montgomery and Prince George's Counties, strict enforcement of their Adequate Public Facilities Acts could have a positive impact on not only specific projects and their impacted neighborhoods, but a broader view should be employed on how those new developments will impact neighboring traffic, and how it relates to the overall traffic plan in a larger area.
16. Increase presence of law enforcement officers on Beltway to better response time to accidents.

At its December 1987 national convention, the National League of Cities, a consortium of elected municipal officials from around the country, offered the following suggestions for alternatives to new construction: HOV lanes, reversible traffic lanes, ramp metering, computerized traffic control, better signal synchronization, and para-transit service.

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Rt. 228 Connector - Road to Riches or Despair?

Again, the battle over construction of a new highway in the south County area resumes. And, again, the controversy centers on whether such a highway will be a long-awaited street "paved with gold" and promises, or a path destroying the integrity of south County communities.

Why a new highway? Currently, Rt. 228, which runs east-west through the Waldorf area of Charles County and stretches into its rural regions, and is a major commuter route for Charles County traffic in the direction of Washington, traverses the most congested section of Charles County. Citing this congestion problem, Charles County commissioners and certain developer interests are pushing to widen and improve the existing part of Rt. 228 and build a new "connector" between 228 and Indian Head Highway (Rt. 210) as the way for alleviating the gridlock.

Opponents to the proposal - south Prince George's County citizens joined by the Federation - argue that the proposed highway will be an anathema to the Accokeek region where the connector is planned, and that developer interests rather than commuter interests are the prime motivation for this project.

Both sides of the issue will be aired at a hearing scheduled by the State Highway Administration, February 4 at 7:00 p.m., in the Eugene Burrows Middle School (Livingston and Berry Roads, Accokeek). (A similar meeting two years ago attracted over 300 persons.)

By way of background...over the past couple of years, about 8 or 9 proposed alignments reflecting plans to alleviate traffic congestion in the area have come forward, and have now dwindled down to two. Both plans, however, would cut a huge slice through Accokeek. Proposal one (Sharpersville-Berry Road alignment) would cut through Accokeek to Chapel Hill and connect with 210 near Piscataway Creek. The second proposal (a westerly alignment) would go through southern Accokeek and join 210 approximately where Manning Road comes into it.

In the prior hearing, the Federation noted that the proffered alignments would, to a large extent, serve to boost developer interests connected with the construction of

a new highway, and development planned for the area (e.g. PortAmerica). It further showed, based on environmental impact studies, that in actual practice, the extreme solution to traffic density - a new highway - tends to reverse on itself in due time. New v. improved roads, it was suggested, may relieve some congestion temporarily, but more often than not, tend to attract even more traffic, and, simultaneously, new development, which compounds the problem. It was further indicated that the state had made little effort to find alternative solutions, such as installing traffic management mechanisms, nor has it proven that a new highway is the only method to employ to solve the gridlock. The Federation recommends that an alternative that could be explored, for example, would be to close Sharpersville Road since it carries little or no traffic from Prince George's County (only a couple of homes are located there). Also, installation of turn-only lanes and similar methods of managing traffic could be made prior to more extensive solutions, and would be more cost effective and amenable at this juncture. Thus, with the heavy impact that would result from the addition of a new highway, the Federation hopes that, during the decision-making process, a well thought-out plan, not a well-padded highway budget (thanks to gasoline tax) will prevail.

Another concern the Federation points to is whether the proposed alignments threaten existing environmental conditions. The Sharpersville-Berry Road plan would pass through a designated low-density area which protects the Mattawoman watershed. The other proposed alignment would critically impact the floodplain of Mattawoman Creek.

Carmen Anderson, Fred Case and a hardworking core of other individuals in the south County area who have been carefully monitoring this situation, remind us that the Accokeek-Waldorf project is not an isolated event. It embodies what is at issue for all of Prince George's County - the crucial need for controlled development that does not stamp out that which makes our County unique. And it is controlled development that will allow our jurisdiction to maintain a strong, economic base without obliterating families and communities. This underscores the purpose of the Federation; it is what the Federation and residents of our south County encourage you to support February 4. If you want to submit written testimony, write Neil Pedersen, Director, Office of Planning, State Highway Administration, 707 North Calvert Street, Baltimore 21203, or sign up to

SHA Response to James F. Vance, Atty.:

1. Consideration was previously given to high occupancy vehicle (HOV) lanes on MD Route 210 and conclusions were reached that such lanes would not be feasible on any arterial highway with at-grade intersections due to their interference with turning movements. MD Route 210 would have to be widened to accommodate HOV lanes. Also, to generate interest in higher vehicle occupancy, there needs to be a time savings of ten minutes or more. HOV lanes are being considered in the current Statewide transportation study and will be a consideration in the project planning study of MD Route 210 to be initiated in the near future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

PROJECT
DEVELOPMENT
DIVISION

MAR 3 9 10 AM '88

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NAME WALLY + VIRGINIA GIBSON DATE 3-3-88

PLEASE
PRINT

ADDRESS RT. 1 BOX 711-B

CITY/TOWN ACCOKEEK STATE MD. ZIP CODE 20607

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

WE BOTH OPPOSE FUNNELING TRAFFIC ONTO
ALREADY OVERCROWDED RT. 210. FROM RT. 301
OR ANY OTHER ROUTE.

SHA Response to Wally and Virginia Gibson:

1. MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).

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

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

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

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIS

MAR 7 4 04 PM '88

FEBRUARY 4, 1988

NAME Aaron Roemer DATE 3/2/88

PLEASE PRINT ADDRESS 10000 Brunswick Avenue

CITY/TOWN Silver Spring STATE Md. ZIP CODE 20910

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

I enjoyed very your presentation of the road alternatives at the meeting
on February 4, 1988. What disturbed me was the clack that came in a group,
pre-programmed to object to anything that would be offered. What they forgot
is that it wasn't very long ago that Highway 210 was a two lane road, and
it was upgraded to a beautiful divided highway and paid for by the residents
of the entire state. These very same objectors, if they lived in the Waldorf
area would be the first ones to support the new access roads now being considered.
I am sure you have been all through this kind of nonsense before.

SHA Response to Mr. Aaron Roemer:

1. The Public Hearing provides an opportunity for any interested individual, association, citizens' group or governmental agency to offer comments or submit written material for the project record.
-

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

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

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT
DIVISION

MAR 7 4 04 PM '88

FEBRUARY 4, 1988

NAME Sandy Howell Burcham DATE 3/2/88

PLEASE
PRINT

ADDRESS 305 wellington woods

CITY/TOWN waldorf STATE MD ZIP CODE 20601

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

Question: Does the state have the authority to overrule
counties in a dispute such as this? For instance,
even though PG. County is against alternate
2/3 can this option be implemented if it is in
the best interests of the state? Or must a
compromise solution be made?

SHA Response to Ms. Sandy Howell Burcham:

1. Discussions between State and County officials have resulted in the selection of Alternate 5/6.

☒ 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.

367

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

MAR 4 3 37 PM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

NAME CHARLES E. ALVEY DATE 3-2-88

PLEASE PRINT ADDRESS 246-12 WESTWOOD DRIVE

CITY/TOWN WALDORF STATE MD. ZIP CODE 20601

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

Gentlemen,

I was not able to attend the Feb. 4th meeting,
so you know how glad I am to receive this comment
sheet. I still don't understand the way Sue Mills and
a few others from P. St. County are acting about this
one road being improved. I am in favor of the route
that goes to Bealle Hill Rd and straight to Md. 210,
not the Sharpsville Rd alignment.

I believe that the officials from P. St. County don't like
the new alignment close to their two schools.

Thank you,

Charles E. Alvey
246-12 Westwood Drive
Waldorf, Md.

SHA Response to Mr. Charles E. Alvey: 20601

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

☐ 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.

368

16111 Holly Hill Drive
Waldorf, Maryland 20601
March 1, 1988

State Highway Administration
Record for Route 228-Route 210 Project
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Sirs:

My wife and I live in Accokeek in Prince George's County. As such we will be most adversely impacted by your proposal to connect Route 228 to Route 210.

This connector will only make worse the problems that are experienced daily by our commuters on Route 210. It seems senseless to deliberately encourage development in areas where it is not already planned for and to dump its resultant traffic into Route 210. Also, we understand that your traffic projections indicate that the connector will not only fail to solve the problems of commuters on our local residential streets, but will actually make them worse in a short time. We also understand that this would become a major connector to connect traffic from the Washington Beltway to a new proposed Outer Beltway.

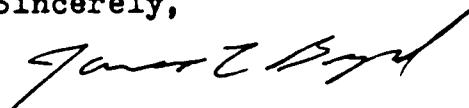
In light of the above we see no sense whatsoever to the construction of this project. We ask that it be abandoned immediately and sensible and realistic alternatives for the traffic problems in the Accokeek area considered.

RECEIVED

#343
MAR 3 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Sincerely,



James E. Byrd

VI-223

C.C. Senator Miller

SHA Response to Mr. James E. Byrd:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIV

MAR 4 3 35 PM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME JOHN F. FERRARI DATE 3-1-88

PLEASE PRINT ADDRESS 1 MARSHALL RD.
CITY/TOWN WALDORF STATE MD ZIP CODE 20601

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

Living in Waldorf of course I am in favor of this project. However having gone to two of your meetings I have to agree with the people of Prince Georges County that all the 301 truck traffic going to the Wilson bridge will switch from Rt 5 to the new road. It would be better to build a complete new limited access 210 and leave the old one for local traffic. When I moved to Waldorf in 1972 There was a Southern Maryland Expressway on the map Which you removed on the day I moved in. How can you people be so shortsighted. I watched Rt 202 being rebuilt from Upper Marlboro to Central Ave about Eight years ago from a crooked 2 lane road into a straight 2 lane road which was overloaded the first year. My Wife timed the trip from the Piscataway creek bridge to Waldorf and found that it takes 20 minutes between 4:30 and 5:00 the same time which you have projected for 2015. Please Look Ahead I have a very simple solution stop issuing building permits till the necessary roads are built.

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

☐ Please delete my/our name(s) from VI-225 mailing List.

WAKE UP 2015 HAS ALLREADY ARRIVED

SHA Response to Mr. John F. Ferrari:

1. MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).
2. MDOT Goals include the support of economic development and the working with the business community and government to foster prosperity throughout the State.

372

Marie ~~Tennore~~ Hite
16701 Old Cabin Place
Accokeek, Md. 20607
March 1, 1988

Re: Maryland Rt. 228 Project
For the Record

Gentlemen:

I wish to add my comments to the list of those who are opposing this project.

The proposal you are considering would only benefit Charles County business and development interests. It would be of little real benefit to commuters from Charles County and be of no benefit whatsoever to Accokeek or to the rest of Prince George's County. To facilitate the placing of any additional traffic to Indian Head Highway that will add to that coming about from the FortAmerica, Shipwatch, and Riviera projects makes no sense.

The improvements slated for Indian Head Highway, particularly the 'S curve' are an unknown quantity at this time. It seems unlikely that the addition of this together with the widening of Indian Head Highway will really solve the problems brought on largely by inadequate interchanges, overdevelopment, a Wilson Bridge stretched to the limits, and an unimproved Route 295 and its overworked bridge network into Washington.

Accokeek is slated for and presently experiencing enough development as it is. We don't need this project to bring about still more.

Very truly yours,

Marie Hite

Marie ~~Tennore~~ Hite

cc: Sen. Thomas V. "Mike" Miller

VI-227

SHA Response to Marie Hite:

1. As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
3. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

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

PROJECT
DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

MAR 7 4 05 PM '88

FEBRUARY 4, 1988

NAME Jerome E. Peuler, Jr. DATE 1 MAR 88

PLEASE PRINT ADDRESS 115 E. Quail Lane

CITY/TOWN La Plata STATE MD ZIP CODE 20646

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

We need Maryland Routes 228, 210 and US Route 301
expansion projects.
Grid lock has already taken place in Waldorf.
Please take action to insure that Maryland continues to grow
and prosper into the and beyond the year 2000!

SHA Response to Jerome E. Peuler, Jr.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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

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PROJECT
DEVELOPMENT
DIVISION

MAR 10 10 49 AM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Lucille Bond DATE March 1 1988

PLEASE PRINT ADDRESS 2209 Fina Road

CITY/TOWN Clinton STATE Md ZIP CODE 20735-

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

I think we should not have route 228 to 210 to U.S
Rt.

Prince George County is going to immission test
for cars. Yet thousands coming in from
Charles County don't. Their cars have smog too.

It seems people could go up 301 to metro
stations

SHA Response to Lucille Bond:

1. The State Legislature enacted laws governing vehicular emission tests. Some counties were exempt, because of their geographical location distant from large Metropolitan districts designated as air quality non-attainment areas. Presently there are no statutory restrictions placed on vehicles not subject to emissions test, from this state or any other, from using State highways.

- ☒ 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.

376

February 29, 1988

Candace A. Brandon
16401 Cedar Lawn Drive
Waldorf, MD 20601

State Highway Administration
Post Office Box 717
Baltimore, MD 21203

Regarding: Maryland Rte 228/ Sharpersville Rd
Route 210 Project

Dears Sirs/Madams:

It has come to my attention that, without extensive studies for uses of traffic lights, restricted turns, and other traffic control methods, you are pursuing the expensive project above. I find this unexceptable, incompetent, and annoying, and will fight this every step of the way.

Two years ago I bought my home in Accokeek for the purpose of keeping and riding horses. It is a lovely town within reasonable distance from my work. I understand, then and now, that the area which I live in zoned permanent low density. The "solution" to Charles County's problem would degrade the character and rural atmosphere of Accokeek and lay it open for development.

I understand the traffic problems in this area, as with all areas, but I find this proposal under-researched and a "quick and dirty" solution to a bigger problem. The side roads in Accokeek all already overburdened with Charles County commuters from the Waldorf region. This extension would only complicate the problems, not solve them.

I came to Accokeek to enjoy my home and my horses. The character of my community and the quality of life my neighbors and I enjoy is far more important to me than expansionist dreams of grandeur held by Charles County. Accokeek is home to roughly 1300 families that have chosen a simple life style over other types available in the metropolitan area. We have a right to have our public officials respect this choice and its ongoing availability. Your recognition of this fact would certainly be appreciated.

Sincerely,



Candace A. Brandon

SHA Response to Candace A. Brandon:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.

378

February 27, 1988

Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Neil:

As a life-time resident and property owner in Southern Prince George's county, Accokeek area, I would like to take the opportunity to express my opinion on the Indian Head highway - 228 connector being considered by your department.

My personal residence and property are off Livingston Road one mile east of Eugene Burroughs Middle School; therefore, I am a daily witness to the traffic problem we now have with getting commuters from Washington to Charles County. There can be no question to the reality of a need for this connector. We have congestion problems, safety problems, drive-time problems, and I'm sure more that I don't even realize. These problems will not go away: a road is needed.

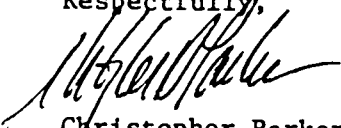
The more vocal citizens of this area were represented at the public hearing February 4 at Eugene Burroughs Middle School and as you know, were against any road being built in our community. I do realize that political considerations are a factor in decisions but now is the time for political boldness and to do what is right for all the citizens of Maryland and to build this road soon.

The question of which alternate to take is obvious to me. The most direct, logical, and safest route would have to be Alt. 2-3. I'm sure your planners and engineers are aware of this for many reasons.

Let me urge you to build the connector road to deviate the problem we have on the secondary roads that now serve as the connector and execute Alt. 2-3 for safety and technical reasons.

Thank you for listening.

Respectfully,



Christopher Parker
14201 Livingston Road
Clinton, Maryland 20735

RECEIVED

#364
MAR 9 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING VI-233

SHA Response to Christopher Parker:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.
3. With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway, the Sharperville Road crossing of Mattawoman Creek would be closed. This would result in a reduction in traffic diverted into the rural community via Sharperville Road.

380

February 26, 1988

Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

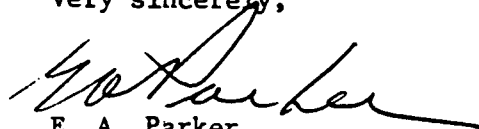
Dear Mr. Pederson:

It has come to my attention that at the hearing held on February 4 at Eugene Burroughs Middle School, that many of those attending were against any construction and only a few seemed to realize the need for such a road. As is usually the case at these types of hearings, those who are against are always present and those who accept what is being proposed stay home. I am guilty of having stayed home - therefore this letter.

Many of us know that those of you who plan for the continuing growth of an area, and then present those plans to the public have a very difficult and sometimes thankless job. However, I am writing this letter to let you know that there are many of us unheard citizens who do trust you and realize that you have all the facts and the technical capability to make the right decision.

There is little doubt in most citizens' minds that the present road system between Rt. 210 and 301 is unsafe and inefficient. We also know growth will continue and traffic will become greater. I am confident that the route that will provide the best and safest travel efficiency as determined by the experts of the State Highway Administration will prove to be the right decision for the citizens, the administration, and all in public service.

Very sincerely,



E. A. Parker
12720 Parker Lane
Clinton, Maryland 20735

SHA Response to E. A. Parker:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

RECEIVED

#366
MAR 9 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-235

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

MAR 1 5 17 PM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME P. V. CORTEZ DATE 2/26/88

PLEASE
PRINT

ADDRESS 15008 FORT TRAIL

CITY/TOWN Accokeek STATE MD ZIP CODE 20607

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

I HAD AN OPPORTUNITY TO ATTEND A SPECIAL PUBLIC PRESENTATION FROM THE PROJECT OF THE SHA AND NEITHER THE ALT 2/3 NOR 5/6 IS ACCEPTABLE. ALT 1 (NO BUILD) IS PREFERRED. IN ADDITION, OVER A LONG RANGE, I STRONGLY FEEL THAT A BETTER SOLUTION IS TO EXTEND THE BRANCH AVE METRO RAIL TO WALDORF, NEW METRO RAIL ROUTE FROM DC RUNNING PARALLEL TO ROUTE 210 ALL THE WAY TO CHARLES COUNTY, AND A METRO RAIL OVER THE WILSON BRIDGE CONNECTING THE BRANCH AVE STP, THE ROUTE 210 (NEW), POSSIBLY AT FOOT OF ANGLIA TO THE VIRGINIA METRO RAIL. I FEEL THIS METRO RAIL WILL BEST SERVE MARYLAND, D.C., AND VIRGINIA, AND BOTH THE CIVILIAN PROPERTY OWNERS AND THE BUSINESS AND COMMERCIAL SIDE OF PRINCE GEORGES AND CHARLES COUNTIES. FINANCING SHOULD NOT BE AN ISSUE BECAUSE FLOATING BONDS OR SUBSIDIZED PRIVATE ENTERPRISE CAN UNDERTAKE THE 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.

SHA Response to R. V. Cortez:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

3.83

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Md. 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Clarence B. Lloyd

PROJECT
DEVELOPMENT
DIVISION

FEB 29 10 40 AM '83

Clarence B. Lloyd
Route 1 Box 135B
Newburg MD 20664

SHA Response to Mr. Clarence B. Lloyd:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

**BUSINESS AND PROFESSIONAL WOMEN
OF CHARLES COUNTY, MARYLAND, INC.**

3385

BPW
usa

The Voice of Working Women

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Md. 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Diane Mock
President

PO Box 185
Waldorf, MD 20601

SHA Response to Ms. Diane Mock:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME DOROTHY H. FELDMEIER DATE 02-24-88
PLEASE PRINT ADDRESS 14814 LIVINGSTON RD.
CITY/TOWN ACCACKEE STATE MD. ZIP CODE 20617

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

I am in favor of having a Metro Line System
to the Clark County and Area

Other areas affected by 13 or 3 & 6 make Accackee
area too congested. During rush hour I have
too much traffic making it hard to get in and out of
my driveway onto Livingston Rd. High speeds also
are a hazard in my area. Due to it continue making
a Gridlock in my area due to overbuilding and
having. What you are planning will cause too many
accidents on Indian Head Hwy.

A rail system or Metro in the future will save
having to redo a system that isn't any good now
or later. Thanking you I remain
Dorothy H. Feldmeier

☒ 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.

SHA Response to Ms. Dorothy H. Feldmeier:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.
2. The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.
3. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

Cynthia W. Hennum
5815 Indian Queen Point Road
Fort Washington, Maryland 20744



401

Maryland Department of Transportation
Office of Planning & Engineering
Box 717
Baltimore, MD 21203

Feb 24, 1988

Dear Sirs:

I wish to register my
opposition to the 228 connector
to Indian Head Highway. Local
development, including Port America,
is all the highway can bear
even with added lanes.

Sincerely Cynthia Hennum

SHA Response to Cynthia W. Hennum:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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STATE HIGHWAY ADMINISTRATION PROJECT DEVELOPMENT
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

FEB 30 10 11 AM '88

NAME Mr. & Mrs. Charles Wagner DATE 2/23/88
PLEASE PRINT ADDRESS 1910 Bryans Point Rd
CITY/TOWN Accokeek STATE MD ZIP CODE 20607

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

The big question now is with all the improvements SHA is undertaking for Rt #210 - (the S. ramps, the adding two more lanes to Rt #210) what is going to happen at the Woodrow Wilson bridge and I #295 Cattle Creek - with the increased traffic from the 6 or 7 already planned medium sized developments in the Indian Head corridor, from Shipwatch & Riveria at Indian Head, from Port America?

Before the SHA starts to send #301 + #5 traffic over from Waldorf - because the Charles County business interests think it would be profitable to them - please wait to see the effects of your Rt 210 improvements.

If you do go ahead with your Rt #228 connector plan, you should also be telling us how you are going to fix that traffic jam as soon as you complete it. Will there still be enough land left to pave over? Your engineers are going to be busy ad infinitum

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

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

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

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SHA Response to Mr. and Mrs. Charles Wagner:

1. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.
2. MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).

19 Feb. 1980

Md. Dept. of Transportation
State Highway Administration
Ofc of Planning and Preliminary Engineering
Box 77
Baltimore, Md. 21203

Dear Sirs:

We would like to see you use
grade separations on the Indian Head
Highway as a solution to problems
created by an overload of traffic.

Mr & Mrs. George R. Roland
10211 Livingston Road
Ft Washington, Md 20744

SHA Response to Mr. and Mrs. George R. Roland:

1. The Interchange Option was selected with Alternate 5/6, however, initial construction will consist of an at-grade intersection at MD Route 228 and MD Route 210.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

39.2

GARY R. ALEXANDER
27TH LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY

APPROPRIATIONS COMMITTEE

CHAIRMAN

JOINT COMMITTEE ON THE
MANAGEMENT OF PUBLIC FUNDS

CHAIRMAN

BI-COUNTY COMMITTEE



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401-1991

DISTRICT OFFICE:
FORT WASHINGTON PROFESSIONAL PARK
11414 LIVINGSTON ROAD
FORT WASHINGTON, MARYLAND 20744-5146
(301) 292-3300

ANNAPOLIS OFFICE:
206 HOUSE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
841-3083
WASHINGTON AREA - 858-3083

February 19, 1988

Mr. Hal Kassoff
Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

COPY

Re: Rt. 228 Hearing

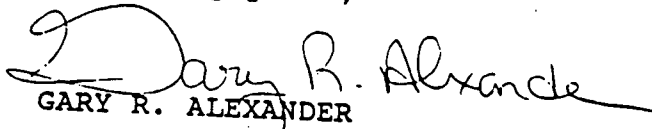
Dear Mr. Kassoff:

It has been brought to my attention that SHA has failed to pay the bulk mailing permit fee to the U.S. Post Office, and comments and cards submitted by persons who attended the hearing on the above project have been returned to them. It is inconceivable to me that an agency with a budget that is nearing \$2 billion would fail in this regard.

Therefore, I am requesting that the time for closing the record be extended until March 10, 1988, to give these persons their fair right to make comments to your agency. I trust that the permit fee has now been paid.

If you have any further questions concerning this matter, please do not hesitate to communicate with me.

Very truly yours,


GARY R. ALEXANDER

GRA/sjt
Hon. Thomas V. "Mike" Miller
Hon. William McCaffrey
Hon. Joseph Vallario
Hon. Kirk Wineland
Mr. Fred Case

SHA Response to Mr. Gary R. Alexander:

1. No Response

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PUBLIC NOTICE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Maryland Route 228
Maryland Route 210 to U.S. Route 301

We have been notified by the U.S. Postal Service that there have been some problems with the delivery of a number of pre-addressed mailers. As a result the commenting period has been extended until March 16, 1988.

We regret any inconvenience that may have resulted.

March 2, 1988

Hal Kasso
State Highway Administrator

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Senator Paul Sarbanes
United States Senate
Washington, DC 20510

Dear Senator Sarbanes:

Your concern for the welfare of your constituents is well known. Indeed, it is the reason for your election to office -- and the reason for this correspondence.

As a resident of Southern Maryland, I am extremely distressed about the deplorable traffic conditions that exist in this area; namely, Maryland's Route 228 and Route 210 corridors to the Capital Beltway. Unfortunately, any hopes I had for a remedy were sorely tested at a location/design public hearing held February 4 in Accokeek, Maryland (SHA Contract No. AW760-101-071, PDMS No. 253097).

The SHA project currently proposes three alternates. Alternate 1, No Build, which is supported by Prince George's County residents and government officials, provides no alternative at all. The statistics contained in the project summary regarding accident fatalities and traffic volumes (both past and projected) dramatically illustrate the need for construction improvements to these substandard country lanes.

Alternate 5/6, although it consists of building improvements, would detour traffic further south in order to head it north toward the beltway. As such, this alternate is of little value to most commuters.

Clearly, the best solution to this dilemma is Alternate 2/3. As stated in the project summary, this alternate "provides the best travel efficiency, affects the least number of properties, and has the greatest amount of highway with access controls." In fact, the only solution better than Alternate 2/3 is a combination of Alternates 2/3 and 5/6.

As a taxpayer and decent, hard-working citizen, I demand safe and efficient state and local highways. Though your record speaks well for itself, I feel strongly enough about this issue that if these roads are not built, I will vote at the next election for a representative that shares -- and carries through -- my views.

Thank you for your concern and your service. I look forward to your support.

Sincerely,

Carl W Burcham

VI-249

305 Wellington Woods
Waldorf, MD 20601 ✓ (95)

SHA Response to Mr. Carl W. Burcham:

395

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.

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HARMONY HALL
10511 LIVINGSTON ROAD
BROAD CREEK, MD. 20744

February 17, 1988

Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
Box 717
Baltimore, MD. 21203

Dear Sirs:

Our personal residence and business in the Broad Creek Historic District are severely affected by the traffic seeking alternate routes to MD. 210 to the point that our driveways are virtually inaccessible during rush hours. We have had to permanently discontinue use of one driveway for safety's sake. The construction of Route 228 to Indian Head Highway will seriously exacerbate this situation.

Further, we strenuously object to the addition of new lanes in the median strip of MD. 210. We believe this is contrary to all existing local and county master plans. Based upon sentiment in our area, litigation seems likely if either of these projects should proceed. There is considerable desire for light rail in the median of MD. 210 and we would support that alternative to additional lanes.

Sincerely,



H. Carlton Huhn
Vice-President
Battersea Co., Ltd.

cc:

Senator Thomas V. Miller
Del. Gary Alexander
Del. William McCaffrey
Del. Joseph Vallario, Jr.
Chr. Frank Casula
Cslwmn. Sue Mills
Cslman. F. Kirwan Wineland
County Executive Parris Glendening

RECEIVED

#297
FEB 25 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

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SHA Response to Mr. Carlton Huhn:

1. The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.
2. MD Route 210 improvement to a six (6) lane facility is in conformance with the Prince George's County General Development Master Plan.
3. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridor. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA) in conjunction with the Prince Georges County Department of Public Works and Transportation has recently expanded daily bus service (lines P17, P19, W11, W12 W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these service and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are critical to implementation of other public transportation improvements.

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PROJECT
DEVELOPMENT
DISCUSSION

FEB 26 1 53 PM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

ATTN: JEFFREY KEN

NAME BERETTA U.S.A. CORP. DATE 2/17/88

PLEASE PRINT ADDRESS 17601 BERETTA DRIVE

CITY/TOWN ACCOKEEK STATE MD ZIP CODE 20607

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

BERETTA U.S.A. SUPPORTS EFFORTS TO IMPROVE
ACCESS BETWEEN WALDORF AND RT. 210 AS THIS
WILL PROVIDE GREATER ACCESS TO OUR FACILITY
FOR MANY EMPLOYEES AND WILL PROVIDE THESE
SAME EMPLOYEES WITH A SAFER ROUTE.

SHA Response to Beretta U.S.A. Corp:

Alternate 5/6 has been selected with initial construction of two 92) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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14116 Duckett Road
Brandywine, Md. 20613
February 17, 1988

Mr. Neil Pederson
Maryland Department of Transportation
State Highway Administration
Box 717
Baltimore, Md. 21203

Re: Rt. 228/210 Connector

Dear Mr. Pedersen,

For the record, I wish to submit a copy of the newsletter, "Novasphere," of the Northern Virginia Conservation Council. In it is an explanation of why and how new highway construction and expansion serve to increase and intensify existing traffic congestion rather than relieve it, as highway planners would have us believe. It was authored by Gary Nelson, a professional transportation planner and economic consultant residing in Vienna, Va. (Attachment #1) Allusion to the same fallacy--that more roads help traffic--was brought out by last weekend's Washington Post op-ed contributor, Ronald Fraser. His "tongue in cheek" proposal referenced yet another documentary by an economist who predicts that "...each new lane added to a roadway only results in a new level of peak hour congestion. In other words, the traffic jams only get bigger." (Attachment #2)

That this highway proposal is intended entirely for the purpose of promoting more traffic is evident by the fact that almost all of the persons who testified in favor of it were Charles County businessmen and politicians bent on improving their profit posture by increasing the volume of traffic into the area. Any attempt to dilute or disguise this debacle is too late. More conclusive evidence that the Rt. 228 Connector is meant to increase business traffic is demonstrated by its apparent inclusion in an agreement between the Charles County Commissioners and Melvin Simon & Co., shopping center developers, as reported in the Maryland Independent. (Attachment #3)

Exploitation of hazardous conditions on Sharperville and Bealle Hill Roads cries out for answers as to why these roads aren't immediately closed to all but local residents. The recent doubling of capacity on Indian Head Highway into Charles County, parallel to these purported unsafe roads is where through traffic should be channelled. The illogical placement of a stop sign in Accokeek now causes substantial backups during afternoon rush hour. The primary purpose served by this stop sign backup is to bombard the people of Accokeek into believing they need this 4-lane highway to relieve their plight. Meanwhile, the State Highway Administration's projected traffic reductions on Sharperville or Bealle Hill Roads fails to take into account the amount of new traffic that would accrue from new commercial or other development adjacent to either route. It assumes continuation of present undeveloped status which is totally unrealistic along a 4-lane highway.

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page 2

Conspicuous by its absence from the EIS on Rt. 228 is any mention of the proposed outer beltway or the role that Rt. 228 extended plays as the described connector with Rt. 210. Whether or not Rt. 228 extended is the specific route planned to connect Rt. 210 with the "eastern bypass," is not germane. It is obvious that any western bypass of Waldorf must intersect Rt. 228 and thereby become a conduit for I-95 traffic to access Washington, D. C. via Indian Head Highway. Failure to include discussion of the eastern bypass in the Rt. 228 scenario, purposely evades the regional, multi-jurisdictional impacts of the Rt. 228 Connector, which reach from beyond southern Virginia to the District of Columbia. (Attachments 4, 5, & 6) The significance of this is compounded by the findings of the National Capital Planning Commission in their draft Environmental Assessment of the PortAmerica project. In spite of their best attempts to paint a rosy picture, their traffic assessment showed grossly negative impacts of the PortAmerica project on many of the traffic checkpoints even with planned road improvements in place. Projected impacts on the Wilson Bridge were devastating. (Attachment #7)

I would like to register for the record, my objection to the withholding of interested persons lists which were formulated at public hearings. After roughly four months of delay (which made it obvious no policy existed before) the State Highway Administration still failed to put forth any valid reason why this public information was refused. It can only be viewed as an attempt to thwart communication between parties known to be in opposition to this project. The irony is that in July of 1986 I shared with the SHA the names of over 170 persons who attended a meeting on the proposed eastern bypass. Given your reasoning, (or lack of it) I would not be able to retrieve the very information I produced in the first place. (Attachment #8)

Multiple publications by persons with expertise in the highway horror story have concluded beyond any doubt that, after expenditures of millions of dollars, new highway construction never does more than add to traffic congestion. Each major new highway proposed or constructed around the metropolitan area has had its developmental pot of gold at the end of the rainbow--Konterra, PortAmerica, Mattawoman New Town (both road and town defeated) and now St. Charles Center. Rt. 228 should go down in history as a break in the link of the developer-highwayman alliance.

Respectfully submitted by,

Carmen E. Anderson

Carmen Anderson



The Northern Virginia Conservation Council

NOVA Sphere

VOLUME 2, NUMBER 3

DECEMBER 1987



LAY A HAND ON BURLING PARK, YOU ASPHALT PUSHERS, YOU'LL DRAW BACK A BLOODY STUMP!

Nearly twenty years ago, Dranesville District homeowners, students, friends on the Board of Supervisors and the Park Authority, and federal, state and local government officials teamed up to save a 336 ac. (now 385 ac.) stand of climax forest on the Potomac Palisades, the Burling tract, now the Dranesville District Park.

Burling, as it is fondly known to old McLeaners, is a haven of untouched wilderness -- huge oaks and tulip poplars, wild holly, abundant wildlife, abundant ferns and and prolific wildflowers and dramatic views of the Potomac Gorge -- away from the bashing confusion of the escalating urbanization that surrounds it. It is also the only public access to the Potomac River from the Virginia side in that area to launch a canoe. It is the only completely natural and passive park easily accessible to those who go there to walk, birdwatch and simply escape.

However, about once a decade, someone in the Fairfax County Park Authority decides that Burling has to be "developed". When the Park Authority lost its independent status, about a year ago, and the County Executive took direct control over its activities, it was predictable that the pro-development administration would put development of Burling on the agenda -- again. Most of the proposed development abuts a posh subdivision under construction on Georgetown Pike.

THE PLAN: SPEND \$1,147,980

The Preliminary Plan proposes to spend nearly \$1.15 million to:

- Build a 40 car asphalt parking lot in one corner of the Park near a new posh subdivision to serve an "orientation center" and rest rooms
- Asphalt and gravel paths

Why bother, NVCC asks. Why spend so much money for so little benefit and so much desecration of a truly unique area. For nearly 20 years, people have

used the Park continuously and found no real need for these kinds of facilities. There are plenty of other parks in the County that already have them for those who need asphalt surfaces. But there is no other Park like Burling. If the Authority needs to spend its money in order to justify its existence, as we strongly suspect, we have a suggestion:



STOP UNSUITABLE DEVELOPMENT AT BURLING; START PRESERVING STREAMVALLEYS

Clearly the Park Authority can not justify spending more than a million dollars to develop a small corner of Burling in the face of the County's real need: preservation of fragile stream valleys, steep slopes and adjacent flood plains. These have been identified on the County Master plan as Environmental Quality Corridors (EQCs). Anyone who has visited one knows that, throughout the County, they have been devastated by the torrents of stormwater that has been shunted into them from nearby developed areas, eroding stream banks and undermining trees that fall and dam the flow, thereby causing more erosion.



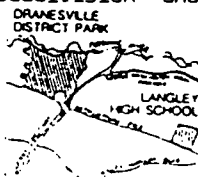
THE COMPREHENSIVE PLAN PRESERVES STREAM VALLEYS

The 1986 Comprehensive Land Use Plan established a policy to save these environmentally sensitive EQC lands in order to provide a continuous, linear open-space network along County streams, protect against erosion and sedimentation, preserve wildlife habitat and wetlands, provide visual amenities and areas for passive recreation and protect against environmental/development hazards by keeping development away from areas prone to flooding and soil instability. However, this policy has not been

Continued...

INSIDE...

NVCC on Regional Growth,
concluding article on traffic
and development including:
THE 7% SOLUTION



NOVASphere

P. O. Box 7428
Arlington, Virginia
22207-0428



NOVASphere is published by The Northern Virginia Conservation Council. The deadline for submission of articles, artwork, letters or other items for the following issue is two weeks after your newsletter arrives. Articles must be typed and double spaced, and include the author's name and telephone number. Letters to the Editor must be signed. We reserve the right to edit all work, and we cannot return articles. Views expressed by contributors are their own and may not be those of the Northern Virginia Conservation Council.

Annual dues of the Northern Virginia Conservation Council are \$12 for individuals and \$15 for families per year including the newsletter subscription. Mailing permit #995 is on file at Arlington, VA, 22201.

The Northern Virginia Conservation Council is a grass-roots organization dedicated to conservation and preservation of the environment in the Northern Virginia region. Please feel free to copy and distribute any information printed in NOVASphere.

BURLING PARK PAVING cont...

implemented because because the Park Authority has spent little or nothing to acquire these fragile areas, relying instead on developers to donate the land they cannot use in exchange for more dense development on adjoining property. As a result, much EQC land has already been developed, serious erosion has resulted, and the County has incurred multi-million dollar liability to correct the problems. And more development unsuitable for fragile EQC's is being planned, especially in the built-up eastern area of the County.

The recent election showed that Fairfax County citizens want a change. What better way to start than by implementing established County policy: PRESERVE OUR STREAM VALLEYS. The FIRST PRIORITY FOR PARK AUTHORITY EXPENDITURES must be to identify the land we have left and buy it, using all available public funds for this purpose -- instead of unsuitable development in our natural and passive parks. There is little time left and this is our last chance.

SPEAK UP AGAINST DEVELOPMENT AT BURLING AND FOX STREAM VALLEY ACQUISITION!

After a public hearing in early December, the public record will be kept open for WRITTEN COMMENT UNTIL JANUARY 10TH, 1988. Write: Fairfax County Park Authority, 3701 Pender Drive, Fairfax VA 22030. You can reach the Authority by Rte. 50, right on Maple Mill Road, right onto Pender Drive. You can obtain a copy of the in-depth report there or at Langley High School on Georgetown Pike. Put in the mailing list by calling 246-5694. ALSO, CALL YOUR SUPERVISOR AND LET HIM/HER KNOW ABOUT YOUR CONCERN. WE ALL WORKED HARD TO CHANGE THE BOARD. LET'S WORK WITH OUR NEW LEADERS TO PRESERVE THE PARKS WE FOUGHT SO HARD TO ACQUIRE AND TO ACQUIRE MORE STREAM VALLEYS TO COMPLETE THE PARK SYSTEM.

OILING THE BAY

In January and February, Exxon and Texaco will begin exploratory seismic testing for oil in the ground under the Potomac River and Chesapeake Bay -- searching for -- you really knew -- OIL! The-never-give-up-its-gotta-be-here-somewhere mentality that drives the oil/gas industry deems nothing sacred. Since they found nothing in the Baltimore Canyon, off the Atlantic Coastal Shelf opposite the New Jersey and Delaware beaches, the petroleum geologists and engineers have been looking for somewhere else to drill. As if the Bay didn't have enough problems already!

"Seismic testing" means sending a radio wave from a boat into the rock strata -- much the same kind of thing done by fishermen to find schools of fish. Arguably harmless to the biota, according to Exxon, NVCC asks: what comes next? What if it looks like oil? Will the States of Virginia and Maryland who own the bottom of the Bay be able to resist the inevitable political/economic pressure to issue drilling permits? And if permits are issued, and, God forbid, there is oil, what then? You guessed it, a refinery.

The time has come to say: NO MORE, NOT HERE. Not even if the squeakiest cleanest technology ever still to be invented is proposed. For a few simple reasons: people make mistakes; machinery wears out and fails; nature itself destroys what man makes over time. As long as the Bay continues to be the repository for all wastes generated on the east coast from the Delaware River to the James, the Bay has very little life left as it is. Lets not let a few short-term profits for a few big corporations fritter that life-span away.

THE ISSUE OF REGIONAL GROWTH – CONCLUSION

How Highway Finances and Planning Increase Pavement and Congestion

This article ties together the issues raised in the last two articles: the nature of regional growth, which we must accommodate, and the problem of traffic congestion which will only grow worse if continue to think that we must subsidize more roads to allow more auto-dependent development.

Avoiding the Issue

We like to avoid the issue. Through bonding for highways, we avoid paying now for the traffic we create now. Through general taxation to pay-off bonds and to shift other public services to subsidize urban expansions, we avoid making the creators of congestion pay for their impacts. By building more highway capacity, we shift congestion around on the network, to avoid the problem that as we build new highways for outlying areas, we add more traffic than the inlying network can handle, and more roads that disrupt people and places. We think we can go on avoiding the issue.

We will keep adding people to this region. How they are added makes all the difference. We have to recognize that no one individual or developer has a right to expect the public to subsidize them if they wish to add more cars to the network or to pave someone's backyard, or everyone's park, for their convenience.

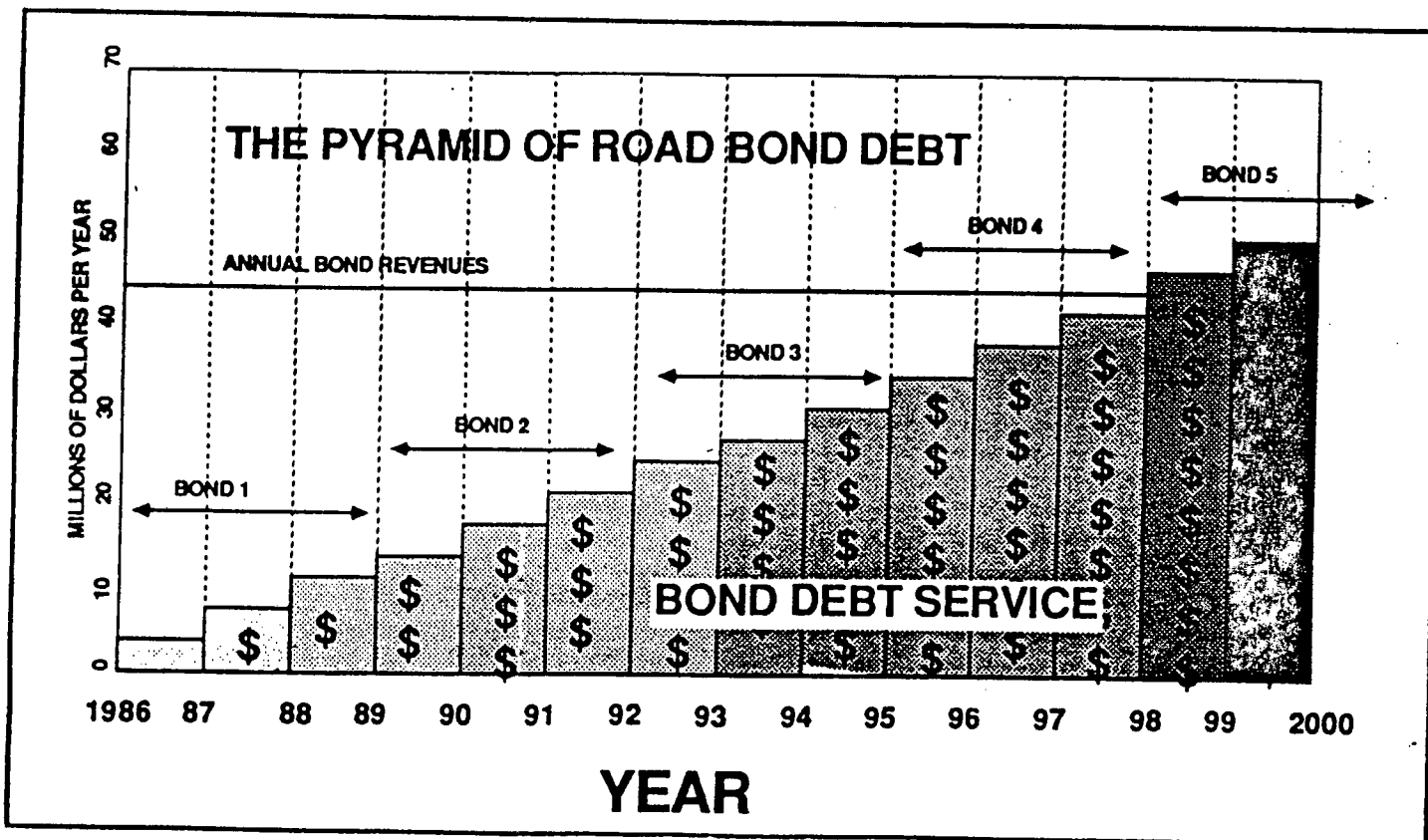
This article starts with bonding and other tricks that create subsidies to more congestion, and how these subsidies promise congestion relief but only avoid dealing with network congestion. The problem is too much subsidy to roads and traffic generation. NVCC then proposes the policies necessary to create a steady-state compatibility between growth and the limitations of not only the transport network, but the ability of the region to keep pouring money into inefficiency and environmental degradation.

Bonds: The Debt Time-Bomb

Fairfax County sold the 1985 Highway Bond debt to voters, saying that the Bond would cause no tax increase. A more reliable prediction was made by NVCC Bond opponents who firmly stated that within five years, another bond proposal would follow and that bond debt would continue to increase, eventually exceeding bond revenues (see the "Pyramid of Debt" figure). Only one part of this prediction was wrong: The next bond referendum comes in 3 years, not five.

The 1987 candidates for Board Chairman both vied to promise another highway bond in 1988. This enthusiasm for local debt contrasts with the concerns raised after the October stock market crash about the governmental debt from our national

3



buy-now-pay-later spree. The local use of bond debt is, in principle, no different from the way the national debt is built.

Highways, like any ongoing governmental program, are not true capital costs in the sense of a one-time expenditure. We generally buy one house at a time, and we go into debt with a mortgage that has to be paid off before we get another house. But a government of any reasonable size has continuous and ongoing expenditures for things like schools, sewers, and roads. If they aren't being built new, they are being replaced. The reason governments do not have a depreciation fund for their capital plant is because they feel they can keep spreading capital costs over their regular tax revenue base. If we had a depreciation fund for roads, we would better feel the real costs of having a huge, and growing, public infrastructure.

We have two types of "infrastructure crisis": structural obsolescence (the pothole effect) or functional deficiency (the congestion effect). The "crises" are used to panic us into expensive public works programs that really keep promoting expansion of the infrastructure we have to maintain without solving the underlying problem of subsidizing the overload. We have no sense of a depreciation fund that would establish a steady-state relation between costs of expansion or wear and the growth that causes it. If we did, we could have tax mechanisms that related public costs to private convenience. Bonding makes the ongoing problem look like a one-time capital problem and then shoves the cost onto future general taxpayers. We keep building up a "bow wave" of debt in front of our inability to reach a steady-state solution to traffic and road expenses, not to mention sewer and water expenses, or the shell game we play with schools as we abandon inlying ones and have to build new ones further out.

The Pyramid of Debt

The Pyramid of Debt figure shows what happens with bonding. The numbers are based on a \$135 million road bond every three years, with 7% bonds and 30 year payoff period. Different assumptions would change the dollar amounts shown, but not the general effect. With bonding, it costs somewhere around \$2 to put \$1 to public use. Assuming that bond projects can be programmed in the period between bonds, we have an annual expenditure program of \$135 million divided by three years or \$45 million per year. If that were the one and only bond, after three years we have no more revenue but debt service for another 30 years. Our debt service would obviously be greater than revenues in each of the succeeding 30 years, and would total an amount much greater than the \$135 million received. But the expenditure need does not go away in three years.

Once we start bonding, it is hard to avoid more. In year 4 we find ourselves with ongoing problems, a debt bill for the last panic-bond, and

no way out without that rise in taxes that no one likes or a plan to reach a steady state between traffic and resources which the development lobby does not like. So we defer the day of reckoning with another bond. In year 8, back to the same problem, except now there is an even bigger debt bill, and so the vicious circle of deferral of a real solution continues. Eventually (about year 2000 at the rate we are going) the annual debt burden actually exceeds the revenues from new bonds. Instead of bonding increasing the revenues thrown at the problem, it has actually decreased the available revenues. Government has no way out. They are stuck with contractual debt passed on from past governments who failed to reach a steady-state solution to the problem.

Bottlenecks: The Congestion Time-Bomb

While the bonding game goes on, the money is being used for another kind of game: moving bottlenecks around.

We are told that more highway capacity will "solve" the traffic congestion problem. But how much more capacity, and where, and who pays for it? There exists some highway builder's Nirvana where roads are so big that there is no congestion. To retrofit inlying areas with enough capacity would be a monumental disruption. To build massive highways in developing areas will doom them to auto-dependence and ensure that they keep generating auto trips that impact developed areas.

The real problem of road congestion lies in the relation between capacity and traffic on individual road links, and the relation of links to each other in the road network. The Congestion Curve figure representing time delay versus traffic volume tells the story for single link. When people start worrying about crowded road is between what traffic engineers define to be Level of Service (LOS) D and E. Assume that is the general state of links now. As traffic increases, it hits LOS F which is the link capacity and it just cannot take more volume.

The width of the band between LOS D and LOS E is only 14% of total link capacity. This is the traffic volume margin that we have between acceptable traffic flow, both from a subjective and an engineering standard viewpoint, and traffic on the verge of capacity. It then stands to reason that if we are in the middle of this band, a 7% increase in traffic takes us entirely into unacceptable flow, and in fact another 7% takes us all the way to capacity. Each 1% more of traffic also creates more delay than the last 1%. Near capacity, it takes only a few more cars entering a freeway or intersection to create a tieup.

A county like Fairfax grows 7% in a few years, inlying counties slower and outlying counties faster. Because most of this growth occurs at the urban fringe area, it can generate more than the average number of auto trip miles since more compact

NVCC ON REGIONAL GROWTH continued...

inlying areas are not as auto-dependent. The outlying areas also have less development compared to the local road capacity so that, for a while, congestion in the suburban fringe is not a problem. However, this new development, even though it may be oriented to outlying employment centers as well, sends some increment of traffic onto parts of the network that are at critical flow, particularly the major arterials and expressways that connect fringe areas (the Beltway) or the radial roads that connect the fringe to the core.

Growth at the fringe is the time bomb set to congest successively outlying portions of the network. Those areas that receive the massive new developments now because the local roads are not congested will shortly be loaded by the next outward ring of development. As this occurs, bottlenecks form at the border between the congested and uncongested parts of the network. We think that we can eliminate congestion by eliminating these bottlenecks. In fact, the inlying parts of the network can take at most a few more percent of traffic before the bottlenecks show up somewhere else.

The Bottleneck Shell Game

Traffic volume is distributed unevenly on the road network. About 10% of the road route-miles carries a third of the total traffic volume. These are the major arterials which receive the most attention for capacity expansion. These routes also receive the bulk of the additional trips created by more development. I-66 has congested rapidly because its volume grows in proportion to the rate of new outlying development. The Dulles Toll Road reached critical flow almost when it opened because it concentrated previously diffuse traffic from a wide area. Despite the addition of the Dulles corridor and the Orange Metro line to Vienna in the last few years, traffic on all the major radials and the Beltway in Northern Virginia has stayed at or

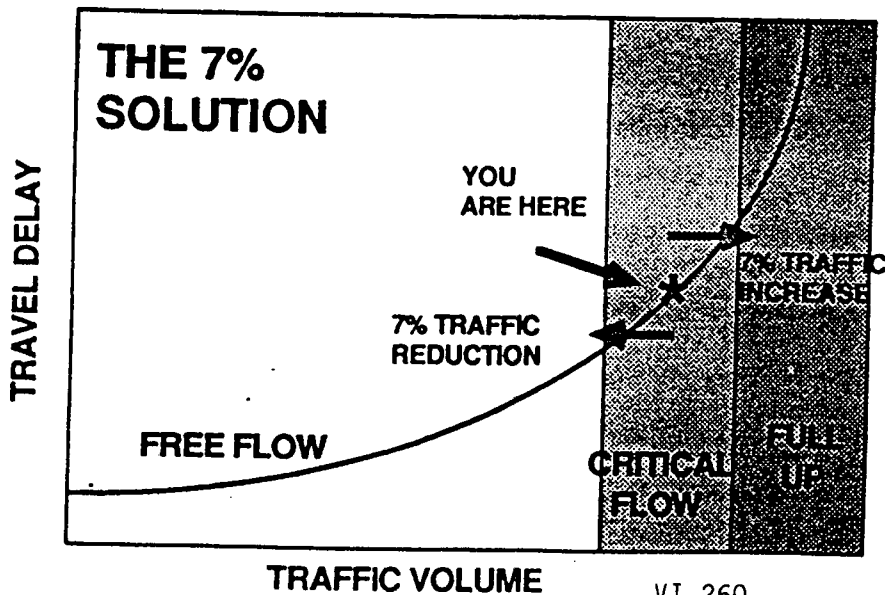
exceeded the critical flow because it only takes a short while to absorb 7% more traffic from additional growth.

Because of the concentration of traffic on a small percentage of the network, and incidentally over a small part of the day, bottlenecks tend to occur at intersections on the major routes. So we focus on capacity expansions for the 10% of the network. This does nothing for the remaining 90% of the network. The bottleneck intersections simply move somewhere else in the 90% of the network in which the top 10% is embedded. Further, as overall traffic increases, a greater percentage of the network reaches critical volumes. The most-used major routes receive the bulk of the growth-traffic and as they reach critical flow, the lesser routes take the overflow. With both expansions of the most heavily used parts of the network and overall traffic growth, congestion "fans out" throughout the network.

Increasing the capacity of the few most loaded links constitutes a "shell game" with congestion that, even if there is no total traffic increase, would keep us busy for decades chasing congestion as it moved from one place on the network to another. But we have a much bigger problem.

Every time a road link is expanded, it signals the increased development of the area around that link under our current planning policies. Because our measures of congestion are so localized in development reviews and highway building analyses, we think that local capacity increases make everything "alright". At worst, we think that if a developer builds some local roads and overpasses, that "solves" the traffic problem of that development. Wrong. It is just the shell game and congestion diffusion process from the added traffic generated by that extra development. At best, we let developers form a taxing district to immensely widen, and develop, a whole corridor like Route 28.

5



*** A 7% TRAFFIC INCREASE REQUIRES DUPLICATING EVERY MAJOR ROAD**

*** A 7% TRAFFIC REDUCTION RELIEVES EVERY ROAD IN THE NETWORK**

This generates more traffic, moves the bottlenecks further, and diffuses congestion through more of the network.

Never Enough Roads...

The State Highway Department's 1969 Thoroughfare Plan was opposed because of the extent to which it would pave over Northern Virginia residents with some 992 miles of road expansions and additions. According to a review by Peat Marwick and Co. of the first real Fairfax County Master Plan in 1975, the County planned to build 593 road lane-miles, but has completed only 160 so far. Road advocates point to this as a failure to meet "planned" road needs.

Fairfax County alone has 2200 road route-miles: 140 primary (including Interstates), 1900 secondary and miscellaneous urban and frontage roads (Virginia Counties and Cities Data Book). In terms of lane-miles, figure at least 4400. So the Plus Plan has failed to build 433 land miles, less than a 10% increment to the network. Based on regional network miles, the Virginia Thoroughfare plan represents a similar percentage. And if we consider the massive State wish list generated for the Baliles transportation program, it represents only 7% of the State's highway mileage. These tiny increments can only act to move the bottlenecks onto the remaining 90% of the network.

The advocates of more roads try to sell a piecemeal package of incremental expansions to

defuse opposition. No one is being truthful about the scale of network makeover that would be required to eliminate congestion with the amount of development yet to come. As individual links climb up the congestion curve, more and more of the network has to be expanded. As long as we tie development to road capacity, each expansion pushes the network up the congestion curve by creating more traffic generating development.

In 1980, Fairfax County had 597,000 residents. At a 1.7% annual growth rate (according to the County Comprehensive Plan, 1986) the county will grow by 40% by year 2000. Outlying counties will grow even faster. If every new resident generates as many auto trips as present residents, if outlying residents continue to generate trips into inlying areas, no reasonable amount of road construction will accommodate the traffic. At best, we will sacrifice natural and residential amenities, and lots of tax money, to pursue an elusive goal of "enough" roads. The wildest hopes of arterial plans that will disrupt existing development to spawn new development create that next 7% of traffic, then 14% then 40%, on the whole network, and expand the network only 10%. We are only fooling ourselves that there is an "acceptable" way to keep up with traffic, and in fact capacity expansion efforts can be counterproductive.

Can More Roads Worsen Congestion?

New highway expansions move the bottlenecks around the network, but can they actually increase the total delay to traffic in the network? The answer, surprisingly, is YES.

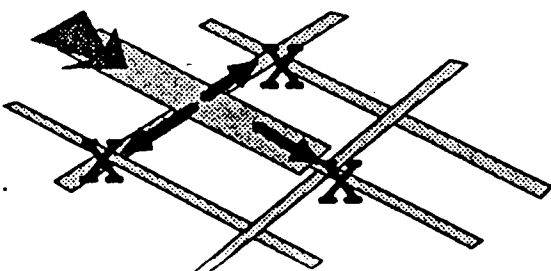
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THE DIFFUSION OF CONGESTION

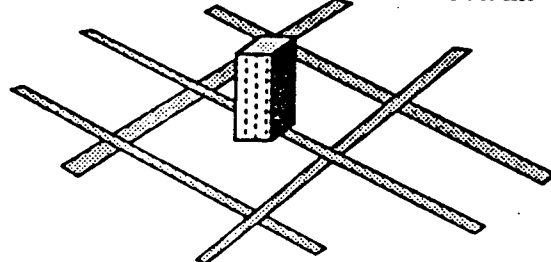
WHEN WE ELIMINATE ONE BOTTLENECK IN A NETWORK...



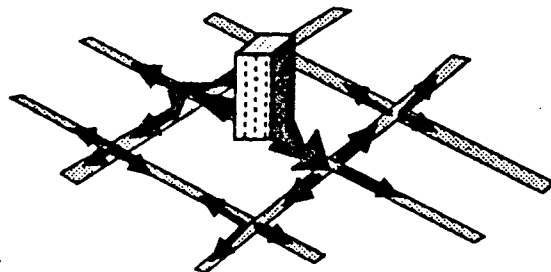
WE SHIFT BOTTLENECKS TO NEW LOCATIONS.



WHEN WE PUT A TRAFFIC GENERATOR AT ONE PLACE ON THE NETWORK...



WE GENERATE TRAFFIC ALL OVER THE NETWORK.



Some links have a more critical relation between traffic volume and delay. For instance, a new arterial may direct more volume to certain critical intersections. More people now use the intersection, slowing down traffic on several routes. Two things can happen: One is that some drivers have a faster route but total delay among all drivers increases, or: All drivers are slowed down. The first kind of tradeoff often occurs when new projects, particularly limited access projects, disrupt existing routes. Incredibly, the second kind of effect also happens. Since the 1970s, network analysts have been aware of an effect called the Braess Paradox. Traffic network models can be easily constructed in which an added link increases the travel time of all users on the network and actual examples of this effect have been found.

Why is it that the planners who justify more road capacity do not identify the various effects of bottleneck relocation, diffusion of congestion, and capacity-created congestion? As in the case of the Lockheed Van Dorn Connector, highway planners fail to analyze flow effects around their proposed projects even when arterial projects concentrate traffic flows at new points. They simply assume that more "direct" routes reduce overall travel time. In fact, important congestion effects occur on the rest of the network just outside a project analysis boundary as traffic flow becomes concentrated by a new link and the bottleneck shifts. There are regional network analyses, but these lack the detail to show specific bottleneck effects and individual projects perform detailed analyses only for small areas of the network. No road planner takes responsibility for traffic growth itself.

We have been saved from more conspicuous examples of the futility of road capacity expansions by our patterns of growth. We have grown outward in much lower densities that make the absurdity of capacity expansions apparent only in the inlying areas. As time goes on, a larger area shares the characteristic that makes more capacity ineffective

or counterproductive while having terribly high disruptive impacts on existing development and open space. For these areas, more road capacity brings us closer to the ultimate kind of congestion...

How More Roads Create Gridlock

The term "gridlock" has been used indiscriminately both to suggest the effects of more development and the need for more roads. Almost nobody understands what gridlock means.

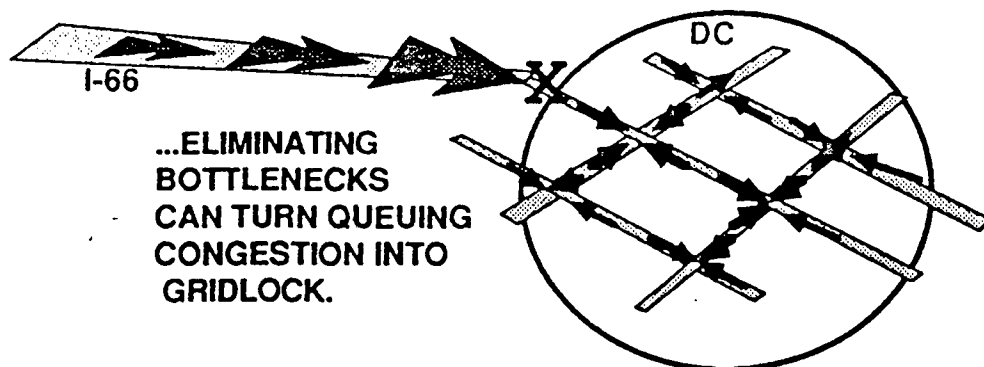
The kinds of congestion we see in this region result from queuing, that is cars lining up trying to go through a bottleneck. Waiting at a signalized intersection is queuing. Waiting on I-66 to get past the Dulles Access Road interchange inbound or past the Beltway interchange outbound is queuing. It results from too many cars trying to get through limited capacity links or intersections. It is this kind of queuing that is only relocated when the bottleneck is moved. For instance, the proposed widening of I-66 outside the Beltway will only worsen existing queues around and inside the Beltway, and the widening of the two-lane bottleneck between the Dulles Access Road and Westmoreland could well move the bottleneck all the way to Rosslyn.

Gridlock is quite a different creature. It may never have occurred here, and could only occur on a street grid system with limited external access points, as in DC. Gridlock occurs when intersections are blocked over a large part of a grid network. Traffic cannot move because of this interlocking blockage. The queues resulting from blockage at one intersection start to block other intersections. Generally, such gridlock dissipates as cars leave the grid at its edges (e.g., leave DC over the bridges). Reputed cases of gridlock occur when such egress is blocked, as in Manhattan several years ago when a fire blocked the George Washington bridge.

More traffic in the inlying areas, facilitated by expansions of radial roads to the cores,

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QUEUING CONGESTION...VS. GRIDLOCK



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increases congestion just in the areas where it will have the most serious air pollution impacts (carbon monoxide hot spots). But once we move the queue congestion on the radials into the core areas through bottleneck relocation, the queues lining up in radial fashion around the core have the potential to become gridlock. The solution is to reduce traffic in the core areas, not to facilitate its entry by bigger radial access roads. Radial bottlenecks are the means to limit external traffic in the core areas.

Growth, Prosperity, and Beltways

There are two ideas floating around that try to deny the importance of the inequities and ineffectiveness of road expansions and development-road linkage. One is that we need growth for prosperity; the other is that some immense bypass outside the immediate area will solve traffic problems (i.e., the Washington Bypass or Outer Beltway).

To the first idea, the reply can be made that any prosperity built on inequity and inefficiency is not prosperity at all. If we choose to keep subsidizing new development, we will get more of it and it will keep raising the average tax rate as we have seen (of course, it is assessments that keep going up instead of the actual rate). If we choose to serve this new development with road expansions, then we will keep getting more traffic with the increased development.

These tax and congestion effects occur within the jurisdictions where the development occurs, but

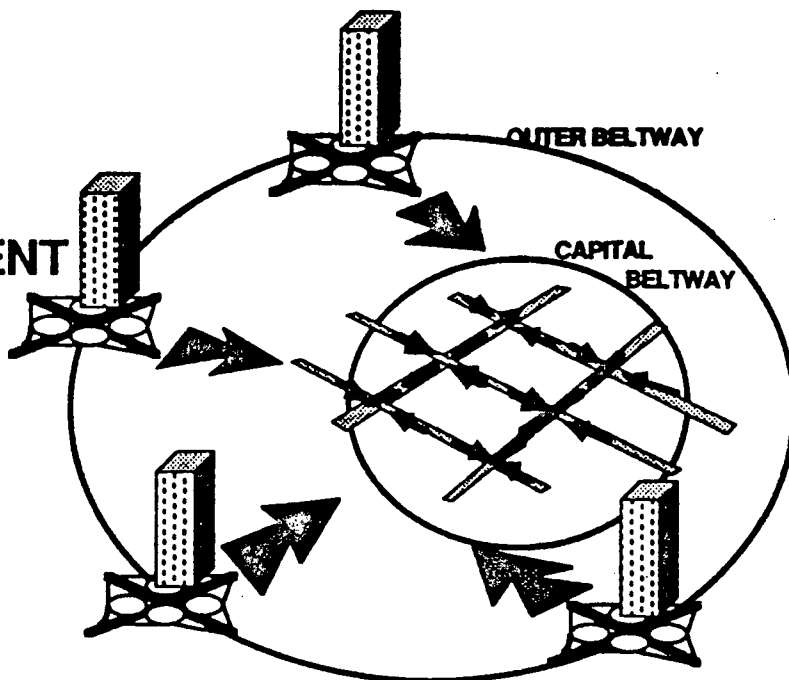
the congestion effects can come from outside of these jurisdictions as well. As Fairfax and Prince William counties grew, Alexandria and Arlington got more traffic; and so it will happen to Fairfax and Prince William. The worse thing the inlying areas can do is to provide the radial arterials to make outlying traffic generators more attached to the inlying network. That will add external traffic to the traffic generated on the inlying network itself. It is easy to add another 7% of traffic this way. Yet we plan to widen I-66 and the Dulles Toll Road to do just this. But can circumferential roads, like the Springfield Bypass or the Washington Bypass prevent this effect?

The Capital Beltway shows that the intersections of a circumferential road and existing radial arterials spawns immense concentrations of development, dependent on the auto access of the intersecting roads and not highly amenable to transit even if it were built. Which quadrant of the Beltway/Rte. 123/Rte. 7/Dulles Road intersection would you put a transit station at? Development around Vienna Metro only claimed to get 7% of its users from Metro rail right in its middle. Any circumferential road will generate new development nodes generating radial traffic. The degree of this traffic flowing inside the circumferential can be

Continued...

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HOW CAN WE KEEP AUTO-DEPENDENT OUTLYING DEVELOPMENT FROM OVERLOADING INLYING AREAS?



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NYCC ON REGIONAL GROWTH continued...

seen from the present Beltway. Every major radial connecting with the Beltway has been expanded to handle that additional radial traffic. Circumferentials are not the solution: They generate traffic more than they can divert it. The May 1986 analysis of the Western Bypass by the Federal Highway Administration indicated that the route would put added loads on radials, divert no more than 11% of traffic from the existing Beltway, and generate the bulk of its own traffic.

Planning for More of Us and Less Cars

Now you know, just as well as all the traffic planning consultants, how little added traffic is needed to go from an "acceptable" level of highway service to complete bumper-to-bumper jams. From 7% to 14% more traffic will do it. At a given signalized intersection, that increment equals about 200 vehicles more per hour. That is the equivalent of one good sized office tower, and think how many office towers we are adding.

The answer to this problem is simple: Go the other way on the congestion curve.

It is possible to maintain a healthy, happy and prosperous society on half the auto trips per person that we now generate. How do we know? Because we have done it, and some of us are still doing it. The vehicular miles travelled per capita in this country has doubled since 1940. Per-person auto trip rates also typically double in going from the core areas of metropolitan areas to the low density fringes. Each car, at a national average, generates 12,000 vehicle miles per year, but it is possible, even in the midsts of Fairfax County, to do half that. It is possible, we can do it, we may have to do it.

We have one thing going for us: As we develop, we develop more densely. But what matters is not the aggregate density of a county, but the way development is organized at the neighborhood, town, or city level. Fairfax County has 400 square miles of area. If every house had a 1 acre lot, and every house had 4 people, the County would have over one million people. Every morning and every afternoon they would be stuck in a traffic jam because no transit and no walking would be possible. But the very thing that makes density uncomfortable is the auto and roads. Roads, parking lots and traffic split towns and neighborhoods. This prevents the integration of homes, work and services. This prevents the use of walking, biking and transit modes. Yet every major new development is required to split itself off from everything else by roads, parking, and traffic.

The problem is not that the developers are too ambitious, but that they are not ambitious enough. Reston represents the kind of autonomous place big enough to sustain itself. But it was subverted. It was subverted by a development style borrowed from

the rest of the region in which big office towers depend on the arterials to draw traffic from far around at the same time they separate themselves from their adjacent residences. We build the Dulles Access Toll Road to ensure that there need be no autonomous residential/employment relation for Reston, and that Reston can provide its share of auto commuters to jam the regional network.

We already know we have an air pollution problem, despite efforts at emission controls. The reason that more roads have not solved the problem has been layed out here: more capacity can only help generate more vehicular trip miles. We have had two warnings on petroleum shortages. The peaking of domestic oil production in 1970 that foretold the imported oil crises of 1973 and 1979 is being replicated by the current peaking of western-world oil production. Investing now to build an auto dependant form of development is stupid, and will make the future debt burden for this error all the more onerous.

The issue is not how well our cars flow, but how well we live. So far, we have sacrificed our amenities by putting highways down the middle of them. The supposed freedom to emigrate further and further out into the countryside is in large part only the necessity to escape the muddle we have made of our inlying areas by those same roads that lead outward. Everything must have a price if we are not to exploit it because we are told it is "free". Our current way of planning does not lead to freedom of choice, but to a suburban monotony. It is not free, but costs us dollar and non-dollar resources. It is not "free market" but represents a tremendous subsidy to those who slop at the trough of our common environment and public resources.

We can change. The sooner we start, the less painful it will be in the near term, the more beneficial in the long term. It is only partly a matter of efficient planning. It is more a matter of stopping inefficient subsidies, of putting the tax flows of development into achieving a steady state relation between land, air, water, population, employment, roads and traffic, rather than putting those tax flows into subsidizing an unsolvable problem. The problem is too many cars, not too few roads.

There are several steps we can take to dis-establish the present kind of subsidies to inefficiency, the panic responses to congestion, and the planning muddlement that creates a forum for developers to get what they want. These steps depend on going down the congestion curve instead of up it. It calls for reducing traffic by a modest 7% to get us out of the critical traffic volume levels by reducing the trip generation of current development, and building future development to generate a fraction of current trips per resident or worker. It is called the "7% Solution".

THE SEVEN PERCENT SOLUTION

How to Reduce Traffic and Create a Livable Basis for Growth

Neither Fairfax County nor the outlying counties can grow up into the next millenium going on as they have, not if there is going to be something left besides pavement and runway taxes in inlying areas and vanishing countryside around.

The linkage of development to highways is not a solution, it is part of the problem. It is not alright to predicate more development on the ability of government and developers to pave their neighbors and citizens. It is not alright to use piecemeal expansions of the network to justify trip generators that overload the whole network. But the way to reduce traffic serves as a theme pointing toward future policies that allow growth by adding to, instead of taking away from, what we already have.

The principle is simple: By reducing traffic some 7% over the whole network, that is by reducing average auto trip generation per person by that small amount, we could largely eliminate congestion and the need for road expansions on the existing network. In fact, halving the vehicular trip rate of the population without sacrifice of access to opportunities is possible, but only by a long term reorganization of development patterns. The trick is to begin a process that makes the rate of vehicular trip rate decreases match the growth rate increase. Here are the steps to get us into the next century:

1. Stop subsidizing congestion.

We have enough money for maintaining the highway network. The fuss is about money for capacity expansions on a small percentage of the highway network to accomodate a few percent more of traffic for a few peak hours per day. This money is a subsidy to small increments of auto-dependent development and inefficient use of the network. Because of our taxing structure (particularly general revenues for bonding) we charge everyone for this inequitable subsidy. Fix the revenue sources so that those who add inefficiently to the transport network peak loads pay the most and soon you will deter congestion itself.

2. Stop planning congestion.

The main criterion for planning reviews of new development seems to be how auto-dependent it can be made. Increasing parking requirements increase auto trip generation. Access road requirements act to isolate developments from contiguous land uses and deter non-auto movement. The most development goes at major road interchanges where cloverleaves prevent non-auto access. We require plantings and grass

that are too small to be useful open space but still increase the distance from nearby tracts. Even at the outlying Metro stations, we have at-grade parking and access roads that prevent real transit-oriented development. We should reform the planning requirements to require compact, integrated development not predicated on more parking and road capacity.

3. Encourage compactness, don't destroy it.

The existing town and village centers should be the nuclei for growth, instead of being bisected for more sprawl growth. The mistake was to widen the roads in places like McLean and Vienna and destroy development for parking. This only encourages more auto-dependence and makes growth with low auto trip generation impossible. Not every place has to look like Tysons.

4. Think big, think integrated.

While Reston has become more dependant on sending cars through other communities than it should, it represents the right idea. A place has to be big with mixed residential, service and employment uses to minimize external auto trips and maximize internal non-auto access. The typical scale of development is too small to achieve this. We should give development bonuses when several developers create well-connected contiguous tracts, instead of requiring that each be isolated by its own arterial roads and parking. Instead of barriers to separate high rises from houses, designs should ensure compatibility of adjacent uses.

5. Don't allow strip development.

Building big beltways or radial freeways only create strip development on a large scale. Providing more mobility between places prevents outlying places from becoming their own cities. Instead of focusing on internal, non-auto circulation, development spreads out along highway corridors, eventually choking the access that separate places need (just as our "Interstates" get clogged with commuter traffic). We actually let developers form a taxing district to to ensure that the Route 28 corridor evolves in strip-development form. Access control along existing roads helps

6. Use access as planning control.

Government goes out of its way to tax people for roads and then builds them over people and communities. The Constitution does not make us do it. We complain that the Constitution does limit our ability to control development. The way to
Continued...

THE 7% SOLUTION Cont....

control development is to withhold the public subsidy through more highway access. Development with less auto access will be more compact and less dependent. We cannot "solve" congestion by more highway capacity, but this is the pretext we use to subsidize the development of open space. What we seem to be unable to achieve by planning controls, we can achieve by not paving ourselves.

7. Buy land to herd growth.

We pave parks to give more access to more auto-dependent development. We lose the open space that the development occupies and we lose parts of our parks. Instead of giving up more open space all the time, we should be acquiring more. Instead of talking about more taxes for more roads, we should funnel taxes on new development into public open space purchases big enough to herd development into compact areas delineated by large and useful recreation areas. The development generates less traffic, and we do not have to use parkland for more parking for those who are not close to parks.

8. Transit on, before, and instead of roads.

We have managed to totally pervert the use of transit. Instead of displacing the need for new roads, Metro was used to justify building I-66 inside the Beltway. Outlying Metro stations are used to serve parking lots and suburban expansion. The financial limitation to expanding Metro rail service in the inlying areas is right of way cost, yet we have hundreds of miles of public right of way on our roads. We say that new development cannot support transit, so we build it around highways and

in ways that ensure it never can use transit effectively. We need to expand transit in the inlying areas and make transit-dependence a condition of new development. HOV is the most expedient way of increasing the efficiency of our transport capacity investment.

9. Use push-pull transport funding.

We subsidize transit not in place of roads, but because we subsidize roads. Transit use grows where auto use is expensive and inconvenient. We have plenty of cause to penalize, rather than subsidize inefficient highway use. Use peak highway pricing mechanisms to deter highway congestion and provide the transit alternatives, or to encourage HOV use by money incentives.

10. Stop telling people what they want.

Government is great at telling people that they want more roads, and that they are going to get more roads no matter how much it hurts. They tell us we need to drive when they give us no alternative. With their campaigns to sell road bonds, their hired experts and select panels government suppresses the debate necessary to let people argue the issues. No one speaks for what "people want". The role of government is protect our shared environment from exploitation by inefficiency, and that includes exploitation by taxes that go into subsidizing the causes of problems and not their solution. We will not have the solution of a 7% traffic reduction and more livable places free from auto-dependence until our officials stop being apologists for inefficiency and pavement.



PLEASE CONTINUE TO SEND NOVASphere to me and enroll me as a member of the Northern Virginia Conservation Council

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SPRINGFIELD BYPASS THREATENS WETLANDS

As in many other highway projects, the Environmental Impact Statement (EIS) for the Springfield Bypass sells the preconceived notion of the highway rather than documents its impacts. Although the EIS itself was signed in 1984, a separate 4(f) statement has had to be done on park impacts of the project since that time. Now, another analysis has been done on the wetlands that the project will impact.

The alignment selected in the EIS now impacts 32 wetland sites. Three of these sites are large enough (3.4, 11 and 14 acres) to be ecologically significant. The 3.4 acre site is a beaver impoundment and will be destroyed by the project. The 14 acre site will be encroached, and the 11 acre site is on Fort Belvoir property but could be saved by an alignment shift if the Army approves.

Since the Virginia Department of Transportation (VDOT) realized that the Bypass would impact wetlands well after the EIS process was underway, it completed a Wetlands Re-Evaluation late -- in August of 1987. All public input had been made on both the earlier EIS and design during the hearings held in 1986. The document was made available to NVCC only after specific request. It was then forwarded by the Federal Highway Administration for a two-week review period in October.

Despite the piecemeal analysis, denial of full public review and exposure of all environmental impacts in a coordinated manner, the Wetlands Re-Evaluation concludes that the prior project approvals and EIS process permit no alteration of the project design or routing.

NVCC has requested that Bypass project funds be used to purchase one or two large parcels that would

publicly hold wetland acreage equivalent to the total acreage affected by the project. The Army should also be requested to approve an alignment modification to save the 11 acre wetland on Fort Belvoir. The remainder of the 14 acre site should be protected from runoff impacts of the Bypass. We are awaiting a reply to these requests.

Bypass 4(f) Alignment Up To Feds

Prior to the Bypass wetlands issue, NVCC opposed an alignment requested by the Fairfax County Board of Supervisors in May of 1986 that would take land from four park sites. The parks affected are Popes Head, Burke Lake, South Run and Huntsman. NVCC strongly opposed the Popes Head alignment which would have been adjacent to the conservation area of that park, and the encroachment into the wilderness portion of Burke Lake Park.

Avoiding the park alignment saves Popes Head Park and avoids direct property takings on the others. This alone does not meet NVCC concerns however. At Burke Lake Park, the Bypass will still create a significant noise increase and potential watershed damage. NVCC still seeks mitigation of these impacts since there is only a matter of a road-width between the alignments that take or do not take parkland at Burke Lake.

An undated letter was received on November 19, 1986 from District Engineer Charles Perry of VDOT stating that the Commonwealth Transportation Board had approved a Bypass alignment that would not follow the Fairfax County Board recommendation to take parkland unless federal approval is obtained. This leaves the matter unsettled pending a final decision by the Federal Highway Administration. The Department of Interior previously advised against the park takings.

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The Northern Virginia Conservation Council

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Ration the Roads In Fairfax

*If your tag number is odd,
you'd drive on odd days.*

Audrey Moore—originator of the "Just say no" school of municipal management—is now responsible for everything that happens in Fairfax County, including its clogged roadways. Unfortunately, during her first weeks as the new chairman of the Board of Supervisors, she is showing signs of falling into the familiar "we-need-more-roads" trap. Moore must say no one more time.

It takes nearly a decade and millions of dollars to plan and build a new road. Yet years ago, economist Anthony Downs concocted the Theory of Peak-Hour Congestion, a convincing argument that more roads will not end traffic jams. His theory predicts that each new lane added to a roadway only results in a new level of peak-hour congestion. In other words, the traffic jams only get bigger.

Once motorists seeking relief from a congested road learn of a new, more passable roadway, they alter their home-to-work route and begin using it. But soon the more free-flowing road is as bogged down as all others in the network, and a new equilibrium sets in. With each new or widened road the cycle is repeated as an ever-growing number of additional motorists seek out, and clog, uncongested roads.

Downs is not alone. Last fall the Fairfax County Goals Advisory Commission also concluded that new roads are not the whole answer. The commission said, "There has been insufficient emphasis on improving use of our current . . . transportation network by means of alternatives such as HOV, flextime, van pools, fringe parking, bus service, et cetera."

That open-ended "et cetera" caught my eye. With Moore (former board chairman Jack Herrity calls her "Mrs. No") in the driver's seat, the county is now ready for the most powerful of all tools available to a municipality for controlling the use of a scarce public commodity. I am referring, of course, to rationing.

Rationing has already been used in Fair-

fax, land of plenty. How did our county leaders react last summer when insufficient rain fell to keep water-supply basins at adequate levels? Did they rush out and buy water on the open market? No, sir. They simply restricted the use of—that is, artificially lowered the demand for—the scarce public commodity. Houses with odd street numbers were allowed to draw heavily on the water supply—for filling back-yard pools and washing BMWs—only on odd-numbered days; even-numbered houses were allowed the privilege on even-numbered days.

Since road networks and water-supply networks are both public utilities, I say let's begin treating them alike. Why should we allow the use of a proven and effective public management tool in one instance and deny its use in another? From 6 a.m. to 9 a.m. and from 4 p.m. to 7 p.m. weekdays, space on county roads is scarce. In fact, during those hours there is probably no public commodity in greater demand or more limited supply.

Fortunately, a workable rationing plan is ready for immediate implementation. All motor vehicles have license tags, and it is these tags that could control drivers' access to the public roads. Instead of house numbers, the ending license plate number or letter could determine which cars could operate on public roads on any day of the month.

Best of all, in an affluent county like ours where almost every household has more than one vehicle, the only hurdle to overcome is relief to those unfortunates holding auto tags all ending in odd or even characters. Households with only one auto would receive a special hardship plate allowing their lone vehicle access to the roads on any day.

I'm sure the county's transportation planners can easily handle the details of implementing such a plan after consulting their peers in the water department.

By effectively reducing the number of cars trying to travel on our limited roadways, traffic jams would be eliminated, millions of dollars otherwise wasted on new roads would be saved, and Audrey Moore would have kept her campaign promise to solve this seemingly insoluble problem.

—Ronald Fraser
lives in Burke.

Wash Post 2/14/88

Maryland Independent

Mall gets final approval

By Kevin Conron
Staff Reporter

LA PLATA — The final papers sealing the deal between the county and Melvin Simon & Co. for the \$125 million regional mall in St. Charles were signed Wednesday evening following eight-hours of negotiations.

Interstate General Corp., the developer of St. Charles, and Simon & Co. are expected to close on the purchase of the land Tuesday. "There are no impediments to closing," a well-placed source said. "All legal documents have been reviewed this week and all papers necessary to close are in place."

The regional mall, which will initially have four major department stores when it opens and later expand to five, would be started in the spring of 1986 and open the fall of 1987. Sources say Simon & Co. has received "firm

commitments" from Hecht's, Sears Roebuck and Co., Montgomery Ward and J.C. Penney.

The county commissioners Wednesday granted three Simon & Co. requests:

- That the company not be required to build a cloverleaf exchange at Smallwood Drive and U.S. 301, which would have cost \$5-10 million;

- That the commissioners approve a rezoning request for 257 acres, part of which will join land already set aside for the regional mall;

- And that the commissioners continue to support a connector between routes 228 and 210.

The commissioners, in return, will receive \$1 million from St. Charles Associates to help pay part of the costs of extending Smallwood Drive to Route 210.

After the papers were signed, the parties exchanged handshakes and smiles. Paul Zanecki, an at-

torney representing Simon & Co. during the negotiations, said the property settlement for the purchase of 125 acres for the mall and 40 acres for the community shopping center should be signed next week.

According to sources, once the closing papers between Interstate and Simon & Co. are signed, construction on the 400,000-square foot community shopping center will start "almost immediately and be open this time next October," one source said.

The \$13 million settlement next Tuesday will consist of Simon & Co. paying Interstate \$7.6 million for the 165 acres, or \$46,000 per acre. Interstate in turn will purchase from Simon & Co. 280 acres of land near Brandywine for \$5.4 million that was to be the site of the mall and a subdivision.

The agreement reached Wednesday with the commissioners "we think is one of the more serious hurdles we had in the pro-

cess," Zanecki said.

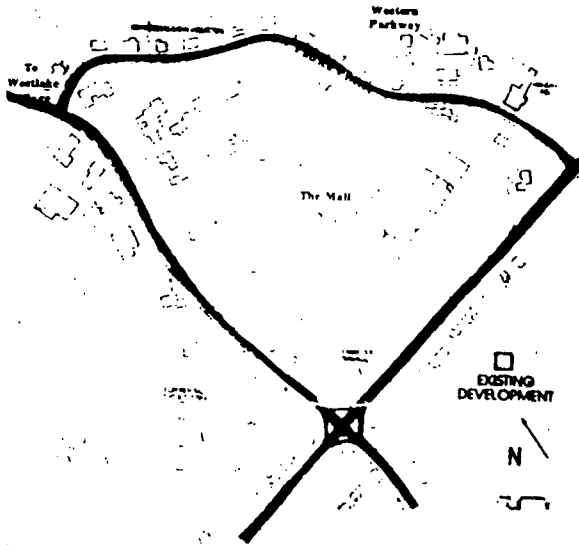
Charles Stuart, president of St. Charles Associates, spoke as if the agreement was the final obstacle to constructing the 1.1 million square foot enclosed mall, which will house 150 stores.

"The magnitude of this cannot be over-estimated," he said. "You may not have been to Tyson's Corner, but you've heard of it."

County commissioner Eleanor Carrico left as soon as the papers were signed and could not be reached for comment. Fellow commissioner Loretta Nimmerichter summed it up, "A big-time shopping center is coming to Charles County. I need to make no more trips to Springfield Mall or Landover...."

County Commissioners President Marland Deen said, "This is unquestionably the single most important economic issue I will have in my four years here" as a commissioner.

See Mall, A-16



The site of the 1.1 million square-foot regional mall fronts U.S. 301 between St. Patrick's Drive and Smallwood Drive in St. Charles. Construction could start next spring and the 150-store mall would be opened in the fall of 1987.

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FROM CHARLES COUNTY COMPREHENSIVE PLAN UPDATE

VI-270

and complementary improvements. There are various assistance programs intact to accomplish such a balance.

- Community facilities. In particular water and sewerage. must be improved and expanded in existing development areas.

C. Economic Development:

- The Charles County Economic Development Commission should provide an ombudsman function. This is a one-stop, well-publicized county office to represent business and industry in an advocacy role. In concert with county incentives, private sector investment should be encouraged.
- There should be a county marketing and promotion strategy, and an acquisition and development financing strategy established by policy. The County Commissioners could facilitate these strategies by legislative action in cooperation with the State. Towns and other public authorities.

D. Community Facilities:

- Planning future educational facilities should incorporate a county policy for diversified, versatile facilities to meet future educational demands with minimum impact on county expenditures.
- The Charles County Park, Recreation and Open Space Plan recommends the continuation of parkland dedication through land development, combined school and recreation sites, and stream valley acquisitions. A District Park is planned for the Hughesville/Benedict area.
- A new Charles County Government Building and improvements to the County Jail are proposed.

E. Public Utilities:

- New development should be directed to connect to existing public or private community sewerage systems, or those areas planned for sewerage facilities within the next ten years.
- New development should be controlled by the maximum safe yield of the groundwater source, and recharge areas should be controlled. Those areas limited by groundwater capacity should be evaluated for potential surface water impoundment sites. These sites should be committed by purchase-option agreements and land dedication or reservation requirements for new development.

- There appears to be no limitations to new development by electric power, gas and telephone service.
- All subdivisions and land development must provide stormwater management.
- The Charles County Solid Waste Plan should be updated to review the impact of new State regulations and the demands of municipal and residual wastes or immediate priorities to continue operations at the Piscataway and to create a second sanitary landfill facility coupled with a recycling effort.

F. Transportation:

- U.S. Route 301 is proposed to connect with I-95 in Prince Georges County. Parallel to this highway is a recommendation for a Metrorail connection to the St. Charles Park-and-Ride facility. Arterials (at least 80' in right-of-way width) and collectors (at least 60' in right-of-way width) have been identified to serve existing and new development.
- Three study areas are proposed for future roads as follows:
 - Md. Route 228 and Smallwood Parkway Extended.
 - Billingsley Road Extended and Md. Routes 227 and 229.
 - * Potomac River Crossing at Goose Bay tying into either Md. Routes 224 and 210 or U.S. Route 301.

G. Environmental Protection:

- A policy is suggested to protect environmentally sensitive areas by performance standards.
- Policies are recommended for waterfront protection, historic preservation, energy conservation and agricultural preservation.

Future Land Use:

Based on the natural resource constraints and physical infrastructure limitations, existing and proposed land uses are located and distributed according to the extent and intensity of development potential. There are 96,600 acres or 33% of the county land mass allocated to some form of future developments.

Residential development is broken down into rural, suburban and urban densities ranging from less than one dwelling unit per acre to 24 dwelling units per acre.

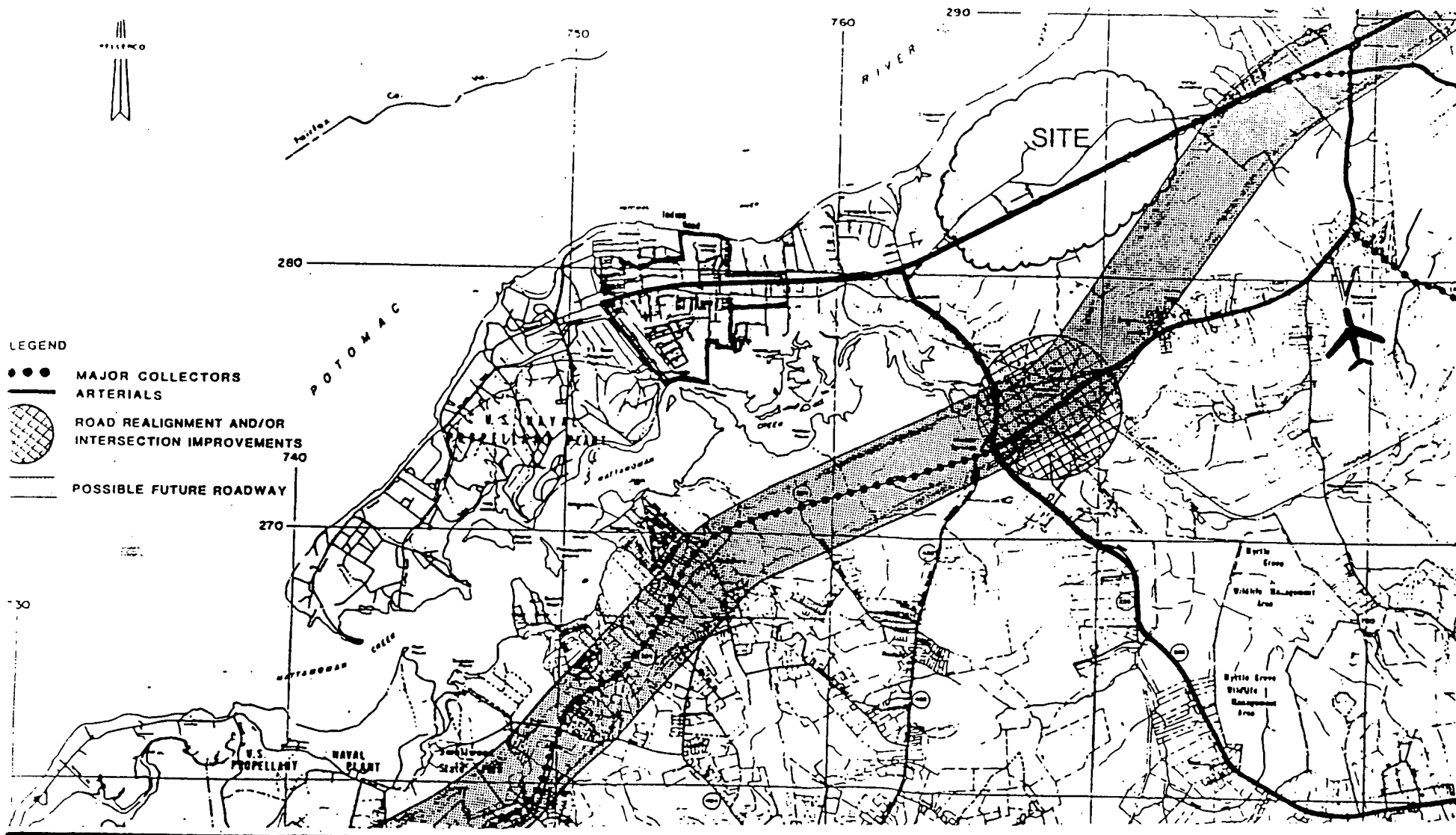
- Rural residential areas are most restrictive to development due to the lack of physical infrastructure and the presence of environmentally-sensitive resources.
 - Suburban residential areas are partially restricted by few resource limitations and planned or available infrastructure.
 - Urban residential areas are most conducive to development because they are patterned by few or no resource limitations and adjacent to or within existing development and infrastructure service areas. They are further divided into low to high densities in accordance with capacities of the infrastructure.
- Commercial and industrial development are strategically located to maximize development opportunities without adverse environmental impacts, and to relate employment centers to residential areas.

Housing:

Additional housing development will be dominated by the private sales sector. To balance future production the Charles County Community Development Housing Plan will be incorporated to target areas for public subsidies

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FROM CHARLES COUNTY COMPREHENSIVE PLAN UPDATE

VI-271

Attachment #4

Md. Independent, Sept. 7, 1986

State considers local road projects Waldorf bypass and Potomac River bridge listed as priorities

By Anne Rettenberg
Staff Republic

WALDORF — The Maryland State Highway Administration is considering a variety of projects to accommodate the increasing traffic in Southern Maryland. However, no new road construction will be feasible until the early-1990s, said MSHA Chief Engineer Neil Pederson at a Tuesday presentation sponsored by the county's Economic Development Commission.

The proposed improvements, including a Waldorf bypass and Potomac bridge, will cost about \$500 million, said Pederson. Additional state revenue will be needed for the proposed improvements, he said. MSHA will ask the General Assembly for additional funds during the next session or the following one.

All of the plans depend on the "revenue picture," said Pederson. Increased state revenue could be created by an increase in the gasoline tax or in auto registration fees, he said.

All of the projects are still being studied. The planning phase, which lasts three years, began this summer.

The Potomac River Bridge, a project which would be part of the proposed Outer Beltway, is currently planned for construction between Dumfries, Va. and Chincoteague. However, environmental constraints and other concerns still need to be determined.

"There is no easy place to cross the river" between the Woodrow Wilson and Harry Nice bridges," said Pederson. "It is not a certainty that we will be able to cross the Potomac River."

The Outer Beltway itself will probably go east of Washington, said Pederson. Sections of Montgomery and Frederick counties which would be crossed by an outer Beltway to the west are currently designated for low-density or agricultural use, he said.

The bridge would tunnel more traffic into Charles County. However, traffic will then be split between Routes 210, 5 and U.S. 301. The highway administration is looking into upgrading U.S. 301 and the possibility of a Waldorf bypass.

Not taking into account a Waldorf bypass, the traffic on U.S. 301 is expected to double in the next 20 to 25 years, said Pederson. With the bypass, the amount of traffic on U.S. 301 will remain approximately the same, he said.

The highway administration may decide to add lanes on U.S. 301 between Smallwood Drive and Bran-

dywine. From Smallwood to the Harry Nice Bridge access controls are being studied.

The Waldorf bypass may either go west or east of Waldorf. It would resemble the stretch of Route 50 between the Beltway and Annapolis, said Pederson.

On Old Route 5 from U.S. 301 to Post Office Road, the highway administration is considering adding a fifth lane as a turning lane.

A proposed Berry Road-Route 210 connector is being opposed by the Prince George's County government, which does not want more traffic on Route 210. A connector between Berry Road and Route 210 would be considered a secondary road project by the state. Local governments can kill secondary projects, said Pederson.

All of the projects will be discussed at a December public hearing, said Pederson.

October 29, 1987 — The South County Times

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Public Transit Need Noted

By Andrew Arnold

For some, a solution to the reoccurring problem of where to build roads is simple.

All you need is a commuter train line from La Plata to Bowie, where commuters could then transfer to their final destinations.

This plan is currently being pushed by Del. Bill McCaffrey, D-27th, who works as a spokesperson for the Maryland Air and Rail Commission.

A rail line "would greatly relieve a lot of these roads, that make routes 5 and 210 congested," he said. "You can't pave over everything."

"It's easy to say there are 10,000 new cars on the road, you have to have new roads," McCaffrey said. "That's not a solution."

He also mentioned using ride-on-bus systems and monorails to transport commuters from Southern Maryland or across the south county from east to west.

"The expense is much

See TRANSIT page 8

Transit

continued from page one
cheaper than building and maintaining new roads," McCaffrey added.

After the renewed controversy raised by Route 228 issue, the time may be right for this idea. Prince George's has toyed with the idea of instituting a ride-on system in the past, but officials then thought it should follow the Metro routes.

Of course, that system would only supplement areas which already have bus service. In an interview Monday, County Executive Parris Glendening hinted it may be

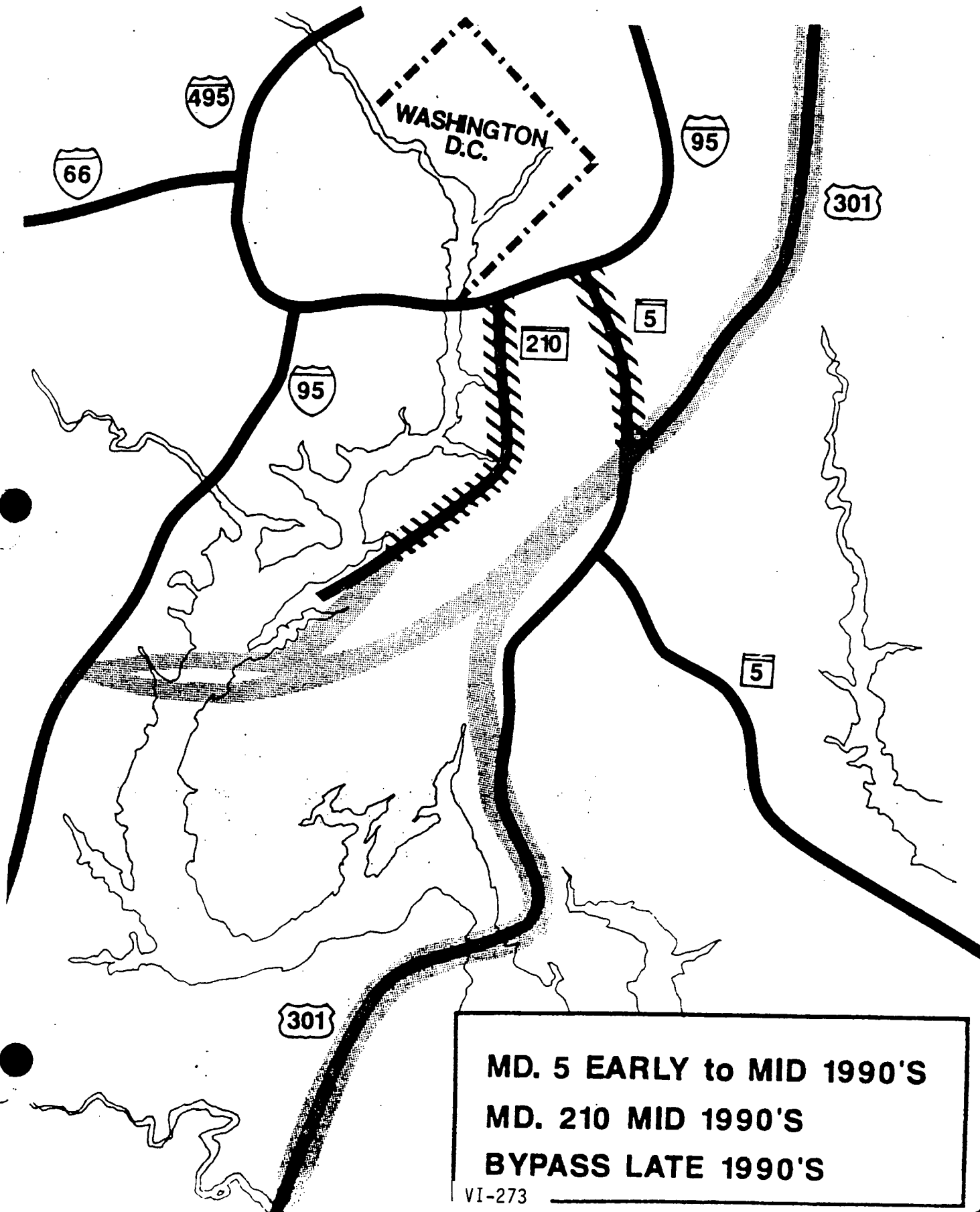
time to rethink public transportation in the south county.

"We are putting more busses down there," he said. "We are also looking at expanding the hours of busses running."

"The strategy is to do both and hope you come up with the right mix," Glendening added.

He said it is too expensive to have empty busses running, and if the county limits routes to peak hours, potential riders may fear being stranded if they can not make it to a stop by a particular time.

MARYLAND WASHINGTON AREA BYPASS STRATEGY



MD. 5 EARLY to MID 1990'S
MD. 210 MID 1990'S
BYPASS LATE 1990'S

Bridge may be built for bypass

By John Galski
Staff Reporter

It looks as though the state may now pursue a Potomac River bridge at Chicamuxen as part of a larger scheme for a Capital Beltway (I-495) bypass.

Despite a recent statement that a bridge may not pay for itself solely as a toll facility, Maryland Secretary of Transportation William Hellman and Transportation Department Administrator Hal Kassoff told Washington Council of Government officials last week that connections from Interstate 95 to Route 210 and U.S. 301 via a bridge could serve as a beltway bypass.

"We're happy to see Secretary Hellman put so much emphasis on the project," Charles County Economic Development director Ray Tilghman said. "He actually came forward and put dates on it."

Tilghman said the bridge would be an economic boon to Charles County and would relieve pressure brought on by lopsided residential growth in the area.

The date Hellman referred to is much sooner than previously believed for such a project—he indicated the bypass could be

completed by the turn of the century. The bridge would be paid for with a combination of state, toll and federal funds.

Kassoff said the announcement at the Council of Government conference "was just short of a firm commitment" to build the bypass, which will be imminent as more and more Washington area traffic uses the beltway to get to work.

"The projected need is there," Kassoff said.

He added that the cost of the bypass, including the bridge, would be far less than the estimated \$800-million Virginia proposal for a western beltway bypass.

The components of the Maryland bypass would include tying into U.S. 301 and Route 210 with either new highways or possibly updating existing ones. Route 5 and Route 210 would have to be converted to freeway status as well.

Such a conversion of Route 5 is now under study.

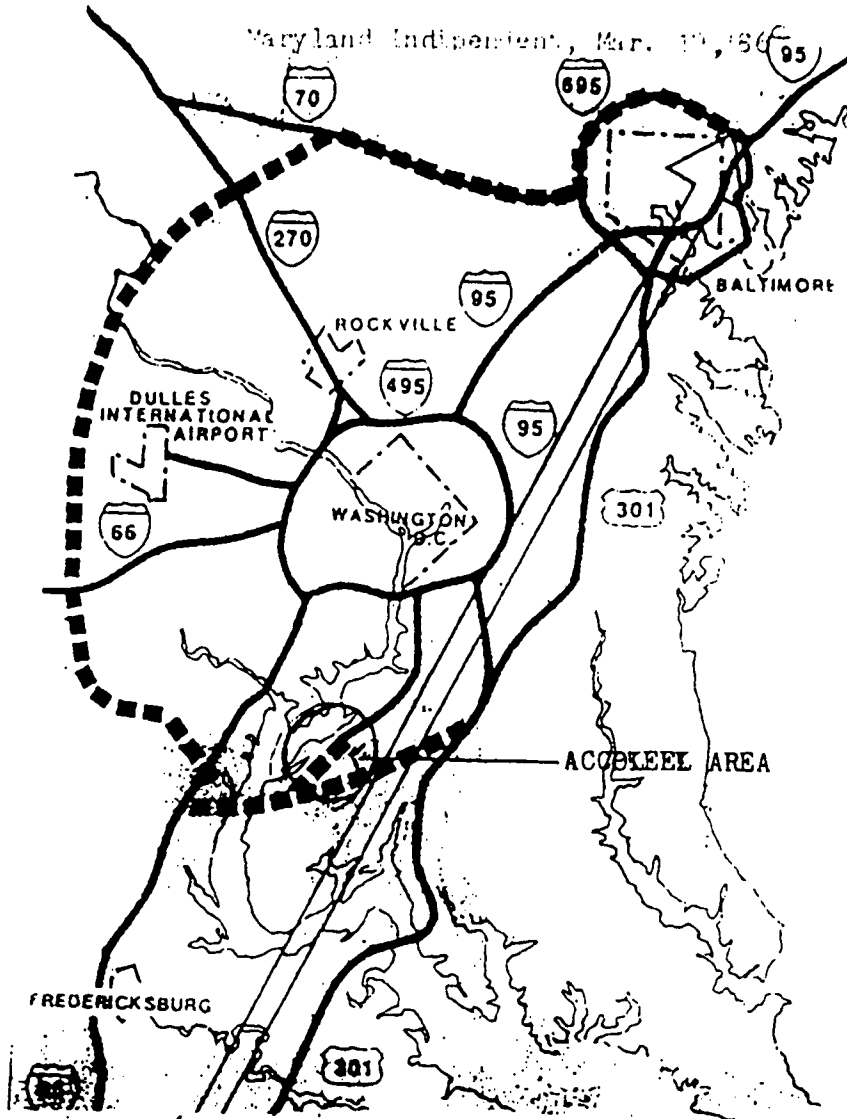
The state is also planning a Prince George's-Montgomery county interconnector to circumvent northern beltway traffic snarls at rush hour.

Kassoff said MDOT opposes the Virginia proposal to construct a western bypass from I-270 to I-95 through parts of both states.

He said the Virginia proposal is too expensive, and it would not address diversion of I-95 traffic or offer any relief for the crowded Rockville area.

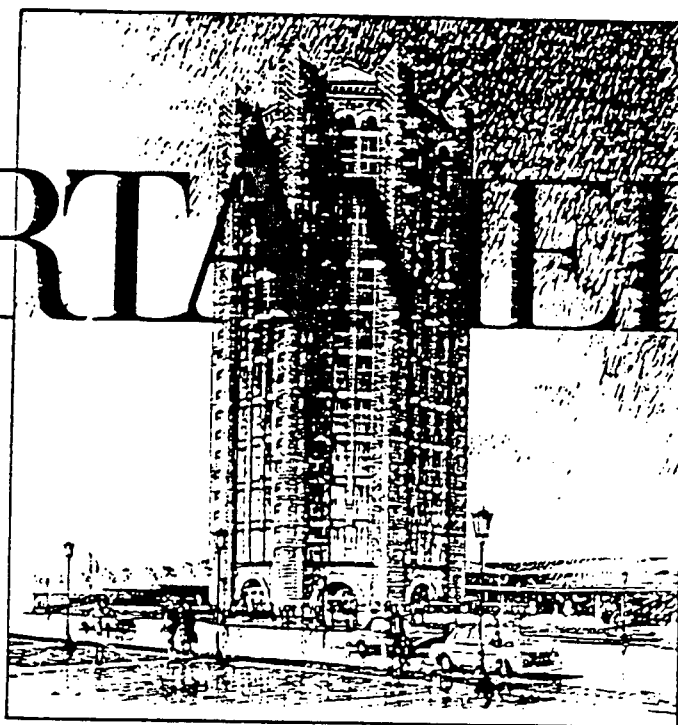
Other interim improvements planned for the beltway and tributaries by Maryland and Virginia to alleviate beltway tie ups include:

- Completion of Cabin John bridge widening.
- 1991 completion of east and west sections of I-270 in Maryland.
- 1990 completion of the I-95, 292 and Route 210 interchange in Prince George's County.
- 1986 completion I-66 interchange reconstruction in Virginia.



Draft
**Environmental
Assessment**

PORT AMERICA



National
Capital
Planning
Commission

February 1988

421

Following is a summary describing the major road improvements proposed by JTL Enterprises, developer of PortAmerica. Funding sources and construction schedules have not been established yet.

- Construct a loop ramp (northwest inner ramp) from westbound I-95, southbound into the proposed PortAmerica development to the State of Maryland Visitor Center (Road K and Ramp "L").
- Construct a directional ramp from the proposed Visitor Center and waterfront development to eastbound I-95 (Ramp "M") and provide an additional eastbound lane on I-95 (total of 5 lanes) from the directional ramp, dropping at the off-ramp from eastbound I-95 to Oxon Hill Road.
- Reconstruct the intersection of Maryland 210 and Maryland 414 and reconstruct the bridges along Maryland 210 over I-95 to include five lanes southbound over I-95. The far right lane will drop at the on-ramp to eastbound I-95 and the second right lane will become a right turn lane and drop at Oxon Hill Road. The remaining three lanes will become through lanes continuing through the intersection of Maryland 210 and Maryland 414.
- Improve Maryland 210 to three through lanes in each direction in the vicinity of the Maryland 414 - Oxon Hill Road intersection.
- Construct an off ramp from I-95 from Virginia to the Visitor Center. (Ramp A-1).
- Construct a ramp from Oxon Hill Road to I-295 Northbound (Ramp "H") to serve the fringe parking lot.
- Construct an additional lane along westbound I-95 through the I-295 interchange area.

These improvements are summarized in the Technical Appendix.

The Base Year Peak-Hour Traffic Volumes in 2005 without PortAmerica, are depicted in the Technical Appendix.

Environmental Consequences

A number of the base year traffic volumes will be increased at the study points by the development of PortAmerica. The number of vehicle trips resulting from PortAmerica at buildout in 2005 are provided in the Technical Appendix.

A set of 37 check points were selected for determination of level of service in order to evaluate the impacts associated with each of the above network/traffic scenarios. This information is shown in Figure 4-8. Level of service at each checkpoint and for each scenario is based on calculated volume-to-capacity ratios. Table 4-2 portrays the results of the checkpoint analysis and the qualitative level of service descriptions.

Table 4-2 reveals that in 2005 during the morning peak period, there will be 5 checkpoints (3, 12, 14, 15, 35) with a level of service of E or lower without the

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TABLE 4-2
PortAmerica Traffic Impact Evaluation

Location (from Figure 4-8)	Morning Peak Hour			Evening Peak Hour		
	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps
1	C	D	D	D	D	D
2	C	C	C	D	D	D
3	E	F	F	E	E	E
4	C	D	C	D	F	E
5	B	C	B	C	C	C
6 weave	D	E	E	A	C	B
non-weave	C	D	D	D	F	E
				C	E	D
7 weave	D	E	E	C	E	E
non-weave	C	D	C	C	D	D
8	B	C	B	E	E	D
9	C	E	C	E	F	E
10	C	F	E	D	F	F
11	C	C	C	B	B	B
12	F	F	F	B	C	C
13	D	C	D	B	C	C
14	F	F	D	C	B	C
15	F	F	F	C	E	B
16	--	--	A	C	--	C
17	--	--	C	--	--	A
18	--	--	B	--	--	C
19	--	--	B	--	--	B
20	C	C	C	C	C	B
21	--	--	C	--	--	C
22	A	C	A	B	C	C
23	--	--	B	--	--	A
24	C	C	C	B	B	D
25	--	--	D	--	--	B
26	D	E	D	F	E	E

(Continued on the next page)

TABLE 4-2 (Cont.)
PortAmerica Traffic Impact Evaluation

Location (Refer to Figure 4-8)	Morning Peak Hour			Evening Peak Hour		
	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps	2005 Projected Volumes	2005 Volumes Plus PortAmerica	2005 Volumes Plus PortAmerica with New Ramps
27	B	E	A	C	D	A
28	C	C	D	E	E	F
29	C	C	C	C	C	C
30	C	B	B	D	B	B
31 weave	C	C	C	D	D	E
non-weave	B	B	C	C	C	C
32	C	D	C	B	F	D
33	C	C	C	C	C	C
34	B	B	C	C	D	D
35	E	E	E	C	D	E
36	D	D	D	D	D	D
37	C	-	D	C	-	D

Source: PortAmerica Background Document, FSI Design Group, 1988.

<u>Level of Service</u>	<u>Description</u>
A	Free Flow - high speed, no restrictions
B	Stable Flow (upper range) - high speed, few restrictions
C	Stable Flow - restrictions on both speed and lane changing
D	Approaching Unstable Flow - little freedom for maneuvering
E	Unstable Flow - momentary stoppages; generally designates that facility is operating at capacity
F	Forced Flow - low speeds; highway acts as storage area due to restrictions elsewhere in system

project. This would increase to 7 checkpoints (3, 6, 7, 10, 12, 15 and 35) with the proposed project and improvements. With the Proposed Action, level of service improves for 3 checkpoints and declines for 7 checkpoints. One checkpoint (10) declines by more than one service level from C to E.

During the evening peak hour, the number of checkpoints with a level of service of E or lower without the project increases from 5 checkpoints to 10 checkpoints (2, 3, 6, 7, 9, 10, 26, 28, 31, and 35) with the Proposed Action. Seven checkpoints improve in level of service and 14 decline. One checkpoint (7 weave) declines by more than one service level from C to E, while two checkpoints (27 and 30) improve by more than one service level (C to A and D to B, respectively).

In addition, the Proposed Action will impact the Woodrow Wilson Memorial Bridge. This impact is difficult to evaluate using level of service, because the bridge traffic in the year 2005 without PortAmerica will result in level of service F during both the morning and evening periods in both directions. (The limit of level F will be about 6000 Vehicles per hour in each direction). Traffic engineering practices determine this to be an unacceptable level of service. Investigations are now underway by Federal and State (Maryland and Virginia) highway officials to provide alternative road improvements and/or construction of a new outer beltway to relieve these projected conditions on the Wilson Bridge.

The relative contribution of the Proposed Action to the Wilson Bridge volumes are presented in Table 4-3. As evident in the table, the maximum contribution of the completed project (minus the amount generated by allowable development under current zoning) to bridge traffic in year 2005 is 3.8% of the total volume.

The results of the above analysis reveal that the traffic generated by the Proposed Action will not, in general, have a major impact on the ultimate road system. In some cases, due to project-related improvements the Proposed Action will help relieve congestion along several ramps and ramp junctions. This analysis is based on the resulting impacts from build-out and does not consider interim conditions.

Improvement in the level of service would be experienced at eight locations as a result of lane extensions and other project-related improvements. The relocated 700 vehicle park and ride facility at the intersection of Oxon Hill Road and MD 210 will be one example where project-related improvements will improve access and traffic flow capability.

Project site-generated trips have not been adjusted to account for anticipated Transportation Systems Management (TSM) measures, such as staggered work hours and an employer-based ride sharing programs. Implementation of such programs can reduce peak hour traffic by several percentage points. A ridesharing program with an on-site coordinator is mandated by the County on approval of the conceptual site plan.

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Table 4-3
PortAmerica/Woodrow Wilson Bridge Traffic Impact Evaluation

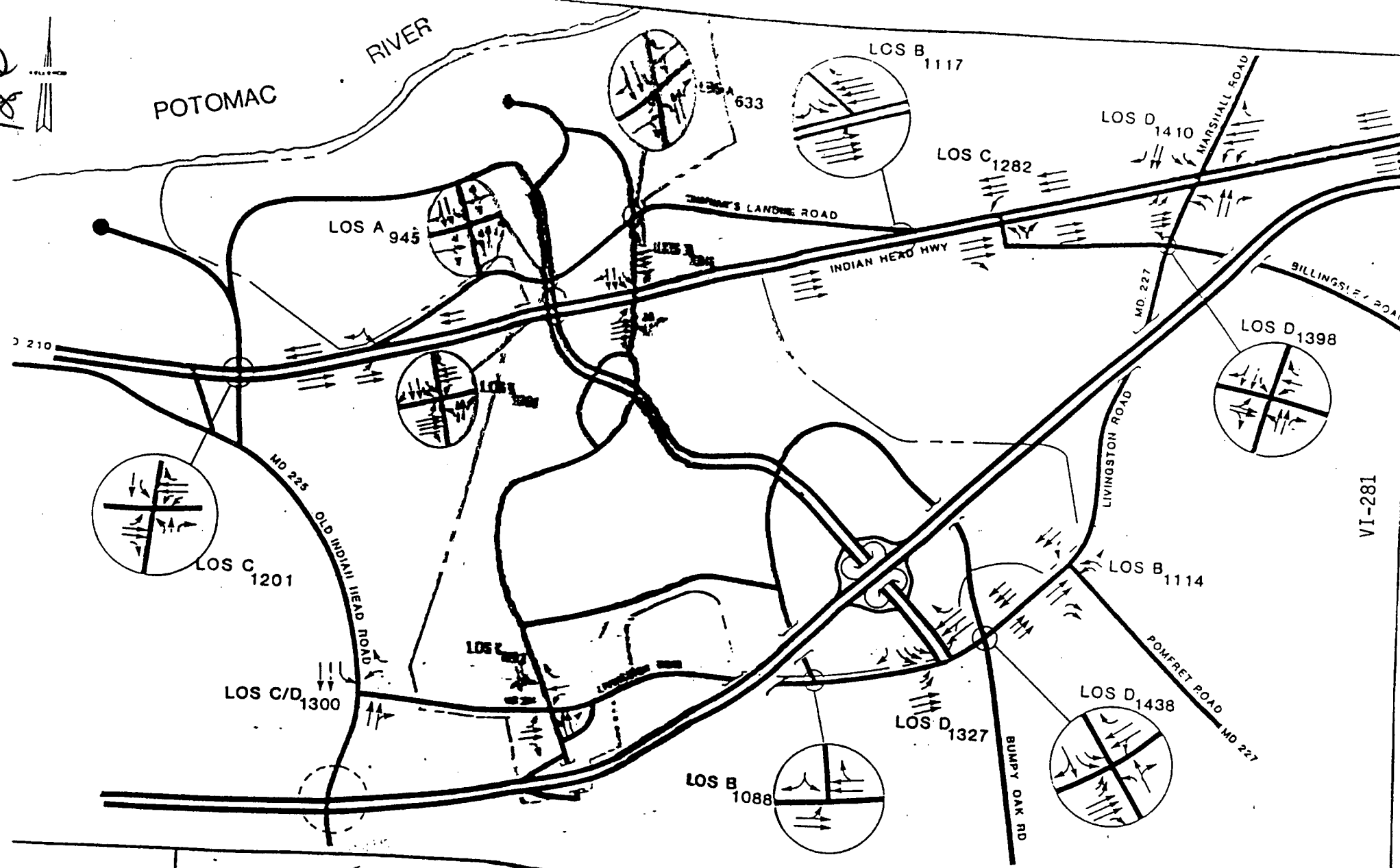
<u>Conditions</u>	<u>Morning Peak Hour</u>			<u>Evening Peak Hour</u>		
	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
Complete Development	718	247	965	425	740	1165
No Federal Action	653	130	783	189	560	749
Difference	---	---	---	---	---	---
	65	117	182	236	180	416
Bridge Traffic in Year 2005	7820	6305	14125	6170	6615	12785
	---	---	---	---	---	---
Difference as a Percentage of Year 2005 Trips	.8%	1.9%	1.3%	3.8%	2.7%	3.3%

Actually

Source: Written Communication, FSI Design Group, Inc., 1988.

9.5 1.2 6.5 6.9 11.2 9.1

426



ELLERCO

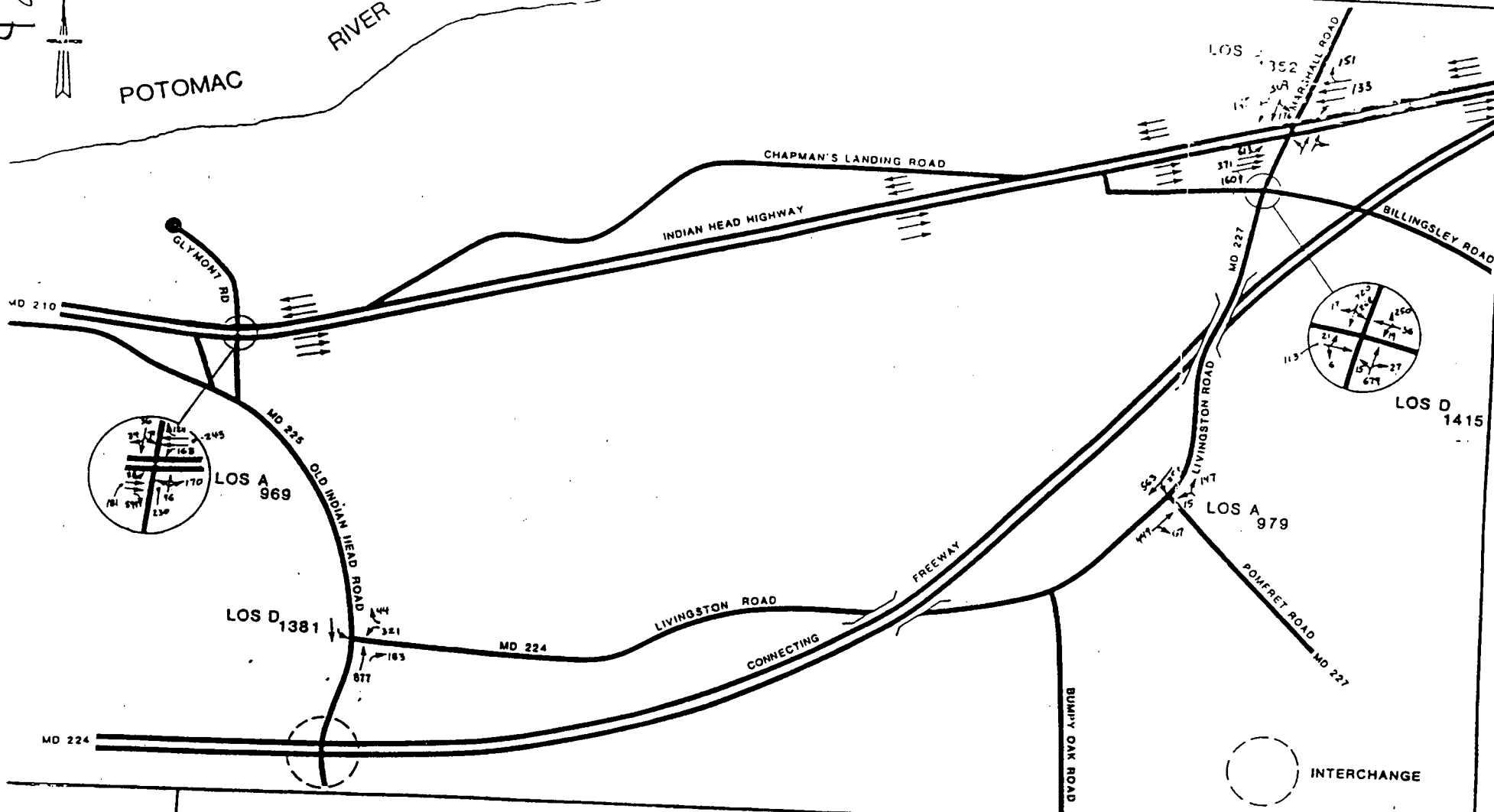
2008 IN ~~PER~~ ~~THE~~ LEVELS OF SERVICE
BY ~~THE~~ ~~VI~~ ~~ERA~~

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POTOMAC

RIVER



ELLERCO

2008 PM PEAK HOUR VOLUMES AND
LEVELS OF SERVICE
WITHOUT RIVIERA

Exhibit
A7

VI-282

SHA Response to Ms. Carmen Anderson:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Restricting use of Bealle Hill and Sharperville Roads to local traffic only would be discriminatory and unenforceable.
3. As the Eastern Bypass Corridor Study is a separate project with separate goals, it is not considered part of the MD Route 228 project and needs only to be modified as a related project.
4. The purpose of the MD Route 228 project mailing list was the placement of names of interested citizens to receive specific information, prepared by the SHA, concerning this project. There was considerable concern about an invasion of privacy to these individuals if that list was made public to other groups or persons that may result in unwanted mailings to these individuals. The State Highway Administration, with due respect for the privacy of those persons on the mailing list, elected not to provide the project mailing list.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

FEB 19 9 37 AM '88

NAME FRANCIS BAILEY DATE 2/17/88
PLEASE PRINT ADDRESS 15914 BEALLE HILL RD.
CITY/TOWN ACCOKEEK STATE MD. ZIP CODE 20607

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

IF YOU BUILD A CONNECTOR ROAD ON
SHARPERSVILLE RD. I THINK WE WILL STILL
HAVE ALMOST AS MUCH TRAFFIC ON
BEALLE HILL RD.
PEOPLE WILL ALWAYS TAKE THE SHORTEST
ROUTE.
WHY CAN'T IT BE JOINED TO 210
SOUTH OF ACCOKEEK.
TO SERVE THE MOST PEOPLE

SHA Response to Francis Bailey:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bypass Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.

☒ 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.

430

9002 Mill Court
Fort Washington, Md. 20744
February 17, 1988

Dear Sirs:

As residents of Ft. Washington, Maryland not far from the intersection of Indian Head Highway (Md. Rt. 210) and the Washington Beltway, we wish to protest the proposal to bring traffic from Route 228 to Indian Head Highway.

Things are bad enough right now. We know. We sit in it each and every morning. And, we can't see that the proposed improvements to the Beltway area are going to accomplish one thing more than perhaps help with the traffic generated by Port America. Clearly now is not the time to make things worse. Let's deal with the problems we have before we start thinking about bringing on even more traffic from further and further places.

The 228 idea is a bad one and should be abandoned immediately. So should any consideration for connecting Indian Head Highway with any proposed future outer beltway. Tax dollars should be used to solve problems; not to create newer and bigger ones.

Sincerely,

Ronald L. Haney
Barbara A. Bibbero

Ronald L. Haney and
Barbara A. Bibbero

PROJECT
DEVELOPMENT
DIVISION
FEB 19 6 10 AM '88

SHA Response to Ronald L. Haney and Barbara A. Biddero:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

432
RECEIVED

FEB 16 1988

CHIEF OF
PLANNING & PRELIMINARY ENGINEERING

Governor Donald Schaeffer
Maryland State House
Annapolis, MD 21404

Dear Governor Schaeffer:

Your concern for the welfare of your constituents is well known. Indeed, it is the reason for your election to office -- and the reason for this correspondence.

As a resident of Southern Maryland, I am extremely distressed about the deplorable traffic conditions that exist in this area; namely, Maryland's Route 228 and Route 210 corridors to the Capital Beltway. Unfortunately, any hopes I had for a remedy were sorely tested at a location/design public hearing held February 4 in Accokeek, Maryland (SHA Contract No. AW760-101-071, PDMS No. 253097).

The SHA project currently proposes three alternates. Alternate 1, No Build, which is supported by Prince George's County residents and government officials, provides no alternative at all. The statistics contained in the project summary regarding accident fatalities and traffic volumes (both past and projected) dramatically illustrate the need for construction improvements to these substandard country lanes.

Alternate 5/6, although it consists of building improvements, would detour traffic further south in order to head it north toward the beltway. As such, this alternate is of little value to most commuters.

Clearly, the best solution to this dilemma is Alternate 2/3. As stated in the project summary, this alternate "provides the best travel efficiency, affects the least number of properties, and has the greatest amount of highway with access controls." In fact, the only solution better than Alternate 2/3 is a combination of Alternates 2/3 and 5/6.

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- 2 -

As a taxpayer and decent, hard-working citizen, I demand safe and efficient state and local highways. Though your record speaks well for itself, I feel strongly enough about this issue that if these roads are not built, I will vote at the next election for a representative that shares -- and carries through -- my views.

Thank you for your concern and your service. I look forward to your support.

Sincerely,

Carl W. Zurchan
305 Wellington Wds.
Waldorf, MD
20601

cc: Mr. Donald G. Honeywell
Project Manager
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

434

MAR 1 1986

Mr. and Mrs. Carl Burcham
305 Wellington Woods
Waldorf, Maryland 20601

Dear Mr. and Mrs. Burcham:

Governor William Donald Schaefer asked me to thank you for your recent letter concerning the proposed improvement and extension of MD 228 in Charles and Prince George's counties. He asked me to look into the matter and reply to you on his behalf.

As you know, the State Highway Administration is in the early stages of this project. I have forwarded your thoughtful comments in support of Alternate 2/3 to the State Highway Administration. They will be considered by the project planning team in their formulation of a recommendation for this project.

Thank you for your interest in this important highway improvement.

Sincerely,

7s/ RICHARD H. TRAINOR
Richard H. Trainor
Secretary

RHT/t

cc: The Honorable William Donald Schaefer
Mr. Hal Kassoiff
Mr. Neil Pedersen
Mr. Louis Ege

dictated by Neil Pedersen

COMMITTEE
ARMED SERVICES
SEAPOWER AND STRATEGIC AND
CRITICAL MATERIALS
PROCUREMENT AND
MILITARY NUCLEAR SYSTEMS
MERCHANT MARINE AND
FISHERIES
FISHERIES AND WILDLIFE
MERCHANT MARINE
TOM PAPFAS
ADMINISTRATIVE ASSISTANT



Congress of the United States

CONGRESSMAN ROY DYSON

224 CANNON HOUSE OFFICE BUILDING, WASHINGTON, D.C. 20515

RECEIVED

P. 11
ONE PLAZA EAST
BALTIMORE, MARYLAND
21201 742-8070
20 WEST BEL AIR
ANNAPOLIS, MARYLAND
21401 222-8000
WALDORF DRIVE
SUITE 100, ROUTE
P.O. BOX 240
WALDORF, MARYLAND
21011 845-8000

March 4, 1988

The Honorable William D. Schaefer
Governor
State of Maryland
Annapolis, Maryland 21404

Dear Governor Schaefer:

I am writing on the behalf of a constituent, Mr. [Name], who is concerned about the traffic situation in Charles County. He states that Routes 228 and 210 are congested from Washington traffic and an alternative route is needed.

I am enclosing a copy of his letter for your perusal.

Please review his comments and let me know the status of any proposals to alleviate this problem.

If you need any additional information, please do not hesitate to contact me. With warm regards, I am

Sincerely,

ROY DYSON
Member of Congress

RD:vs

PROJECT
DEVELOPMENT
DIVISION

Lou Ege
Rm 310

436
sent to
DOT 3/31

The Honorable Roy Dyson
Member, United States Congress
224 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Dyson:

Thank you for your letter to Governor Schaefer dated March 4, 1988 on behalf of your constituent, Mr. Carl W. Burcham. The Governor has asked me to respond and bring you up to date.

The concerns of Mr. Burcham are accurately stated in that traffic is reaching capacity in the MD 210/228 corridor of Charles County. To alleviate this problem, MD 228 is proposed to be upgraded to a four-lane divided facility from MD 228 to US 301.

Two build alternates were presented at the location/design public hearing, held February 4, 1988. Either build alternate 2/3 or 5/6 would reduce the need for traffic to travel sub-standard county roads from MD 210 to US 301 near Waldorf. In conjunction with these improvements, the State Highway Administration proposes the widening of MD 210 from four lanes to six lanes, with the improvements taking place in the existing median. This proposed widening of MD 210 will begin from where the selected alternate for MD 228 intersects MD 210 to south of Old Fort Road. This proposed widening will meet at a section of MD 210 that is currently being widened to six lanes from Old Fort Road to MD 414.

The proposed improvement to MD 228 will greatly improve east/west travel efficiency from MD 210 to US 301 and at the same time increase capacity to MD 210 by 50 percent by the improvement of an additional lane in each direction.

If I can be of any other assistance, please do not hesitate to let me know.

Sincerely,

Richard H. Trainor
Secretary

RHT:ds

cc: The Honorable William D. Schaefer
Mr. Hal Kassoff

bcc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Ms. Missy Drissel

Prepared by: Don Honeywell, Proj. Dev. Div., 3/28/88, x-1136

437

SHA Response to Mr. Carl W. Burcham:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.

438

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

FEB 22 10 53 AM '88

NAME Joseph & Gloria Campbell DATE 2/17/88

PLEASE
PRINT

ADDRESS 107 Janice Place

CITY/TOWN Waldorf STATE md ZIP CODE 20601

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

Route 228 - I understand a hearing was held on this
project. Had we been notified, we would have been
present since our property abuts the present right
of way on Route 228

SHA Response to Joseph and Gloria Campbell:

1. The SHA executes every reasonable effort to notify persons affected by highway proposals. Unfortunately, some persons are inadvertently overlooked. These citizens have subsequently been furnished project information and may receive more specific information upon request at any time.

☒ 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.

439

STATE HIGHWAY ADMINISTRATION PROJECT
QUESTIONS AND/OR COMMENTS DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

FEB 24 11 47 AM '88

NAME WILLIAM J. CHEW DATE 17 FEB 1988

PLEASE PRINT ADDRESS 105 JANICE PLACE

CITY/TOWN WALDORF STATE MD ZIP CODE 20601

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

I would like to know the details of the improvement/dualization of Maryland Route 228 (Berry Road) between Beale Hill Road and US 301.
A. Has this project been approved?
B. If approved, how will it affect ~~the~~ my property which backs up to 228 between Ironwood Drive and Briarwood Drive (Briarwood Subdivision)?
C. What are the details of right of way acquisition?
D. When will all this take place ie when does this project start?
Appreciate your prompt reply.

Thank You
William J Chew

☒ 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.

442

SHA Response to Mr. William J. Chew:

1. Alternate 5/6 Interchange was selected as the preferred alternate and includes the improvement of existing MD Route 228 to a four lane divided highway from U.S. Route 301 to Bealle Hill Road with programmed construction beginning FY 1991.
2. Since the improvement will be made within existing R/W this property should not be directly affected. With the increase in traffic volumes noise levels are expected to increase.
3. The details of right-of-way acquisition are explained in the booklet "Your Land and Your Highways."

441

#284

11404 Riverview Rd.
Fort Washington, Maryland 20744
February 16, 1988

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

Gentlemen:

We protest the proposal to connect Maryland Route 228 to Maryland Route 210 in souther Prince George's County by a new highway.

Maryland Route 210 is terribly inadequate as it is now. We see no realistic plans in the works to relieve this situation; only Band-Aid relief while such monstrous developments as PortAmerica make things worse.

The dumping of literally thousands of additional cars per day into an inadequate Maryland Route 210 which in turn dumps into an inadequate road and bridge system at the Beltway would constitute the height of stupidity. Prove that the "S curve" works, widen Route 295, widen the Wilson Bridge, and demonstrate that you can get traffic into and out of the District, and then the citizens can be asked to look at this other idea.

Until then, forget it.

Sincerely,

Charles F. Findley
Charles F. Findley

(301) 292-2917

SHA Response to Mr. Charles F. Findley:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
2. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.

442

February 16, 1988

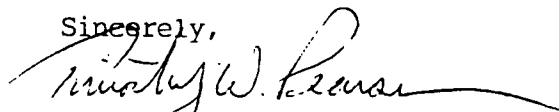
Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two build alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,



Timothy W. Pearson
Route 2, Box 568
White Plains, Maryland 20695

SHA Response to Mr. Timothy W. Pearson:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

443

PROJECT
DEVELOPMENT
DIVISION

MAR 1 3 37 PM '88

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. Route 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Carol Stonestreet

Carol Stonestreet
Post Office Box 126
Hughesville, Maryland 20637

SHA Response to Ms. Carol Stonestreet:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

444

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEB 22 10 53 AM '88

FEBRUARY 4, 1988

NAME Donna Adams DATE 2-16-88
PLEASE PRINT ADDRESS 16119 Holly Hill Dr.
CITY/TOWN Waldorf STATE MD ZIP CODE 20601

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

We purchased our home in Accokeek because the area is generally rural and long range Prince George's County land use plans seemed to indicate that it would stay that way. We feel that either of the build proposals would be very damaging to the life style of the community.

We find Alternate 2/3 particularly bad because of its location, size and potential to encourage development where it should not and is not planned to be. However, both build alternatives would cause additional traffic to be added to Indian Head Highway and neither would provide lasting or genuine relief to the residential streets of our community. We feel that either 2/3 or 5/6 would add overall to all traffic problems.

We, therefore endorse Alternate 1, no build, while encouraging the implementation of realistic traffic management and controls on the county roads in Accokeek.

☒ 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.

SHA Response to Ms. Donna Adams:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

446

February 16, 1988

Maryland State Highway Administration
Route 228 Construction Project
Box 717
Baltimore, Maryland 21203

To Whom It May Concern:

I am resident of Charles County and I read of the recent hearing on the Route 228 project in the local paper. I was not in attendance at this hearing so I am taking this opportunity to place my views in the record.

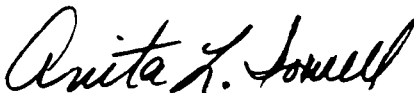
I travel from Waldorf to work in Washington so I am familiar with the general problem of traffic jams in Prince George's and Charles County. I feel strongly that much of the problem is the failure of public officials to establish real public transportation. Roads no longer have a place to go. You can't continue to try to pour more traffic through highway intersections that are gridlocked. More pavement just makes the whole thing worse.

I know that developers always are asking the public to build them more roads but the results are not only disastrous to automobile drivers, the cost to us taxpayers is very high. I understand that the cost of this Route 228/Route 210 project will run between 50 and 100 million dollars. That's a lot of cost per taxpayer as I see it.

Although I understand that much support for this project comes from Charles County officials, I as a private citizen of Charles County would suffer just as much from this bad project just as much as any Prince Georgian.

Thank you for considering my views.

Sincerely,



Anita L. Sowell
120 Shawnee Lane
Waldorf, Maryland 20601

447

SHA Response to Anita L. Sowell:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

448

7513 Epping Ave.
Ft. Washington, MD 20744
16 Feb. 1988

MD Dept. of Transportation
SHA Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

Subj: MD 228 Widening

Dear Sir:

I regularly commute on MD route 210. Therefore, I am very concerned about plans to widen MD 228 to allow traffic from Charles county to use MD 210 for the commute to Washington. MD 210 is already overburdened, with a massive traffic jam at the junction of I95 and crossing the Potomac on Woodrow Wilson Bridge. Additional traffic from the development already planned for the MD 210 corridor will make for even worse traffic jams. Bringing traffic from Charles County along an improved MD 228 will create pure chaos.

The SHA should consider other means of getting people safely around southern Maryland. There should be significantly improved bus service from both southern Prince Georges and Charles counties (even if the state and/or county governments have to subsidize the service.) What we really need is a light rail system that ties both Waldorf/St. Charles and Accokeek to the Metro system. Building more roads will only give people more excuses to drive their cars and make will make other methods of transportation more difficult to implement, as well as increase air pollution and traffic congestion. (Experience shows that more roads only lead to increased traffic congestion.)

In summary, I strongly oppose building additional roads. We must learn to use other transportation methods!

Sincerely,

M. Koster

Marilyn J. Koster

SHA Response to Ms. Marilyn J. Koster:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

450
7513 Epping Ave.
Ft. Washington, MD 20744
16 Feb. 1988

MD Dept. of Transportation
SHA Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

Subj: MD 228 Widening

Dear Sir:

As a regular commuter on MD route 210, I am very concerned about plans to widen MD 228 to allow traffic from the Waldorf area to easily get to MD 210 for the commute to Washington. The traffic on MD 210 is already excessive, with a massive traffic jam at the junction of the Beltway (I95). Additional traffic from the development already planned for the MD 210 corridor will make for even worse traffic jams. Bringing traffic from Waldorf along an improved MD 228 will aggravate a bad situation..

Rather than think only of roads, the state should consider alternative methods of getting people safely around southern Maryland. There should be significantly improved bus service from both southern Prince Georges and Charles counties (even if the state and/or county governments have to subsidize the service.) For longer term planning, the state should build a light rail system that ties both Waldorf/St. Charles and Accokeek to the Metro system. Building more roads will only tie people more tightly to their cars and make alternative methods of transportation more difficult to implement, as well as increase air pollution and traffic congestion.

In summary, I strongly oppose building additional roads. We must learn to use other transportation methods!

Sincerely,

David R. Koster
David R. Koster

SHA Response to David R. Koster:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

452

PROJECT
DEVELOPMENT
DIVISION

MAR 15 2 47 PM '88

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. Route 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Lyn Lumpkins
P.O. Box 578
Waldorf, Md 20601

SHA Response to Lyn Lumpkins:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

MAR 1988

VI-307

453
PROJECT
DEVELOPMENT
DIVISION

MAR 15 2 47 PM '88

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

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This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

William B. Rhodes Jr.
PO Box 1591
WALDORF MD -
20601

SHA Response to William B. Rhodes, Jr.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

454

PROJECT
DEVELOPMENT
DIVISION

MAR 15 2 47 PM '88

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

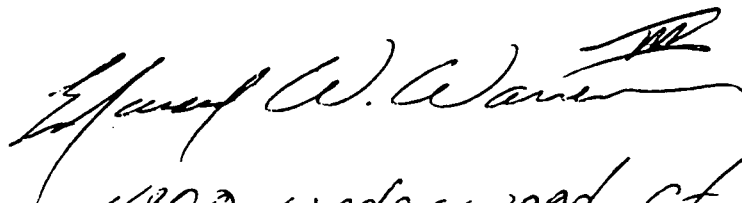
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This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,


4820 Underwood Ct.
Waldorf, Md. 20601

SHA Response to Edward W. Warren:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

455
PROJECT
DEVELOPMENT
ON

MAR 15 2 47 PM '88

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

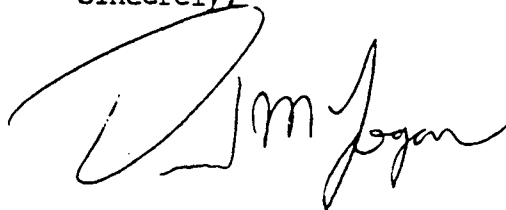
Dear Mr. Pederson:

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This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,



102 Maxwell DR
Hughesville MD 20601

SHA Response to Logan:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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PROJECT DEVELOPMENT DIVISION
STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

FEB 19 9 37 AM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

NAME Dr. and Mrs. Joseph W. Hager DATE Feb. 16, 1988

PLEASE
PRINT

ADDRESS 13006 Renfrew Circle

CITY/TOWN Ft. Washington STATE Md. ZIP CODE 20744

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

When we moved to this area four years ago, we chose Southern Prince George's County because it seemed to have avoided the overdeveloped, poorly-planned roads and traffic problems of Northern Virginia. We came from an area where developers controlled the city council; market values ^{of} ~~dropped~~ ^{and} as traffic problems increased.

We think that the projects in question will preclude orderly, effective development of both Prince George's and Charles County.

Instead we think that: ☒ Option #1 should be adopted. ☒ No connecting link between Waldorf & (301) Indian Head should be created until Wilson Bridge and main routes into the district have been improved.

☒ Emphasis should be on effective long-range, energy efficient transportation - i.e. - a ~~light rail~~ system connecting the green line with Waldorf.

As we learned while house hunting in areas served by metro - property values are enhanced by proximity to public mass transit system, energy is saved and people

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

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

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

VI-311

in traffic.

We will be ~~noting~~ ^{noting} and ~~receiving~~ ^{receiving} for the people

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
3. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
4. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.
5. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.



PRINCE GEORGE'S COUNTY BOARD OF TRADE

February 16, 1988

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21202

Re: Maryland Route 228
Maryland Route 210 to U.S. Route 301

Gentlemen:

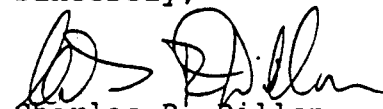
The Prince George's County Board of Trade represents in excess of 300 business people in Prince George's County.

We wish to go on record with our unqualified support for the proposed Maryland Route 228 project to interconnect Maryland Route 210 to U.S. Route 301. Either Alternates 2/3 or 5/6 are considered acceptable.

This proposed cross-county connector will greatly relieve the congested, unsafe conditions on Shapersville and Bealle Hill Roads and is but one of many transportation projects required in Prince George's and Charles Counties to keep pace with transportation demands imposed by continuing residential and commercial development in the region.

Please advise if we may be of further assistance.

Sincerely,


Charles R. Dillon
Transportation Chairman

cc: M. Jumalon

SHA Response to Mr. Charles R. Dillon:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

VI-313

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. Route 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Mary Jameson
Mary Jameson
P. O. Box 427
Waldorf, Maryland 20601

SHA Response to Ms. Mary Jameson:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Feb 19 8 24 AM '88
PROJECT DEVELOPMENT DIVISION

VI-314

460

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 20213-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the two build alternatives would:

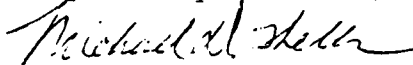
1) help alleviate the serious traffic congestion problems in and around the study area; and

2) provide transportation continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Respectfully submitted,



Michael D. Wells
1212 East Patuxent Drive
La Plata, Maryland 20646

SHA Response to Michael D. Wells:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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PROJECT
DEVELOPMENT
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VI-315

461

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

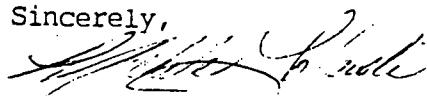
Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. Route 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,



Michele Tolarski
609 Council Oak Drive
Waldorf, Maryland 20601

SHA Response to Michele Tolarski:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Feb 16 1988
DIVISION
DEVELOPMENT
PROJECT

VI-316

4p62
PROJECT
DEVELOPMENT
DIV 811

FEB 19 8 23 AM '88

February 16, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Sir:

I would like to take this opportunity to record my support of the extension and improvement of Maryland Route 228, from Maryland Route 210 to U.S. 301. In my opinion, either of the two alternatives within the study area would be acceptable (Alternative 2/3 or Alternative 5/6).

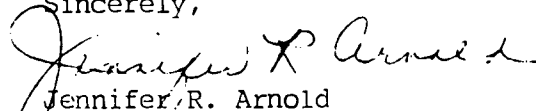
The obvious benefits are:

- 1) would help alleviate the traffic congestion in and around the study area;
- 2) would provide transportation continuity, safety, and growth capacity for both Charles and Prince George's counties.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,


Jennifer R. Arnold
17312 Dent Road
Brandywine, Maryland 20613

SHA Response to Ms. Jennifer R. Arnold:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

4021 Floral Park Road
Brandywine, Maryland 20613
16 February 1988

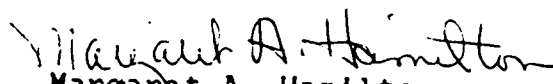
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

I write as a 46 year resident of southern Prince George's County and ask that this letter be included in the official record of the recently held public hearing on the Route 228 construction proposal that would connect Waldorf with Route 210. I was not present at the hearing but from what I have read I think my concerns are similar to those expressed by many who did attend.

It seems that we have reached the point where something other than more highways must be considered as an answer to our very serious automobile traffic problems. In the Washington area, public transportation seems to be taking a back seat. New highways are going to attract more private automobiles which the City of Washington as well as many of its suburbs can no longer handle. Taking these cars off the roads should be a first order of business and more roads will not accomplish this. Local trains would seem to be a much more practical way to move people than the Route 228 proposal which would further aggravate Route 210 traffic jams.

Thank you for considering my views. I'll be interested in hearing how the Department of Transportation plans to proceed on this matter.

Sincerely,


Margaret A. Hamilton

464

SHA Response to Ms. Margaret A. Hamilton:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

465

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Gary + Cheryl Swenson DATE 2/15/88

PLEASE
PRINT

ADDRESS 405 Sandalwood Drive

CITY/TOWN Waldorf STATE MD ZIP CODE 20601

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

We are very concerned about Alternate 2/3, The intersection option. We live in the Briarwood subdivision on Berry Rd (Rte. 228) and do not want land taken from our subdivision and used to make an access to Sharperville Rd. This plan makes no sense! You are putting the residents of this area in danger for no reason. If the desire is to link Middletown + Sharperville Roads, then take a road off Middletown before it reaches Rt. 228 and come up that way to ~~the~~ link with Sharperville where it currently feeds into Rt 228. This would affect less people and bring a major connector route away from a major subdivision. Thank you for your consideration.

We signed up for the mailing list at the 2/4 meeting

☐ 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.

466

SHA Response to Gary and Cheryl Swenson:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.
2. In conjunction with the selection of Alternate 5/6, Charles County proposes a relocation of Middletown Road opposite the MD Route 228 Sharperville Road intersection. No land from the Briarwood subdivision is required for these improvements.

467

February 15, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the two build alternatives would:

- 1) help alleviate the serious traffic congestion problems in and around the study area; and
- 2) provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

PROJECT
DEVELOPMENT
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Respectfully,
Mary H. McNeil
Mary H. McNeil
Post Office Box 1562
La Plata, Maryland 20646

SHA Response to Mary H. McNeil:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

464

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME WAYNE T. WHITNEY DATE 15 FEB 1988

PLEASE
PRINT

ADDRESS 304 CAREYBROOK LANE

CITY/TOWN OXON HILL STATE MD ZIP CODE 20745

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

Before any more thought is given to increasing the amount of traffic in the Indian Head Highway corridor, a serious effort must be made to allow the existing traffic to flow more freely. The mere addition of another lane will not solve the problem — traffic will continue to back up at the numerous traffic signals. A much better solution is to replace all at-grade intersections with interchanges. I know that this would be very expensive, but it is the only way to do a proper job and it will have to be done eventually. Indian Head Highway must be made so attractive that commuters will prefer to use it rather than our neighborhood roads.

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

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

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. VI-323

469

SHA Response to Mr. Wayne Whitney:

1. 1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince George's County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.
2. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

470
16115 Holly Hill Drive
Waldorf, Md. 20601 **
February 14, 1988

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

The following submission is intended to augment my oral presentation given at the Maryland 228 Location/Design Public Hearing held February 4, 1988 in Accokeek, Maryland.

Both of the build options presented, 2/3 and 5/6, carve through that portion of the Accokeek community of Prince George's County lying east of Maryland Route 210 (Md. 210). In fact the study area as outlined by the State includes only this portion of Prince George's County considered for a new highway and that portion of Charles County where Maryland Route 228 (Md. 228) is considered for widening. Because of the impact on east Accokeek, the best interests of that community should be considered above all else with respect to the two build options.

The construction of Alternate 2/3 (Alt. 2/3) would be devastating to east Accokeek. It would place 2.75 miles of new four-lane divided highway through Prince George's County. Of this, less than one half mile would be built over existing road and existing right-of-way. Five new intersections ripe for development could be created: "At-grade intersections would be provided with Maryland Route 373 (Accokeek Road), Berry Road and Livingston Road. Two additional points of access would be provided for proposed developments, one between Mattawoman Creek and Maryland Route 373, and the other between Maryland Route 373, and Livingston Road (p. 6, Draft Environmental Impact Statement). The intersection indicated between the Mattawoman Creek and Maryland Route 373 is a curiosity. This would be placed in an area indicated for permanent low density at one dwelling unit per five acres (O-S, Open Spaces zone) through all four stages of the current Master plan for Subregion V of Prince George's County. The area is so zoned to protect the Mattawoman watershed, the 100 year flood plain, to discourage development in an area where soil types and conditions make it inappropriate for construction. Also, Prince George's County water and sewer plans place this area in a systems area six for both categories, meaning that there is no planned water or sewer service to this area.

A check with Maryland-National Capital Park and Planning Commission planners for this area revealed no knowledge of any such "planned development." A check showed no plat for subdivision on file or under consideration. A further check revealed Alt. 2/3

as projected to run through this permanent low density area for nine tenths of a mile through property owned by Middleton Associates, a limited partnership with an evasive paper trail.

The remainder of Alt. 2/3 passes through land designated as "Staged Future Development Areas" by the Master Plan for Subregion V. The text of the Proposed Sectional Map Amendment (comprehensive zoning map now in effect, 1979) for Subregion V states that "The SMA designated staged future development areas are best implemented by application of the 2-acre R_A (Residential-Agricultural) Zone. This zone will allow for continued large-lot development of the area...but would minimize pressures for suburban type development(p.37)."

The presence of a new four-lane divided highway through this area would indeed increase "pressures" for suburban type development there, thus operating counter to the stated intentions of the M-NCPPC.

The rest of this Staged Future Development Area is zoned R-E (Residential-Estate) and limits development to residential uses of one acre or more. The aforementioned permanent low density area is, remember, in the O-S zone. The text of the final Sectional Map Amendment for Planning Areas 81B, 83, and 84 (the subject area falling in Planning Areas 81B and 84) approved in April, 1980 by the Prince George's District Council states that "The rezoning of land to the R-E and O-S Zones is considered to be a permanent commitment"(CR-125-1979,p. 7).

An SHA "fact sheet" on this project contends (p.2, item 3) that Alt. 2/3 conforms to the Master Plan for Subregion V of February, 1974.and that it "includes improvements along the Sharperville Road and Berry Road corridor as a collector road which approximates the alignment of Alternate 2/3."

A careful study of both the maps and the text of this Master Plan reveals no such improvements to Sharperville Road or Berry Road being provided for. There is indicated, however, provision for the construction of a new road to connect the intersection of Berry Road and Farmington Rd. E. to run in a northwesterly direction to intersect Md. 210. This road is clearly identified as a collector (c-270) by the key.

Given the lack of information concerning improvements, specific or otherwise, to Berry and Sharperville Rd.s, and that there is no provision for any change of alignment of these roads, or any new road to replace them. And, that there is no hint whatsoever that in their wildest dreams the District Council for Prince George's County ever intended for any part of this system to be made up of a new four-lane divided superhighway with five new intersections, it seems more than safe to assume that this project could not be reasonably seen as conforming to the Master Plan for Subregion V.

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The pressures by development interests and speculators that the presence of a new four-lane divided highway with five new intersections, two with traffic lights, would bring to this community is obvious. Its construction would constitute an out and out betrayal of those residents of the community such as myself, who purchased their homes after making a thorough study of the long-term land use plans implemented by the Prince George's County District Council under its State mandated authority.

Further, Alt 2/3 would not provide traffic relief to Bealle Hill Road, the most adversely affected of Accokeek's residential streets. Upon completion, Alt 2/3 would provide a decrease of only 25% per day. Six thousand cars per day would still use this street ---a number entirely unacceptable. Traffic heading north from development in northwestern Charles County would be highly unlikely to make the easterly trek to the base of Alt. 2/3, opting to use Bealle Hill Road instead. The future impact on Bealle Hill Road's area brought about by the recently agreed upon sale by WSSC of 1, 400,000 g.p.d. to Charles County from the Accokeek water tower, and the just completed expansion of the Mattawoman Sewage Treatment Plant to 10M.g.p.d. makes Alt. 2/3 an even worse choice.

Finally, Alt. 2/3 passes dangerously close to two Prince George's County public schools.

Alternate 5/6, while far less damaging to the character of the area than Alt 2/3 shares two great evils with its sister proposal. Both Alts. 2/3 and 5/6, by the SHA's own projected figures would of and by themselves result in over 10,000 additional cars per day being placed on Md. 210 almost immediately upon project completion and as a sole and direct result of the project itself.

Secondly, the aforementioned SHA "fact sheet" on this project states that the 'S' curve and widening of Md. 210, scheduled for FY '89, should "provide some relief to congestion on Maryland Route 210." "Some relief" is not enough before the State dumps an uncontrolled new source of traffic onto Md. 210. All of Md. 210 is operating at a level-of-service "D" or worse. Improvements should be made to actually demonstrate---in real practice---a level of service of "C" or better before any new ingresses are authorized by the SHA. In other words, the 228 project should be killed right now for the foreseeable future, and Alt. 2/3 should be killed forever!

A final point deals with the presently under study Eastern Bypass, Outer Beltway, Washington Area Bypass or whatever one wishes to call it. All are names bantied about for the same concept.

SHA documents, maps and statements have projected that such a Maryland route would involve the upgrading of Md. Route 301 south from Route 695 (The Baltimore Beltway) and continuing that road as a brand new road from the Md. Route 301-Md. Route 5 intersection in Prince George's County in an arc southwesterly to Chicamuxen in

in southwestern Charles County to be connected by a new Potomac River crossing bridge to connect either Rt. 95 in Virginia or a western bypass there completing the outer beltway. Attachments marked "A" and "B" from an SHA handout distributed by Neil Peder- sen of the SHA at a July, 1986 information meeting held in Croom, Md. verifies the general SHA strategy. Attachment "C" is an article from the Maryland Independent, a Charles County newspaper dated March 19, 1986 which states in part "The components of the Maryland bypass would include tying into U.S. 301 and Route 210 with either new highways or possibly updating existing ones." The extension of Route 301 for this project clearly would cross Md. 228 in the vicinity of the Md. 228/Alt. 2/3 intersection. The implications of this are clear.

That the SHA has considered neither the implications of this plan to the 228 connector nor the implications of the plan to the Md. 210 mess is unconscionable. To have produced a one inch thick Environmental Impact Statement on the Md. 228 project that conveniently fails to mention, much less deal with these areas in detail is scandalous.

Plans for the 228 project should be dropped immediately and no further investigation of it done at this time!

Respectfully submitted,

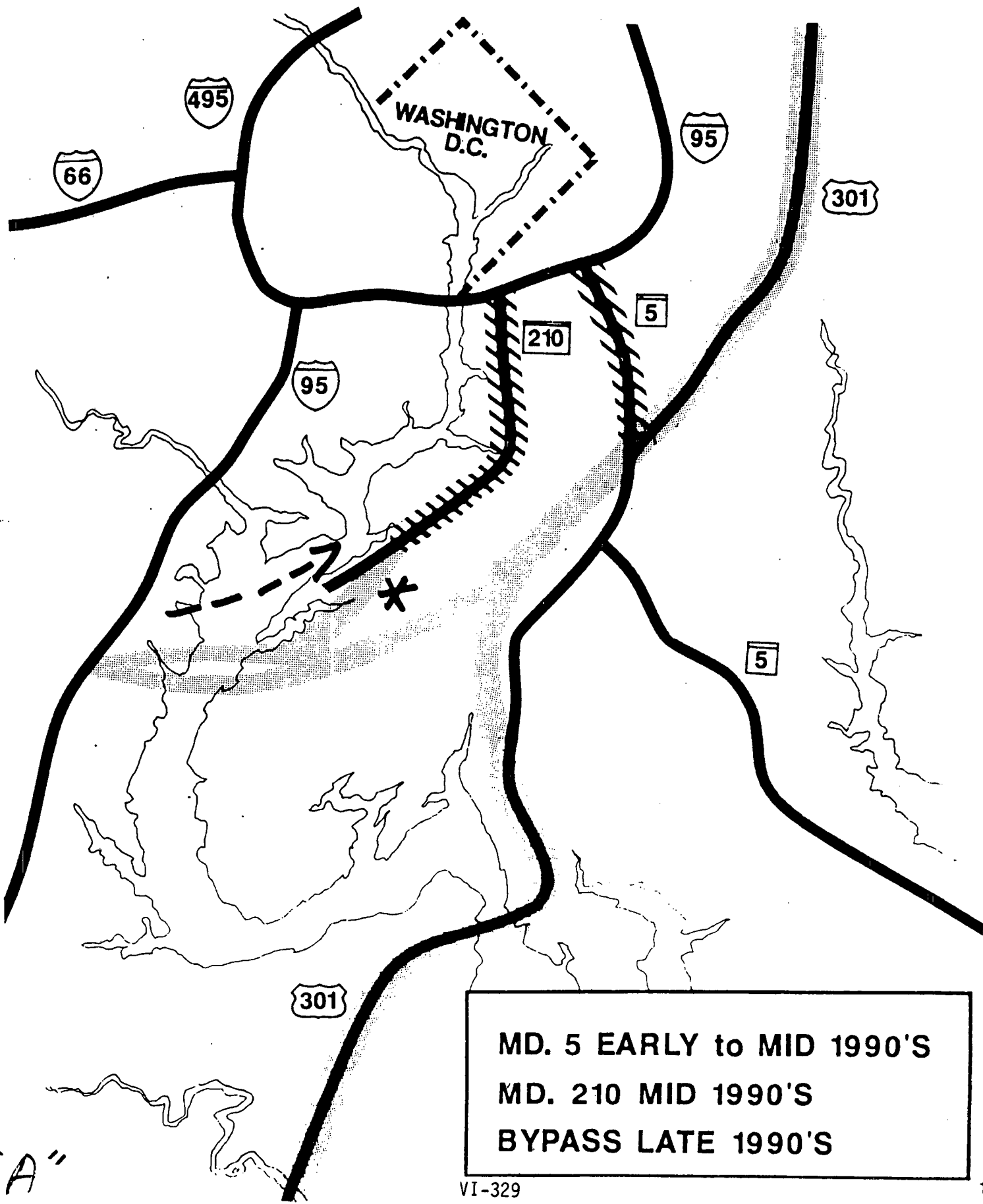


Frederick W. Case

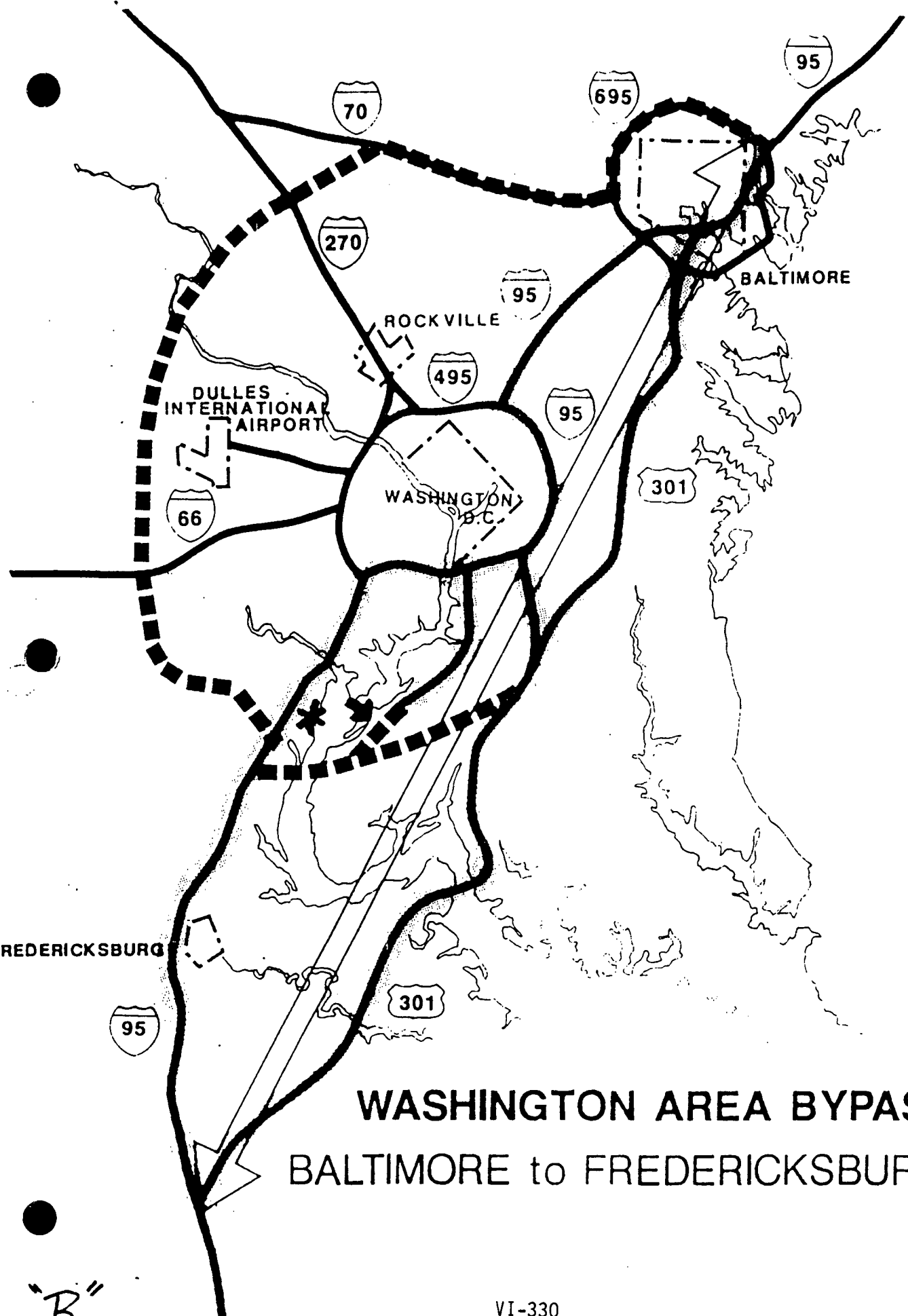
** The above address is in Accokeek, Prince George's County, Maryland, but is served on a rural postal route by the Waldorf, Charles County post office.

474

MARYLAND WASHINGTON AREA BYPASS STRATEGY

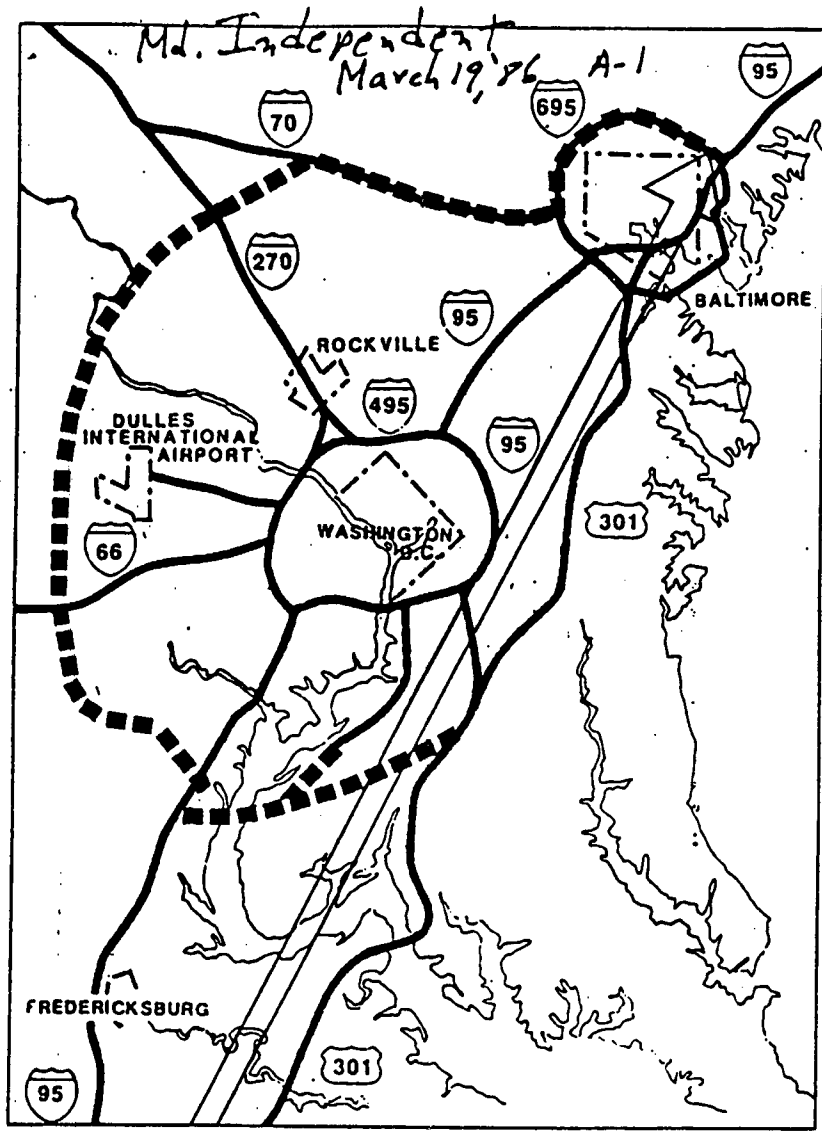


475



WASHINGTON AREA BYPASS
BALTIMORE to FREDERICKSBURG

"B"



Bridge may be built for bypass

By John Gatski
Staff Reporter

It looks as though the state may now pursue a Potomac River bridge at Chicamuxen as part of a larger scheme for a Capital Beltway (I-495) bypass.

Despite a recent statement that a bridge may not pay for itself solely as a toll facility, Maryland Secretary of Transportation William Hellman and Transportation Department Administrator Hal Kassoff told Washington Council of Government officials last week that connections from Interstate 95 to Route 210 and U.S. 301 via a bridge could serve as a beltway bypass.

"We're happy to see Secretary Hellman put so much emphasis on the project," Charles County Economic Development director Ray Tilghman said. "He actually came forward and put dates on it."

Tilghman said the bridge would be an economic boon to Charles County and would relieve pressure brought on by lopsided residential growth in the area.

The date Hellman referred to is much sooner than previously believed for such a project — he indicated the bypass could be
See Bridge, A-12

The Maryland Department of Transportation is looking at the possibility of a beltway bypass through Southern Maryland via a bridge connection near Chicamuxen. The state does not endorse Virginia's proposed western bypass which is indicated by the broken line from I-70 to I-95.

Bridge

completed by the turn of the century. The bridge would be paid for with a combination of state, toll and federal funds.

Kassoff said the announcement at the Council of Government conference "was just short of a firm commitment" to build the bypass, which will be imminent as more and more Washington area traffic uses the beltway to get to work.

"The projected need is there," Kassoff said.

He added that the cost of the bypass, including the bridge, would be far less than the estimated \$800-million Virginia proposal for a western beltway bypass.

The components of the Maryland bypass would include tying into U.S. 301 and Route 210 with either new highways or possibly updating existing ones. Route 5 and Route 210 would have to be converted to freeway status as well.

Such a conversion of Route 5 is now under study.

The state is also planning a Prince George's-Montgomery county interconnector to circumvent northern beltway traffic snarls at rush hour.

Kassoff said MDOT opposes the Virginia proposal to construct a western bypass from I-270 to I-95 through parts of both states.

He said the Virginia proposal is too expensive, and it would not address diversion of I-95 traffic or offer any relief for the crowded Rockville area.

Other interim planned for the beltway by Maryland to alleviate beltway traffic include:

- Completion of bridge widening.
- 1991 completion of west sections of I-495.
- 1990 completion of Route 210 Prince George's County section.
- 1986 completion of change reconstruction of I-95.

SHA Response to Mr. Frederick W. Case:

1. As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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PROJECT
DEVELOPMENT
DIVISION

MAR 1 5 17 PM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME John Emelio DATE 2/13/87

PLEASE PRINT ADDRESS 2354 BRILYN PL
CITY/TOWN Falls Church STATE VA ZIP CODE 22046

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

IN FAVOR of Expansion
would like study

SHA Response to Mr. John L. Emelio:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

☒ 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.



479

HAMILTON CENTER, SUITE 100
BOX 1, HWY. 301
WALDORF, MD. 20601

TELEPHONE
301/843-2000 D. C. AREA
301/645-3500

February 12, 1988



Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
P. O. Box 7171
Baltimore, MD 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

C. Ricardo Hamilton
President

SHA Response to C. Ricardo Hamilton:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

FEB 19 2 23 AM '88

DEVELOPMENT
DIVISION
JUL 10 1988



EQUAL HOUSING
OPPORTUNITY



PRINCE GEORGES
BOARD OF REALTORS



AMERICAN HOME SHIELD
WARRANTY

224

480

RICHARD B. BARKER
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JAY W. GLASMANN
JOSEPH E. MCANDREWS
H. STEWART DUNN, JR.
CARROLL J. SAVAGE
ERIC R. FOX
WILLIAM L. SOLLEE
CAROL K. NICKEL
NORA A. BAILEY
LESLIE JAY SCHNEIDER
WILLIAM R. REITER
KEVIN P. O'BRIEN
MICHAEL F. SOLOMON
PHILIP D. MORRISON
DANIEL B. STONE

IVINS, PHILLIPS & BARKER
CHARTERED

1700 PENNSYLVANIA AVENUE, N.W.
WASHINGTON, D. C. 20006

JAMES S. Y. IVINS (1885-1960)
PERCY W. PHILLIPS (1892-1969)

AREA CODE 202
TELEPHONE 393-7600

TELECOPIER NUMBER
AREA CODE 202
347-4256

INTERNATIONAL TELEX NUMBER
248796

February 12, 1988

PATRICK J. SMITH
MICHAEL R. HUFFSTETLER
LAURIE E. KEENAN
ALAN H. RUMPH
KURT L. P. LAWSON
LINDA S. F. MARSHALL
CINDY S. PRICE

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
Box 717
Baltimore, MD 21203-0717

Re: Maryland Rt. 228 Project

Dear Sir:

In view of the large number of people making statements at the hearing on February 4, 1988, I thought it best to make my concerns known in the form of written comments.

I have carefully studied all the material produced by the State Highway Administration concerning the proposed improvements to Route 228 and the proposed addition of another lane in each direction on Route 210. I am sorry to say that there is nothing whatever in the material which can seriously be regarded as justification for the expenditure of additional funds on the widening of Route 210. Although I happen to be a Prince George's County resident and user of Route 210 who is naturally a victim rather than a beneficiary of the growth in Charles County and the proposed routing of Charles County traffic across to Route 210, even were I a Charles County resident seeking better commuting conditions I could not honestly find the portion of the proposal dealing with Route 210 to be in the best interest of either Prince George's or Charles County residents.

Putting aside entirely the question of whether the traffic on Route 210 should be increased by improving Route 228, the

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IVINS, PHILLIPS & BARKER

to Mr. Neil J. Pedersen

PAGE 2

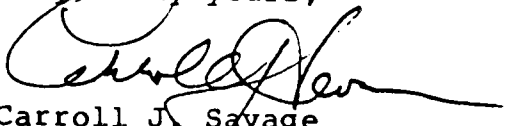
question of whether this will improve commuting conditions from the Waldorf area still turns on how the available funds are allocated to improvements on Route 210.

I submit that improved flow of traffic on Route 210 will not result from the addition of another lane. The congestion is caused by the traffic signals and not by a lack of sufficient asphalt or the absence of lengthy turning lanes. I can assure you that the number of cars that wish to turn right or left off Route 210 between Ft. Washington Road and the Beltway during peak traffic hours is negligible (with the exception of those cars which turn off in frustration to seek other routes to the Beltway and D.C.). These cars leaving the highway do not themselves produce any of the congestion.

The only way to improve the traffic flow on Route 210 during peak hours is grade separation. When grade separation is provided, as called for under the Subregion VII Master Plan, two lanes in each direction will be entirely adequate to handle a many times larger capacity than at present without additional lanes. The point I want to stress in this letter is that if the State proceeds with improvements of Route 228, any funds available for improvement to Route 210 should be applied to grade separation rather than widening. Although I understand that sufficient funds may not presently be available to install grade separation at each intersection, I submit that grade separation at even one intersection will improve traffic flow on Route 210 more than the proposed widening. Wasting available funds on useless widening will be a disservice to all users of Route 210, because it will postpone even longer the time when grade separation improvements can be made.

In summary, I strongly urge that you reconsider priorities and apply funds available for Route 210 improvements to introduce grade separation at each intersection, starting with Kerby Hill Road/Livingston Road and working south as additional funds become available. All of the information set forth in your publicly disseminated materials points to this as the only sensible and responsible approach.

Very truly yours,


Carroll J. Savage

cc: Mr. Gary R. Alexander

SHA Response to Carroll J. Savage:

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1. 1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince George's County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride, HOV lanes and the potential for light rail transit.

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PROJECT DEVELOPMENT
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Mark Holdrege DATE 2/11/88

PLEASE
PRINT

ADDRESS 2602 Brinkley Rd. #16

CITY/TOWN Ft. Washington STATE Md. ZIP CODE 20744

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

I am in favor of the no build option. Either of the other alternatives would be too disruptive to the environment and social fabric of the area. They do not address the effects on local non-commuter traffic and bicycling access. The "benefits" of the alternatives would disproportionately accrue to the white rather than black community. Planned improvements to Rt. 210 are inadequate to accommodate the likely influx of additional vehicles diverted from Route 301, particularly in light of planned developments at both ends of Rt. 210. Increased noise levels are unacceptable, particularly since a substantial increase (beyond that described in the impact statement) ~~will~~ in "barrierization" would be required by the design year because of the increase in development density which would be present near the highway. In sum, the no build alternative is the only acceptable one. Alternative 5/6 is a particularly poor one.

☒ 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.

4:84

SHA Response to Mr. Mark Holdrege:

1. Local non-commuter traffic would not be adversely affected by the proposed highway improvements, bicycles would continue to use the shoulders.
2. The State Highway Administration adheres to a stringent policy of compliance with provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origins, age, religion, physical or mental handicap in all State Highway Administration's program and projects.
3. MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).
4. In addition to noise barriers, consideration is being given to lesser measures such as privacy screening together with landscape planting.

222 485

15516 Maple Drive
Accokeek, Maryland 20617

February 11, 1988

State Highway Administration
Office of Planning & Preliminary Engineering
Box 717
Baltimore, Maryland 21203

Dear Sir:

I was scheduled to speak at the hearing held on Thursday, February 4, 1988 at Eugene Burroughs School in Accokeek, Maryland concerning the proposed connector route from Waldorf to Route 210. I was to be speaker #29. I was there, by myself, and found that I was not prepared to speak before the approximate 500 people who were there to listen and/or learn. I had no idea so many people would show up, and lost my nerve to speak before a gathering of that many people. It was too overwhelming for me.

However, I do understand that I can submit my written statement, which I would like to do at this time. I wanted to speak only as a private citizen and do what I can to keep Accokeek from looking like Hyattsville. I moved here in 1979 because it was beautiful and rural, while only being about 20 miles from my employment in Washington, D.C.

Thank you for taking the time to read this.

Sincerely,


Ann McDonald

am
enclosure

486

My name is Ann McDonald and I have been a home owner in Accokeek since 1979. I travel into Washington, D.C. at least 5 times a week and feel that I am very familiar with the traffic problems on Route 210. I am not going to repeat the statistics and traffic projections already given here tonight. We all know the problems. However, I do believe it is important to remember that bringing an expansion or extension of Route 228 from Waldorf to the Indian Head Highway through Accokeek is unfair to that community. Further it will vastly change the character of our area, which we like and have worked hard to preserve. Therefore, I believe if there must be a connector route to Indian Head Highway, it must be taken through Charles County. I understand this is possible. It is to the betterment of Charles County and therefore they should be the ones to endure the devastation.

To expand or extend through Accokeek can only be accomplished with the approval of the PG Council, the County Executive and our county's delegation to the General Assembly. The disapproval by any of the above would stop the expansion through Accokeek. If they do not disapprove, are these elected officials ready to answer to the people of Accokeek?

Please return this burden to Charles County, the people who want it and need it. I understand Charles County citizens oppose the route that would accomplish this, because it would tear up their land. They agree that the changes should take place in Accokeek. How fair is this to Accokeek? Therefore, the only fair thing to do is to resolve the problem in Charles County where the devastation will benefit the people.

SHA Response to Ms. Ann McDonald:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. There is no viable option that can connect MD Route 228 to MD Route 210 entirely within Charles County, and still serve traffic needs in a manner consistent with the continuity required for the State Highway System. A connection wholly within Charles County would tend to perpetuate traffic through Accokeek on unsafe local roadways.

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THE TRAFFIC GROUP, INC.

414 East Joppa Road
Towson, Maryland 21204
Telephone 301-583-8405

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#199
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DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

February 10, 1988

State Highway Administration
Mr. Neil Pederson
Office of Planning and Preliminary Engineering
P.O. Box 717
Baltimore, MD 21203

RE: MD 228/US 301 to MD 210
Festival @ Waldorf
Charles County
Our Job No: 70712

Dear Neil:

As you may know, we represent the Trammell Crow Company, owners of the existing shopping center located in the northwest corner of the US 301/MD 228 intersection. Trammell Crow is committed to the expenditure of considerable sums of money to upgrade and enlarge this center and good access is a pre-requisite for its' success.

Maps shown at your Public Hearing, for the proposed improvement of MD 228 between US 301 and MD 210, did not show a crossover along MD 228 between US 301 and Western Parkway. In previous discussions with members of your Project Planning team, we have indicated the critical need for a crossover to provide for proper local traffic circulation. In fact, one scheme for your proposed improvement of the US 301/MD 228 intersection provides for a parallel service road intersecting MD 228 midway between US 301 and Western Parkway, south of Maryland 228. Attached is a copy of a letter from your Bureau of Engineering Access Permits to the Charles County Planning Department indicating that a crossover will be provided.

The purpose of this letter is to request that in the finalization of your plans, a crossover be placed along MD 228 midway between US 301 and Western Parkway to provide for proper and adequate circulation for local traffic and as previously indicated by your office.

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Mr. Neil Pederson
February 10, 1988
Page Two

If you have any questions, please call.

Sincerely,



John W. Guckert
President

cc: David Peacock
Glenn Cook
Charles Lee
Jay Donnegan

Enclosure

(daa)

SHA Response to Mr. John W. Guckert:

1. A crossover will be located on MD Route 228 midway between Western Parkway and U.S. Route 301. This may become the principal entrance to the Festival at Waldorf Shopping Center at the northwest corner of U.S. Route 301 and MD Route 228.

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PROJECT
DEVELOPMENT
DIVISION

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Eleanor G. Robey DATE 2/10/88
ADDRESS 273 Billingsley Road
CITY/TOWN White Plains STATE Md ZIP CODE 20695

I wish to comment ~~#####~~ about the following aspects of this project:

You know of my interest in a 301-210 connector, since 1943. I thought the hearing at Burroughs School, on Feb 4th was disgraceful. The mean-spirited objections of the people from Prince George's ill-served the purpose of the hearing and villified the consistent efforts of SHA's to solve the drastic area needs for solutions of the ever increasing, intolerable traffic conditions. I do not see HOW the area can wait until the far ahead 90's for the betterment of the area roads. We saw what was done on 301 through Waldorf last Summer 'in a blink of an eye'. There should be other emergency measures that would effect real relief and not just bandaid operations. I wholeheartedly endorse The Sharpsville connector, as only it will get the 301-5-228 traffic sufficiently NORTH on 210 TO REALLY MAKE AN EFFECTIVE RELIEF FOR 210 BETWEEN THE PISCATAWAY BRIDGE AND THE AREA TO THE SOUTH OF THE BRIDGE. KNOWING THE GREAT NUMBER OF SPEAKERS FOR THE HEARING I SENT MY COMMENTS, WITH ATTENTION TO MR. PEDERSEN, WHICH APPARENTLY NULLIFIED THE FRANKING PROVISION, AND THE SLOW P.O. returned it to me this week. Our all-powerful Governor, could I think really speed up the connector project, if he JUST WOULD. We in this AREA ARE WORKING HARD TO GET OUR LOCAL ROADS SYSTEM TO RESURFACE area and the ~~PRYANA~~ ROAD THE BALANCE OF BILLINGSLEY RD AND GIVE US 4' OF HARD SURFACE SHOULDERS ON EACH SIDE THAT WOULD SUFFICE. AS IT IS THE

☒ Please add my/our name(s) to the Mailing List. * LOAD OF TRAFFIC DUMPED ONTO
☐ Please delete my/our name(s) from the Mailing List. BILLINGSLEY FROM EXPANDED ST.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. CHARLES OVERLOADS BILLINGSLEY TO DISASTER LEVELS.
VI-344

NO MATTER HOW MANY CONNECTORS ARE BUILT, THE BUSINESSES WILL USE BILLINGSLEY TO 301 TO 210

490

SHA Response to Eleanor G. Robey:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Billingsley Road is a county road and any concern about future improvements to it should be directed to the County. The State Highway Administration has no intention to substitute local roadway improvements for the MD Route 228 project.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

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MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Mr Ken Stelzer DATE 10 Feb 88

PLEASE
PRINT

ADDRESS 239F BONNIE LANE

CITY/TOWN WALDORF STATE MD ZIP CODE 20601

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

I WAS OUT OF TOWN FOR THIS MEETING, SO I HAVE QUESTIONS:

1. WHAT HAPPENED TO THE PLAN TO EXTEND SMALLWOOD DR TO ROUTE 210? I AM A RESIDENT OF BONNIE LANE OFF OF ROUTE 228 (BERRY RD) APPROXIMATELY 2 1/2 MILES WEST OF ROUTE 301. A SECOND ROUTE FROM ROUTE 210 WOULD GREATLY RELIEVE ROUTE 228'S HEAVY PATTERN AS WELL AS PROVIDING A MORE DIRECT ROUTE FOR THOSE RESIDENTS LIVING SOUTH OF WALDORF AND ROUTE 5.
2. ON THE ENCLOSED PROPOSALS I COULD NOT FIND ANY INDICATION OF TRAFFIC SIGNALS POSITIONS.
3. WHAT HAPPENS IF PG COUNTY RESISTS BUILDING/UP GRADING OF ANY ROADS IN THEIR COUNTY

Ken Stelzer

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

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

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

VI-346

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SHA Response to Mr. Ken Stelzer:

1. The extension of Smallwood Drive to MD Route 210 has been dropped by Charles County.
2. Anticipated traffic signal positions include MD Route 210, Bealle Hill Road, Sharperville Road, Western Parkway, Festival at Waldorf Shopping Center and possibly, at the proposed employment/institutional area at Manning Road in Prince George's County, dependent on the development schedule of the property.
3. Discussion between State and County officials have resulted in the selection of Alternate 5/6.

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Mr. Raymond T. Tilghman
P.O. Box 700
La Plata, Md. 20646

February 10, 1988

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Md. 21203-0717

Dear Mr. Pedersen:

I wish to state my strong support for either of the two "build" alternatives being considered for Maryland Route 228. Either alternative would help reduce the serious traffic congestion problems that are present and improve the road safety, capacity and system continuity. Please include this letter in the public hearing transcript.

Sincerely,

Raymond T. Tilghman
Raymond T. Tilghman

SHA Response to Raymond T. Tilghman:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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FEB 11 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-348

484
PROJECT DEVELOPMENT DIVISION
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Roger W. & Ann R. Faw DATE 2/10/88

PLEASE PRINT ADDRESS 1400 Bryan Point Road

CITY/TOWN Accokeek STATE Maryland ZIP CODE 20607

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

We have been residences of the Accokeek area, Prince George's County,
for the past thirty one years.

We would like to go on record as being in favor of the 228/210 connector
road that is being considered for the safety and well being of all
concerned.

We are not accustomed to writing letters about community problems but,
we do not think it is fair for a small vocal group to assume that they are
representing the majority of the citizens of this area.

Major road improvements in this area are past due and the sooner the better -
lets get on with it.

Roger W Faw
Ann R Faw

SHA Response to Roger W. and Ann R. Faw:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. VI-349

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485

Mr. & Mrs. Richard W. Bowler, Jr.
404 Sandalwood Drive
Waldorf, Md. 20601
February 10, 1988

Maryland Department of Transportation
State Highway Administration
Office of Planning and
Preliminary Engineering
Box 717
Baltimore Md. 21203

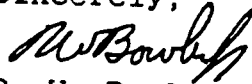
Dear Sir:

I am writing you in regard to the Maryland Route 228 project to connect MD Rt 210 to US Rt 301. I would like to lend my support to either of the two Build Interchange Options.

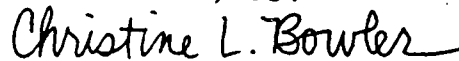
In my opinion, the No Build Option makes no sense. As your staff stated at the public hearing on February 4, 1988, we don't control growth by not building roads. Furthermore, the traffic and over crowded conditions already exist today. Road improvements are desperately needed.

The 2/3 Interchange Option is the most direct route to Washington, D.C. and it splits the traffic off of MD Rt 210 the soonest. This also provides the most flexibility in the long run. It would appear that the 5/6 Interchange Option would break the least amount of new ground and therefore have the least opposition. However, a large segment of traffic would continue to use Sharpsville road because it's more direct. In either case, something is better than nothing. Please BUILD!

Sincerely,



R. W. Bowler, Jr.



Christine L. Bowler

486

SHA Response to R. W. Bowler, Jr. and Christine L. Bowler:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.
2. With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway the Sharperville Road crossing of Mattawoman Road would be closed. This would result in a reduction in traffic diverted into the rural community via Sharperville Road.

497
527 Captain House Road
Waldorf, Md. 20601
Feb. 9, 1988

Re: Rt. 228/210 Connector

Dear Mr. Pedersen,

As a recent newcomer to Charles County, I want to express my opposition to the Rt. 228 Connector. My husband and I moved here to get away from the crowds, the shopping centers and crime that come when big highways are built. We live right off of Rt. 228 in Eutaw Forest.

Furthermore, we both work in D.C. and have to travel Indian Head Highway to get to our jobs. In spite of any improvements to Indian Head, the increased traffic would only load the roads further in by the bridges.

My parents still live on Kerby Hill Road. To visit, we all must frequently cross this intersection. Last summer I was in a serious accident there. My car was hit by a truck and extensive damage was done to my car. Fortunately, I was not seriously injured. My baby had been left with my mother only minutes before.

I would use good bus or rail service if it was convenient rather than fight two hours of traffic each way to work. I would rather have this than a four lane highway through my area.

Sincerely,

Jean Marie Mullis

cc: Charles County Commissioners
Sen. Komenda
Del. Blumenthal

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MAR 12 1988

VI-352

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RECEIVED

498



FRANK J. KOMENDA
26TH LEGISLATIVE DISTRICT
PRINCE GEORGE'S COUNTY

CHAIRMAN
SUBCOMMITTEE ON PUBLIC SAFETY,
TRANSPORTATION, ECONOMIC DEVELOPMENT
AND NATURAL RESOURCES

MEMBER
BUDGET AND TAXATION COMMITTEE
CAPITAL BUDGET SUBCOMMITTEE
JOINT COMMITTEE ON BUDGET AND AUDIT

SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

ANNAPOLIS OFFICE:
SUITE 402-A
SENATE OFFICE BUILDING 21401-1991
DIRECT FROM
PRINCE GEORGE'S COUNTY - 858-3092
ANNAPOLIS - 841-3092

February 29, 1988

Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21203-0717

Dear Neil:

I am in receipt of a copy of the letter to you of
February 9, 1988 from Ms. Jean Marie Mullis concerning MD
Route 228.

Since I was unable to attend the hearing held last
month on this project due to the demands of the present
Legislative Session, I am unaware of the latest developments
related to MD Route 228. Therefore, I would appreciate a
copy of your response to Ms. Mullis for my information.

I look forward to hearing from you.

Sincerely,

Frank J. Komenda
Senator

FJK/bh

cc: Ms. Jean Marie Mullis

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331
MAR 2 1988

VI-353

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dr. Neil L. Pedersen
Director, Office of Planning
and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland, 21203-0717

Re: Extension and Improvement
of Maryland Route 228

Dear Dr. Pedersen:

It has come to my attention that it is probable that the Danning Road alternative has a greater probability of being chosen than the Sharpersville Road Alternative. And I can understand why; although it doesn't make sense and I don't like it.

The Danning Road alternative, if chosen, would be a purely political decision. I don't have to tell you that it would be preferable to feed the 15,000 or so cars into Maryland Route 210 as far north as possible to minimize congestion on Indian Head Highway as much as practicable.

I understand that sometimes political choices are necessary. But, Dr. Pedersen, there are also times when our public officials have to stand up and say: "To Hell with it - this is the right thing to do and I'm going to do it."

Very respectfully,

Jim B. Beck
Rt. 1, Box 879
Newberg, Maryland
20664

SHA Response to Jean Marie Mullis:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

SHA Response to Mr. Jim B. Beck:

501

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill road, Four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.

SR2

February 9, 1988

Senator Paul Sarbanes
United States Senate
Washington, DC 20510

Dear Senator Sarbanes:

Your concern for the welfare of your constituents is well known. Indeed, it is the reason for your election to office -- and the reason for this correspondence.

As a resident of Southern Maryland, I am extremely distressed about the deplorable traffic conditions that exist in this area; namely, Maryland's Route 228 and Route 210 corridors to the Capital Beltway. Unfortunately, any hopes I had for a remedy were sorely tested at a location/design public hearing held February 4 in Accokeek, Maryland (SHA Contract No. AW760-101-071, PDMS No. 253097).

The SHA project currently proposes three alternates. Alternate 1, No Build, which is supported by Prince George's County residents and government officials, provides no alternative at all. The statistics contained in the project summary regarding accident fatalities and traffic volumes (both past and projected) dramatically illustrate the need for construction improvements to these substandard country lanes.

Alternate 5/6, although it consists of building improvements, would detour traffic further south in order to head it north toward the beltway. As such, this alternate is of little value to most commuters.

Clearly, the best solution to this dilemma is Alternate 2/3. As stated in the project summary, this alternate "provides the best travel efficiency, affects the least number of properties, and has the greatest amount of highway with access controls." In fact, the only solution better than Alternate 2/3 is a combination of Alternates 2/3 and 5/6.

As a taxpayer and decent, hard-working citizen, I demand safe and efficient state and local highways. Though your record speaks well for itself, I feel strongly enough about this issue that if these roads are not built, I will vote at the next election for a representative that shares -- and carries through -- my views.

Thank you for your concern and your service. I look forward to your support.

Sincerely,

Diane M. Anderson
Diane M. Anderson
Rt. 1, Box 134
White Plains, MD

20641 VI-357

Joanne Wisner
H. Joanne Wisner
147 Coles Drive
Hollywood, MD

20641

Martha J. Smith
Martha J. Smith
Rt. 1, Box 134
White Plains, MD

PAUL S. SARBANES
MARYLAND

United States Senate
WASHINGTON, DC 20510

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February 19, 1988

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DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Hal Kassoff
Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Hal:

I am enclosing for your review several letters I received from constituents who are concerned about the traffic conditions on the Route 228 and Route 210 corridors to the Capital Beltway. Although this is not primarily a federal matter, I would appreciate it if you would address the concerns raised and provide these constituents with an appropriate response.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/csg

Enclosure

504
PROJECT
DEVELOPMENT
DIVISION

FEB 16 8 08 AM '88

February 9, 1988

Governor William D. Schaefer
Maryland State House
Annapolis, Maryland 21404

Dear Governor Schaefer:

Your concern for the welfare of your constituents is well known. Indeed, it is the reason for your election to office -- and the reason for this correspondence.

As a resident of Southern Maryland, I am extremely distressed about the deplorable traffic conditions that exist in this area; namely, Maryland's Route 228 and Route 210 corridors to the Capital Beltway. Unfortunately, any hopes I had for a remedy were sorely tested at a location/design public hearing held February 4 in Accokeek, Maryland (SHA Contract No. AW760-101-071, PDMS No. 253097).

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As a taxpayer and decent, hard-working citizen, I demand safe and efficient state and local highways. Though your record speaks well for itself, I feel strongly enough about this issue that if these roads are not built, I will vote at the next election for a representative that shares -- and carries through -- my views.

Thank you for your concern and your service. I look forward to your support.

Sincerely,

~~S~~
Diane M. Anderson
Rt. 1, Box 134
White Plains, MD 20695

cc: Mr. Donald G. Honeywell
Project Manager
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

~~S~~
H. Joanne Wisner
147 Coles Drive
Hollywood, MD 20636

~~S~~
Martha J. Smith
Rt. 1, Box 134
White Plains, MD 20695

SHA Response to Anderson, Wisner and Smith:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.

506

STATE HIGHWAY ADMINISTRATION PROJECT DEVELOPMENT
QUESTIONS AND/OR COMMENTS DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

MAR 7 4 04 PM '88

NAME FREDERICK G. SCOTT DATE FEBRUARY 9, 1988

PLEASE
PRINT

ADDRESS 2147 FREEMANTLE CT.

CITY/TOWN WALDORF STATE MD. ZIP CODE 20601

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

ALTHOUGH I NEVER USE SHARPERSVILLE OR BEALE HILL ROADS
DURING PEAK HOURS, I HAVE USED THEM OFTEN AT OTHER
TIMES. IT IS VERY OBVIOUS THAT A PROBLEM EXISTS
NOW, AND MUST BE CORRECTED. IT IS ONLY A MATTER
OF TIME BEFORE A TRAGIC ACCIDENT OCCURS.

IF A NO BUILD ALTERNATE IS SELECTED, PEOPLE
WILL NOT STOP DRIVING THESE ROUTES. THINGS
WILL ONLY GET WORSE.

PLEASE PUSH THIS PROJECT. WE MUST SOLVE
THIS PROBLEM. WE CAN'T WASTE ANY MORE
PROPERTY DAMAGE, PERSONAL INJURY OR LIVES
ON THESE ROADS.

I SUPPORT 5/6.

SHA Response to Mr. Frederick G. Scott:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

☒ 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.

Alex Winter
Box K
Bryans Road, MD 20616
Feb. 8, 1988
301-283-2948

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

Dear State Highway Administration:

At a hearing in Accokeek on Feb. 4 I heard people speak for and against the transformation of Route 228 into a superhighway to MD 210 as a solution to future development problems in the region. I noted that most speakers against the build-up were long-time residents of the area who think of it as a place to live. Those supporting this paving over of our spot on the map were all people who think of it as a collection of things to be sold - developers, road builders, and others who stand to gain directly financially.

I have lived in this area, first in Accokeek, then in Charles County for more than forty years. I have seen immense change, but now we are at a crucial point - we are at the point of making this area into a sad place to live, with little refuge from the hell of highway noise and pollution.

I spoke at the hearing, and I said that in spite of the fix apparently being in, nonetheless we who think of this place as where we live our lives can stop this horrible damage from being done. This idea was unwelcome to the developers. One of their representatives even said, "I resent you saying you can stop this. You can't stop it!" That person might as well have said, "Shut up! This is not a democracy! Greed rules here, and whoever dares challenge us will be crushed." I am not so naive as to think that zoning and building decisions are commonly rooted in democracy, but I do believe that if we whose lives are being damaged speak up and organize, we certainly can stop the damage from happening.

Greed has such control over the engine of growth, and what is misnamed as "development", that the language and concepts our officials use do not even recognize the overpowering realities of the precarious state of our environment. A typical example of this is the contention of the Draft Environmental Impact Statement that this highway will not "endanger the public health, safety, or welfare" of our community. This is like saying, "Here, we're giving you this hot-lead enema. Relax, you won't feel a thing." No, thanks, I think we know what will endanger our welfare, and no, thanks, we don't want this hot-lead enema.

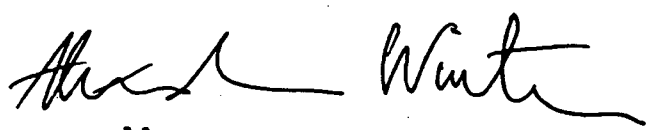
The reigning mentality in the closed loop of builders, developers, and parasites is this: in any given area, build roads for the buildings, build buildings for the roads, and build more roads for the buildings, until more quick cash can be made somewhere else. Then the greed-obsessed go elsewhere,

and leave a poisoned environment in their wake.

The pavers of our world bring out spurious arguments saying that they are trying to make a better world, but when they let their hair down, they brag of their successful rapes. Common sense tells us that you can't go on pouring concrete all over the planet; and that for the welfare of communities, the stopping point should not be when the greedy have made all they can for a while, giving no consideration or value to real life. We are only on this planet for a short time; surely there are other things to pursue more important than gobs of easy money. Unfortunately, a minority that does not understand this has undue influence over the majority that does. It's because we hate to be drawn into draining battles. The only thing is, not to protest means only to condone the continuing war against the earth and the fabric of our own lives.

This project has been described as something the people of Prince Georges County should do for the people of Charles County. It is not. It is something that the closed loop of builders, speculators and officials will do to the people of both counties unless we vigorously protest. I am protesting, and so are many others. What we need to build, and what is eminently practical, is a light rail system.

Thank you,



Alexander Winter

Please add these remarks to the official record.

SHA Response to Mr. Alexander Winter:

1. No violations of the State or National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide are predicted for either Build Alternate in the design year (2015).
2. In addition to noise barriers, consideration is being given to lesser measures such as privacy screening together with landscape planting.
3. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
4. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

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FEB 18 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

303 Farmhouse Road
P.O. Box 37
Accokeek, Maryland 20607-0037
February 8, 1988

Dear Gov. Schaefer:

I am writing to inform you of my support of Alternate 1 - NO BUILD on the Maryland Route 228 widening and extension issue.

I urge you to also support the NO-BUILD option. I further urge you to support MASS TRANSIT for Southern Maryland, including bus and light rail. This is a rush hour commuter issue requiring MASS TRANSIT which will get cars off the roads, not a road issue which add cars to the rush hour.

will

Spend our tax money on MASS TRANSIT NOW. Looking forward to your support.

Sincerely yours,

Anthony W. Pereira

SHA Response to Anthony H. Pereira:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

512

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

PROJECT
DEVELOPMENT
DIVISION
FEB 23 3 58 PM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Mr. Raymond J. Becmer DATE 2-8-88
ADDRESS 406 Aspen Court
CITY/TOWN LaPlata, STATE Maryland ZIP CODE 20646

PLEASE
PRINT

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

I would first want to commend the S.H.A. officials regarding their professional
handling of the public hearing on February 4, 1988, at Eugene Burroughs School. The
conduct of the residents from Prince George's County was an insult to our State. It
was apparent from this meeting why we have a state operated department in charge of
our highways.

Regarding the different alternatives proposed, it is my feeling that alternate
5/6 is the best choice for the following reasons: 1) The majority of the construction
is in Charles County; 2) The further west along Rt. 228 the widening is, the better
future traffic will be handled. There is extensive development proposed along Rt. 228
towards Billingsley Road. The further west Rt. 228 is widened the better. 3) Alternate
5/6 is a lower cost than alternate 2/3.

For the sake of the people that travel along Rt. 228, road construction should be
started as quickly as possible due to the heavy traffic on this highway, and to help
prevent the loss and suffering of anyone injured from accidents while driving in this
area.

SHA Response to Mr. Raymond J. Becmer:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

- ☒ 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.

Sandy Howell Burcham
305 Wellington Woods
Waldorf MD 20601

February 8, 1988

RECEIVED
1988 FEB 10 PM 4:21

Congressman Roy Dyson
House of Representatives
Washington, DC 20515

Dear Congressman Dyson:

Your concern for the welfare of your constituents is well known. Indeed, it is the reason for your election to office -- and the reason for this correspondence.

As a resident of Southern Maryland, I am extremely distressed about the deplorable traffic conditions that exist in this area; namely, Maryland's Route 228 and Route 210 corridors to the Capital Beltway. Unfortunately, any hopes I had for a remedy were sorely tested at a location/design public hearing held February 4 in Accokeek, Maryland (SHA Contract No. AW760-10)-071, PDMS No. 253097).

The SHA project currently proposes three alternates. Alternate 1, No Build, which is supported by Prince George's County residents and government officials, provides no alternative at all. The statistics contained in the project summary regarding accident fatalities and traffic volumes (both past and projected) dramatically illustrate the need for construction improvements to these substandard country lanes.

Alternate 5/6, although it consists of building improvements, would detour traffic further south in order to head it north toward the beltway. As such, this alternate is of little value to most commuters.

Clearly, the best solution to this dilemma is Alternate 2/3. As stated in the project summary, this alternate "provides the best travel efficiency, affects the least number of properties, and has the greatest amount of highway with access controls." In fact, the only solution better than Alternate 2/3 is a combination of Alternates 2/3 and 5/6.

As a taxpayer and decent, hard-working citizen, I demand safe and efficient state and local highways. Though your record speaks well for itself, I feel strongly enough about this issue that if these roads are not built, I will vote at the next election for a representative that shares -- and carries through -- my views.

Thank you for your concern and your service. I look forward to your support.

Sincerely,

Sandy B.

Sandy Howell Burcham

COMMITTEES:
ARMED SERVICES
NAVAL POWER AND STRATEGIC AND
CRITICAL MATERIALS
PROCUREMENT AND
MILITARY NUCLEAR SYSTEMS
MERCHANT MARINE AND
FISHERIES
FISHERIES AND WILDLIFE
MERCHANT MARINE
TOM PAPPAS
ADMINISTRATIVE ASSISTANT



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FEB 26 1988

Congress of the United States
CONGRESSMAN ROY DYSON

224 CANNON HOUSE OFFICE BUILDING, WASHINGTON, D.C. 20515 (202) 225-5211

DISTRICT OFFICES:
ONE PLAZA EAST
SALISBURY, MARYLAND 21801
(301) 742-9070
20 WEST BEL AIR AVE.
ABERDEEN, MARYLAND 21001
(301) 272-7070
WALDORF FIVE CENTER
SUITE 108, ROUTE 6
P.O. BOX 742
WALDORF, MARYLAND 20601
(301) 645-4844

February 22, 1988

Mr. Richard Trainor
Secretary
Maryland Department
of Transportation
P.O. Box 8755
B.W.I. Airport, MD 21240

RECEIVED

DOT 439
MAR 1 1988

#318
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Trainor:

I am writing to you regarding the concerns of a constituent, Ms. Sandy Howell Burcham, over the traffic conditions that exist on Maryland's Route 228 and Route 210 corridors to the Capital beltway.

Ms. Burcham's letter is self explanatory and I would appreciate it if you would respond to her suggestions regarding the proposed alternate plans to improve road conditions in Southern Maryland.

Thank you for your assistance. If you have any questions about this, or any other matter of importance, please feel free to contact my office. With warm regards, I am

Sincerely,

ROY DYSON
Member of Congress

RD:tfk

encl.

cc
51

Sandy Howell Burcham
305 Wellington Woods
Waldorf, MD 20601

February 8, 1988

Governor Donald Schaeffer
Maryland State House
Annapolis, MD 21404

Dear Governor Schaeffer:

Your concern for the welfare of your constituents is well known. Indeed, it is the reason for your election to office -- and the reason for this correspondence.

As a resident of Southern Maryland, I am extremely distressed about the deplorable traffic conditions that exist in this area; namely, Maryland's Route 228 and Route 210 corridors to the Capital Beltway. Unfortunately, any hopes I had for a remedy were sorely tested at a location/design public hearing held February 4 in Accokeek, Maryland (SHA Contract No. AW760-101-071, PDMS No. 253097).

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As a taxpayer and decent, hard-working citizen, I demand safe and efficient state and local highways. Though your record speaks well for itself, I feel strongly enough about this issue that if these roads are not built, I will vote at the next election for a representative that shares -- and carries through -- my views.

Thank you for your concern and your service. I look forward to your support.

Sincerely,

Sandy B.

Sandy Howell Burcham

cc: Mr. Donald G. Honeywell,
Project Manager
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

SHA Response to Sandy Howell Burcham:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.



WALDORF SUPPLY INC.

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PROJ. 504
DEVELOPMENT
DIVISION

3 4 01 PM '88

February 8, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. Route 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable.

The apparent benefits of either of the build alternatives are:

- 1) would alleviate the serious traffic congestion problems in and around the study area;
- 2) would provide transportation system continuity and safety; and,
- 3) would provide additional capacity for future growth in both Charles and Prince George's counties.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation.

Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

WALDORF SUPPLY, INCORPORATED

Holmes E. Fowler
President

HEF/jra

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13 1988

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SHA Response to Mr. Holmes E. Fowler:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

STATE HIGHWAY ADMINISTRATION PROJECT DEVELOPMENT
QUESTIONS AND/OR COMMENTS DIVISION

FEB 23 8 36 AM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME James H. Berry Jr. DATE 2-7-88

PLEASE PRINT ADDRESS Mill Hill Rd. Box 188-3

CITY/TOWN Waldorf STATE Md. ZIP CODE 20601

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

I'm a life-time resident of Waldorf and wish to vote for Alt. 2/3. We the residents of Berry Rd. will be affected the most by this improvement. We have to schedule our days around the rush hour traffic. We find it impossible to get out in traffic after 3:30 until 6:30. Elderly people are forced to take chances in their attempts to merge into traffic. Everyone dreads going thru the intersections of Damascusville and Beebe Hill. People just yell out and expect the vehicles with the right of way to either pull off to the side of the road or locking the brakes in order to avoid an accident.

If this Alt. does not pan out for some reason, I back Alt. 5/6. Something just has to be done. It's not our fault people are moving to our beautiful country, and escaping the rat race of P.G. This seems to be the root of the problem at the meeting. They are afraid it will increase our ability to draw the public thru their county and into ours because we are offering more tranquility, and with this new road easy access to the jobless towns.

☒ 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.

SHA Response to Mr. James H. Berry Jr.:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

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PROJECT DEVELOPMENT DIVISION
STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

FEB 24 11 51 AM '88
MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

NAME Edward D. and Susan Y. Palik DATE Feb. 7, 1988

PLEASE
PRINT

ADDRESS 904 Pocahontas Dr.

CITY/TOWN Ft. Washington STATE MD ZIP CODE 20744

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

We are opposed to the drastic improvement of Md. Rt. 228. It is
of little or no benefit to the citizens of Prince George's County. It
will bring the morning commuter traffic to Indian Head Hwy. much faster,
simply jamming up all the intersections north to the Beltway worse than
they are now.

When the State changes all the intersections starting at Oxon Hill
Rd., then Kerby Hill Rd., Palmer Rd., Old Fort Rd., Ft. Washington Rd.,
etc., to overpasses, underpasses, and ramps, then they should consider
improving Rt. 228.

It is obvious to us that public transportation, heavily subsidized
with gasoline taxes, is the only long-term solution for uncontrolled
growth that is occurring in the County.

Again, we vote NO BUILD!

Edward D. Palik
Susan Y. Palik

☒ 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.

SHA Response to Edward D. and Susan Y. Palik:

1. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
DEVELOPMENT
DIVISION

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MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME DON H. HARRIMAN DATE 2-6-88

PLEASE
PRINT

ADDRESS RT 1 Box 13

CITY/TOWN CHARLOTTE HALL STATE MD ZIP CODE 20622

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

- 1) I TRAVEL BERRY ROAD FROM MY WORK IN
WASHINGTON DC. I AM WELL AWARE OF THE
NEED TO PROVIDE RELIEF TO THE TRAFFIC
CONGESTION OF ALL OF SOUTHERN MARYLAND.
- 2) I SUPPORT ALTERNATE 2/3 TO HELP
ELIMINATE A PORTION OF THE CURRENT TRAFFIC
CONGESTION.
- 3) THIS PROJECT IS STILL NOT THE LONG TERM
RELIEF NEEDED IN THE WADSWORTH AREA. AN
EASTERN BYPASS MUST BE PLANNED AND
IMPLEMENTED AS SOON AS POSSIBLE.
- 4) IF I MAY ASSIST THE STATE IN THIS
MATTER - PLEASE CONTACT ME AT
202-392-6154 301-894-4952
WORK HOME

☒ 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.

✓

Text of letter sent to SHA

- "1) I travel Berry Road from my work in Washington DC. I am well aware of the need to provide relief to the traffic congestion of all of southern Maryland.
- 2) I support Alternate 2/3 to help eleaveate a portion of the current traffic congestion..
- 3) This project is still not the long term relief needed in the Waldorf area. An eastern bypass must be planned and implemeted as soon as possible.
- 4) If I may assist the state in this matter - please contact me on

202-392-6104
work

301-884-4952
home"

SHA Response to Mr. Don H. Harriman:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. As the Eastern Bypass Corridor Study is a separate project with separate goals, it is not considered part of the MD Route 228 project and needs only to be mentioned as a related project.

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PROJECT
DEVELOPMENT
DIVISION

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME ANTHONY L. BARRITT DATE 2/5/88

PLEASE PRINT ADDRESS 263 SMALLWOOD VILLAGE CENTER

CITY/TOWN ST. CHARLES STATE MD. ZIP CODE 20601

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

AS A PROFESSIONAL LAND PLANNER AND AS A
DAILY COMMUTER THROUGH THE STUDY LIMITS AREA
I AM IN FAVOR OF ALTERNATIVE 5/6. I FAVOR
THIS ALTERNATE FOR THE DRIVING SAFETY CONCERNS
I CURRENTLY HAVE FOR THE RESIDENTS ALONG
BEALLE HILL RD AND SHALPERSVILLE RD. THE VOLUME
OF TRAFFIC CURRENTLY USING THESE ROADWAYS EXCEEDS
CAPACITY BASED ON THEIR ALIGNMENT AND SECTION.
ALONG W/ THE EXTENSION TO RT. 210 FROM RT. 228
I STRONGLY ENCOURAGE THE CONSTRUCTION OF LARGE
COMMUTER PARKING LOTS (PARK & RIDE) AND FURTHER CONSIDER-
ATION TO MASS TRANSIT OPTION, IE LIGHT RAIL, B&S,
METRO RAIL. FURTHER, INCENTIVES FOR CAR POOLING
ARE ALSO FAVORED, POSSIBLY HOV RESTRICTIONS.
AS NOTED ABOVE, I FAVOR PROPOSED ALTERNATE
5/6

Anthony L. Barritt

☐ 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.

SHA Response to Anthony L. Barrett:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further address in this Final Environmental Impact Statement.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

PROJECT
DEVELOPMENT
DIVISION

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME CHARLES D. ELLISON, JR. DATE 2-05-88
ADDRESS P.O. Box 1709
CITY/TOWN LA PATA STATE Maryland ZIP CODE 20646

PLEASE
PRINT

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

1. ENDORSEMENT OF ALTERNATIVE 2/3 WITH INTERCHANGE.
WHILE IT IS THE MOST EXPENSIVE, IT OBVIOUSLY WORKS THE
BEST.

2. WHILE NOT AS GOOD AN OPTION, 5/6 WITH INTERCHANGE
SHOULD SIGNIFICANTLY IMPROVE EXISTING CONDITIONS. IF THE
POLITICS DICTATE, GO WITH IT.

3. OPTION 1 - NO BUILD - IS TOTALLY UNREALISTIC AT
THIS TIME. SAFETY CONCERNS FOR TODAY REQUIRE ACTION.
THE POTENTIAL OF FUTURE GROWTH ONLY REINFORCES IT.

I commend the individuals running this hearing.
It ran well.

SHA Response to Charles D. Ellison, Jr.:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.

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

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

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. VI-382

PROJECT
DEVELOPMENT
DIVISION

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Mrs. Carolyn C. Powers DATE 2/5/88

PLEASE
PRINT

ADDRESS 14900 Fort Trail

CITY/TOWN Accokeek STATE Md ZIP CODE 20607

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

After attending two R. 228 Hearings I feel that
the great explosion of cars will come mainly from
Charles County. The zoning for the undeveloped
Accokeek area could not possibly result in such
a feasible increase in cars as predicted even
if all the area was built up.

Therefore I'm against building the Md R.
228 to link R. 210 to Route 301.

If such a connection is deemed necessary
let it be made in the area most responsible
for the projected increase - Charles County or
the Bryan Road area.

Leave Accokeek's semi-rural area alone.

SHA Response to Mrs. Carolyn C. Powers:

1. There is no viable option that can connect MD Route 228 to MD Route 210 entirely within Charles County, and still serve traffic needs in a manner consistent with the continuity required for the State Highway System. A connection wholly within Charles County would tend to perpetuate traffic through Accokeek on unsafe local roadways.

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

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

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. VI-383

529

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT
NO. 000-000-000

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MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Lucille H Bond DATE Feb 5, 1988

PLEASE
PRINT

ADDRESS 2209 Floral Park Road

CITY/TOWN Clinton STATE MD ZIP CODE 20730

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

The side roads are so crowded. why don't
they use 301 and 5 to Washington.

Bunny Road and Sharpsville have had
much done to them especially Sharpsville.

I fear no road to Indian Head 210
which is a real mess.

your stamp is no good.

SHA Response to Lucille Bond:

1. The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.
2. Improvements are programmed for MD Route 5 from Interstate 95 to south of U.S. Route 301 to T.B. beginning FY 1990.

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

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

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PROJECT DEVELOPMENT
STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

FEB 22 10 53 AM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Christine Clagett DATE 2/5/88

PLEASE PRINT ADDRESS 1901 Bryan Point Road

CITY/TOWN Accokeek STATE Maryland ZIP CODE 20607

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

I have been a resident of Accokeek, Prince George's County, Maryland for
forty years.

I attended the meeting last night at Burroughs High School (228 and 210
Connector Road) and was appalled at the selfish motives of the habitual
protesters in Prince George's County. Are we suppose to save the roads for
just a few select people to travel? These same people protest all regional
development and their story is getting to be monotonous.

I travel on Charles County roads everyday and the people of Charles, St. Mary's
Calvert etc have every right to travel through Prince George's County.

The State Highway Administration has an obligation to its citizens to build
safer and better roads and help save lives. Lets not let a few protesters
stand in our way and lets make our roads safer for all to travel.

I think the 5/6 route is the least disruptive and would like to go on record
in favor of this road.

Christine Clagett

SHA Response to Christine Clagett:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

☐ 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.

16400 Accolawn Road
Accokeek, Maryland 20607

February 5, 1988

Mr. Neil J. Pedersen, Director
Office of Planning &
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Sir:

I want to oppose the building of a 228-210 Connector Route.

The reason I moved to Accokeek was for the rural life style that it offered. Another 4 lane highway does not maintain this life style. That life style is also being eroded through the expansion of Route 210. I do not want Accokeek to look like Virginia with all of its super highways.

If Charles County does not want such a road spoiling their countryside why should Accokeek want it? Waldorf traffic should use Route 5 for access to the beltway and Washington. Improvements must be made to Route 5.

I do not feel that the residents of Accokeek need to assist in the movement of Charles Country residents from Waldorf to the beltway or to Washington. In fact, I believe that neither alternative 2-3 or 5-6 is acceptable.

The whole issue is pointless until the traffic problems caused by the beltway and access into Washington are alleviated. The huge traffic jams that these arteries experience during rush hour traffic cause the traffic congestion on Indian Head Highway. The reverse is not true.

I propose that traffic should be restricted on Sharperville Road and Bealle Hill Road to local traffic. If for safety's sake improvements are necessary then the highway commission should install traffic lights, widen the road with shoulders and post speed limit signs. If traffic accidents are occurring because of speeding then speed traps and police with radar should be routinely patrolling the area.

Sincerely,

Paulette Schneidmiller

Paulette Schneidmiller

cc: Edward H. Meehan

SHA Response to Paulette Schneidmiller:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Improvements are programmed for MD Route 5 from Interstate 95 to south of U.S. Route 301 to T.B. beginning FY 1990.
3. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
4. Restricting use of Bealle Hill and Sharperville Roads to local traffic only would be discriminatory and unenforceable.

JULIAN C. HOLMES
10506 THORNE DRIVE
FRIENDLY, MARYLAND
20744

533
PROJECT
DEVELOPMENT
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FEB 11 10 30 AM '88

February 5, 1988

Hal Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland
21202

Dear Mr. Kassoff:

In accordance with D.O.T. procedures, I hereby submit ^{*this letter and the attached*} material for the record of the February 4 hearing on Route 228 Extended and Maryland Route 210.

I spoke at this hearing, but because of the 3-minute time limit imposed on citizen speakers, and because of information that came to light just before or during the hearing, I provide this additional material relevant both to the subject project, as well as to your legacy of two decades of corruption at the D.O.T. under the administrations of Spiro Agnew, Marvin Mandel, and Harry Hughes. This legacy is documented in part by:

a) Maryland State Roads Commission/ United States Government correspondence between the years 1963 and 1974. During that period the Roads Commission attempted to grant illegal access to Indian Head Highway for developers. (To my knowledge, the illegal actions were on the part of the Commission, not the developers.) Attached is a copy of a letter of receipt (11/20/64) for payment by a developer to the Commission for construction of a Highway crossover at an illegal access point. The crossover was built, never used, and is located .6 miles south of Fort Washington Road.

b) United States Department of Justice Report of 10/10/73 on Jerome B. Wolff and associates who cooperated with the federal prosecution of Spiro Agnew for taking bribes on State engineering projects. Mr. Wolff, who shared the bribes with Agnew, served as Maryland State Roads Commission Chairman during the illegal-access controversy and was a participant therein.

c) Recent actions of the Maryland D.O.T. under Secretary Lowell K. Bridwell who was also a New York State consultant on the controversial Westway highway project (Washington Post, 2/15/84). Bridwell Administration activities favoring land speculators and developers are reviewed in the attached:

- 1) Letter, Julian C. Holmes to Lowell K. Bridwell, 4/17/83.
- 2) Letter, JCH to Maryland Attorney General S. Sachs, 2/20/84.
- 3) Letter, Carmen Anderson to Judge Thomas Griesa, 3/7/84.

I have submitted the above information to document Highway Administration assaults on the Indian Head Highway community. The Route 228 extension and its related Indian Head Highway reconstruction is a continuation of these discredited and illegal policies of the 60's and 70's which citizen vigilance was successful in twice bringing to a halt, once in 1968 and again in 1974. We had hoped that you might assist us this time around. We do not relish these litigations, and I assume that you would find the planned destruction of our neighborhoods by your developers and your highwaymen to be as offensive as we do - if you lived here.

The main subject of this communication is to enumerate some of my concerns over the way your administration, and the way you personally, are reacting to the public opposition to your project:

a) A community resident related to me two hours before the hearing how a member of the House of Delegates had just told him that your administration has already given the go-ahead for some of the proposed widening of Indian Head Highway, and that "nothing can stop it". For the record, you should be aware that Indian Head Highway is four lanes wide, and that the traffic bottleneck is at the Beltway in Oxon Hill. I think you must agree that any widening of this road (with the exception of fixing faulty intersection design) will only worsen the traffic tieup. I am left to assume that if you are indeed committed to this frivolous and expensive tinkering with our highway, it is for the usual reasons: to placate land speculators and developers who are supportive of the elected officials at whose pleasure you serve.

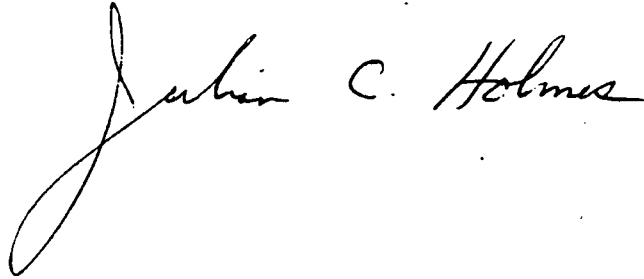
b) The speeches given by your staff at the hearing seemed to echo the "full steam ahead" scenario, not just for Indian Head Highway, but for the entire project. I detected no hint that your "no-build" alternative was any more than a formality. Folks in Accokeek must have appreciated being told that if they don't like your plans to condemn their property, you'll provide them with a nice pamphlet that explains how to complain.

c) Your personal reaction to those who spoke at the hearing suggests to me that your position on this project was pretty well settled before the hearing began. I noticed that during much of the citizen testimony, you were busy with a stack of paperwork which you placed in your briefcase when the Charles County Chamber of Commerce representatives began their testimony. I would like to have seen you show some interest in the highly relevant information provided by citizens, interest like you showed while the Chamber people were touting more of the same ghastly development that is choking Waldorf today. Your remark to me that the hearing had produced a great variety of opinions missed the one point you should have caught: namely that the vast preponderance of citizen testimony was in opposition. In contrast, most support for the project came from Charles County officials and their mentors in the Chamber of Commerce.

d) And last, I am offended by your staff having changed the order of testimony by placing ahead of citizen testimony that of elected officials who had not the courtesy to place their names on the speakers' roster as did their constituents. This scheme to wear folks down with propaganda, before the hearing is allowed to start, is an old custom here in Maryland, one that deserves no place in a public hearing. I wonder how much of the audience would have stayed around to listen to the elected officials if they had spoken following the testimony of their constituents - at 10:30 PM.

I respectfully request a copy of the hearing transcript as soon as it is prepared.

Sincerely,

A handwritten signature in cursive script that reads "Julian C. Holmes". The signature is written in dark ink and is positioned to the right of the typed name.

cc: Fellow citizens and
public officials

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COMMISSION MEMBERS
JOHN B. FUNK,
CHAIRMAN OF COMMISSION
AND DIRECTOR OF HIGHWAYS
PAUL J. BAILEY
MARLEY P. BRINSFIELD
LANDALE G. CLAGETT
LESLIE M. EVANS
JOHN J. MCMULLEN
WILLIAM S. OWINGS

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE, MD. 21201

C. R. PEASE
SECRETARY
A. S. GORDON
EX ASST. TO CHM
C. L. WANNER
COMPTROLLER
JOSEPH D. BUSCHER
SPEC. ASST. ATTY. GEN.

MAILING ADDRESS - P. O. BOX 111 BALTIMORE, MD. 21201

November 20, 1964

Mr. Martin Aragona
Aragon Construction Corp.
P.O. Box 10307
Oxon Hill, Maryland 20021

RE: Contr. P 878-1-320
Route 210 - Indian Head Highway
Capital Beltway to Old Ft. Road
Marti Property

Dear Mr. Aragona:

This is to acknowledge receipt of check number 221111, in the amount of \$2,546.39, signed by Richard West.

We are now taking the necessary action to have the following work included in our project; crossover at station 318+27 and two (2) left turn lanes for this crossover. Please note this transaction does not include the construction of the intersection of Aragona Boulevard onto the Northbound and Southbound lanes. These latter items of work shall be accomplished by you under State Roads Commission Permit, after Aragona Boulevard proper is completed.

Thank you.

Very truly yours,

Charles Lee, Chief
Development Engineering Section

CL/ee
CC: Mr. Wayne C. Greathouse

JULIAN C. HOLMES
10806 THORNE DRIVE
FRIENDLY, MARYLAND
20744

April 17, 1983

Lowell K. Bridwell, Secretary
Maryland Department of Transportation
PO Box 8755
Baltimore-Washington International Airport
Maryland 21240-0755

Dear Mr. Bridwell:

On March 26, I wrote asking that you review a contract dated 19 November 1982 between the Maryland Department of Transportation and a Virginia land speculator James Burch. This agreement purports to arrange for a modification of the Maryland Route 210/414 intersection to accomodate a proposed 400 acre development for which Mr. Burch seeks rezoning.

Although your response addresses none of the questions raised in my letter, it does on the other hand advance two propositions that do little to enhance the credibility of the Maryland DOT:

- (1) That DOT's position as a party to the Smoot Bay case is "normal procedure".
- (2) That the developer's plans "will not make our highways (Md. Route 210 and Route 414) inadequate".

With respect to (1) above, I should like to know how often and when you have found it normal procedure to enter into contracts with land speculators to modify sections of Route 210. I use this road as an example because of:

- (a) the intensive land speculation, land development, and rezoning activity taking place in the Route 210 corridor over the past two decades, some of which involved officials in the Maryland State Roads Commission, and
- (b) the resultant continuous planning for and construction of Route 210 modifications to accomodate that activity.

With respect to (2) above, you should be aware that the Route 210/414 intersection(which you suggest willnot be rendered inadequate by additional traffic) already suffers from standstill automobile backup lines over a mile in length.

Very simply, it appears that your letter of April 12 was prepared either by someone totally unfamiliar with the Smoot Bay/Route 210 controversy, or on the other hand, by someone who knows very well what he is doing. Whichever may be the case, that person should be paid by the Smoot Bay rezoning applicant, NOT the taxpayers.

Fifteen years ago, the Maryland State Roads Commission, in clear violation of a Federal agreement, was arranging for a local developer to connect his proposed 275 acre development into Route 210. In transferring this former Federal highway (Route 210) to the State of Maryland, a prohibition against new local road connections was made part of the deed. As Federal Highway Administrator, you remember well the controversy that raged over that attempt to break the Federal agreement.

I'm sure you recall that day in June of 1968 when you walked into Congressman Hervey Machen's office carrying the now celebrated "memo of explanation" which stated incorrectly that new local roads could be connected into Route 210. I'll never forget the look on your face when you were handed a copy of the Route 210 deed and were shown the prohibition printed therein. I never knew whether or not you were aware of the nature of the deed before you entered the room, but it is my recollection that your enthusiasm for the arguments advanced by the Maryland State Roads Commission was cooled a bit by that friendly encounter in Congressman Machen's office.

Now that you are directing the Maryland State Roads Commission (DOT), I hope you might with proper reverence recall that day in June 1968 when you suddenly found a new appreciation for the rights of the taxpayers who pay the salaries at the Maryland State Roads Commission. Perhaps then you could respond with facts to this letter and my letter of March 26. Anything short of a factual response, like your stonewalling letter of April 12, could leave the public wondering whether there are people within your administration who have personal reasons for subordinating the public interest to those of the Route 210 land speculators.

Sincerely,

Julian C. Holmes

14116 Duckett Road
Brandywine, Maryland 20613
March 7, 1984

Hon. Thomas P. Griesa
U.S. District Court for Southern District of New York
U.S. Courthouse
Foley Square
New York, N.Y. 10007

Dear Judge Griesa,

The enclosed newspaper article (Attachment #1) appeared in our Washington Post concerning New York's investigation of our Secretary of Transportation, Lowell Bridwell. Because I am unable to identify the investigative group mentioned therein, I am addressing this letter to you. We have had troubles of our own in Prince George's County, Maryland, which out of desperation, I will share with you in hopes that, in some small way, it may help the investigation. I am a registered nurse by profession with no legal experience beyond that which "rubs off" in pursuit of civic goals.

By way of introduction, I bear the stock labels of "civic activist, environmentalist, no-growth advocate," that normally come with opposing high density development in rural areas and established neighborhoods. It is no easy job here as our entire political structure is geared to assisting the pursuits of developers. What's new?

The State Highway Administration (of which Mr. Bridwell is chief officer) plays a vital role in this process. No highways, no development, right? Here it is often improvements to already congested highways that can make the critical difference as to whether zoning for new development is granted. We are finding that developers and zoning attorneys are meeting with our State Highway Administrator, M.C. Caltrider, to exert pressure for new highways or improvements that would enhance the possibility of their zoning being granted. In a couple of cases I am aware of, deals have been worked out whereby the developers agree to finance some road improvements in return for non-opposition by the S.H.A. The improvements in the examples I cite do not occur adjacent to the developer's property as might be appropriate, but some distance away. Nor can they be expected to really solve anything where traffic congestion in general is already so great that the developer's project will only put back the problem he offers to solve.

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Smoot Bay (also known as Bay of the Americas), along the Potomac River just south of Washington, D.C. is an example. Here the developer entered into an agreement with the S.H.A. to pay for some improvements to Indian Head Highway and Oxon Hill Road, though a couple hundred feet away, Indian Head Highway is constrained by the width of its bridge over our Capital Beltway. The S.H. A. spoke most critically of the traffic situation at this intersection in its evaluation of the Smoot Bay zoning proposal written September 23, 1982 (Attachment #2). Two months later, after meetings between the developer and Mr. Caltrider took place, the agreement was struck with language far less critical (Attachment #3 and 3a). I wrote to Attorney General Stephen Sachs expressing my concerns as to legality, enforcement and ethics of allowing big moneyed developers "buy" a piece of public highway in return for a favorable light shining on their zoning cases (Attachment #4). His assistant found no problem (Attachment #5; see also, Bridwell response to similar letter from Julian Holmes, Attachment #5a). Also in question for Smoot Bay is the granting of an access directly onto a yet to be constructed freeway extension needed to relieve an existing bottleneck at Indian Head Highway and I-295/495 (awaiting federal construction funds). Such a connection was turned down by Mr. Caltrider because it would disrupt approved construction design and jeopardize funding. Our state legislators have entered a Resolution which attempts to pressure the S.H.A. into changing that policy for the benefit of the development (Attachment #6).

In the north end of Prince George's County (and adjoining Montgomery County) citizens are battling to prevent construction of a major new freeway known as the "Inter-County Connector." The idea has been fought down, only to rise from the dead, off and on for ten to twenty years. Now we have a major development proposal of 2000, ^{across} known as "KONTERRA" in the path of this I-CC (Attachment #7 and 7a) I don't mind that this developer testified in public in favor of this highway. It is individual meetings with developers that is troublesome. Apparently, sole authority as to whether this highway will be constructed rests with Mr. Bridwell. These large projects anticipate substantial federal money for construction. Whether Ronnie will give at the office remains to be seen. Sometimes simply approving them on a plan, regardless of construction funds, gives substance to zoning efforts.

More development is being proposed in Montgomery County just north of Washington, D. C., along I-270--their "high tech" industrial corridor. This highway is notoriously jammed to its limit. Plans were revealed about one

Judge Griesa
March 7, 1984
Page 3

month ago to increase I-270 to a 12 lane freeway--about the same time as we were getting news reports of a proposed medical (and other) development in this area (Attachments 8 and 8a).

On a much smaller scale, a developer near my area seeks increased density for a housing project. Again, the S.H. A. is working out an agreement for him to finance some road improvements in return for our Planning Board's approval of the increase (Attachments #9 and 9a; also, diagram, Attachment #12). The improvements are 3+ miles from the proposed development, and the turning lanes agreed upon do not relate to the most common directional traffic flow which would be generated by the project. Furthermore, this traffic must then proceed to an intersection with Md. Rt.5 which is now congested beyond acceptable levels of service and which was recently rated by AAA as the most dangerous intersection in Prince George's County.

Another highway project which was bitterly fought by local residents is known as East-West Highway (Rt. 410) Extended. Here a new major roadway would cut through primarily residential areas, requiring the taking of some homes. The alleged purpose of the road is to improve access to a subway (Metro) station. In reality it will greatly enhance the industrial development of an area known as the Ardmore-Ardwick Industrial Center, or "Metro East" (Attachment #10 and 10a). In spite of lengthy citizen opposition, involving court suits and minority considerations (Attachment #11 and 11a), the highway is approved and scheduled for construction with funds transferred from the Interstate system.

On a similar scale, a "new town" (Brookefield) is proposed on my doorstep in what is now a rural agricultural, forested area. The big controversy again, is highway capacity on the overcrowded Maryland Rt. 5/301. At precisely the same time the zoning hearings were going on, plans were drawn up by our Park and Planning Commission to massively (I should say, "expensively,") upgrade this highway (Attachment #12). The only condition by which the planning staff offered the least possibility that this new town could be developed was if these highway improvements were made (Attachment #13, one page out of an 81-page report that recommended denial of the zoning on multiple grounds). I have it on good advice that the developer and his zoning attorney met with Mr. Caltrider, no doubt hoping to improve the outlook for these Rt.5 improvements which are currently not even under planning consideration by the S.H.A. That they came away empty-handed (this time!) is not the point. That they went to him in the first place, IS! VI-396

Judge Griesa
March 7, 1984
Page 4

No one will argue that all of these areas mentioned are in dire need of relief from existing traffic congestion, relief which the S.H.A. cannot fund at this time. It is common practice to have developers dedicate land and/or pay for road improvements to relieve traffic impacts at the site of their projects. It is another thing to make deals for improvements distant from the site and/or which do nothing to relieve the total problem. Some will argue that it is business and government working in "partnership" to improve economic development and the tax base. As we see it, it is the S.H.A. acting as a road building company for developers. Prince George's and Montgomery Counties have just about the lowest unemployment rate in the nation--no need to create jobs. What help is there to the tax base if billions must first be spent to provide highways, not to mention the spin-off costs of other public facilities needed to support development--local roads, police, fire, schools, social and court costs, to name a few.

Our history with Mr. Bridwell goes back a way. While he was Federal Highway Administrator, an attempt was made to break a perpetual "limited access" agreement made when Indian Head Highway was transferred from federal to state control. Needless to say, it was a developer member of the state legislature desirous of building a shopping center and housing development that was the center of the controversy (Attachment #14). Only vigorous opposition by citizen watchdogs stymied the attempt (Attachments #15 and 15a).

In a nutshell, Judge Griesa, for every major road improvement we hear about lately, there is some development project depended upon it. It would be nice to improve highways just because the folks that already live here need it!

The ultimate tragedy is hypocrisy. As you have no doubt heard, there is a big push afoot this year to "Save the Bay." Clean up the pollution at great cost to the taxpayers. Every publication you read cites population pressure as well as industrial and farm waste as the culprit. Here we are proposing to spend millions of dollars (Reagan even sent a few federal \$'s) to clean up the bay while the S.H.A. is spending millions more to provide avenues for its destruction. As one of the six states which ultimately send drainage to the bay, no doubt New York will be asked to help finance the clean-up.

The complicity of the S.H.A. in the zoning and land use process is only one symptom of a much larger problem--that is, the domination of the development interests over the legislative process through their campaign contribu-

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Judge Griesa
March 7, 1984
Page 5

tions. While stronger ethics laws might help, it is ultimately the responsibility of the public to part with dollars for candidates to offset their dependence on special interests.

Be advised (if you were't already) that our Governor Hughes was a former official with the S.H.A. and that our Attorney General Sachs has announced that he will run for governor next election.

I do understand that New York federal courts have no jurisdiction in Maryland affairs. *But* we sure can't seem to get anyone at the local level interested. Our press is hand in glove with the establishment (I am surprised the Bridwell article got through!) so no relief will come from that source. I hope your efforts regarding Mr. Bridwell will fare better in New York. If this information provides one molecule toward that end, then it will have served its purpose.

Your time is sincerely appreciated.

Yours truly,

Carmen E. Anderson

Carmen E. Anderson

(301) 372-6949

New York Panel Seeks Md. Data on Bridwell

By Tom Kenworthy
Washington Post Staff Writer

ANNAPOLIS, Feb. 14—New York state authorities conducting an investigation into the controversial Westway highway project in Manhattan have asked Maryland officials to provide them with material collected about Maryland Transportation Secretary Lowell K. Bridwell's involvement with the project. A Maryland panel of inquiry last year probed the administrator's conduct during a court case challenging the highway's construction.

Lawyers for the New York State Commission of Investigation, an independent investigative agency appointed by the state legislature and governor of New York, have been rebuffed in their attempts to get transcripts of the Maryland panel's interviews with Bridwell.

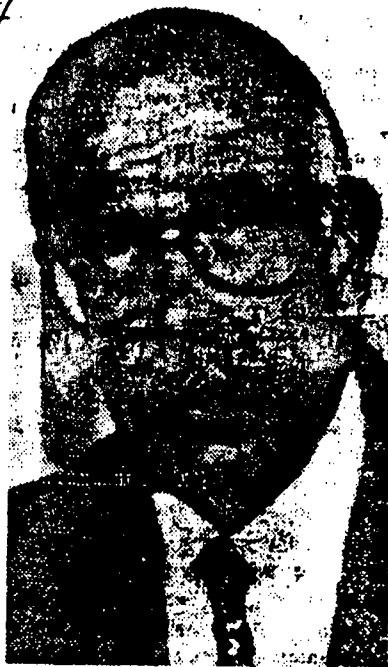
According to State House sources, Maryland Attorney General Stephen H. Sachs declined to provide the transcripts to the commission after conferring with aides to Gov. Harry Hughes, who said they are internal state documents and not part of the public record. The transcripts were made available to the news media last year.

Investigators for the commission have filed a public information act request for the material with Sachs' office, according to the sources. Maryland officials have not responded to that request, and members of Hughes' staff said today that a decision has not yet been made whether to honor it.

Bridwell, who for 10 years before joining Hughes' cabinet served as a consultant to New York state on the \$1 billion project designed to replace the aging West Side Highway in Manhattan, was severely criticized by a federal judge in 1982 for allegedly withholding key environmental information during testimony on a suit by environmentalists challenging the project.

The judge's comments prompted Hughes to ask Sachs, House Speaker Benjamin L. Cardin and State Sen. John A. Cade (R-Anne Arundel) to conduct an investigation into Bridwell's conduct.

In its report released a year ago, the panel chastised Bridwell for a "lack of complete forthrightness" in his testimony, a failing it attributed



LOWELL K. BRIDWELL

... interview transcripts requested

panel was equally harsh in its assessment of the judge in the case, Thomas P. Griesa, whose "broad and categorical" denunciation of Bridwell it found to be "not supported by the evidence."

At issue in the New York case is whether Bridwell had withheld key information on the extent of fish life, particularly striped bass, in the Hudson River in the area of the proposed highway project.

The current New York investigation of allegations that New York state officials purposely concealed information relating to fish life in the Hudson is the first official inquiry into the subject—other than the Maryland probe of Bridwell's conduct—since Griesa's denunciation of New York state officials during the trial in July 1982. The probe began last June and may be concluded within a month.

Whether Bridwell is a central figure in the New York investigation could not be determined. Commission investigators, through a spokesman, refused to comment on the scope or nature of the probe.

Said Bridwell, "I don't know what they are doing." In a telephone interview, Bridwell said he was interviewed about Westway by "some guy from New York" for about an hour some time last year, but the inquiries dealt not with his own activities but with the manner in which New

C O P Y

February 20, 1984

Hon. Stephen Sachs
Maryland Attorney General
1 South Calvert Street
Baltimore, Maryland 21201

Dear Mr. Sachs:

Your letter of October 31 arrived in early November. I have re-read it often and am still at a loss to understand how it addresses the question I had raised.

My original letter to you complained that, in 1983, in order to benefit an influential land speculator, the Maryland Department of Transportation made a private and binding political agreement that compromises the safety of Indianhead Highway, an already badly overloaded Maryland public road. This unsavory deal is no less offensive than the illegal Indianhead Highway flim-flam of the 60's cooked up by Mr. Bridwell's predecessors to help out a member of the Maryland House of Delegates from Prince George's County.

As a taxpayer and as an enthusiastic supporter of your reform minded election campaign, I am still interested in seeing the mess at Maryland DOT cleaned up. In the meantime I shall continue to presume that your letter is not just another reflection of the traditional relaxed attitude of some people toward high level mischief in Maryland.

It would be nice to hear from you, but if you feel that two Indianhead Highway scandals in 20 years would be too much for the administration to handle, I'll understand. Although, if you recall, Mr. Bridwell completed his basic training with Indianhead Highway Scam I under my tutelage in 1968, modesty precludes my taking credit for his recently acclaimed performance in New York's "West Side Story" which may have overshadowed for the moment the subsequent involvement of Maryland DOT in Indianhead Highway Scam II at Smoot Bay.

Sincerely,

Julian C. Holmes

SHA Response to Julian C. Holmes:

1. Deed covenants governing access to MD Route 210 do not preclude connection of a State highway by the SHA at any place it deems appropriate.
2. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
3. The No-Build Alternate is considered and presented as a basis for comparison with any Build Alternate of every project. Traffic volumes both present and predicted and associated impacts are analyzed using the No-Build as a basis for comparison to the Build Alternates. There have been a few instances, after thorough evaluation of a study, that the No-Build Alternate has been selected.
4. Testimony, as it relates to Public Hearings, is not the sole criteria for the selection of an alternate. All objective data including that from testimony, is carefully evaluated along with technical and environmental data compiled during the study and is used to formulate the project decision.
5. It is a long standing practice in Maryland to allow elected officials to speak first at public meetings. This practice has received very little opposition and will be continued.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME KEITH SASHEGYI DATE 2/4/88
PLEASE PRINT ADDRESS 4677 GADWELL PLACE
CITY/TOWN WALDORF STATE MD ZIP CODE 20601

~~I wish~~ I wish to comment ~~and~~ about the following aspects of this project:

Every weekday, I commute to Washington from Waldorf using Berry Road (Rte 228) and Indian Head Hwy (Rte 210). As one who is forced to use the narrow local roadways between Rtes 228 and 210, I strongly support the proposals (Alternate 5/6 and 7/3) to improve Rte 228 to connect with Rte 210. I prefer the Alternate design 2/3 because it is a shorter more direct route between Washington and Waldorf, and would have a safer controlled access.

At present I use various combinations of local roads to connect Rte 228 to Rte 210. To Washington, I mainly use Bealle Hill Road/Livingston Road entering Rte 210 at MD 373, Farmington Road OR Livingston Road at Fort Washington. Depending on traffic jams, I will also use Sharpsville Road or Hamilton/Garman/Auricken Roads to reach Livingston Road and exit onto 210 at Farmington or Livingston Road. IF 210 is backed up, other commuters and I have used Rte 223 to Clinton making our way to Allentown Road and Back Road and then Livingston Rd to connect with 210 inside the Beltway. This demonstrates that a large number of

- ☒ 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.
local roads in southern P.G. county will feel heavy traffic if
VI-402

Text of letter sent to SHA

"Every weekday, I commute to Washington from Waldorf using Berry Road (Rte 228) and Indian Head Hwy (Rte 210). As one who is forced to use the narrow local roadways between Rte 228 and 210, I strongly support the proposals (Alternate 5/6 and 2/3) to improve Rte 228 to connect with Rte 210. I prefer the Alternate design 2/3 because it is a shorter more direct route between Washington and Waldorf, and would have a safer controlled access.

At present I use various combinations of local roads to connect Rte 228 to Rte 210. To Washington, I mainly use Bealle Hill Road/Livingston Road entering Rte 210 at MD 373, Farmington Road or Livingston Road at Fort Washington. Depending on traffic jams, I will also use Sharperville Road or Hamilton/Gardner/Accoceek Roads to Reach Livingston Road and exit onto 210 at Farmington or Livingston Road. If 210 is backed up, other commuters and I have used Rte 223 to Clinton making our way to Allentwon Road, Bock Road and then Livingston Rd to connect with 210 Inside the Beltway. This demonstrates that a large number of local roads in southern P.G. county will feel heavy traffic if improvements are not made soon to build a Route 228/210 connector!"

SHA Response to Mr. Keith Sashegyi:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accoceek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill road, Four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
2. With the opening of the new two-lane connection between Bealle Hill Road and Indian Head Highway the Sharperville Road crossing of Mattawoman Creek would be closed. This would result in a reduction in traffic diverted into the rural community via Sharperville Road.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Robert D. McMaster DATE Feb 4, 1988

PLEASE
PRINT

ADDRESS 5606 Ottawa St

CITY/TOWN Forest Hgts STATE MD ZIP CODE 20745

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

Number 5/6 should be the alternate of choice
because:

1. The flood plain on Sharpsville should be
avoided.
2. all schools should be isolated from
main highways

Another consideration applicable to all
alternates: Increased population means
more pedestrians, equestrians and bicyclists wanting
to use the shoulder. This is possible only
if speed limits are 50 MPH or lower.

SHA Response to Mr. Robert D. McMaster:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.
2. Proposed speed limits are expected to vary along the project with an expected maximum of 50 mph.

☐ 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.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME GERI HOLDMANN DATE 4 FEB '88
PLEASE PRINT ADDRESS 308 SPRUCE STREET or P.O. Box 60
CITY/TOWN La Plata STATE MARYLAND ZIP CODE 20646

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

Upgrading Roads, Expanding 210 and 228
Connector is important to do now. Yes!!

Major Roads need to continue to be built,
upgraded.

We need MORE ROADS — Better Funding
for NEW Roads and upgrade
Current Roads

SHA Response to Geri Holdmann:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Helen W. Carson DATE 2/4/88
PLEASE PRINT ADDRESS 14907 Berry Rd
CITY/TOWN Accokeek STATE MD ZIP CODE 20607

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

Before any further money, time and effort is spent on this project, I feel that Charles County should look into the feasibility of running commuter trains from their county into D.C. This should certainly be much ^{more} convenient for the people, cost far less and not take nearly as long to put into use as they already have the railroad tracks.

☒ 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.

SHA Response to Helen J. Carson:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.



February 4, 1988

Maryland Department of Transportation
State Highway Administration
Office of Planning and
Preliminary Engineering
Box 717
Baltimore, Maryland 21203

553
RECEIVED
#190
FEB 9 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Re: Maryland Route 228
Maryland Route 210 to U.S. Route 301
Contract No. AW 760-101-071
P.D.M.S. No. 253097
Location/Design Public Hearing

Gentlemen:

I regret that I am unable to attend the February 4 hearing, so I have decided to document my comments on the above-referenced project. Our company is located in La Plata, Maryland, in Charles County. As a petroleum distributor, our transports travel to Baltimore, Maryland, and to Fairfax, Virginia, daily to pickup product and return for distribution in Southern Maryland. The transportation difficulties that we face in performing this wholesale function include both the Beltway and the Woodrow Wilson bridge. The proposed upgrading of Route 228 to connect to Route 210 is a vitally important project which will assist in the more efficient transit of our vehicles to the Washington Beltway and ultimately to Fairfax, Virginia. Our cargo is hazardous and the use of local country roads like Bealle Hill Road and Sharpersville Road is unsafe for these vehicles.

We support the expeditious construction of the Route 228 connector and upgrade. We do not have a preference on which of the proposed build alternates is selected. Local Prince George's County residents should determine which build alternative they prefer. Our concern is that this project should not be delayed any further. Expeditious completion of the Route 301/5 upgrade and the Route 228 connection will greatly enhance the transportation system in Southern Maryland and allow for a safer, more efficient highway system for our transport vehicles.

Sincerely yours,

J. Blacklock Wills, Jr.
President

PC: Charles County
Chamber of Commerce

SHA Response to J. Blacklock Wills, Jr.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

VI-408

May I offer my personal best to Director Kassoff and ^{each of} ~~through~~ you --
 to him I say: "If you can keep your head when all about you

are loosing theirs and blaming it on you;
 If you can trust yourself when all men doubt you,
 But make allowance for their doubting too;
 If you can wait and not be tired by waiting,
 Or being lied about, don't deal in lies,
 Or being hated don't give way to hating,
 and yet don't look too good, nor talk too wise;

If you can dream -- and not make dreams your master.
 If you can think -- and not make thoughts your aim
 If you can meet Triumph and Disaster
 and treat those two imposters just the same;
 If you can bear to hear the truth you've spoken
 Twisted by knaves to make a trap for fools,
 Or watch the things you gave your life to, broken,
 And stoop and build'em up with worn-out tools;

If you can talk with crowds and keep your virtue,
 Or walk with Kings -- nor lose the common touch,
 If neither foes nor loving friends can hurt you,
 If all men count with you, but none too much;
 If you can fill the unforgiving minute
 With sixty seconds worth of distance run,
 Yours is the Earth and everything's that's in it,
 and -- which is more -- you'll be a true Servant of Man,
 my son!

On So Said Rudyard Kipling

~~Thank you -~~

Respectfully request my written Comments
 - which I Am Submitting at this time -
 be accepted into the record

Thank you

Manland Deed
 Box 281 Hwy 925N

11/1 + 1 don't and 20601 VI-409 11-2077

555
7000 Country Lane
Waldorf, Maryland 20601
February 3, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P. O. Box 7171
Baltimore, Md. 21203-0717

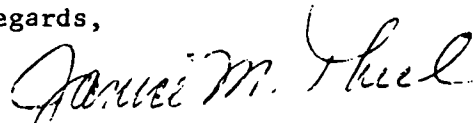
Re: IMPROVEMENTS TO MARYLAND ROUTE 228

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U. S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Serious traffic congestion problems exist in and around the study area and either alternatives would help in alleviating these problems. We must look to better road alternatives to help with the safety factor due to the amount of vehicles entering and exiting Charles and Prince Georges County. Future growth for both counties rely on road improvements.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Regards,

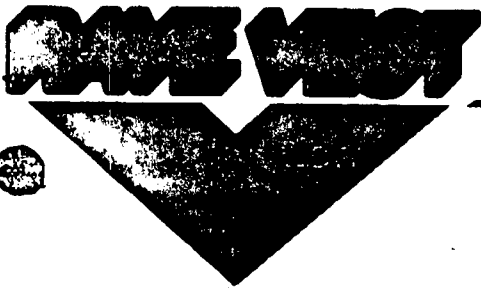


Janice M. Thiel
Board Member
Charles County Economic
Development Commission

jmt

SHA Response to Janice M. Thiel:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.



February 3, 1988

PROJECT
DEVELOPMENT
DIVISION
FEB 5 2 44 PM '88

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P. O. Box 7171
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U. S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problem in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

RAYE VEST CORPORATION

A handwritten signature in cursive script that reads "L. Raye Vest".

L. Raye Vest
President

LRV:epm

RECEIVED

FEB 5 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

IV-411

SHA Response to L. Raye Vest:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

February 3, 1988

RECEIVED

Maryland State Highway Administration
Department of Transportation

FEB 10 1988

Gentlemen: Mr. G

PLANNING & PRELIMINARY ENGINEERING

RE: Rt. 228-Indianhead
Highway Project

This is a letter of protest to the Rt. 228-Indianhead Highway project. I have lived in Oxon Hill for 26 years and fail to understand the fairness in solving one area's problems by dumping on another.

For years I have found it difficult to enjoy my patio because of the smell of pollution from autos on Indianhead Highway and the beltway. Oxon Hill is fast becoming a nightmare for drivers due to the high-density business and residential boom.

We living on or having to exit onto Livingston Road located north of the ABC drive-in have been taking the overflow from Md. 210 and Kirby Hills for some time and have found it next to impossible to exit our driveways and/or streets during rush hour. A neighbor who lives one mile from the beltway says it takes her 45 minutes to get to the beltway.

When this overthrow backs up on Livingston Road these cars then shortcut down White Oak Drive to Leyte and up Wentworth in order to gain $\frac{1}{2}$ mile down Livingston Rd. and come out at a light. They do this at speeds of up to 45 mph on our very narrow streets.

We living here right at the beltway and Indianhead highway don't have to be told when there's an accident on the Wilson Bridge we can see the backup on our secondary roads and smell the fumes as all these cars sit in line. Accidents on the Wilson Bridge, as I am sure you are aware of, happen nearly every day.

The widening of Indianhead Hwy. will only result in getting more cars to the back-up line faster and there has to be a point when all these vehicles must merge together in order to enter the Beltway thus creating a backup and more overflow onto our secondary streets. When Port America is finished it will add thousands of more auto trips to the already existing traffic and pollution problem.

Every day we are being told to check our homes for Radon pollution yet our politicians are deaf and blind to our protests against high-density growth which results in more and more traffic pollution. Politicians like Mr. Glendening who receive thousands of dollars in campaign funds from big-business fail to give a damn about the health and happiness of their constituents.

We in the Oxon Hill and Fort Washington area who are paying \$9.00 per year to have our cars checked for emissions feel it is unfair for you to expect us to absorb the traffic and pollution it will bring from Charles and its neighboring counties, not to mention the unchecked cars traveling the beltway.

We in Prince Georges County have Mr. Glendening and his high-density growth to contend with and we feel it is unfair particularly to Fort Washington and Oxon Hill for us to have to contend with Charles county growth.

If this project is approved we who live close to Indianhead Hwy and the beltway will have to wear gas masks and rise at least one hour earlier in order to exit our driveways and streets.

I sincerely hope you will reject this project and let Charles Co solve its problems some other way so as not to add to our problems

Sincerely

Mrs E. B. Wallace

Mr. E. B. Wallace
926 White Oak Drive
Oxon Hill, Maryland 20745

23 Another thing that bothers me is: How many large tractor trailer trucks are going to come from Rt 301 causing more accidents and pollution in our area. For years Indian head highway has not been known as the safest highway to travel.

SHA Response to Mr. E. B. Wallace:

1. The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.
2. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
3. The State Legislature enacted laws governing vehicular emission tests. Some counties were exempt, because of their geographical location distant from large Metropolitan districts designated as air quality non-attainment areas. Presently there are no statutory restrictions placed on vehicles not subject to emissions test, from this state or any other, from using State highways.
4. The present and projected truck traffic for MD Route 228 is 4%.



C&P Telephone

A Bell Atlantic Company

F. Patrick Wathen

Manager
Government/Community Relations

P.O. Box 345
533 Washington Street
Leonardtown, Maryland 20650
(301) 475-7777
(800) 541-1525

February 2, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P. O. Box 7171
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6 would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

F. Patrick Wathen
Manager GR/CR

FPW/phm

FEB 10 1988
DEVELOPMENT

VI-416

SHA Response to F. Patrick Wathen:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.



BANK OF SOUTHERN MARYLAND

February 2, 1988

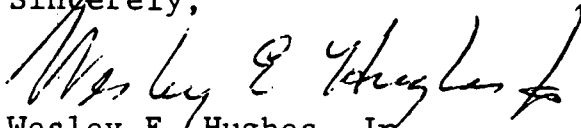
Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P. O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Pederson:

I am writing to let you know that myself as well as many people that I know here in Charles County urgently desire your support on the extension project for MD Rt. 228 and Rt. 210 for access from US 301. As I understand it there are two alternatives to building a new access road in this study. While I do not have to make the commute myself into D.C. daily, I can assure you that traffic congestion is a universal problem for those that do. Future growth for this area will only make the current situation more intolerable.

I understand that this road project is in conformity with the Charles County road plans as well as the state of Maryland's plans for this area. I urgently hope that you will support either of the two alternatives.

Sincerely,


Wesley E. Hughes, Jr.
President

sms

SHA Response to Mr. Wesley E. Hughes, Jr.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

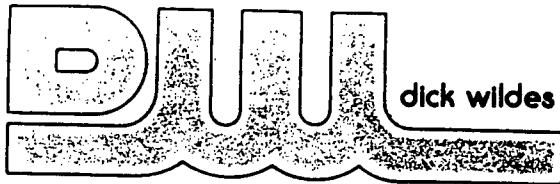
RECEIVED

FEB 4 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING
P.O. Box X / La Plata, Maryland 20646 / 301-934-1000
Affiliate Mercantile Bankshares Corporation/Member FDIC

VI-418

564



dick wildes PRINTING co., Inc. / p. o. box 748 / la plata, maryland 20646
(301) 934-4651 / 934-2312
D.C. 870-3073

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Md. 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Richard C. Wildes

SHA Response to Mr. Richard C. Wildes:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

RECEIVED

FEB 8 1988

VI-419

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

565
James H.



& company

Chapman Manor
R.R. #2, Box 178-G Chapman Landing Road
Indian Head, MD 20640 U.S.A.
(301) 567-7600
FAX# (301) 743-3106

February 1, 1988

Mr. Neil J. Pedersen, Director
Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Pedersen:

Please put me on record for strongly favoring the extension and improvement to a road system between Route 210 and Route 301, joining Charles County and Prince George's County along the Route 228 corridor. As your studies have indicated undoubtedly, this area is greatly in need of a system such as is being proposed, and I recommend that you do all within your power to see that this occurs as soon as possible.

Sincerely,

James H. Burch

SHA Response to Mr. James H. Burch:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

PROJECT
DEVELOPMENT
DIVISION
FEB 2 12 39 PM '88

VI-420

566

HEFFRON COMPANY, INC. *Mechanical Construction*

4919 ST. ELMO AVENUE
BETHESDA, MARYLAND 20814
TELEPHONE: 652-6804



February 1, 1988

PROJECT
DEVELOPMENT
DIVISION
FEB 4 11 17 AM '88

Mr. Neil J. Pederson, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, MD. 21203-0717

Dear Mr. Pederson:

Something immediately should be fast tracked to connect Southern Prince George's County with Charles County and allow traffic movement without potentially dangerous traffic snarls. As you know this idea originated in 1948. Action is needed. Personally I think your 2/3 scheme is best but we need something now.

Very truly yours,

George R. Dunn

George R. Dunn

GRD/vap

RECEIVED

FEB 3 1988

DIRECTOR, OFFICE OF
PRELIMINARY ENGINEERING

SHA Response to Mr. George R. Dunn:

1. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.



February 1, 1988

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Improvements to Maryland Route 228

Dear Mr. Pedersen:

Thank you for the opportunity for my thoughts to be heard in regard to transportation improvements between Charles County and Prince George's County. I will provide comments from several different perspectives: as a commuter who travels from county to county; as a business owner, who has offices in both counties and must travel from county to county for business purposes; as a promoter of economic development, having served on Boards in both counties; as a supporter of tourism, having prompted regional tourism by participating in development; and as a professional planner who wishes to see quality transportation systems develop in conjunction with controlled growth policies in both counties.

COMMUTER/BUSINESS PERSON

As a commuter, I am resentful that my primary travel route, Route 228, is a two lane county road without shoulders, and includes a one lane wooden bridge, speed limits of 35 miles per hour and a section of the road that often floods. However, not all of my concerns are traffic related; as I was returning late one evening, I was stopped and almost robbed by assailants. Such poor travel conditions have an impact on me, but more importantly they have an impact on my clients and my employees. They also effect my ability to attract new clients and employees, degrade my competitiveness, and, overall, are detrimental to my business. Furthermore, these pitiful road conditions result in increased travel time, higher transportation costs, and impair the safety and well being of all commuters.

ECONOMIC DEVELOPMENT

The same issues impact other corporations. In the site selection process, transportation is one of many key elements of public infrastructure that a business must consider in making the decision to locate in a particular area. We look in awe at the corporations that have located in Montgomery County and Fairfax County and find them primarily along key quality transportation corridors. We must not continue to create the conditions where the best goes somewhere else, that the better jobs and opportunities are located out of the county. There is not one

569

service corridor between Charles County and Prince George's County that is adequate. This is important to the economic well being and improvements of both counties. The transportation corridors on the south side of the Beltway are the worst in the entire metropolitan region.

TOURISM

For many who have been involved in regional tourism, there has long been the dream that there could be a tour down the Potomac River to visit points of interest in Southern Maryland, combining Prince George's, Charles, St. Mary's, Calvert and Anne Arundel Counties. This journey might make possible a trip to Fort Washington, a stop in La Plata or Port Tobacco, a stop at St. Clements Island, Solomons Island, and on back to Annapolis. The existing transportation patterns discourage regional enjoyment of historic and natural points of interests.

PROFESSIONAL PLANNER

From the planning perspective, we must view the issue of the highways from a number of different standpoints, local, county, metropolitan, regional, and state, and then balance the issues. Experts indicate citizens oppose highway improvements primarily on the basis that they do not wish to change the environment which they currently enjoy. However, citizens who support highway improvements support them on the basis that their livelihoods depend upon the ability to travel to the metropolitan area in a safe convenient manner. The motivation of respective interests must be examined when the decision is made. Since progress does not stop, the environment that many wish to preserve will inevitably change for the worse. Of course, as each day passes there is less opportunity to solve the problem as the surrounding land is utilized for other purposes.

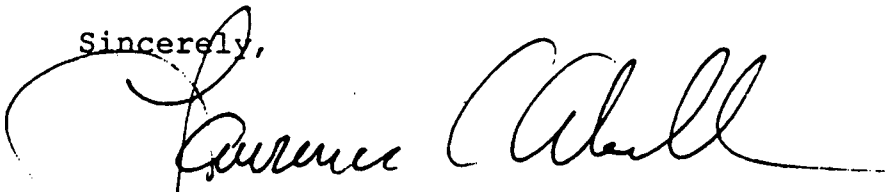
In reviewing Prince George's County and Charles County Comprehensive Plans, both plans program substantial growth for the area. In Prince George's County, there is the Brandywine Town Center and the Accokeek Town Center. In Charles County, there is the continued growth of St. Charles and several other large planned projects such as Riviera. While officials in both counties are concerned, planning seems to have stopped at county lines, because of the inability of officials responding in both counties to deal with matters across the "magic" county line. This has negatively impacted on citizens in both counties. The Maryland State Highway Administration can help solve this dilemma.

The issue of providing adequate transportation to the region has long gone unresolved. For those who have endured the treacherous travel of the roads, we know that they are inadequate and have remained so for at least the last 25 years. The result of the failure to address transportation issues results in negative impacts on the economic development of both counties, decreasing overall land values, wasting land masses, as the growth occurs in illogical unplanned ways.

The appropriate planning approach is to locate a transportation route that is the shortest distance between two population modes, the least distance to local residents, and is in agreement with existing and long range county plans. Ideal planning would make transportation improvements available when needed. When this does not occur, there is an overload of existing transportation systems. This causes disruptions to property owners along the roads and highway. It also increases the danger to the lives and safety of travelers as the level service of existing roads gets stretched beyond the designed capabilities.

From the local, county, metropolitan, regional and state perspectives, solving this dilemma depends upon long range planning. Delay only complicates implementation of improvement. Immediate action on any improvements would aid both county's transportation systems, as the northern routes could better accommodate existing and future growth. In summary, the existing highway system is simply inadequate and unsafe, it impacts on commuters, businesses and long distance travelers; the existing system is slowing tourism and economic growth of the area; and the new highway is essential to meet presently approved County Comprehensive Plans in addition to area, regional, and State plans.

Sincerely,



Lawrence C. Abell, AIA, AICP, NCARB, P.E.
President

LCA/hbh

Orga/State

SHA Response to Lawrence C. Abell:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

571

Earle Wayne Richardson

CERTIFIED PUBLIC ACCOUNTANT

P. O. Box 1073

Waldorf, Maryland 20601

645-8588 843-8222

MEMBER OF MARYLAND
ASSOCIATION OF CERTIFIED
PUBLIC ACCOUNTANTS

MEMBER OF AMERICAN
INSTITUTE OF CERTIFIED
PUBLIC ACCOUNTANTS

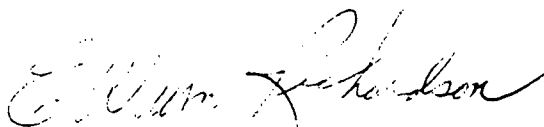
Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Md. 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,



FEB 2 12 39 PM '80

PROJECT
DEVELOPMENT
DIVISION

VI-426

SHA Response to E. Wayne Richardson:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

573

**MARYLAND NATIONAL BANK**

Western Shore Retail
P O Box 630, 55 Commerce Lane
Prince Frederick, Maryland 20678

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Md. 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

PROJECT
DEVELOPMENT
DIVISION
FEB 2 12 35 PM '88

574-

SHA Response:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

515

DAVID H. BERNHEISEL
BOX 712 - G2
ACCOKEEK, MD. 20607

January 31, 1988

Mr. Donald G. Honeywell, Proj. Mgr.
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

PROJECT
DEVELOPMENT
DIVISION
FEB 3 2 39 PM '88

Dear Mr. Honeywell:

Thank you for your design document on the proposed changes in the area of Route 228 between Routes 210 & 301. The project shows a lot of thought, and I think your office has done a good job. I will attend the public hearing on February 4, 1988, but I will not attempt to speak. My experience is that the public comment at such hearings consists mainly of politicians posturing to impress their constituents with practically no one trying to rationally solve the problem.

Before commenting on the plan specifically, I would like to address the problem generally. Our roads can not handle the week day rush hour traffic. This is true now, it will be true regardless of what alternative is implemented, and would still be true if we pave the whole state. We have to stop the one person/one car/one gridlock syndrome. You can not solve this problem alone; it will take a combined effort of many organizations. I do not pretend to have THE SOLUTION, but the following will help:

- We need more commuter parking lots like the one at the intersection of Routes 210 & 373. That one was filled every day before it even officially opened; now it is filled every day by 6:00AM. Make them bigger; make them convenient (like 210 & 373); and keep them free. It is cheaper to build parking lots than roads.

- Encourage van and car pools. This is tricky for a government to do as we tend to find a good idea and kill it with love. In some cases special traffic lanes help; in other cases they exacerbate the problem. One issue the State could get out front on is that of liability. The day could come when a driver wrecks a van and kills his 14 passengers. A sharp lawyer brings suit for \$3 million a head or \$42 million for the load. The next step is the insurance companies squash car and van pools by either refusing coverage or charging astronomical rates. We could have a statute that protects the driver; possibly the passengers could waive their right to sue.
- The Metro bus (and rail if it ever comes) should serve the area better. The bus should come up Route 210 making only three or four stops at strategically located parking lots. The one behind Bradlee's is too far off of the road; Wineland's Drive-in movie will be perfect. Get these busses off of the back roads and residential streets (Livingston Rd, etc.), by trying to be convenient we slow the service to the point of making it impractical. The same principle applies to Route 5 & 4. We have to realize that suburban and rural riders must supplement public transportation with their own cars (and possibly bicycles), and we can't serve every door like a school bus.
- I have heard rumors that it would be possible to move passengers from Waldorf to Washington by rail. If this would be practical it should be explored

Now to your plan specifically. Of your alternatives, I like 2/3 with an interchange. Based on the ADT volume of 26,000 times three minutes additional per vehicle, I figure it would cost the citizens of Maryland about \$3 million a year extra to drive their cars on the longer 5/6 route. Plus the 5/6 route would further overload the already crowded 210/373 intersection. If my calculation is correct we will recover the extra \$2 million to build the 2/3 over the 5/6 (both with interchanges) in eight months. The extra \$2 million for an interchange on 2/3 could be saved in one Saturday night.

577

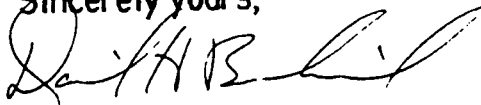
Mr. Donald G. Honeywell

Page 3

While I strongly favor 2/3, 5/6 has a good feature. Currently there is a lot of traffic that moves between Waldorf and Bryans Road (and points south). This traffic all comes through the 210/373 intersection. A new road should be cut through from Bennsville Rd. to Route 210, coming into Route 210 at about the Chrysler/Plymouth dealership. This would cut about three miles off of that trip, return 373 to a quiet rural/residential road, and get that left turn traffic out of the 210/373 intersection.

Again, thank you for the opportunity to comment, and if I can be of assistance please don't hesitate to contact me.

Sincerely yours,



David H. Bernheisel

SHA Response to Mr. David H. Bernheisel:

1. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.
2. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill road, Four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
3. Alternate 5/6 will advantageously serve the Bryans Road/Indian Head area. Any alignment further south would be ineffective because of the indirectness of travel and inconsistency with the State Highway System.

RALPH E. FUHRMAN
CIVIL AND ENVIRONMENTAL ENGINEER
2917 THIRTY-NINTH STREET, N. W., WASHINGTON, D. C. 20016 U.S.A.
REGISTERED PROFESSIONAL ENGINEER - D.C. AND MD.

30 January 1988

Mr. Hal Kasoff, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

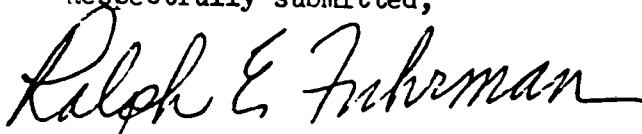
Dear sir:

Reference is made to my letter to you of January 25 concerning the February 4 meeting for the citizen consideration of Alternate routes connecting Md 210 with the town of Waldorf.

Upon review of my computation of operating costs on page 2 of that letter, I realized that the factor "2" was incorrect as "trips per day" is probably inclusive of round trips per day.

Accordingly, I request that you delete the page 2 I sent to you and substitute the revised page 2 enclosed.

Respectfully submitted,



Ralph E. Fuhrman, Dr. Engr.

67 72 93 001 6

STATE HIGH ADMIN

the users of these roads in 2015 would be

$$(10.7 - 8.0) \times 300 \times 26,000 = 21,060,000 \text{ miles per year.}$$

Where (10.7 - 8.0) is the difference in distance between 2/3 and 5/6
300 is for trips per year

26,000 is the number of cars expected daily in 2015.

Even at the AAA minimum cost of ten cents per mile, the annual cost difference is \$2.1 million. Upon completion of the proposed improvements, the savings in operating costs would be at least half of this amount per year. In other words, the total cost, which is the only fair basis of comparing the Alternates, makes Alternate 2/3 the cheaper of the two presented, and therefore Alternate 5/6 deserves no further consideration. A related advantage in favor of Alternate 2/3 is that Md 210 south of the Piscataway Creek will not require widening at the present time.

In view of these facts, I recommend that it be the formal action of those assembled at the February 4, 1988 Hearing that:

1. Alternate 2/3 be the route recommended to the State Highway Administration and that final plans be completed as early as feasible and that construction be undertaken as soon as possible; and
2. That such design and construction incorporate the interchange option as the small additional cost will increase greatly the safety and convenience of this much needed connecting highway.

Respectfully submitted,

Ralph E. Fuhrman
Ralph E. Fuhrman, Dr. Engr.

560

PROJECT
DEVELOPMENT

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

FEB 15 7 59 AM '88

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME P. S. BOWLING & COMPANY, INC. DATE 1/29/88
PLEASE PRINT ADDRESS P. O. Box 250
CITY/TOWN La Plata STATE Maryland ZIP CODE 20646

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

We feel the bypass will not develop any more traffic. For safety and
accessibility to Washington, we feel it is a necessity to put in this bypass.

SHA Response to P.S. Bowling & Company, Inc.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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



Quality and Service
Since 1969



January 29, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, MD 21203-0717

Dear Mr. Pederson:

I highly support the extension and improvement of MD Rt. 228, MD Rt. 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alt. 2/3 or Alt. 5/6) would be acceptable; both alternatives would help to alleviate traffic congestion problems and a much needed road extension. Either of the build alternatives would provide a better transportation system continuity, safety and additional capacity for the continuing future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Craig E. Clark
President

PROJECT
DEVELOPMENT
DIVISION
FEB 2 12 33 PM '88

SHA Response to Mr. Craig E. Clark:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

582

THE BARLEY COMPANY, INC.
MORTGAGE LOANS

WARREN BARLEY
President

WALDORF, MARYLAND 20601
Post Office Box 697
Route 228 at Route 301
Telephone: 645-2614 843-6262 (Wash.)

January 29, 1988

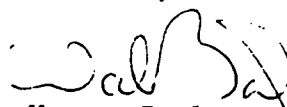
Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U. S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and would provide a transportation system, safety and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,


Warren Barley

WBds

SHA Response to Mr. Warren Barley:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

VI-437

PROJECT
DEVELOPMENT
DIVISION
Feb 2 12 35 PM '88

543

STATE FARM INSURANCE COMPANIES

HOME OFFICES: BLOOMINGTON, ILLINOIS

JAMES F. DENT

8905 BALLARD LANE AT WOODYARD ROAD

P.O. BOX 275

CLINTON, MARYLAND 20735

BUS.: 868-5151

January 29, 1988

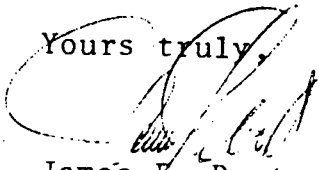
Mr. Neil J. Pederson, Director
Office of Planning and Engineering
State Highway Administration
P.O. Box 7171
Baltimore, MD 21203-0717

Dear Mr. Pederson:

I would appreciate your favorable consideration of the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Alternative 2/3 or Alternative 5/6 would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area and it would provide transportation system continuity, safety and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Yours truly,


James F. Dent

JFD/jw

PROJECT
DEVELOPMENT
DIVISION
FEB 2 12 35 PM '88

SHA Response to Mr. James F. Dent:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

584



Inc.

P.O. Box W • LaPlata, MD. 20646 301-934-4681 • 301-870-3049

January 28, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P. O. Box 7171
Baltimore, Maryland 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U. S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,


Van T. Mitchell
President

VTM/vsn

SHA Response to Van T. Mitchell:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.



PROJECT
DEVELOPMENT
FEB 2 12 33 PM '88



RITTER NISSAN, LTD.

Box 28 Highway 301
Waldorf, Maryland 20601
Local: 645-0800
Metro: 843-5300
St. Mary's: 769-4000

January 27, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 7171
Baltimore, Md. 21203-0717

Dear Mr. Pederson:

I strongly support the extension and improvement of Maryland Route 228, Maryland Route 210 to U.S. 301. Either of the two "build" alternatives within the study area (Alternative 2/3 or Alternative 5/6) would be acceptable. Either of the build alternatives would help alleviate the serious traffic congestion problems in and around the study area, and it would provide transportation system continuity, safety, and additional capacity for future growth in both Charles County and Prince George's County.

This road improvement is consistent with the Comprehensive Plan of Charles County and the Consolidated Transportation Program of the Maryland Department of Transportation. Again, I strongly encourage the Maryland Department of Transportation to select either of the two "build" alternatives to extend and improve Maryland Route 228.

Sincerely,

Rodney B. Ritter
Executive Vice President
Ritter Nissan Ltd.

President
Eagle Chevrolet

RBR:sh

SHA Response to Mr. Rodney B. Ritter:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

PROJECT
DEVELOPMENT
DIVISION
FEB 2 12 35 PM '88

586
#227

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME MR. T.A. COCCA DATE 1/27/88

PLEASE
PRINT

ADDRESS 12411 ASBURY DR

CITY/TOWN TANTALLON STATE MD ZIP CODE 20744

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

I endorse alt #1 i.e. NO-BUILD. Money is tight & we should concentrate on more repairs. Making it easier for more cars to get to the check point i.e. Wilson Bridge, only make the problem worse. Rt 295 is also overly checked due to it northern bridges. Why do we have to bring more cars north on Rt 210, 295 & WW bridge? We should encourage an employment center so we don't overburden roads. The road problem is an unacceptable vicious circle. You SHA personnel succumb to it. It justifies more & more development that brings more & more cars & roads will NEVER be adequate no matter how many or how wide.

Again - kill this project, encourage development of a local employment center which is also better for Charles Co, and do NOT widen roads until another bridge across the Potomac is in place.

☐ 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.

SHA Response to Mr. T. A. Cocca:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. The 'S' curve project at the Capital Beltway is scheduled to be completed Mid-1989. This improvement along with the widening improvements to MD Route 210 from Old Fort Road to MD Route 44 (Oxon Hill Road) should provide some relief to the congestion on MD Route 210.
3. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
4. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Robey, Eleanor G DATE 1/25/88
PLEASE PRINT ADDRESS Rt. Box 273 Billingsley Rd
CITY/TOWN White Plains STATE MD ZIP CODE 20695

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

You already know my views as they have been expressed in meetings & in letters to SHA over the years - indeed since the 1940's. We are "fed up" with studies, projections, etc. We need roads in place and now! The population increase, the increased vehicular registration, the failure of County, State & Federal agencies to provide infrastructure to meet the unparalleled growth of N. Charles Co has imposed gridlock on all of our roads - Neither Rt. 228 nor Charles own the roads in the two counties. We in Charles are here on the peninsula & can only wrap out to Va. DC, Balt. Annapolis & see points beyond are via 210, 301 & 5. We need implementation plans - not continuing studies!

1. 301 needs widening from 5 to past White Plains

2. Billingsley - 301 must have control lights

3. 228 to 210 via Sharpsville

4. No extension of Smearwood direct W. to 210

5. Widening of Billingsley to 301 to 210 as it is the established

☐ Please add my/our name(s) to the Mailing List. Already on List
☐ Please delete my/our name(s) from the Mailing List. Do not Revol

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

Dear Mr. Pedersen :

The people of Prince George's County will strongly oppose efforts of SHA to extend roads from Charles to 210 or to points North of Charles County to connect with 301 or Rt 5 ,North of The Charles County line.

I think it is IMPERATIVE that the officials of the two counties, the State and Federal officials confer and WORK OUT the obstacles to satisfactory solutions to the gridlocked conditions of our Southern Maryland Highways. I belong to Citizens for a Better Charles County, The Charles County League of Voters and serve on the County Task force to improve the traffic conditions on the 10 County roads in the area of Northern Charles County. THIS AREA NEEDS ACTION ON THE VARIOUS ROADS PROJECTS.

Most sincerely

Eleanor G. Robey

SHA Response to Ms. Eleanor G. Robey:

1. Improvements are presently programmed for U.S. Route 301 from Smallwood Drive to MD Route 5 at T.B.
2. Proposed improvements to Billingsley Road are not part of the MD Route 228 project. However, the State Highway Administration tentatively expects to install traffic signals at the U.S. Route 301 - Billingsley Road intersection.
3. The extension of Smallwood Drive to MD Route 210 has been dropped by Charles County.
4. Billingsley Road is a county road and any concern about future improvements to it should be directed to the County. The State Highway Administration has no intention to substitute local roadway improvements for the MD Route 228 project.

RALPH E. FUHRMAN
CIVIL AND ENVIRONMENTAL ENGINEER
2917 THIRTY-NINTH STREET, N. W., WASHINGTON, D. C. 20016 U.S.A.

REGISTERED PROFESSIONAL ENGINEER - D.C. AND MD.

25 January 1988

RECEIVED

B-9
FEB 2 1988

#168
DIRECTOR, OFFICE OF

PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kasoff, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear sir:

Thank you for this opportunity to comment on the Location/Design of the proposed highway connecting Indian Head Highway (Md 210) near Piscataway Creek with US 301 at or near Waldorf. I make these comments as a professional civil engineer (Md registration No. 1873) and as a long time owner of property on Bealle Hill Road.

Careful study has been made of the information very well organized in your Hearing announcement for Alternates 2/3 and 5/6. The following comments apply to the Key Points for these projects as listed on pp. 6 and 7. For Alternates 2/3,

1. "Provides the best travel efficiency." - a great point favorable.
- 2, 3. The effect on recreational property and archeological sites has been shown as negative in your public notice of December 28.
4. "No additional crossing of Mattawoman Creek would be necessary." - Another great point in its favor.
5. "Affects the least number of properties" - Same as 1. and 4.
6. "Has the greatest amount of highway with access control." - Same as 1, 4 and 5.
7. "Has the highest cost." - A point seemingly consistent with No. 1, but deserving of further analysis.

The last of the "Key Points" of the projects being investigated relates to the construction costs only. These costs are ultimately borne by the taxpayer who is also the traveler over these roads. Therefore, in addition to the highway capital cost, he has his automobile operating cost. According to the American Automobile Association, current costs of automobile travel to the owner are ten to twenty cents per mile. To the workday commuter, allowing for weekend use, he may make 300 round trips per year. With a difference of 2.7 miles between the one-way distance of Alternates 2/3 and 5/6, the total for

the users of these roads in 2015 would be

$(10.7 - 8.0) \times 300 \times 26,000 = 21,060,000$ miles per year.

Where $(10.7 - 8.0)$ is the difference in distance between 2/3 and 5/6
300 is for trips per year

26,000 is the number of cars expected daily in 2015.

Even at the AAA minimum cost of ten cents per mile, the annual cost difference is \$2.1 million. Upon completion of the proposed improvements, the savings in operating costs would be at least half of this amount per year. In other words, the total cost, which is the only fair basis of comparing the Alternates, makes Alternate 2/3 the cheaper of the two presented, and therefore Alternate 5/6 deserves no further consideration. A related advantage in favor of Alternate 2/3 is that Md 210 south of the Piscataway Creek will not require widening at the present time.

In view of these facts, I recommend that it be the formal action of those assembled at the February 4, 1988 Hearing that:

1. Alternate 2/3 be the route recommended to the State Highway Administration and that final plans be completed as early as feasible and that construction be undertaken as soon as possible; and
2. That such design and construction incorporate the interchange option as the small additional cost will increase greatly the safety and convenience of this much needed connecting highway.

Respectfully submitted,

Ralph E. Fuhrman
Ralph E. Fuhrman, Dr. Engr.

SHA Response to Mr. Ralph E. Fuhrman:

1. Alternate 2/3 has several advantages over Alternate 5/6 from a pure traffic service point of view and to some extent from the environmental point of view.
2. Alternate 5/6 was selected over Alternate 2/3 to minimize the impact of traffic intrusion on the Accokeek community. The initial construction stage will consist of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided highway from Bealle Hill to Western Parkway and six (6) lanes from Western Parkway to U.S. Route 301.
3. The Interchange Option was selected with Alternate 5/6; however, initial construction will consist of an at-grade intersection at MD Route 228 and MD Route 210.

593

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

FEB 22 10 53 AM '88

NAME Matthew O. Caulfield DATE Jan. 22, 1988

PLEASE
PRINT

ADDRESS 612 Cedar Avenue

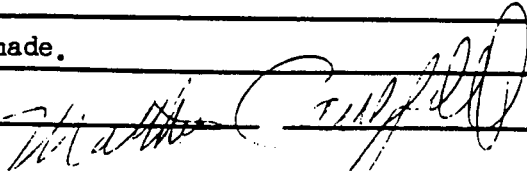
CITY/TOWN Fort Washington STATE MD ZIP CODE 20744

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

At public hearings on the previous version of this project, I spoke in opposition to the proposed improvement of route 228 to feed traffic from route 301 to route 210. I opposed the plan because no provision had been made for improvements to the section of route 210 which would receive this added traffic. Since a direct connection between route 210 and interstate 295 is now under construction and since, according to information submitted with your revised plan for route 228, funding has been approved to widen route 210 by one additional lane in each direction for the total distance that traffic feeding onto 210 from 228, I now feel that I can support the project. I believe that the improvements now proposed will benefit the citizens of southern Prince George's County as well as the citizens of Charles County.

I did not study the alternates in detail, and would leave the matter to residents more directly affected, but might state that the alternate 5/6 seems to me the preferable option.

Thank you for the changes made.



SHA Response to Mr. Mathew O. Caulfield:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

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

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

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

VI-448



594
7
SUBURBAN MARYLAND
BUILDING INDUSTRY ASSOCIATION
1715 Bethesda Drive, Suite 120
Convent Office Park Building
Bethesda, MD 20705
301/572-5900

January 15, 1988

Mr. Hal Kassoff, Administrator
State Highway Administration
707 No. Calvert Street
Baltimore, Maryland 21203

RECEIVED

B-6
FEB 2 1988

#167

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Kassoff:

This letter will serve as a record of additional support by the Suburban Maryland Building Industry Association for the proposed Md. Route 228/210 connection between Charles and Prince George's Counties; specifically, alternate 5-6, which is the same alternative selected by the Charles County Transportation Committee.

The Suburban Maryland Building Industry Association represents approximately 1,200 member firms in the five metropolitan counties -- Montgomery, Calvert, Charles, St. Mary's, and Prince George's -- and we feel that this connection is a much needed addition and will serve as a major remedy for the traffic congestion we are now experiencing in the region.

Sincerely,

A.M. Natelli

A.M. Natelli
President

Raymond Keeney

Raymond Keeney
President, Southern Maryland Chapter

cc: Prince George's County Council
Prince George's 27th District Delegation
Charles County Commissioners

SHA Response to Mr. Raymond Keeney:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.

VI-449
EXECUTIVE COMMITTEE: Anthony M. Natelli, President; John L. Knott, Jr., First Vice President; Louis Cohen, Second Vice President; Howard Onebaugh, Third Vice President; George DeCesare, Treasurer; Glenn T. Hamel, Jr., Secretary; Raymond Keeney, President, Southern Maryland Chapter; Raymond G. LaPace, Life Director; ■ BOIAP
Grace Felder, Stanley S. Hale, Jerry Hogan, Jr., Tom Howard, Meddax, Susan J. Melick, Frank Merdich, Robert Mitchell, Nelson, David West, Raymond G. LaPace, Immediate Past President; ■ LIFE DIRECTOR: Vengil Agostinelli, Jack Altamore, Hale, Glenn T. Hamel, Jr., Raymond G. LaPace, Robert Mitchell, A. James O'Brien, John Petrol, Charles V. Phipps, Jr., Martin Potetsky, John Rittenbach, Norman Sackin, David C. Smith, Leslie Smith, Albert Turner, John C. Walker, & David West, Bruce C. Winston



595
Scott
404 Barrymore Drive
Oxon Hill, Maryland 20745

September 26, 1987

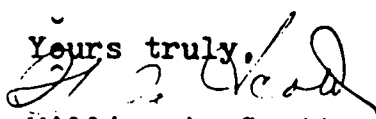
Mr. Pederson,

It would appear, from the map shown on your notice of a hearing to be held at Friendly High School on November 5, that Route 373 will be a principal, and a heavily travelled link between the expanded Route 210 and the new Route from Waldorf to Route 210.

would you, at the referenced hearing, discuss plans to upgrade 373 to handle this traffic?

Thank you very much.

Yours truly,


William A. Scott

RECEIVED

760
SEP 29 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-450

SHA Response to Mr. William A. Scott

- 1 . The proposed arterial highway should remove some of the through traffic movements that currently uses MD Route 373. Under either of the Build Alternates, MD Route 373 would operate at a desirable level of service and improvements would be limited to the intersection with the selection of the Build Alternate with this project. Our Highway Needs Inventory indicates that further improvements will be needed for MD Route 373 in the future. We will give consideration to these needs when warranted.

591

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Wm A. Berland, Jr. - President DATE 13 March 88
ADDRESS 1240 PISCATAWAY RD PISCATAWAY CITIZENS ASSOC.
CITY/TOWN Clinton STATE Md. ZIP CODE 20735

PLEASE
PRINT

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

Our Opposition to the Route 228 project is due to the State's failure to correct the traffic flow across the Wilson Bridge and on Interstate 295. Until these problems are corrected you will only be making Rt 210 a bigger parking lot. That is your problem now, you have failed to get traffic to move faster into D.C. on the northern end of Rt 5. Rt 228 would just move Rt 5 problems on to Rt 210. Our answer to the Rt 228 project is: NO, NO, NO, NO, NO, NO, NO, NO.

☐ 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.

598

SHA Response to William A. Gerland:

1. There are four possible locations for a new bridge crossing the Potomac. The Eastern Bypass Corridor Study considers a Chicamuxen crossing (new), a parallel crossing of the Governor Nice Memorial Bridge, at Morgantown, and a parallel crossing of the Woodrow Wilson Bridge. The fourth possibility is a crossing in the vicinity of Washington National Airport suggested by Virginia officials.
2. MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).
3. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME The Broadcreek Citizens Association, Inc. DATE March 10, 1988

PLEASE
PRINT

ADDRESS PO Box 441110

CITY/TOWN Fort Washington

STATE MD

ZIP CODE 20744

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

The Broad Creek Citizens Association
at its last regular Meeting Voted 20 to 3
in favor of going on record as opposing
the Maryland Route 228 project, contingent
on the necessary improvements to Indian Head
Highway being completed first or at least
concurrently.

Paul E. Anderson

Corresponding Secretary

SHA Response to the Broadcreek Citizen's Association, Inc.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.
2. The MD Route 228 connection will not be made before MD Route 210 is widened to six lanes to the north.

☒ 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.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

FEBRUARY 4, 1988

NAME Jeff Ball DATE 3/10/88

PLEASE
PRINT

ADDRESS 5052 Bigeye Court

CITY/TOWN Waldorf STATE MD ZIP CODE 20601

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

As president of the board of the Dorchester Neighborhood Association, Inc., of Westlake Village, Waldorf, I would like to convey the board's endorsement of either alternative that would lead to reconstruction and improvement of Rt 228. We feel that the improvements are necessary, not only for us and other current users, but for future travellers as well, as the Southern Maryland increases dramatically in size. To not build one of the two alternatives would be a short-sighted decision, that would hurt many more people than it would benefit while saving time commuting is a desirous goal, the more important goal of savings lives must be pursued vigorously than by the addition of the road improvements.

SHA Response to Jeff Ball:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

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

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

VI-455

601

PROJECT
DEVELOPMENT
DIVISION

Mar 14 10 40 AM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Aurelio Nepa, Jr., President **DATE** March 7, 1988
PLEASE PRINT **ADDRESS** Crestview Area Citizens Assn., Inc.
6602 Groveton Drive
CITY/TOWN Clinton **STATE** MD **ZIP CODE** 20735

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

We recommend option 1 (no build)

SHA Response to Aurelio Nepa, Jr., President:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.

☐ 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.

602

PROJECT
DEVELOPMENT
DIVISION

MAR 14 10 40 AM '88

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME FRANK R. McMULLEN DATE 7 MARCH 88
ADDRESS 14415 CAPT. JOHN SMITH DRIVE
CITY/TOWN ACCOKEEK STATE MD ZIP CODE 20607

PLEASE
PRINT

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

I ATTENDED A PRESENTATION MADE AT THE
CANTERBURY SCHOOL (ANNUAL MEETING OF THE
CALVERT MANOR CORPORATION) ON 17 FEBRUARY.

I FEEL CONVINCED AFTER THIS PRESENTATION THAT
PROPOSAL ALT. 2/3 WOULD HAVE HARMFUL RESULTS
ON THE ACCOKEEK AREA.

I URGE ACCEPTANCE OF ALT. 5/6 OR SOME OTHER
PROPOSAL THAT WOULD BE BUILT IN CHARLES
COUNTY.

Francis R. McMullen
President - Calvert Manor
Civic Association

☐ 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.

SHA Response to Mr. Frank R. McMullen:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.
2. There is no viable option that can connect MD Route 228 to MD Route 210 entirely within Charles County, and still serve traffic needs in a manner consistent with the continuity required for the State Highway System. A connection wholly within Charles County would tend to perpetuate traffic through Accokeek on unsafe local roadways.

6004

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING

PROJECT
DEVELOPMENT

MAR 4 05 PM '88

FEBRUARY 4, 1988

NAME Dr. David O. Percy/The Accokeek Foundation **DATE** 03/02/88

**PLEASE
PRINT**

ADDRESS 3400 Bryan Point Road

CITY/TOWN Accokeek **STATE** MD **ZIP CODE** 20607

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

The Accokeek Foundation, Inc., a public foundation chartered by the
State of Maryland to protect the open and wooded spaces, historic sites
and relics of Southern Maryland, wishes to urge the State Highway
Administration to examine the whole question of transportation needs for
Southern Maryland of which the Route 228 Connector is a part.

The facts presented by the State Highway Administration officials at
the public hearing of February 4, 1988 indicate that improved roads are
necessary now and will be increasingly needed in the years to come. A
part of the study of roads, however, should address the potentials for
light rail and water borne transportation alternatives and/or additions
to the road system. Provisions for these alternatives, such as rights of
way, should be incorporated into the plans for not only the 228 Connector
but for Routes 5, 210, and 301.

☒ 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.

SHA Response to Dr. David O. Percy/The Accokeek Foundation:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

666
4810 Danville Road
Brandywine, Md. 20612
February 25, 1988

Mr. Neil Pedersen
Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Md. 21203

Dear Mr. Pedersen,

We would like to go on record as opposed to the extension of Rt. 228 through Accokeek. We believe bringing a new highway of this size through a rural area would bring about more commercial development that is out of character. One alignment could increase traffic on Rt. 373.

Though it is some distance from us, a number of our residents use Indian Head Highway and I-295 to get into town. Traffic is already very heavy there with no hope of relief further in. Whether or not this new highway would add to the problem there, it would certainly add to ours in south county. Many of our residents are elderly and prefer not to drive cars. We need other means for them to get around as well as for people who still work. We request that our elected officials veto this highway project.

Sincerely,

Joseph Pinkney

Joseph Pinkney, President
Danville/Floral Park Citizens
Association

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MAR 1 1988

DIRECTOR, C
PLANNING & PRELIM VI-461

1007

SHA Response to Joseph Pinkney, President:

1. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.
2. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.



Indian Head,
Maryland
Founded 1636

668
PROJECT
DEVELOPMENT
DIVISION
FEB 25 2 13 PM '88

February 24, 1988

Mr. Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: Maryland Route 228

Dear Mr. Pederson:

We, as Town Council of Indian Head, strongly endorse the proposed improvements and extension of Maryland Route 228. It is necessary to provide road system continuity, safety and additional capacity to accommodate the planned development of the area. The existing highway system is clearly unsafe and the increasing traffic volumes expected from planned growth in both Charles and Prince George's Counties will soon overload the area highways. The no-build alternative is not an acceptable solution.

Concerns that have been raised about increasing traffic and congestion on Maryland Route 210 are indeed valid. Residents of Indian Head rely on Route 210 for access to Washington, D. C. and the beltway as do residents of southern Prince George's County. However, our citizens also rely on Maryland Route 228 as do Prince George's County residents. With the proposed new shopping mall this use will increase significantly. The improvement of Maryland 228 needs to be recognized and addressed now. Simultaneous with improvements to Maryland 228 should come the improvements to Maryland 210 that are outlined in the project planning study.

Thank you for the opportunity to comment on this much needed project.

Sincerely yours,

INDIAN HEAD TOWN COUNCIL

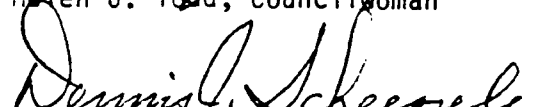
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#305
FEB 25 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING


Warren A. Bowie, Mayor


Helen J. Todd, Councilwoman


Dennis J. Scheessele, Councilman

DLS:cms

VI-463

cc: Charles County Commission

1107 Strauss Avenue, Indian Head, Maryland 20640 - (301) 743-5511, 753-6633

609

SHA Response to Bowie, Todd, and Scheessele:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

Chapel Hill Citizens' Association, Inc.

P.O. Box 44120
Fort Washington, Maryland 20744

PROJECT
DEVELOPMENT
DIVISION
FEB 19 8 10 AM '88

February 17, 1988

Maryland Department of Transportation
State Highway Administration
Project Development Division
Post Office Box 717
Baltimore, Maryland 21203

Subject: Maryland Route 228/Route 210 Project

To: The Maryland State Highway Administration

The Citizens Association of Chapel Hill hereby submits this letter to be part of the record of the Hearing of February 4 on the above cited project.

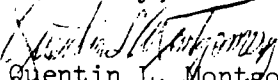
The Community of Chapel Hill has been witness to all of Prince George's County's recent physical development. Our purpose in preparing this letter is to insure that the above proposed development project is not detrimental to either the Community of Chapel Hill or to the State of Maryland.

As stated on Page S-1 of the Environmental Impact Statement on the above proposal, the project purpose is to accommodate "planned growth" by Charles County. Public officials and businessmen from Charles County who spoke at the hearing made it very clear that accommodating new development is indeed the purpose of the project. That the traffic generated thereby has no place to go is obvious to all of us who travel daily north on Indian Head Highway; the so-called S-Curve can do nothing about the Wilson Bridge and the Route 295 back ups which today control access to Washington from our area.

As stated at the hearing by speaker after speaker, more highways will only make matters worse, and public transportation is the only viable answer. The Chapel Hill Citizens Association has long championed this approach, and we are pleased that so many organizations apparently feel accordingly. We suspect that light rail trains are a much better investment than the overbuilding of roads that serve simply as parking lots. Getting cars off the roads is the answer. Attracting more cars is not.

Chapel Hill supports the NO-BUILD alternative, and the establishment of adequate public transportation.

Sincerely,



Quentin L. Montgomery
President, Chapel Hill
Citizens Association

611

SHA Response to Quentin L. Montgomery:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

John W. Turner
15500 Maple Drive
Accokeek, Maryland 20607

Maryland State Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

612
PROJECT
DEVELOPMENT
DIVISION
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Gentlemen:

As Vice-President of the Greater Accokeek Civic Association, Inc., and Chairman of the Public Relations Committee, I wish to forward to you the position of the Association, developed at a meeting of the general membership held on Wednesday 10 February:

One: The Association adopts a "no-build" position on the Route 228 connector.

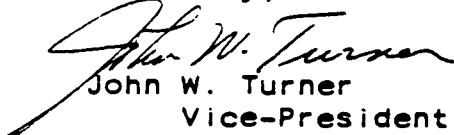
Two: The Association urges speedy completion of all improvements to MD Route 210, including the S-curve at its intersection with the Capital Beltway.

Three: The Association requests that Maryland State Police and Prince Georges County Police place special emphasis on traffic control and traffic law enforcement in Accokeek.

Four: The Association urges Maryland State and Metropolitan area authorities to devise timely and workable plans for mass transportation between the Waldorf, Charles County, area and downtown Washington DC.

The Greater Accokeek Civic Association, Inc., is of the opinion that pursuing the four points listed above would not only expedite the flow of traffic through Accokeek, but would also obviate the need for building any new roads through the area.

Sincerely,


John W. Turner

Vice-President, Greater
Accokeek Civic Association,
Inc.

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FEB 19 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

613

SHA Response to John W. Turner:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.
3. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.



THE MOYAONE ASSOCIATION, INC.

BOX 632

Accokeek, Maryland

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#260
FEB 19 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

February 16, 1988

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

PROJECT
DEVELOPMENT
DIVISION
FEB 19 2 36 PM '88

Dear Mr. Pedersen:

In addition to the oral presentations by many members of the Moyaone Association at the public hearing on the Route 228 connector on February 4, 1988, we again wish to express our grave concerns about the information presented at the hearing by the State Highway Administration. This letter should be added to the Public Hearing Transcript for the record.

There are a number of remaining questions which need to be resolved before any action is taken. Issues that should be fully discussed in the Environmental Impact Statement include the following:

1. the proposed connector would overload the Indian Head Highway, which already is a major bottleneck for commuters who live along it;
2. an explanation of how merely shifting the traffic load from Route 5 to Route 210 addresses the real problem, which is access to the Beltway, Route 295, and the Woodrow Wilson Bridge, an area which was not included in the study;
3. whether the projections that the S curve will be able to address the problem of overloading can be substantiated and are accurate;
4. whether the increase in traffic will result in air pollution which will violate existing environmental regulations;
5. a full disclosure of assumptions about present carbon monoxide levels and a discussion of the accuracy of the proposed impact of the new connector; for example, calculations assumed that traffic on the Indian Head Highway would be moving at 25 and 50 miles per hour, yet heavy traffic would significantly slow the pace, creating higher exhaust levels;

6. an analysis of the impact of the projected population increase because of increased development along the Indian Head Highway;

7. the impact of this plan's inconsistency with the current sub-regional zoning plan;

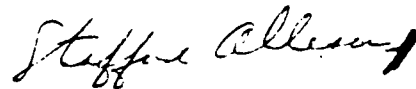
8. a further documentation of the desire for additional P.G. County resident access to regional shopping areas Waldorf, which appear to us to be faulty and unneeded;

9. an analysis of the additional traffic which will be generated by those who will access the District from Route 301 across the Potomac River Bridge;

Our concerns are numerous and they are very important to us, since the very quality of our lives will be affected by the outcome. A number of viable alternatives to paving even more of southern Prince Georges County should be fully discussed. For example, existing rail capacity in the Waldorf area could be easily used. The option of light rail should be thoroughly examined. Moving forward with additional roads does nothing to solve the problem of easy access to Virginia and the District.

We look forward to seeing a fuller discussion of the issues raised in this letter and appreciate the opportunity to include this additional statement for the record.

Sincerely Yours,



Stafford Allison
President
The Moyaone Association, Inc.

sa/11

614

SHA Response to Stafford Allison:

1. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.
2. MD Route 228 is not expected to divert significant traffic volumes from MD Route 5 or U.S. Route 301 onto MD Route 210. Both radial routes attract trips with divergent origins and destinations including downtown Washington, D.C. The MD Route 210 corridor will continue to serve trips destined to employment centers at Salubria, Port America, northern Virginia and government installations at Indian Head and along the Anacostia Freeway (I-295).
3. As the 'S' curve project is a separate issue with separate goals, it is not considered part of the MD Route 228 project.
4. No violations of the State or National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide are predicted for either Build Alternate in the design year (2015).
5. The air quality analysis for MD Route 228 is contained in the DEIS beginning on page IV-23.
6. According to the Department of State Planning, projections for the year 2005 indicate population changes above 1980 levels at 63.9% and 14.8% for Charles and Prince George's County, respectively. Vehicle registration are increasing in both Charles and Prince George's Counties at rates approximately 50% greater than population growth.
7. Alternate 5/6 is consistent with proposed land use in both Charles and Prince George's Counties.
8. With the opening of new major regional mall in St. Charles, travel demand for southern Prince George's County to Waldorf/St. Charles is expected to grow dramatically. The absence of regional shopping facilities in Southern Prince George's County encourages shoppers to patronize centers in northern Virginia, thus requiring two trips across the congested Woodrow Wilson Bridge over the Potomac River on I-95.
9. Both U.S. Route 301 and MD Route 210 corridors serve Washington, D.C. The MD Route 5 (Branch Avenue) corridor will continue to be the principal highway link between the Washington Metropolitan Area and the Southern Maryland Counties.

617
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B-104
FEB 22 1988
266

GREATER ACCOKEEK CIVIC ASSOCIATION

P.O. Box 176
Accokeek, Maryland 20607

EXECUTIVE BOARD

DIRECTOR OF
PLANNING & PRELIMINARY ENGINEERING

PRESIDENT

John Sharockman

VICE PRESIDENT

John Turner

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H.J. McElerry

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John Cieplak

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Margaret Vrazzity

February 16, 1988

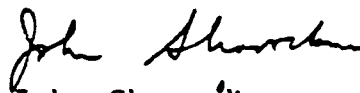
Mr. Kassoff, Administrator
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Kassoff,

At the February 10, 1988 general membership meeting of the Greater Accokeek Civic Association, the following motion was made, seconded, and carried by a vote of 22 to 12 as the written statement for inclusion in the "Public Hearing Transcript" for "The Extension and Improvement of Maryland Route 228, Maryland Route 210 to U.S. Route 301 in Charles and Prince George's Counties including improvement to Maryland 210" held Thursday, February 4, 1988 at Eugene Burroughs Middle School:

1. We support the "No Build" alternative.
2. We support measures to reduce traffic congestion on Indian Head Highway.
3. We support the institution of traffic control measures to reduce rush hour problems on local county roads.
4. We support the planning for mass transportation between Waldorf, Maryland and Washington, D.C.

Sincerely,



John Sharockman
President

STATE HIGHWAY ADMIN.

VI-472

February 16, 1988
Page 2 Mr. Kassoff

cc Honorable T.V. Mike Miller
Honorable Gary Alexander
Honorable William McCaffrey
Honorable Joseph Vallario
Honorable Parrish Glendening
Honorable F. Kirwin Wineland
Honorable Sue V. Mills
Honorable James Simpson
Honorable Samuel Linton
Honorable Mike Sprague
Honorable John Wood
Honorable Murray Levey
Honorable Thomas Middleton
Honorable Nancy Sefton

SHA Response to John Sharockman:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.
3. The additional lane in each direction on MD Route 210 should help alleviate the problem of diversion of traffic to local streets.
4. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.

620

Southlawn Citizens Association, Inc.

7316 Circle Drive East

OXON HILL, MARYLAND
20745

February 15, 1988

State Highway Administration
Office of Planning and Preliminary Engineering
ATTN: Mr. Donald Honeywell
Box 717
Baltimore, MD 21203

Dear Mr. Honeywell:

The Southlawn Citizens Association (representing approximately 950 home owners) wishes to make known there opposition of any move to increase access to route 210 (Indian Head Highway), from Charles County. We wish to enter into the records offically that we favor Option NO: 1, "NO BUILD".

The Accokeek, Fort Washington, and Oxon Hill areas are now at a GRIDLOCK status during rush hours. To even consider any option that could potentially put another 10,000 cars onto that highway is ludicrous.

Over zealous development in one county should not be allowed when it adversely affect the residents in other counties, i.e. , Charles County and Prince Georges Counties.

Sincerely,

Bill H. Thornton
Bill H. Thornton,
President

PROJECT
DEVELOPMENT
FEB 16 10 29 AM '88

621

SHA Response to Bill H. Thornton:

1. The purpose of the MD Route 228 project is to provide a safe arterial highway connecting MD Route 210 and U.S. Route 301 that includes transportation system continuity and additional capacity for planned growth in both Charles and Prince George's County. The No-Build Alternate would not measurably improve the ability of the existing roadway network to accommodate existing and projected increases to the traffic volumes nor would it improve existing safety problems in the study area.
2. Charles and Prince George's County planned economic and residential growth is a function of local zoning and development sanctioned by the respective counties. The State Highway Administration's function is to provide a safe and efficient highway system as mandated by the State Legislature. State highway improvements are key transportation elements which are consistent with and support other elements of local master plans.

622

PROJECT DEVELOPMENT
DATE

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME Larry R. Houska DATE 2-10-88

PLEASE
PRINT

ADDRESS 9207 Friar Rd.

CITY/TOWN Ft. Washington STATE Md. ZIP CODE 20744

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

Because I was unable to attend the 4 Feb. meeting I wish to express the views of the South Potomac Citizens Association and myself.

We feel that this project should not be started or funded until the route 210 corridor has had the following improvements completed:

1. Rebuild route 210, three lanes wide from the proposed 228 intersection to 495.
2. Install service roads and longer exit lanes from 210 to all intersections or
3. Install overpasses at all intersections on 210 to the proposed route 228.
4. Eliminate commuter traffic from all residential streets ie Oxon Hill Rd, Tucker Rd. etc.

The communities thru which the commuters travel will continue to oppose any new roads until you can show them that their concerns are being remedied. Our association has written letters, met with state and local representatives and have seen little or no improvements.

We are not against progress, but please address some of our concerns so we may assist you with progress.

Larry R. Houska
Treasurer

South Potomac Citizens Association

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

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

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. VI-477.

SHA Response to Larry R. Houska:

1. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

February 4, 1988

624

Smallwood Village Council

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Md. 21202

Dear Mr. Pedersen:

The Smallwood Village Council (SVC), an organization of Neighborhoods of the St. Charles Development in Waldorf, Charles County, appreciates the opportunity to present its position on the proposed Upgrading of Maryland Route 228. The SVC represents approximately 6,400 residences in the new Community of St. Charles.

We appreciate the fact that the State Highway Administration recognizes the severe traffic conditions that exist for commuters from Charles County to points North. No one can truly understand the frustrations of a commuter until he has ridden a mile in bumper to bumper traffic.

The situation for commuters from Charles County and residents of Southern Prince George County has steadily worsened as the inevitable development has occurred in the Waldorf Area, as well as the Indian Head/Bryans Road Area. This growth has every indication of continuing at the current rate, and with the proposed projects in the Indian Head area, may well increase at a geometric rate.

The roads as they currently exist are inadequate for the commuter traffic, and have been since about the inception of St. Charles. In the Environmental Impact Study completed in the late 1970's the Federal Government acknowledge inadequate arteries for access to the Southern Maryland Area. Since that time the growth has made a bad situation unbearable.

When you add into the consideration the addition of a Regional Mall in Waldorf, Port America in Fort Washington, and Shipwatch and Riviera in Indian Head/Bryans Road, everyone must come to the same realization. We are headed for gridlock, and the time to act is long overdue.

There are those that are concerned that the proposed road changes will increase traffic in residential areas. The truth is that the traffic in residential areas, in southern Prince Georges County, is at an unacceptable level now. The proposed road

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improvements will actually relieve the traffic congestion in residential areas. Presently, traffic is forced onto a number of relief routes because there is no direct way to get from here to there.

Commuters coming from D.C. to the Waldorf area come down Route 210 to Farmington Road to Livingston Road then to Sharpersville Road or up Livingston to Bealle Hill Road. Of course there is the possibility that those commuters will continue on 210 to 373 and then onto Bealle Hill Road. Some resourceful commuters even mix and match these residential roads to get to their destination; Route 228 in Charles County.

Southern Prince Georges County residents have two much more palatable alternatives; alternative 2/3 or alternative 5/6. Of course either of these alternatives will benefit residents of Charles County, but, either alternative will also remove commuter traffic from residential Prince George roads, thereby providing relief for them. A proposal where everyone gains is rare these days, let us not let this one get away.

Again, I thank you for your allowing our input. We hope that your deliberations will be deliberate and action can be taken forthwith.

Sincerely,


Anthony DiStasio
President

SHA Response to Anthony DiStasio:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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

MARYLAND ROUTE 228
MARYLAND ROUTE 210 to U.S. ROUTE 301
CONTRACT NO. AW 760-101-071
P.D.M.S. NO. 253097
LOCATION/DESIGN PUBLIC HEARING
FEBRUARY 4, 1988

NAME OXON HILL BICYCLE & TRAIL CLUB, INC. DATE February 4, 1988

PLEASE
PRINT

ADDRESS P. O. Box 81

CITY/TOWN Oxon Hill

STATE MD

ZIP CODE 20745

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

SEE ATTACHED SHEET.

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

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

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

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- MD 228 - February 4, 1988

1. The Department of Transportation should put first priority on extension of the proposed metro rail Green Line all the way to Waldorf, transferring highway funds to do so if that is necessary. Purposes:
 - a. Reduction of road traffic during commuting hours
 - b. Lessening the financial load of road construction and future maintenance costs on the proposes extended Rte. 228
 - c. Keep future development more in line with the Wedges and Corridors planning concept, as it would tend to take place more along the rail line, retaining more farmland and open space than would be the case were 228 upgraded.
2. Alternate 2/3 should be abandoned in favor of 5/6.
 - a. 2/3 is less desirable from an engineering standpoint, being longer, over more streams and wetland, and usurping more local roads. The last has a sociological disadvantage, creating isolated areas; creating traffic noise in the vicinity of two schools,¹ and preempting Sharperville Road away as a local road. More land lost to tax rolls. If a high speed of over 50 mph is permitted, the pedestrian, horse, and bicycle use of the shoulders would be lost.
 - b. 5/6 - The key points on page 7 are noted and taken. The grade-separation option at Md. 210 would seem most desirable.

CRITIQUE OF GREEN BOOK PRESENTATION - *Questions*

- a. Proposed speed limits are not given. *Please supply.*
- b. Proposed design speeds are not given. *Please supply.*
- c. Specifics on overpass/underpasses of local roads are not given-- *Please supply* especially as to facilities for normal shoulder traffic of pedestrians, horses and bicycles. The term pedestrians includes not only the poor who walk to local stores and churches but also runners who are numerous in the increasing suburban subdivisions of the area.
- d. ACCIDENT COUNTS on Bealle Hill and Sharperville. The causes are not analyzed; they may be due to other factors than the width of the roads, esp. on Bealle Hill. Sharperville is narrow, has sharp turns, steep areas and NO shoulders. They are county, not state, roads, and should but improved (or reconstructed) with 11 or 12 foot lanes, smooth shoulders and 1-to-3 cuts .

1 Eugene Burroughs Middle School and Henry G. Ferguson Elementary School

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SHA Response to Oxon Hill Bicycle & Trail Club, Inc.:

1. Several transportation strategies are being pursued in the area of alternative transportation solutions by the Maryland Department of Transportation, regional agencies and local government for various transportation corridors in the greater Washington Metropolitan Area. The Maryland Department of Transportation is presently studying the feasibility of additional future transportation capacity in the Washington Beltway, Southern Maryland/Washington (includes MD Route 5 and MD Route 210), and Prince Frederick/Washington corridors. The strategies under consideration in this statewide study include heavy rail transit, light rail transit, commuter rail, high occupancy roadways and lanes, highway improvements, express bus service, park and ride, and carpool/vanpool lots. The Washington Metropolitan Area Transit Authority (WMATA), in conjunction with the Prince George's County Department of Public Works and Transportation, has recently expanded daily bus service (lines P17, P19, W11, W12, W15 and W17) in the MD Route 210 corridor including service to Accokeek, Friendly, Tantallon, Fort Foote and Oxon Hill. This bus service connects with 5 park-and-ride lots with current capacity of 818 vehicles in the MD Route 210 corridor. Prince George's County's fringe parking lots at Fort Washington (East Swann Creek Road) is expandable by 300 spaces to a capacity of 450 vehicles and the fringe parking lot at Port America will provide an additional 300 spaces increasing capacity to 600 vehicles. Other transportation services currently available in Prince George's County include the Council of Governments joint ride sharing, call-a-bus senior citizen transportation, and bicycle, hiking and equestrian trails. All of these services and strategies, although beneficial, would not significantly reduce the need for improvement and extension of MD Route 228. In the case of most alternative transportation strategies, highway improvements are crucial to implementation of other public transportation improvements.
2. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.
3. Proposed speed limits are going to vary along the project with an expected maximum of 50 mph. The proposed design speed is 60 mph. There are no proposed overpass/underpasses of local roads on this project.

Collision rates of Bealle Hill Road during the period 1984 to 1986 was more than 50 percent greater than similar type State Highways. On Shaperville Road, for the same period, collisions have occurred at a rate more than twice that of similar type state highways.



672
SUBURBAN MARYLAND
BUILDING INDUSTRY ASSOCIATION
11710 Beltsville Drive, Suite 120
Calverton Office Park Building II
Beltsville, MD 20705

301/572-5900

SOUTHERN MARYLAND CHAPTER

February 4, 1988

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Improvements to Maryland Route 228
SHA Contract No. AW760-101-071

Dear Mr. Pedersen,

On behalf of the Charles County Liaison Committee of the Southern Maryland Chapter of the Suburban Maryland Building Industry Association (SMBIA), I wish to express our support of the proposed improvements to Maryland Route 228 including its connection to Maryland Route 210 in Prince George's County.

As you are aware, this is a regional transportation problem requiring regional solutions. The elected representatives of Charles and Prince George's Counties, the Maryland State Highway Administration and the citizens of both counties must work together in a cooperative effort to solve this increasingly unbearable problem.

There exists a misconception on the part of many individuals who are not involved in the development process that new roads create new development. This is simply not the case. New roads only respond to an existing traffic need; a desire by individuals to travel from point "A" to point "B" and back again. New roads do not create new development. Public water and sewer systems create new development. Where public water and sewer systems exist, new development will follow; and public water and sewer systems exist in northern Charles County by virtue of the Mattawoman Sewerage Treatment Plant and in southern Prince George's County by virtue of the Piscataway Sewerage Treatment Plant.

Where new development occurs, traffic volumes will increase. This is a simple fact of life.

The question then becomes this: "Will this increased traffic flow travel through northern Charles County and southern Prince George's County on unsafe, inadequate, winding back roads or on a new, improved and, most importantly, safe arterial road."

630

We strongly believe there can be but one logical answer to this question.
This road improvement is needed now.

Thank You.

Sincerely,



Robert A. Heier, P.E.
Chairman, Charles County Liaison Committee

SHA Response to Robert A. Heier, P.E.:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

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TANTA-COVE GARDEN CLUB

FORT WASHINGTON

MARYLAND 20744

3 February, 1988

Councilmember F. Kirwan Wineland,
County Administration Bldg.
14741 Gov. Oden Bowie Drive,
Upper Marlboro, Md. 20772

Dear Mr. Wineland:

At today's meeting of the Tanta-Cove Garden Club, the members, all citizens from Tantallon, Captains Cove and the Fort Washington area have asked me to indicate to you their desire to go on record in opposition to an extension of Route 228 from Waldorf to Route 210.

In addition, the Club today voted overwhelmingly to oppose the widening of Indian Head Highway unless provisions are made for access ramps from Fort Washington and Livingston Roads to improve traffic flow in these specific areas, which have already been identified as bottlenecks.

The Club also feels that in future planning there is a definite need for service roads to facilitate local traffic.

We request that you make this letter a part of the minutes at the hearing on February 4, 1988 at Eugene Burroughs School.

Sincerely,

Gloria Meder

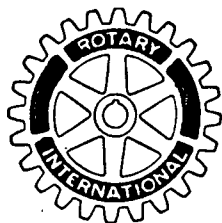
Gloria Meder,
President

SHA Response to Gloria Meder:

1. 1986 traffic studies confirm that highway improvements are required for all arterial highways in the study area (Northern Charles and Southern Prince Georges County). Specifically, one additional lane in each direction is needed immediately on MD Route 210.

Send to Don H. Norris

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Rotary Club of Charles County
(La Plata)

RECEIVED

P. O. Box 37
La Plata, Maryland 20646

FEB 2 1988

DISTRICT 5
State Highway Administration

February 1, 1988

Mr. Edward H. Meehan District Engineer
District 5 - State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

Ref: Contract # AW 760-101-071 State Route 228 extension RT.210 to 301

Dear Mr. Meehan:

This letter is to voice our support for the above referenced project.

The Maryland Route 228 extension is vital to the economic well being of Charles County and to its transportation needs.

Due to a prior commitment I am unable to attend the February 4 hearing, but again I wish to voice my support for this crucial project on behalf of my fellow Rotarians.

Sincerely,

Joseph W. Norris Secretary

PROJECT
DEVELOPMENT
DIVISION
FEB 4 11 21 AM '88

SHA Response to Joseph W. Norris Secretary:

1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.



Waldorf Lodge No. 2421

BENEVOLENT AND PROTECTIVE ORDER OF ELKS

P.O. Box 322
Waldorf, Md. 20601
Phone 645-2421

January 29, 1988

Mr. Neil Pedersen, Director
Office of Planning and Preliminary Engineering
P. O. Box 717
Baltimore, MD 21203-0717

Dear Mr. Pedersen,

At our regularly scheduled meeting on January 28, 1988, Waldorf Elks Lodge #2421, Benevolent and Protective Order of Elks, U. S. of America, unanimously endorsed the Maryland State Highway Administration's concept of the Routes 228/210 interconnector with attendant significant upgrading of the Route 210 corridor and intersections within Prince George County to assist in the relief of traffic congestion in the combined area. Our membership is satisfied that either Alternate 5/6 or 2/3 will favorably benefit the citizens of the general Fort Washington/Highway 210 corridor who will choose to travel to historic Southern Maryland, to work and/or to shop in Charles County - particularly at the Charles Towne Mall scheduled for completion in mid to late 1989 - featuring four major department stores, i.e., Hecht's, Sears, Penny's and Montgomery Ward. The public testimony of the professionals representing the developer - Melvin Simon Associates - indicated that a significant compliment of their anticipated employees and shoppers would commute from Prince George County on a regular basis.

We - the people - of Southern Maryland are much encouraged by the ever evolving spirit of co-operation the farsighted local officials of Prince George County, the Southern Maryland Court Houses and especially Charles County, exhibited in the support of the WSSC/Charles County interconnect for the wholesale purchase of treated surface water: the 10 million gallon expansion of the Mattawoman Waste Water Treatment Facility in Charles County - with 20% of the capacity committed to Prince George County and the WSSC.

We further believe that the capability of our emergency service personnel -- fire, rescue and police -- to safely protect the lives and properties in both Prince George and Charles County will be immeasurably improved through decreased response time and increased road safety through and as the result of your careful, responsive, responsible and professional planning of the proper alignment of this much needed Southern Maryland area major improvement.

Lest our friends of Prince George County question that Charles County is placing all their traffic concern-transportation strategies in this one basket, I offer for their and your consideration:

January 29, 1988

634.

1. We have requested the State Highway Administration to study the feasibility of light rail to connect Southern Maryland with Washington Area Metro. Enclosure 1.

2. We are much interested in the possibility of commuter transportation via the Potomac River by utilizing hovercraft. Enclosure 2.

3. We continue to believe the Eastern By-pass strategy - advocated by the State of Maryland - to reduce beltway congestion -- of the Washington Metro Area following essentially a U. S. 301 alignment and a bridge over the Potomac River connecting Charles and Prince William County, Virginia offers strong hope for relief of beltway congestion with attendant Woodrow Wilson Bridge gridlock situations. This is conditioned on the Federal and State Governments providing ironclad understandings to local elected officials that will protect neighborhoods, agricultural pursuits, environmental, historical sites, natural resources and other community shared quality of life concerns of the area to be affected.

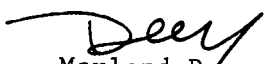
As to the "No Build Alternate" -- We respectfully submit, "The cost of failure to act far exceeds the expense of progress", and we accept as truth that once a new idea of merit springs into existence, it cannot be unthought. There is a sense of immortality inherent in a meritorious new idea.

In the name of our 453 members and their families who - for more than 18 years running - have stepped forward in service to the people of this area with absolutely no regard for -- nor concern about -- whether those in need reside in Charles, Prince George, Southern Maryland or Maryland itself -- urge the State Highway Administration to proceed with all deliberate speed to complete this project with the reminder ---- "Reason deceives us often: -- conscience never".

Should you or any member of your staff have questions and/or suggestions of ways and strategies that we of Waldorf Lodge #2421 can better dedicate ourselves to the service of humanity, please contact me at your earliest convenience.

Sincerely,

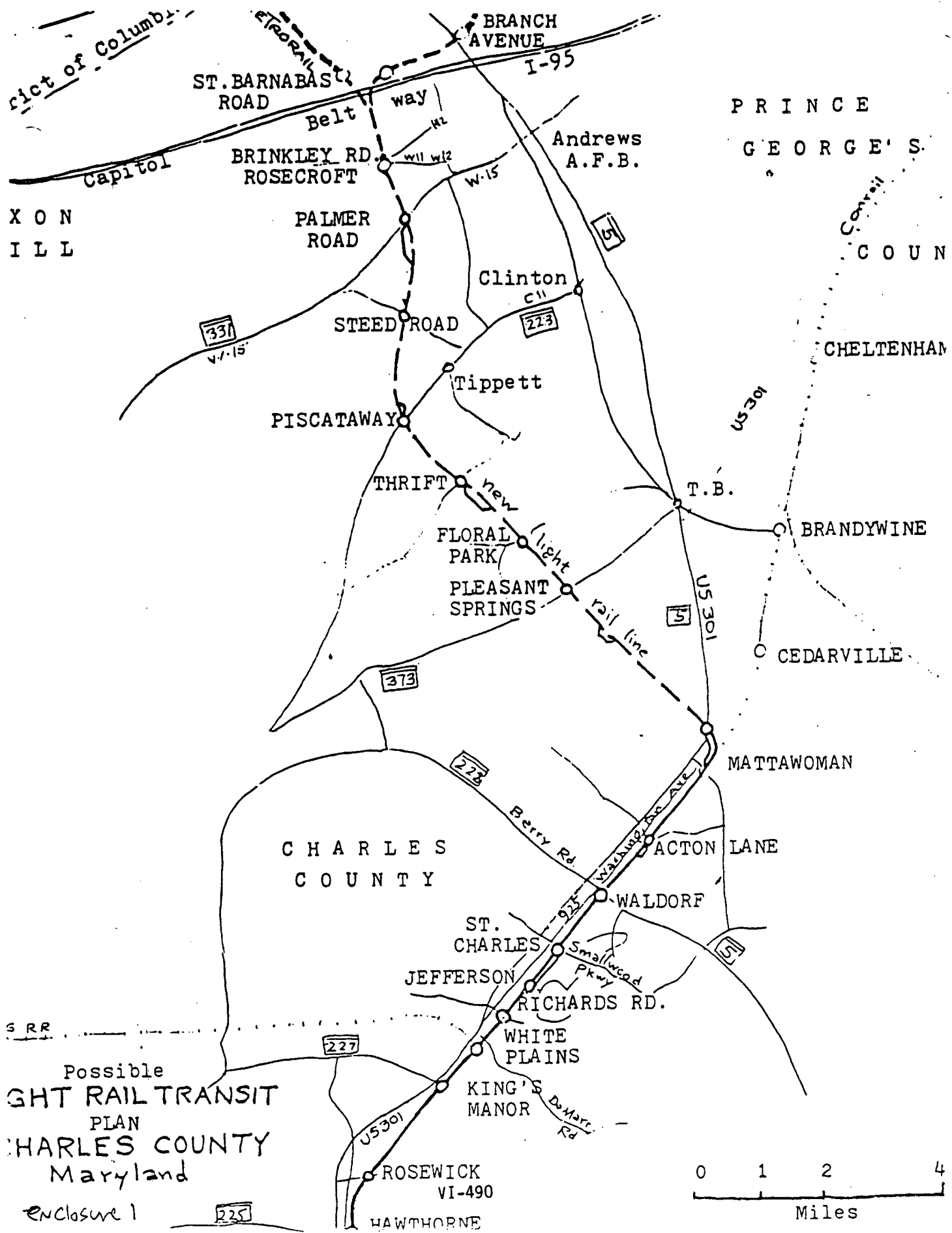
enclosures


Marland Deen
Exalted Ruler
A/C 301/645-3027 Home
932-8181 Work

SHA Response to Marland Deen:

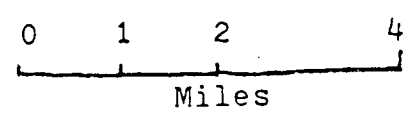
1. Alternate 5/6 has been selected with initial construction of two (2) lanes from MD Route 210 to Bealle Hill Road, four (4) lanes of divided rural highway from Bealle Hill Road to Western Parkway and six (6) lanes of urban divided highway from Western Parkway to U.S. Route 301.

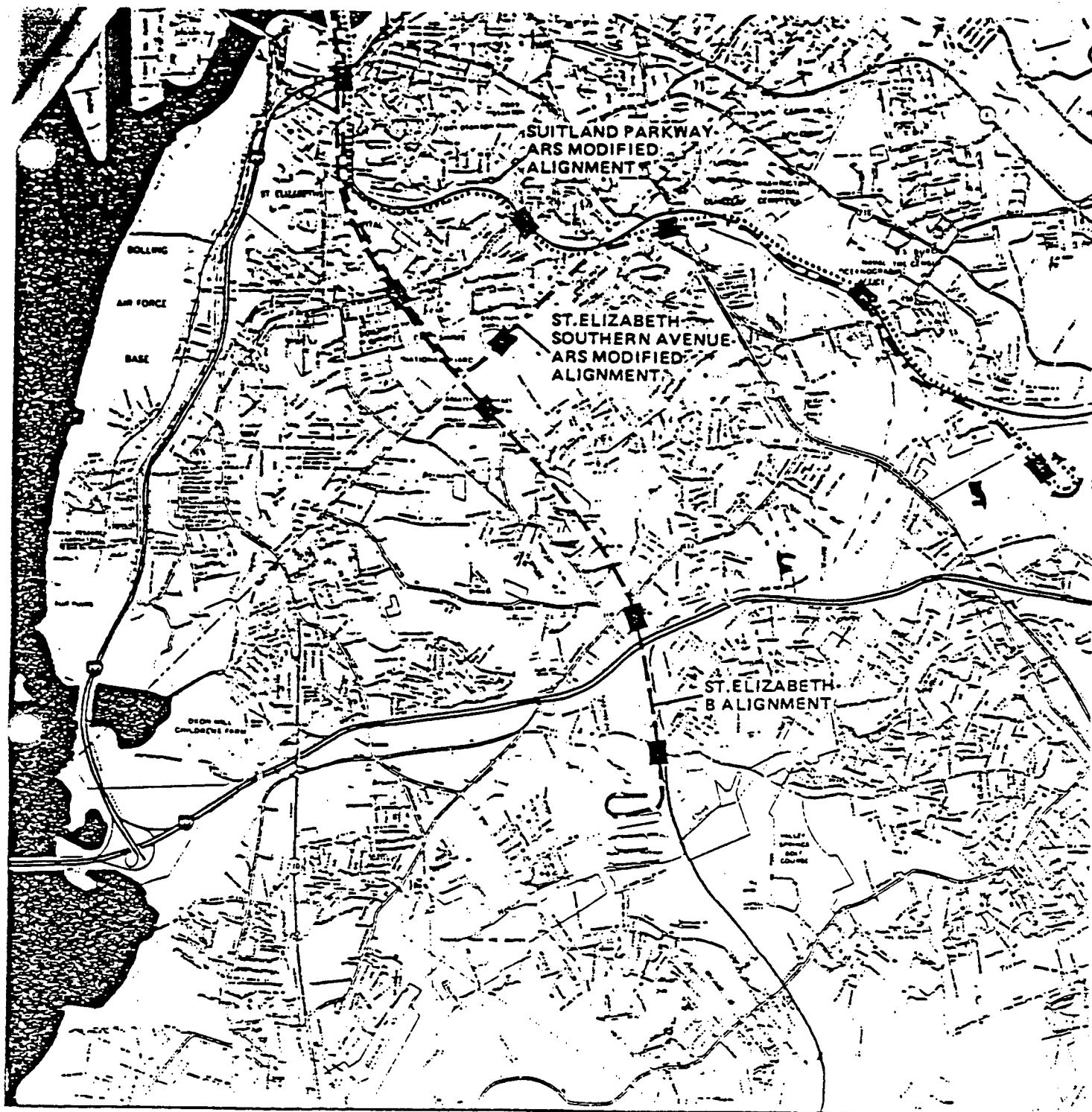
635



Possible
LIGHT RAIL TRANSIT
PLAN
CHARLES COUNTY
Maryland

enclosure 1

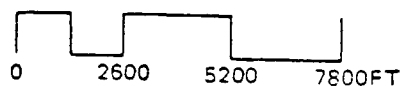




-  ST. ELIZABETH-B ALIGNMENT
-  SUITLAND PARKWAY-ARS MODIFIED ALIGNMENT
-  ST. ELIZABETH SOUTHERN AVENUE-ARS MODIFIED ALIGNMENT

ENVIRONMENTAL IMPACT STUDY
FINAL REPORT
F ROUTE-ALTERNATIVES (1977)

VI-491



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CHARLES COUNTY LIGHT RAIL TRANSIT PATRONAGE ESTIMATE

Reston and Herndon, Virginia are recent, fast growing suburban developments with commuter travel to Washington, D.C. and adjacent employment centers. These two communities, with 32,000 and 11,500 population, respectively, produce 3,100 weekday bus passenger trips during rush hours. No express or direct service is offered to Washington mid-day, off-peak or in the reverse direction of the rush hour. A Ballston, Virginia to Herndon local bus is operated all day, six days per week, but it is not attractive in travel time and requires a transfer to Metrorail in Ballston. The Reston-Herndon population averages 21 miles from Washington.

Electric railway service usually attracts twice the patronage of a bus line, but in this case, with peak hour express buses direct to Washington, it will be assumed from experience that 25% less passengers will be attracted because of the transfer and related fare payments. Conversely, since 55% of commuter travel is in the rush hours, it is assumed that all day service will generate 100/55 as much.

Travel is usually proportional to population, and inversely proportional to the square of the distance. This is known as the gravity model. Charles County ridership can be estimated on this basis.

With 3,100 Reston-Herndon rush hour passengers per weekday, there are 0.0913 weekday rides per capita. With all day service in both directions, this would expand to 0.1296 based upon the 100/55 relationship. The transfer requirement, if imposed, would reduce the patronage to the rate of 0.097 per capita.

Palmer-Allentown Road area :

$$1,765 \text{ population} \times 0.097 \text{ rides} \times 441/98 = 770$$

Steed Road area :

$$1,550 \text{ pop.} \times 0.097 \text{ " } \times 441/137 = 484$$

Piscataway Road area :

$$1,450 \text{ pop.} \times 0.097 \text{ " } \times 441/179\frac{1}{2} = 346$$

Thrift area :

$$1,400 \text{ pop.} \times 0.097 \text{ " } \times 441/216 = 277$$

Floral Park area :

$$1,375 \text{ pop.} \times 0.097 \text{ " } \times 441/249\frac{1}{2} = 236$$

Pleasant Springs area :

$$1,350 \text{ pop.} \times 0.097 \text{ " } \times 441/299 = 193$$

Mattawoman area :

$$1,325 \text{ pop} \times 0.097 \text{ " } \times 441/400 = 141$$

Waldorf :

$$6,500 \text{ pop.} \times 0.097 \text{ " } \times 441/529 = 526$$

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Charles County Light Rail Patronage - 2

Saint Charles :

$$24,000 \times 0.097 \times 441 / 590\frac{1}{2} = 1,739$$

White Plains area :

$$900 \times 0.097 \times 441 / 671 = 57$$

La Plata :

$$2,484 \times 0.097 \times 441 / 982\frac{1}{2} = 113$$

TOTAL WEEKDAY LIGHT RAIL RIDERSHIP 4,889

ANNUALIZED = to 277 weekdays 1,352,314

Peak hour one-way = 20% 976

Car loads @ 97.6 passengers each 10

ANNUAL REVENUE

Palmer-Allentown Road = 50¢ + 10¢ / mile x 770 x 277 = \$ 142,904

Steed Road @ 3.5 miles = 50¢ + 10¢/mile x 484 x 277 = 113,958

Piscataway Road 5.2 mi. 50¢ + 10¢/mile x 346 x 277 = 97,759

Thrift @ 6½ miles = 50¢ + 10¢/mile x 277 x 277 = 88,238

Floral Park @ 7.6 mi. = 50¢ + 10¢/mile x 235 x 277 = 82,359

Pleasant Springs 9.1 m. = 50¢ + 10¢/mile x 193 x 277 = 75,380

Mattawoman @ 11.8 miles = 50¢ + 9½¢/mile x 141 x 277 = 61,456

Waldorf @ 14.8 miles = 50¢ + 9½¢/mile x 526 x 277 = 277,708

Saint Charles 16.1 mi. = 50¢ + 9½¢/mile x 1,739 x 277 = 277,610

White Plains @ 17.7 mi. = 50¢ + 9½¢/mile x 57 x 277 = 34,444

LaPlata @ 22.4 miles = 50¢ + 9¢/ mile x 113 x 277 = 78,753

TOTAL ANNUAL PASSENGER REVENUE (est) \$2,030,585

Incidental and concession revenue 30,465

TOTAL ESTIMATED ANNUAL REVENUE (1984 \$) \$ 2,061,050

OPERATING COST ESTIMATE

Maintenance of Way & Structures (8 empl.) \$ 250,780

Maintenance of Equipment (8 empl.) 300,000

Power (5.5 kwh) 184,800

Operations (11 empl.) 319,000

Administration and Management (3 empl.) 135,000

Liability costs (1 empl.) 90,000

Other (1 empl.) 135,420

TOTAL ANNUAL OPERATING AND MAINTENANCE COST \$ 1,575,000

Net Contribution toward capital recovery 486,050

(Cost = \$ 3.26 per car-mile in 1984 dollars)

639

VI-494

dm

640

0.0	Patuxent Drive Iv.	pm	4:23	pm	4:55	pm	5:10	pm	5:28	pm	6:13	pm	6:43	pm	7:13	pm	8:13	pm	9:13	pm	10:35	pm
0.6	La Plata C. H.		4:24		4:56		5:11		5:29		6:14		6:44		7:14		8:14		9:14		10:37	
2.6	Rosewick Road		4:28		4:58		5:13		5:31		6:16		6:46		7:16		8:16		9:16		10:40	
5.4	White Plains Demr	pm	4:32		4:55		5:10		5:28		6:13		6:43		7:13		8:13		9:13		10:37	
6.5	Jefferson Road		4:35		4:56		5:11		5:29		6:14		6:44		7:14		8:14		9:14		10:37	
7.0	Saint Charles	pm	4:36		4:56		5:11		5:29		6:14		6:44		7:14		8:14		9:14		10:37	
8.3	Waldorf		4:38		4:58		5:13		5:31		6:16		6:46		7:16		8:16		9:16		10:40	
9.3	Action Lane	pm	4:40		5:00		5:15		5:33		6:18		6:48		7:18		8:18		9:18		10:42	
11.3	Mattawoman US 301		4:43		5:03		5:18		5:36		6:21		6:51		7:21		8:21		9:21		10:45	
14.0	Pleasant Springs	pm	4:46		5:06		5:21		5:39		6:24		6:54		7:24		8:24		9:24		10:48	
15.5	Floral Park		4:48		5:08		5:23		5:41		6:26		6:56		7:26		8:26		9:26		10:50	
16.6	Thrifty	pm	4:50		5:10		5:25		5:43		6:28		6:58		7:28		8:28		9:28		10:52	
17.9	Piscataway Road		4:52		5:12		5:27		5:45		6:30		7:00		7:30		8:30		9:30		10:54	
21.4	Palmer Road	pm	4:55		5:15		5:30		5:48		6:33		7:03		7:33		8:33		9:33		10:56	
23.1	Rosecroft -arrive:		4:58		5:18		5:33		5:51		6:36		7:06		7:36		8:36		9:36		10:59	
31.3	ARCHIVES (WMATA)	pm	5:06		5:21		5:37		5:54		6:39		7:09		7:39		8:39		9:39		11:02	

VI-495

2 m.

COST COMPARISON OF FIXED GUIDEWAY SYSTEMS

	City	System Miles	Total Cost (millions)	Cost/Mile (millions)
LIGHT RAIL	Buffalo	6.4	\$656.6	\$102.6*
	Long Beach	21.0	600.0	32.8**
	Edmonton	4.5	110.0	26.4*
	Calgary	8.2	108.3	24.2*
	San Jose	21.0	394.0	18.8*
	Portland	15.0	212.0	14.1**
	Sacramento	18.3	166.0	9.0*
	San Diego	15.9	138.1	8.7*
HEAVY RAIL	Los Angeles	4.4	1,250.0	284.0**
	San Francisco	71.0	5,150.0	72.5*
BUS WAY	Pittsburgh			
	South	4.0	52.0	13.0*
	East	6.8	160.8	23.6*
	L.A. (San Bernardino)	11.0	142.9	13.0*

(Source: RT Planning Dept. 2/86)

* 1988 Dollars

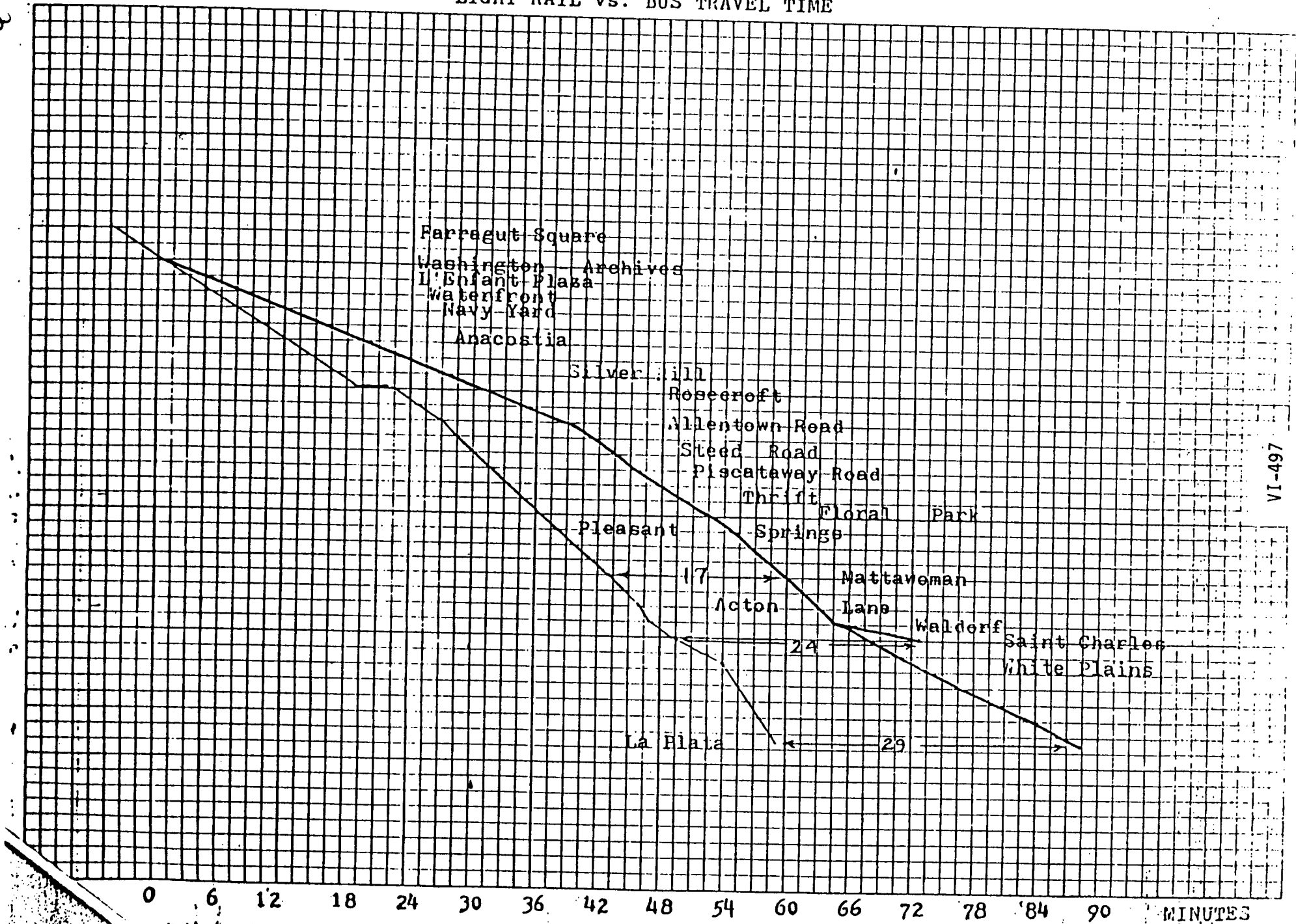
** Escalated to construction year

VI-496

over

642

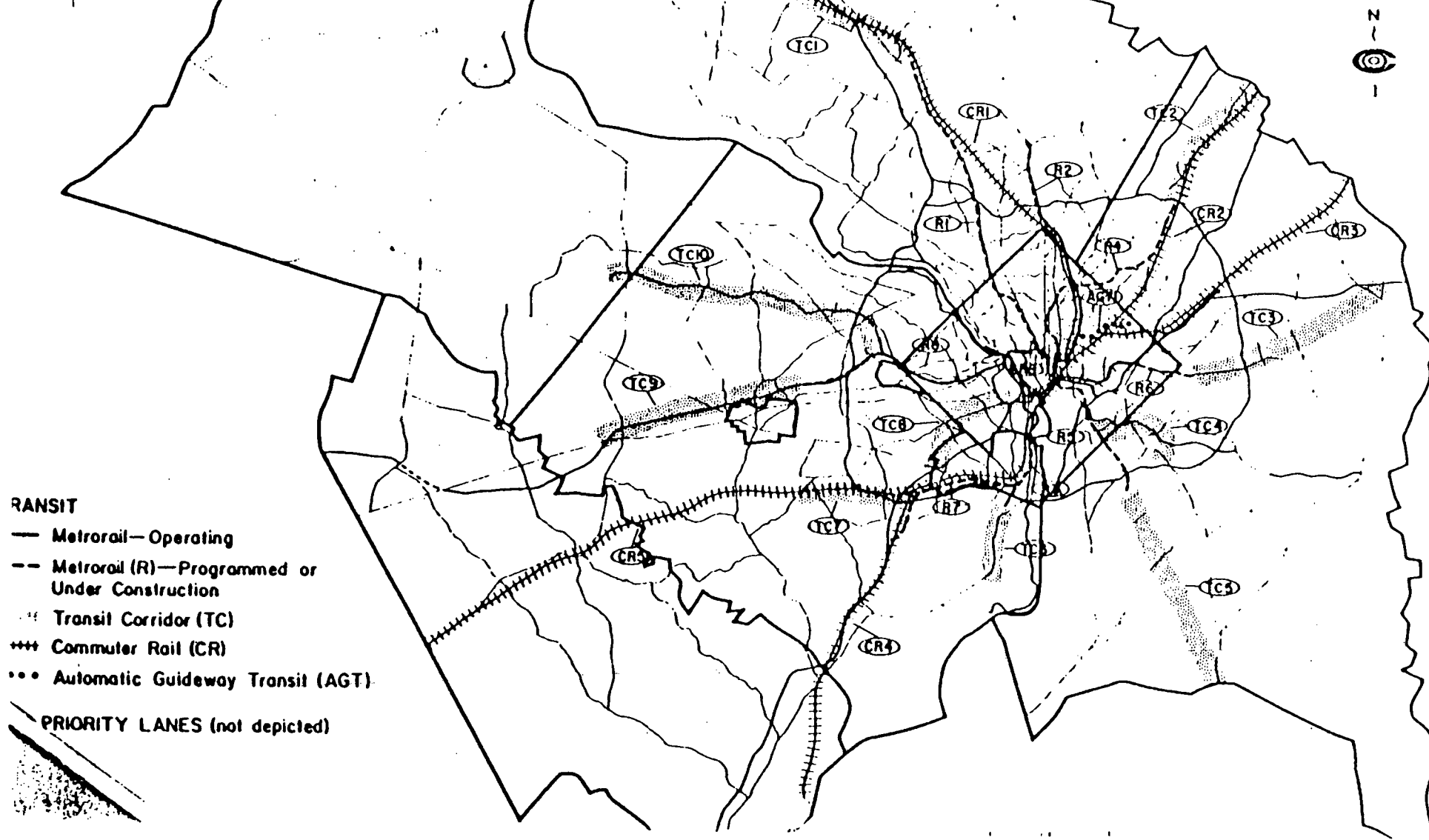
LIGHT RAIL vs. BUS TRAVEL TIME



VI-497

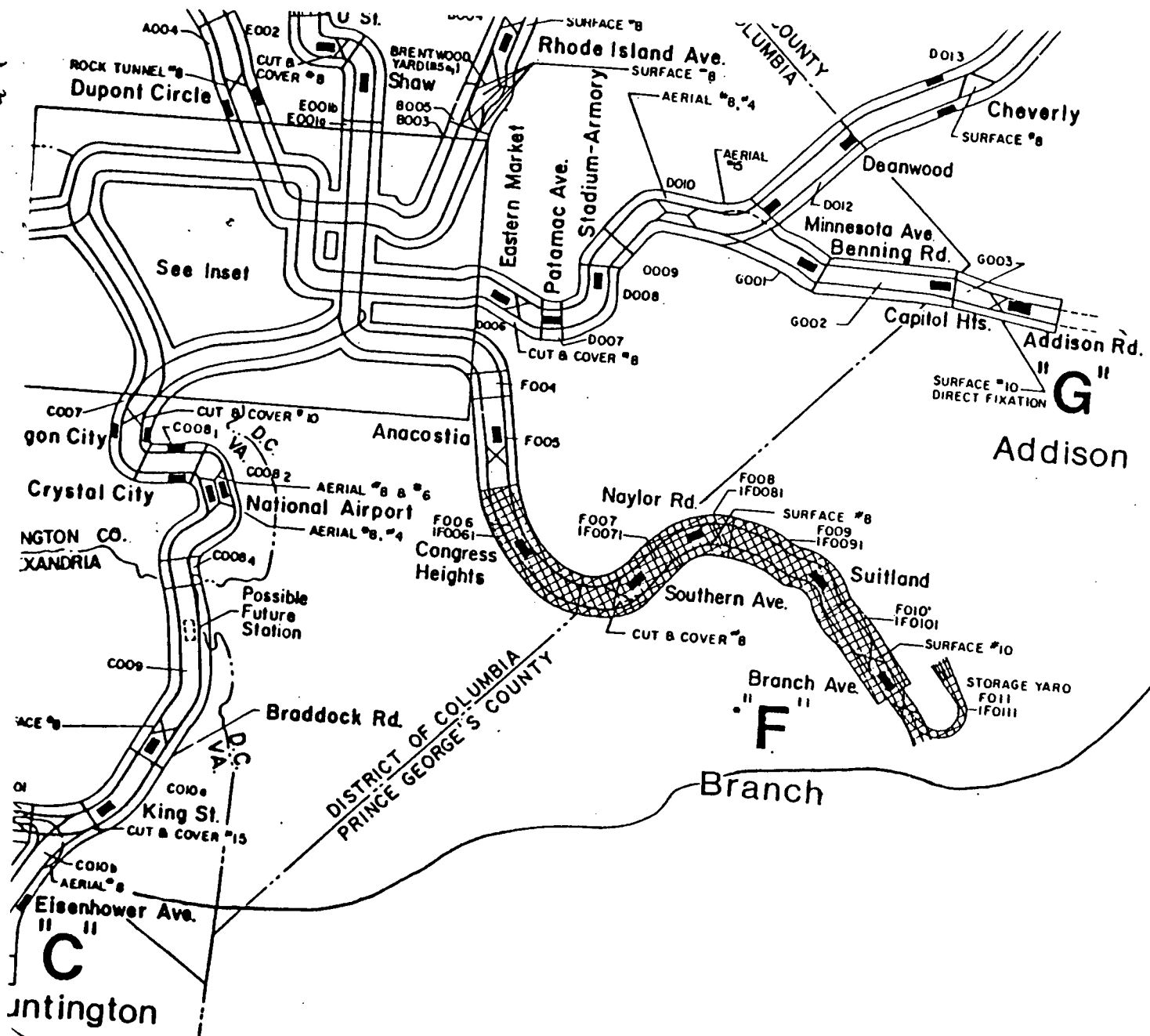
3/29/79
Transportation
Plan

Figure 1
TRANSIT SECTION
OF THE
1976 LONG RANGE ELEMENTS
OF THE TRANSPORTATION PLAN
(Updated by the Transportation Planning Board)



VI-498

644



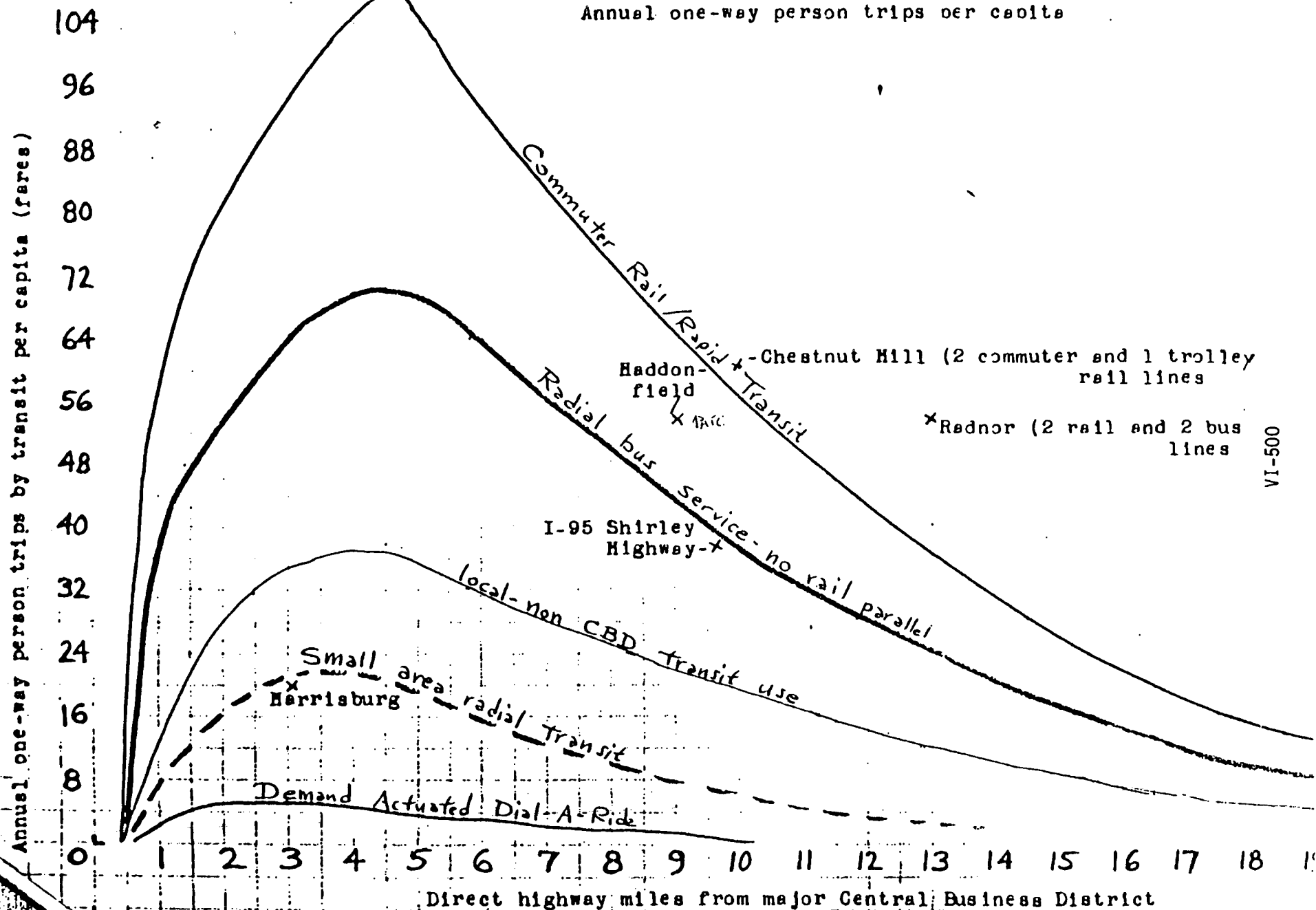
LEGEND:

- TURNOUT
- EQUILATERAL
- WOUT

- FINAL DESIGN
- CONSTRUCTION

TRANSIT RIDING HABIT

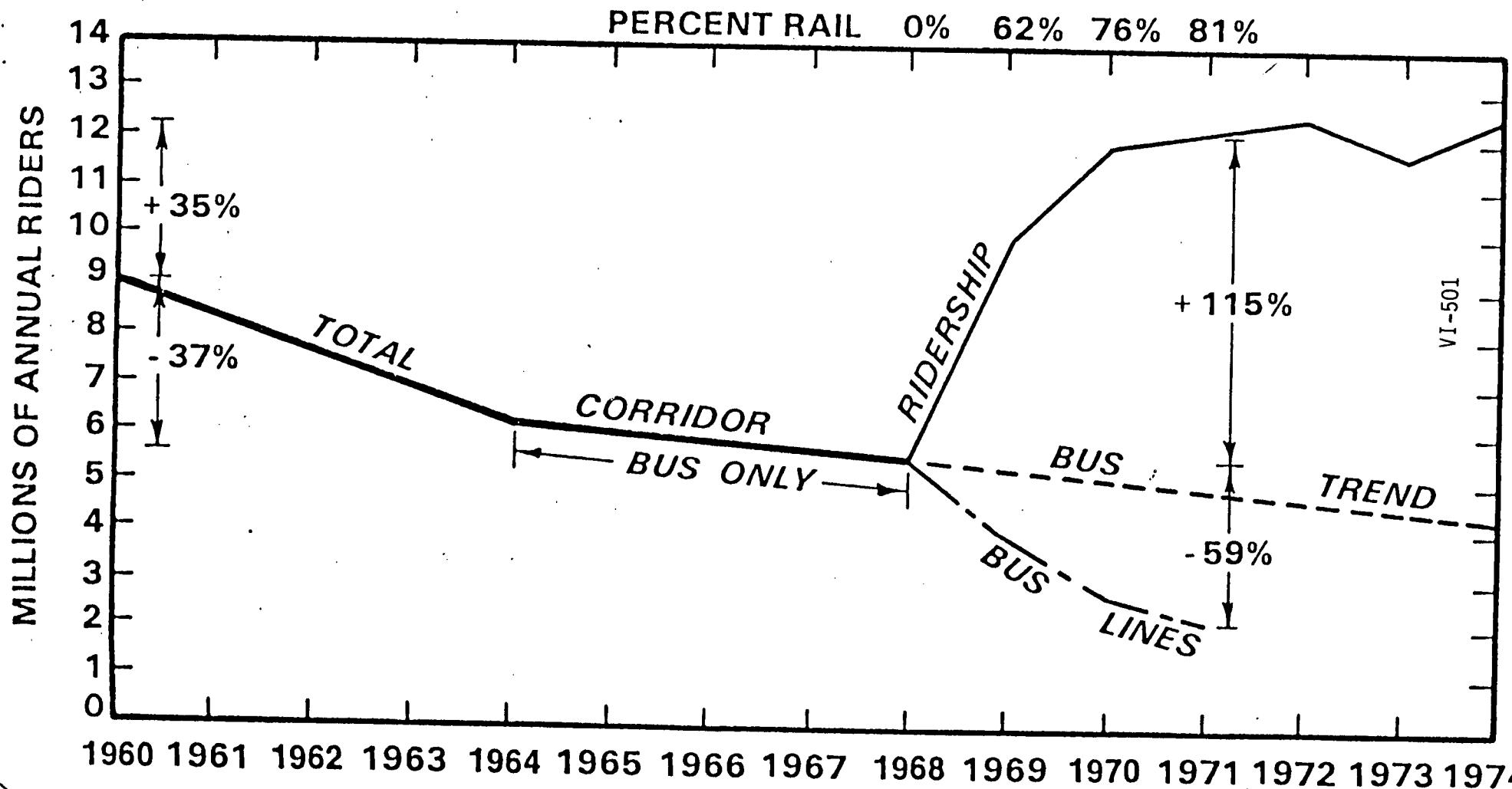
Annual one-way person trips per capita



646

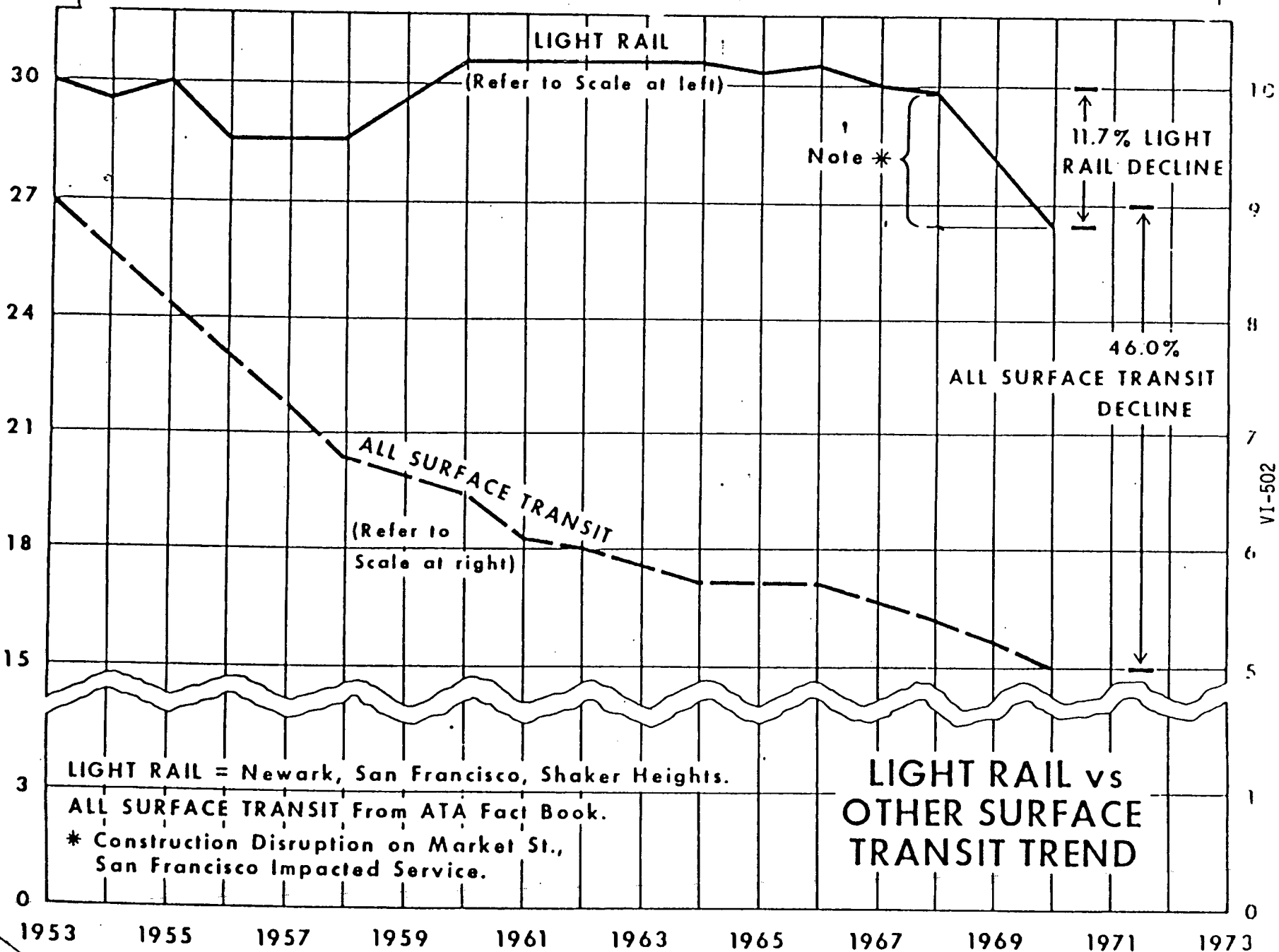
RIDERSHIP INCREASE

SOUTHERN NEW JERSEY RAPID TRANSIT SYSTEM PHILADELPHIA - LINDENWOLD CORRIDOR



SOURCE: Wharton School, U. of Penna. Nov., 1972. DRPA - PAT Co.

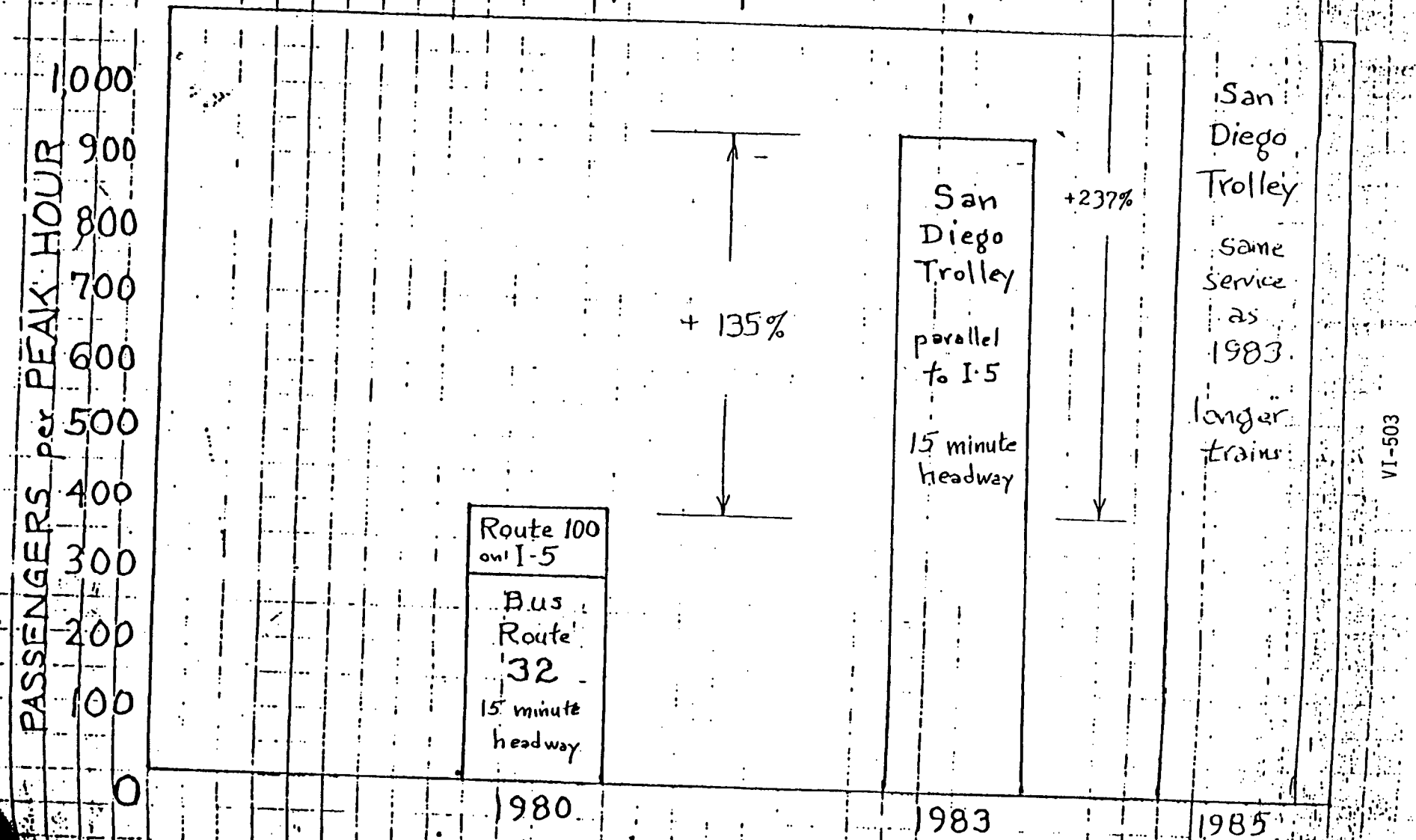
ANNUAL LIGHT RAIL RIDERSHIP (MILLIONS)



646

JOHN DILGO TRUCKLEY, INC. RIDERSHIP

maximum load point, peak direction



Bus route 100 was totally discontinued, bus route 32 now operates parallel to trolley line between National City and San Ysidro, but not into Centre City. In 1984 Bus Route 32 was further cut back to Chula Vista. No impact on trolley

649

TRANSPORTATION MEETING MINUTES
NOV. 19, 1987
7:00 P.M.

Presentation on Marinjet Passenger Vessel by Allan Gray, involving* projection of a privately-funded ferry service in 1989, from Occoquan, Va. to Main Avenue, Washington, D.C.

Neil Pederson of SHA made a presentation of plans for the 228-210 corridor, including an educational meeting for elected officials on 11/19. Also informed committee that the widening of 301 would now proceed with the majority of widening on the exterior, but with some widening to occur on the median. Landscaping in the median strip and along the outside lanes had been added to the project predominately for ascetic reasons.

Motion made by Steve Anlian to advise the County Commissioners that the committee supports the addition of landscaping. Motion unanimously approved.

Discussion raised by Marland Deen regarding a statement by the committee to the Commissioners in support of the new alternate 5/6 for the Rt. 210/228 Connector. Ophus Robertson stated that this action might compromise negotiation efforts of commission. Motion made by Ray Keeney that we advise County Commissioners of support. Seconded by Bob Thompson. Motion passed with one negative vote.

Eastern Bypass - Review of Project by Chairman

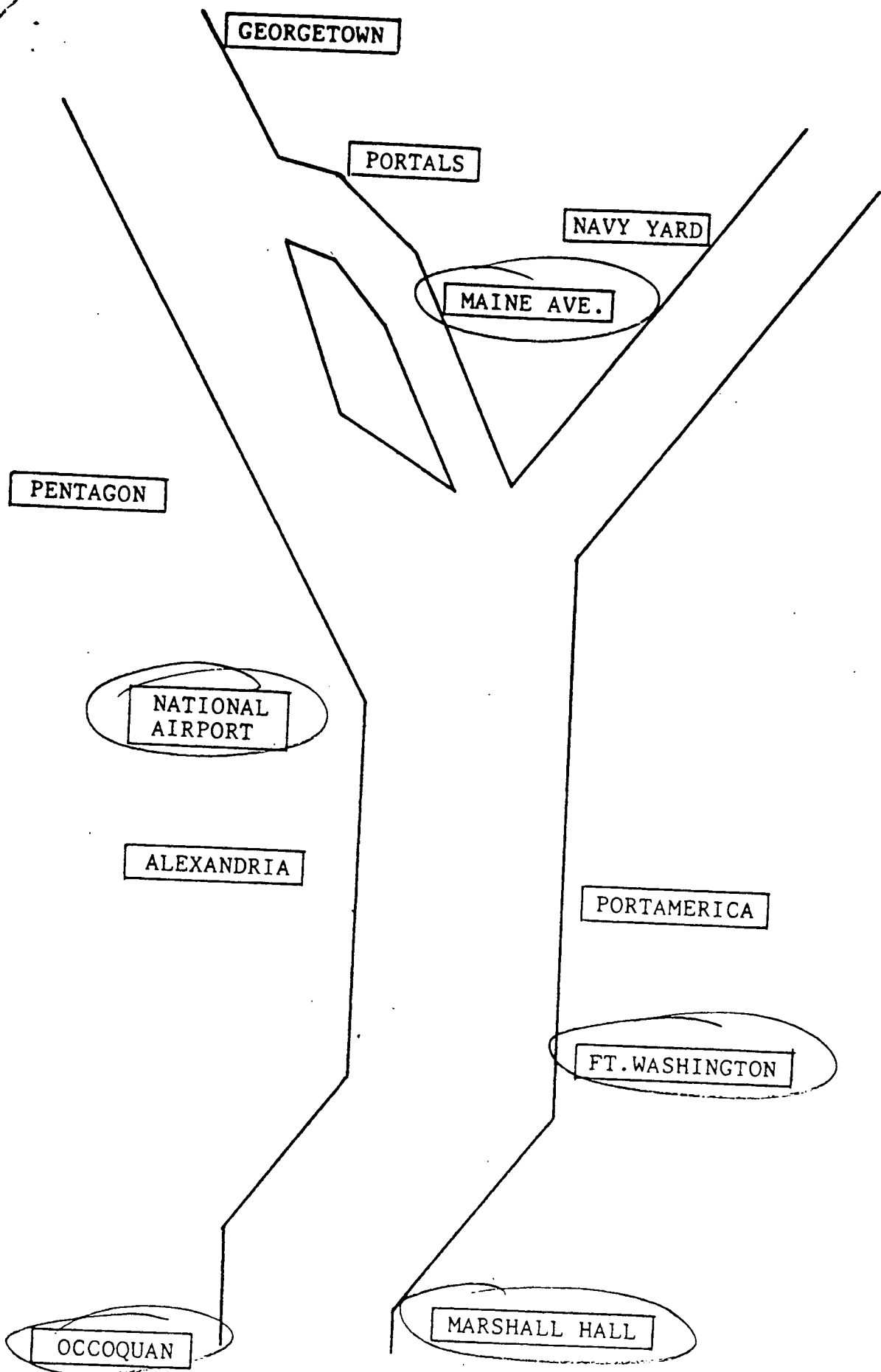
No. Building position rejected.

Initial discussion revolved around position committee should take regarding the project. Ophus Robertson felt that this was not the time to endorse it -- premature. Comment from Harvey Berlin of the Tri-County Council emphasized the need to include dog-leg around La Plata in the endorsement. The need for 4-5 interchanges was stressed by the committee as necessary for Charles County.

Discussion of pros and cons identified additional items. Need for promotional effort stressed by committee. Major economic development needs stressed to provide in-county jobs and retain lower tax rate. Committee reviewed endorsement on original recommendations to Commissioners.

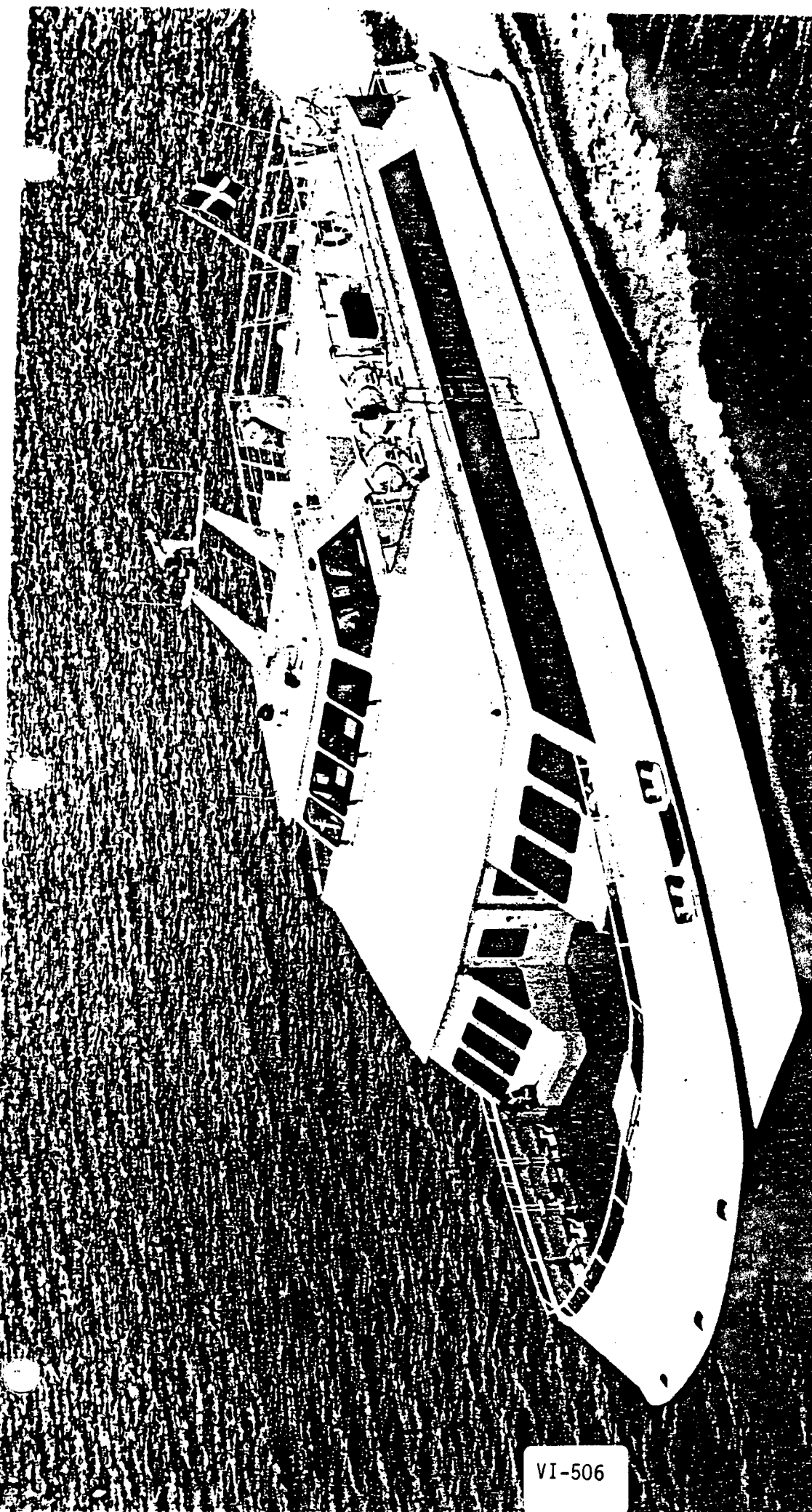
enclosure 2

650



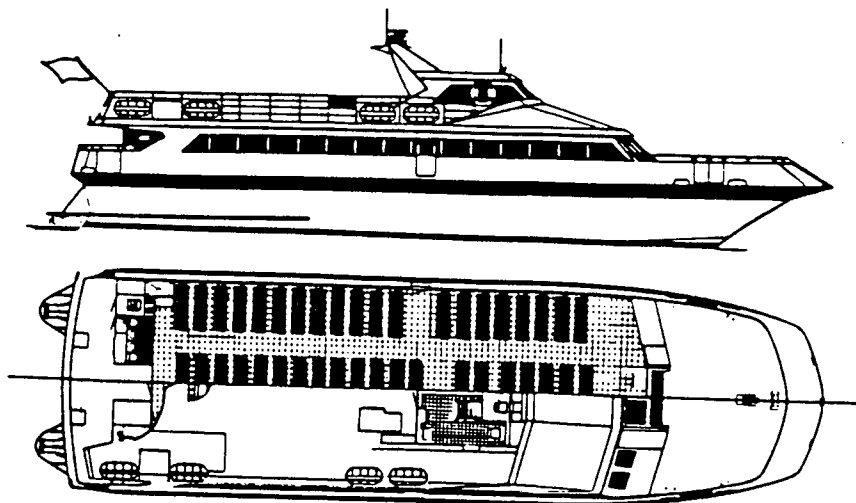
Suggested HSW Terminal Areas

651



VI-506





MARINJET PASSENGER VESSEL

BASIC SPECIFICATION

CLASSIFICATION: Det Norske Veritas

DIMENSIONS:

Length, overall ^{107'} 33.0 metres
 Beam, overall 9.4 metres
 Draught, full load 1.2 metres

PAYLOAD:

Passengers 252
 Fuel 7,000 litres
 Total Payload 24 tonnes

ENGINES AND PROPULSION:

2 x MTU 12V 396 TB 83 (option 16V 396 TB 83)
 Cruise Power: 1180 KW at 1940 r.p.m.
 2 x KaMeWa 60/S62/6 Waterjets

PERFORMANCE:

	12V 396 TB 83	16V 396 TB 83
Maximum Speed	35 knots	40 knots
Cruise Speed, Loaded	32 knots	37 knots
Fuel consumption	581 litres/hr	760 litres/hr
Range	380 n.miles	350 n.miles

STRUCTURE:

Welded aluminium alloy plates, corrosion resistant

MARINTEKNIK INTERNATIONAL LTD.

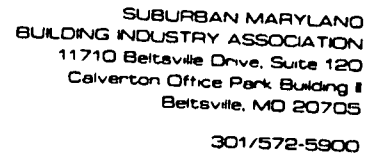
33/F New World Tower 16-18 Queen's Road, C. Hongkong
 Tel: 5-218302 Telex: 74493 HMHCO HX
 5-231054/5

MARINTEKNIK VERKSTADS AB

PO Box 7S-740 71 Oregrund Sweden
 Tel: (0) 173-304 65 Telex: 76182 MARTAB S

MARINTEKNIK SINGAPORE (S) PTE LTD.

Lot A 6961 Pioneer Sector 1 Jurong Singapore 2262
 Tel: 8611706/7 Telex: RS 53419 MARJET



January 15, 1938

Mr. Hal Kassoff, Administrator
State Highway Administration
707 No. Calvert Street
Baltimore, Maryland 21203

RECEIVED

FEB 2 1988

#167
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Mr. Kassoff:

This letter will serve as a record of additional support by the Suburban Maryland Building Industry Association for the proposed Md. Route 228/210 connection between Charles and Prince George's Counties; specifically, alternative 5-6, which is the same alternative selected by the Charles County Transportation Committee.

The Suburban Maryland Building Industry Association represents approximately 1,200 member firms in the five metropolitan counties -- Montgomery, Calvert, Charles, St. Mary's, and Prince George's -- and we feel that this connection is a much needed addition and will serve as a major remedy for the traffic congestion we are now experiencing in the region.

Sincerely,

A.M. Natelli
A.M. Natelli
President


Raymond Keeney
President, Southern Maryland Chapter

cc: Prince George's County Council
Prince George's 27th District Delegation
Charles County Commissioners

SHA Response to Mr. Raymond Keeney:

1. Alternate 5/6 Interchange has been selected as the final alternate and is further addressed in this Final Environmental Impact Statement.
2. The Maryland Department of Transportation is further studying the MD Route 210 corridor to determine what additional future transportation capacity can be provided beyond the widening to six lanes. Options include intersection improvements, interchanges, bus service, park-and-ride lots, HOV lanes and the potential for light rail transit.

EXECUTIVE COMMITTEE: Anthony M. Netele, President; John L. Knott, Jr., First Vice President; Louis Cohen, Second Vice President; Howard Onebaugh, Third Vice President; Gaston DeCassans, Treasurer; Glenn T. Harnell, Jr., Secretary; Raymond Keeney, President, Southern Maryland Chapter; Raymond G. LaPlace, Life Director. ■ BOARD OF DIRECTORS: Steve Arlan, Robert Blanken, Pete Breck, Steve Eckert, Grace Fielder, Stanley S. Hale, Larry Hogan, Jr., Tom Howard, ~~James Kress~~, Mimi Kress, Elliot Lewis, A. Meno Loederman, S. Ruffin and Pettit, Michael T. Rose, Robert Simmons, Raymond Smp- pusch, Legal Counsel, James W. Hubbard, Executive Vice man, Nathan Bnsker, Ralph Duffie, Carl Freeman, Stanley S. ra, John Pettit, Charles V. Phillips, Jr., Martin Poretzky, I. John C. Walker, ■ David Weiss, Bruce C. Winston

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 **Charles County
Economic Development
Commission** *A growing tradition neighboring the nation's capital*

February 10, 1988

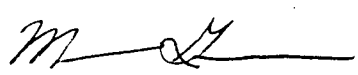
Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Md. 21203-0717

Re: MD. Route 228

Dear Mr. Pedersen:

As Chairman, of the Charles County Economic Development Commission, I would like to express my strong support for either of the two "build" alternatives. We cannot afford a "no-build" alternative with the congestion and other traffic problems we are experiencing in the Northern Charles County and Southern Prince Georges County. Either of the build alternatives would help alleviate the serious traffic congestion in and around the study area, and it would provide for increased road safety and capacity. Please include this letter in the "Public Hearing Transcript." Thank you.

Sincerely,



Marvin Green
Chairman

MG/kb

RECEIVED

FEB 11 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-509

P.O. Box V, La Plata, Maryland 20646 (301) 645-0690

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Section VII

**List
of
Preparers**

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This Final Environmental Impact Statement was prepared by the Maryland Department of Transportation, State Highway Administration in consultation with the Federal Highway Administration. The following personnel were instrumental in the preparation of this document:

STATE HIGHWAY ADMINISTRATION

Project Development Division:

Mr. Donald G. Honeywell
Ms. Cynthia D. Simpson
Mr. Joseph R. Kresslein

Project Manager
Chief, Environmental Management
Environmental Management

Bureau of Highway Statistics:

Mr. Robert Lambdin

Traffic Forecasting

CONSULTANT:

Mr. Paul Upton

The Wilson T. Ballard Company

FEDERAL HIGHWAY ADMINISTRATION

Mr. Paul Wettlaufer

Environmental Specialist

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Section VIII

Appendices

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APPENDIX A - GLOSSARY OF TERMS

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GLOSSARY OF TERMS (CONT'D)

GLOSSARY OF TERMS

(These terms may appear either in the EIS or as noted on the drawings)

Arterial Highway

A highway primarily for thru-traffic, usually on a continuous route.

Aux. Lane

Auxiliary Lane

The portion of roadway adjoining the travelled way for parking, speed change, or for other purposes supplementary to the thru-traffic movement.

A.D.T.

Average Daily Traffic

The total volume of auto and truck traffic passing a given point in both directions during a given time period (greater than one day and less than one year) in whole days, divided by the number of days in that time period.

Control of Access

Full-Complete restriction of access on a thru facility except at interchanges. Grade separations for all crossings.

Design Hour Volume (DHV)

The percent of average daily traffic (ADT) generally accepted as the criterion used in the geometric design of rural and urban highways. Ideally the 30th highest hourly volume during a year, the DHV is commonly found to vary from 8% to 12% of the ADT.

Design Speed

A speed selection for purposes of design and correlation of those geometric features of a highway, such as curvature and sight distance, upon which safe operations is dependent.

Expressway

A divided arterial highway for thru-traffic with full or partial control of access and generally with grade separations at major highways.

Freeway

An expressway with full control of access, grade separations at all roadway crossings. Access is permitted only at interchanges.

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GLOSSARY OF TERMS (CONT'D)

Grade Separation

Bridge structure such as an underpass or overpass that vertically separates two or more intersecting roadways, thus permitting traffic to cross without interference.

Housing of Last Resort

A Maryland SHA program to rehouse people who are displaced by right-of-way acquisition for highway projects when the cost to do so exceeds the limits of the Uniform Relocation Act.

Interstate Freeway

A freeway primarily for thru-traffic with full interchanges for access. Interchange spacing is generally greater than that for a freeway.

Levels of Service

Levels of Services are a measure of the conditions under which a roadway operates as it accommodates various traffic volumes.

Influencing factors include speed, travel time, traffic interruptions, maneuvering freedom, safety, driving comfort, economy, and, of course, the volume of traffic.

For interrupted flow conditions, such as major highways and arterials with traffic signals, the following Levels of Service apply.

Level A - free flow, no delay at traffic signals.

Level B - occasional delays at traffic signals.

Level C - increasing volumes; moderate delays at traffic signals.

Level D - lower speeds; increasing volumes, frequent delays at traffic signals.

Level E - low speeds; high traffic volumes; signal backups almost to the previous light.

Level F - forced traffic flow; successive backups between signals.

Major Highway

An arterial highway with intersections at-grade and direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of thru-traffic.

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GLOSSARY OF TERMS (CONT'D)

Median

That portion of a divided highway separating the travelled ways for traffic in opposite directions.

Initial - to be constructed initially.

Ultimate - the configuration subsequent to future construction.

R/W. R.O.W.

Right-of-Way (Line)

The outer limits inside which the State owns and maintains for a highway facility.

Section 4(f)

Section 4(f) of the Department of Transportation Act requires that publicly-owned land from a park, recreation area, wildlife and/ or waterfowl refuge, or historic site of national, state or local significance can be used for Federal-Aid highway projects only if there is no feasible and prudent alternative to its use, and if the project includes all possible planning to minimize harm to "4(f) lands".

Shoulder

That portion of a highway adjacent and parallel to the travelled roadway for the accommodations of stopped vehicles for emergency use and for lateral support. May or may not be fully paved.

Side Slopes

The slope of earth permissible in given locations, as a ratio of horizontal to vertical measurement. (2:1, 4:1, 6:1).

Wetlands

The term "wetlands" refers to those areas that are inundated by surface or groundwater with a frequency sufficient to support, and under normal circumstances, does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.

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APPENDIX B - SUMMARY OF RELOCATION ASSISTANCE PROGRAM

The following information does not reflect the new 1987 Amendments.
The amendments will be formalized by State-enabling legislation.

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. the owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

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In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

In lieu of the payments described above, the business may elect to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner during the two taxable years prior to displacement.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

66/5

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving costs payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of 410,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future along with required preliminary notice of possible displacement.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehouse. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.

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APPENDIX C - DESIGN NOISE LEVELS AND LAND USE RELATIONSHIPS

1667

NOISE ABATEMENT CRITERIA AND LAND USE RELATIONSHIPS
SPECIFIED IN FHPM 7-7-3

ACTIVITY CATEGORY	<u>Leq(h)</u>	<u>L10(h)</u>	<u>DESCRIPTION OF ACTIVITY CATEGORY</u>
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

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APPENDIX D - LIST OF REPRESENTATIVE SPECIES INHABITING
THE STUDY AREA

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FISH

Alewife
White perch
Pumpkinseed
Largemouth bass
White crappie
Black crappie
Banded killifish
Golden shiner
Spottail shiner
American eel
Redbreast sunfish
Bluegill
Brown bulhead
Carp
White sucker
Northern hognose sucker
Common shiner
Yellow perch
Tessellated darter
Mudminnow
Creek chub
Blueback herring
Blacknose dace
Shortnose dace
Smallmouth bass

REPTILES

Lizards

Northern fence lizard
Six-lined racerunner
Ground skink
Five-lined skink

Snakes

Eastern worm snake
Eastern hognose snake
Rough green snake
Black rat snake
Eastern king snake
Northern water snake
Northern brown snake
Northern red-bellied snake

Turtles

Eastern mud turtle
Snapping turtle
Eastern box turtle
Eastern painted turtle
Red-bellied turtle

MAMMALS

Opossum
Short-tailed shrew
Least shrew
Eastern mole
Star-nosed mole

Little brown myotis
Keen's myotis
Silver-haired bat
Eastern pipistrelle
Red bat

Eastern chipmunk
Woodchuck
Gray squirrel
Southern flying squirrel

White-footed mouse
Meadow vole
Pine vole
Muskrat
Norway rat
House mouse
Meadow jumping mouse

Eastern cottontail
Beaver
Red fox
Gray fox
Raccoon
White-tailed deer

AMPHIBIANS

Salamanders

Red-spotted newt
Spotted salamander
Marbled salamander
Norther two-lined salamander
Red-backed salamander
Eastern mud salamander
Northern red salamander
Norther dusky salamander

Frogs & Toads

American toad
Fowler's toad
Northern cricket frog
Green treefrog
Northern spring peeper
Eastern gray treefrog
Upland chorus frog
Bullfrog
Green frog
Southern leopard frog
Pickerel frog
Wood frog