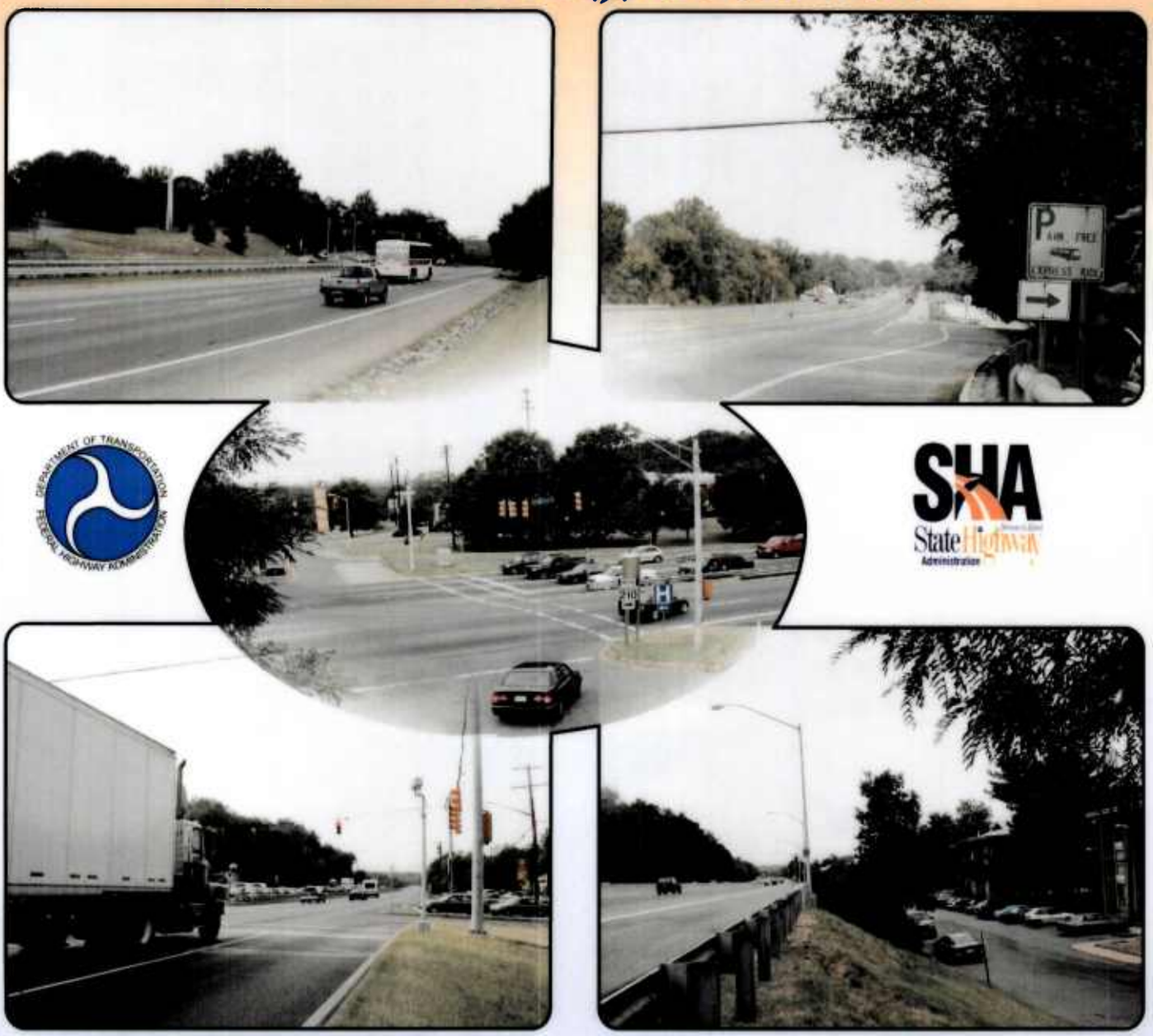
# FINAL ENVIRONMENTAL IMPACT STATEMENT

## AND SECTION 4(f) EVALUATION



# MD 210 MULTI-MODAL STUDY

PRINCE GEORGES COUNTY

I-95/I-495 TO MD 228

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**MD 210 MULTI-MODAL STUDY**
**I-95/I-495 (Capital Beltway) to MD 228**
**Prince George's County, Maryland**

**ADMINISTRATIVE ACTION**

**FINAL ENVIRONMENTAL IMPACT STATEMENT**
**and SECTION 4(f) EVALUATION**

Submitted Pursuant to 42 U.S.C.4332 (2)(c), 49 U.S.C.303,
and CEQ Regulations (40 CFR 1500 et seq.)

**US. DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
**MARYLAND DIVISION**

**and**

**MARYLAND DEPARTMENT OF TRANSPORTATION**
**STATE HIGHWAY ADMINISTRATION**

**Cooperating Agencies:**

**U.S. ARMY CORPS OF ENGINEERS**
**U.S. ENVIRONMENTAL PROTECTION AGENCY**

FEDERAL HIGHWAY ADMINISTRATION
Division Administrator

6/21/04
Date

STATE HIGHWAY ADMINISTRATION
Director, Office of Planning and Preliminary Engineering

6/21/04
Date

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The proposed action consists of measures to improve safety and relieve severe congestion along MD 210 (Indian Head Highway) in the 10-mile segment between I-95/I-495 (Capital Beltway) and MD 228. The Selected Alternative is Alternative 5A Modified, which consists of widening to provide auxiliary lanes associated with various intersection improvements to improve safety, capacity and pedestrian/bicycle mobility. Intersection improvements range from at-grade widening at three locations to grade-separated interchange improvements at six locations.

Environmental impacts associated with this project are summarized in Table S-1 and would include residential and business displacements, right-of-way acquisitions, and impacts to wetlands and Waters of the U.S., 100-year floodplains, noise, and parks.

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Summary

# SUMMARY

## MD 210 MULTI-MODAL STUDY

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# Summary

## 1. Administrative Action

( ) Environmental Assessment
( ) Draft Environmental Impact Statement
(X) Final Environmental Impact Statement
( ) Findings of No Significant Impact
(X) Section 4(f) Evaluation

## 2. Information Contacts

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## 3. Introduction

This document presents the results of studies that have been completed to address both National Environmental Policy Act (NEPA) and US Army Corps of Engineers Section 404 Permit requirements. NEPA focuses on the environmental analysis of alternatives, whereas the Corps Section 404 permit addresses specific impacts to wetlands and Waters of the U.S. in accordance with the Clean Water Act. In addition, Section 4(f) requirements of the U.S. Department of Transportation Act are addressed.

## 4. Description of Proposed Action/Purpose and Need

MD 210, also known as Indian Head Highway, connects Washington, D.C. at its northern terminus with the town of Indian Head, in Charles County, approximately 20 miles south of the

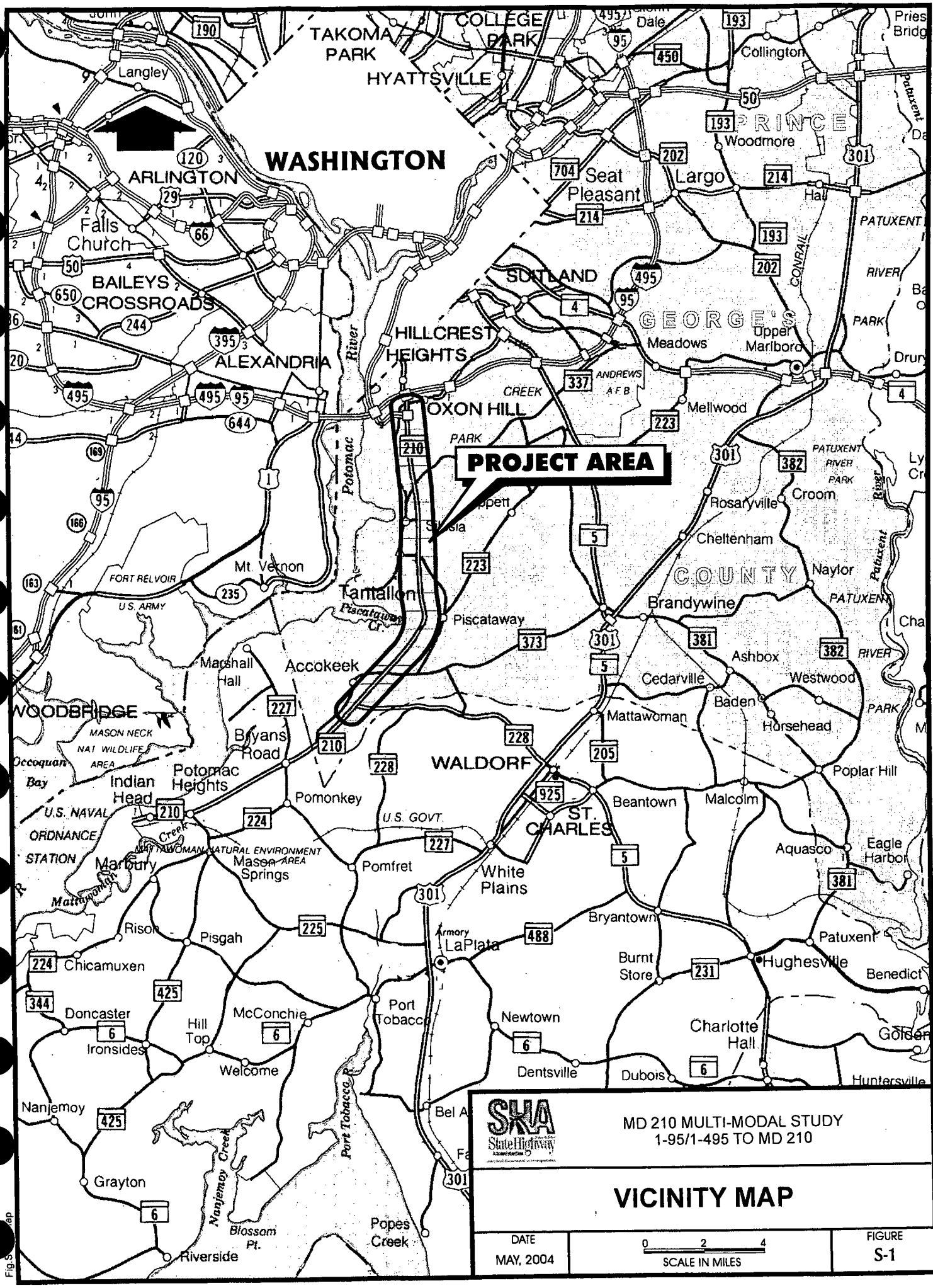
Prince George's County/Washington, D.C. line. The project area lies within Prince George's County and extends approximately ten miles along MD 210, from I-95/I-495 (the Capital Beltway) to MD 228 (Figure S-1). The following 11 signalized intersections with MD 210 are located in the project area: Oxon Hill Road, Wilson Bridge Drive, Kerby Hill/Livingston Road, Livingston/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek/Livingston Road, Old Fort Road South, Farmington Road, MD 373, and MD 228. However, intersection improvements at Oxon Hill Road and MD 228 are being addressed by other projects and are not included in this study.

The purpose of this study is to improve traffic operations and safety conditions along the segment of MD 210 from the Capital Beltway to MD 228. The need for this project is demonstrated by the peak hour delays and congestion that have become particularly prevalent at the 11 signalized intersections along this segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from the side roads.

MD 210 serves as a major route connecting I-95/I-495, the District of Columbia and Virginia with southern Prince George's County and Charles County. MD 210 is a six-lane divided arterial highway with partial control of access. Access to and from MD 210 is mainly provided at signalized major intersections with some non-signalized access points between the intersections.

The existing 2000 average daily traffic (ADT) volumes on MD 210 range from approximately 68,600 vehicles per day (VPD) at a point just south of the I-295 "S-curve" ramps to 43,600 VPD north of MD 228. Traffic volumes are expected to increase steadily through the design year 2020. The projected daily volumes for the MD 210 no-build condition in the year 2020 range from 92,000 VPD south of the I-295 "S-curve" ramps to about 63,000 VPD north of MD 228.

According to level of service (LOS) analysis for existing MD 210, five of the eleven signalized intersections in the study are currently operating at failing conditions (LOS F). Future operations throughout the day are predicted to worsen along the MD 210 corridor and the number of hours each day that intersections will operate at LOS F will increase. By the year 2020, if no improvements are made, all eleven-study area intersections will reach LOS F, and some intersections will be handling almost twice the volume of traffic they were designed to handle.




SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# VICINITY MAP

| DATE | SCALE IN MILES | FIGURE |
|---|---|---|
| MAY, 2004 | 0 2 4 | S-1 |

A review of three-and-a-half-year accident history (January 1997 through July 2000) indicates the average accident rate for MD 210 between MD 228 and Fort Washington Road (6.0 miles) from 1997 through July 2000 was approximately equal to the statewide average accident rate for similarly designed rural/urban highways. The average accident rate for MD 210 between Fort Washington Road and the I-95/495 interchange (4.60 miles) was significantly higher than the statewide accident rate for similarly designed urban highways.

## 5. Alternatives Descriptions

### A. Alternatives Presented in the Draft Environmental Impact Statement and at the Informational Public Workshop (May 2000)

As described in the Draft Environmental Impact Statement (DEIS), the following alternatives were presented at the Informational Public Workshop on May 15, 2000, and the Location/Design Public Hearing on June 21, 2001. (See Table S-1 for a summary of the environmental impacts)

#### 1.) No-Build Alternative

This alternative included routine maintenance, minor construction projects and developer-based improvements associated with new developments. These minor improvements would not have been expected to measurably affect roadway capacity or safety.

#### 2.) Alternative 5A: No High Occupancy Vehicle (HOV) Lanes

Alternative 5A included no HOV lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc.). This alternative was predicted to reduce traffic congestion but not alleviate it altogether. Two sets of intersection capacity improvement options were considered with all of the proposed alternatives. The capacity options were as follows:

##### a.) Capacity Option 1

This included the least number of interchanges considered reasonable. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections were proposed to be expanded with the existing traffic

signals to remain. Under this option, a 4th through lane in each direction was to be included on MD 210, from Old Fort Road North to Old Fort Road South.

**b.) Capacity Option 2**

Capacity Option 2 included the number of interchanges necessary to achieve satisfactory Levels of Service during the peak periods. Interchanges were proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. These interchanges were expected to operate LOS D or better for the weaves on and off MD 210 as well as the intersections proposed where the ramps tie into the side roads. Most of the ramp tie-in intersection locations would warrant traffic signals and should operate at LOS C or better during the peak period. The remaining intersections, Farmington Road and MD 373, were proposed to be expanded with the existing traffic signals to remain. As described in the DEIS, the following intersection locations were proposed to be upgraded as part of the Capacity Option 2:

- MD 210 Ramps to and from I-295
- Location A - Wilson Bridge Drive
- Location B - Livingston Road/Kerby Hill Road
- Location C - Palmer Road/Livingston Road
- Location D - Old Fort Road North
- Location E - Fort Washington Road
- Location F - Livingston Road/Swan Creek Road
- Location G -Old Fort Road South
- Location H - Farmington Road
- Location I - MD 373

**3.) Alternative 5B**

Alternative 5B consisted of the widening of MD 210 to provide two reversible, barrier-separated median HOV lanes. The southern limit of the proposed reversible HOV section was to be at Swan Creek Road, and the roadway would have transitioned to concurrent flow HOV south of that point. As described in the DEIS, the following intersection locations were proposed to be upgraded as part of Alternate 5B:

- MD 210 Ramps to and from I-295
- Location A - Wilson Bridge Drive

- Location B - Livingston Road/Kerby Hill Road
- Location C - Palmer Road/Livingston Road
- Location D - Old Fort Road North
- Location E - Fort Washington Road
- Location F - Livingston Road/Swan Creek Road
- Location G - Old Fort Road South
- Location H - Farmington Road
- Location I - MD 373

Alternative 5B was also developed with Capacity Option 1 and Capacity Option 2, as described above for Alternative 5A.

### 4.) Alternative 5C

Alternative 5C consisted of the widening of MD 210 to provide one concurrent flow HOV lane adjacent to the three existing general use lanes in each direction. As described in the DEIS, the following intersection locations were proposed to be upgraded as part of Alternate 5C:

- MD 210 Ramps to and from I-295
- Location A - Wilson Bridge Drive
- Location B - Livingston Road/Kerby Hill Road
- Location C - Palmer Road/Livingston Road
- Location D - Old Fort Road North
- Location E - Fort Washington Road
- Location F - Livingston Road/Swan Creek Road
- Location G – Old Fort Road South
- Location H – Farmington Road
- Location I - MD 373

Alternative 5C was also developed with Capacity Option 1 and Capacity Option 2, as described above for Alternative 5A.

## B. Alternatives Dropped From Consideration

Subsequent to the June, 2001 Location/Design Public Hearing, the following were dropped from consideration:

1.) **No-Build Alternative (Alternative 1)**

Alternative 1 (No Build) was not selected because it does not satisfy the purpose and need.

2.) **Alternative 5A**

Alternative 5A was not selected because it would preclude any future accommodation of transit or other options to increase capacity on mainline MD 210.

3.) **Alternative 5B**

Alternative 5B was not selected primarily because of strenuous opposition voiced by the public to HOV lanes. Ultimately, this alternative resulted in higher costs and impacts compared to SHA-Selected Alternative 5A Modified presented at the Public Informational Workshop in September 2003 and described below in detail.

4.) **Alternative 5C**

Alternative 5C was also not selected because of the public opposition to HOV lanes. This alternative also had higher costs and impacts compared to Alternative 5A Modified.

5.) **Capacity Option 1 (All Alternatives)**

Capacity Option 1, which included improved at-grade intersections at all locations south from Palmer/Livingston Road, was not selected since failing intersections operations would occur in the design year at four locations.

6.) **Value Pricing Feasibility Study**

The Maryland Department of Transportation included the MD 210 corridor as part of a statewide Value Pricing Feasibility Study, investigating high occupancy toll (HOT) application in corridors that were considered HOV lanes. With the decision to not include HOV in the SHA-Selected Alternative, HOT lane consideration on MD 210 has been dropped.

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## C. Preferred Alternative Presented at the Public Informational Workshop (September 2002)

### 1.) Alternative 5A Modified Mainline

Following the Combined Location/Design Public Hearing, further studies were conducted to refine both the mainline alternatives and intersection improvements options. The considerable public opposition to the widening of MD 210 to provide HOV lanes was balanced against travel demand forecasting data indicating substantial increases in traffic volumes in the future.

In consideration of all comments received, the State Highway Administration (SHA) developed a modified alternative, Alternative 5A Modified. This modified alternative was only developed with Capacity Option 2 due to the level of support the interchanges received from the public and the fact that Capacity Option 1 would not provide acceptable levels of service. Alternative 5A Modified would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. However, the median would be widened to provide the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the Alternative 5C footprint, but the mainline lanes would generally coincide with the existing roadway pavement between the interchanges. Where needed, the right-of-way for the Alternative 5C footprint would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout.

Designated bike lanes within the roadway, as well as sidewalks behind the curb, are included with all the proposed overpasses with Alternative 5A Modified. Bike travel along MD 210 would be accommodated under the alternative in the same manner as with current conditions. Bike travel will not be prohibited on the MD 210 shoulder, but, through various county projects and public information campaigns north-south bike travel will be encouraged on parallel county facilities, such as Oxon Hill Road and Livingston Road.

### 2.) Location A – Wilson Bridge Drive Option A

Wilson Bridge Drive Option A consists of an at-grade intersection with no widening of MD 210, but closure of the median opening and removal of the traffic signal, allowing right-in, right-out movements only. Improvements would be made to the internal roadway network for

the Brookside Condominiums and Wilson Towers Apartments to provide full range of access to MD 210 at the Kerby Hill Road interchange. Please see Figure II-5 and II-6.

### 3.) Location B – Kerby Hill Road Option C

Kerby Hill Road Option C consists of a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. The proposed Relocated Kerby Hill Road is realigned to the north side of the existing roadway on the west side or MD 210 for better geometrics and maintenance of traffic. See Figure II-6.

### 4.) Location C – Palmer/Livingston Road Option E

Palmer/Livingston Road option E consists of a half-diamond interchange on the east side of MD 210, with single-lane ramps each in the northeast and southeast quadrants. In the southwest quadrant, a 2-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston roadway alignment is skewed rather sharply in relation to MD 210 in order to tie the vertical grade into existing Livingston Road on the west side of MD 210 with as few business displacements as possible. See Figure II-7.

### 5.) Location D – Old Fort Road North Option C

Old Fort Road North Option C consists of a diamond interchange at Old Fort Road North. See Figure II-8. Commitments have been made to keep the profile of the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.

### 6.) Location E – Fort Washington Road Option D

Fort Washington Road Option D consists of a 3/4-diamond interchange with the relocated Fort Washington Road flyover north of the existing Tanallon Shopping Center. See Figure II-9

### 7.) Location F – Swan Creek Road

As of the September 2002 workshop, no preferred option had been identified for Location F and Options C and G were both under consideration.

a.) **Option C**

Swan Creek Option C consisted of an interchange with a loop ramp from MD 210 southbound to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek Road to MD 210 southbound in the southwest quadrant. On the east side of MD 210, a MD 210 northbound to Relocated Swan Creek Road outer ramp in the southeast quadrant and a Relocated Swan Creek Road to MD 210 northbound outer ramp in the northeast quadrant was proposed.

b.) **Option G**

Swan Creek Road Option G was developed at the request of the U. S. Army Corps of Engineers to minimize impacts to wetlands in the southwest intersection quadrant. Option G provides a configuration to restore the continuity of Livingston Road across MD 210 via an overpass. Redundant exit ramps are proposed from northbound MD 210 to Livingston Road to maximize visibility and accessibility to the Old Forte Village Shopping Center and Fort Washington Hospital. See Figure II-10 and II-11.

8.) **Location G – Old Fort Road South Option C**

Old Fort Road South Option C consists of a standard diamond interchange with Old Fort Road South over MD 210. Location G is the southernmost of the grade-separated interchanges proposed with the SHA-Selected Alternative. See Figure II-12.

9.) **Location H – Farmington Road Option A**

Farmington Road Option A includes minor improvements to widen the eastbound and westbound approaches of the at-grade intersection. See Figure II-15.

10.) **Location I – MD 373 Option A**

MD 373 Option A includes lengthening the accel/decel lanes on the MD 210 approaches to the intersections. See Figures II-16 and II-17.

## D. SHA – Selected Alternative 5A Modified Subsequent to the September 2002 Public Informational Workshop

The SHA Administrator chose Alternative 5A Modified as the SHA-Selected Alternative on June 2, 2003.

The general description of the SHA-Selected Alternative is the same as what was described previously in the Preferred Alternative Presented at the Public Informational Workshop, with the exception that at Location F – Swan Creek Road Option G was included as part of the SHA-Selected Alternative.

Alternative 5A Modified has a total estimated cost of $233.6 million. A breakdown by segment of Alternative 5A Modified costs is included on Tables S-2 and S-3.

## 6. Summary of Environmental Impacts

The SHA-Selected Alternative for the MD 210 Multi-Modal Study is an intricate combination of mainline and intersection improvements. However, by segmenting the project area, according to intersection location as shown in Figures S-2 through S-4, impacts can be broken down in such a way as to allow analysis of impacts under any number of likely build scenarios.

Table S-2 provides impact assessments for mainline MD 210 segments and intersection/interchange areas, with the segments and areas delineated as shown in Figures S-2 through S-4. Table S-3 provides impact assessments based on likely buildable segments 1 through 7. The segments, which begin from the north and end in the south, were based on the highest congested areas. The costs listed in Tables S-2 and S-3 are total costs including right-of-way, noise walls and mitigation, where applicable.

### Socioeconomic

The SHA-Selected Alternative should reduce the response time of emergency vehicles.

Existing land use along MD 210 is a mixture of the following: residential, commercial, public/quasi-public and parkland, as well as some undeveloped areas. Planned land use in the study area is mostly residential but also includes commercial, public/quasi-public, parkland, employment and private open space land uses.

The MD 210 Multi-Modal Study has been evaluated and is consistent regarding the State of Maryland's Priority Places Strategy Executive Order. Of the ten-mile portion of MD 210 in the project area, all but approximately 1.3 miles is within a Priority Funding Area (PFA) designated by Prince George's County under the Maryland Priority Places Strategy. PFA gaps are present at two locations – between Old Fort Road North and Fort Washington Road, and at the crossing of Piscataway Creek.

Under Alternative 5A Modified fifteen residential and thirteen commercial displacements would occur. Additionally, one religious facility displacement, Shalom Ministries Worship Center, would be required with Alternative 5A Modified.

The total amount of right-of-way required would be 165 acres including 63.4 acres for proposed mitigation sites. Approximately 0.2 acre could be required from Henson Creek Stream Valley Park. A Section 4(f) Evaluation has been prepared to address these impacts (See Chapter V. Section 4 (f) Evaluation.)

An analysis of minority population groups and low income population groups in the study area indicates that no disproportionate amount of adverse impacts would occur as a result of the SHA-Selected Alternative. Most of the residential displacements are known to be non-minority, and there are no low income population areas impacted by the project. Thirteen business displacements could occur and several may have minority ownership and/or operation, but the number of minority displacements is not disproportionately high compared to the non-minority displacements.

The State Historic Preservation Officer (SHPO) has determined that four historic sites which are on or eligible for the National Register of Historic Places are located within the area of potential effect. These sites are Oxon Hill Manor, Broad Creek Historic District, Hovermale's Taste Best, and the J.R. Lee Manning House.

The project would have no physical impact to: Oxon Hill Manor, Hovermale's Taste Best or the J.R. Lee Manning House. However, Alternative 5A Modified would require acquisition of 0.21 acres within the Broad Creek Historic District for intersection improvements at Old Fort Road North. This area is located entirely within a parcel (Parcel 189) not contributing to the historic district. The SHPO concurred with the determination that the project would have no adverse effect on the Broad Creek Historic District. The interchange option proposed at Palmer/Livingston Road (Option E) would require a new access road to be constructed in front

of Hovermale's Taste Best. The SHPO has concurred provided that SHA will provide the SHPO with a plan of the SHA-Selected Alternative at 60% completion for final review and approval regarding Hovermale's Taste Best. The SHPO has concurred that there will be no adverse effect to Oxon Hill Manor and no impact to the J.R. Lee Manning House.

Secondary effects in terms of induced changes in the type of development that would occur in the MD 210 corridor are not expected. The SHA-Selected Alternative is in-keeping with transportation recommendations contained in the area master plans which would support the land use recommended in the master plans. Alternative 5A Modified would enhance intersection capacity affecting when development could occur and thus the rate of development; however, the SHA-Selected Alternative would not affect the type of development that would occur.

Cumulative effects to natural resources within the Secondary and Cumulative Effects Analysis (SCEA) boundary are the result of impacts to resources from other past, present and future actions in addition to the direct impacts that would result from Alternative 5A Modified. Surface waters, floodplains, wetlands, woodlands and prime farmland have all historically been impacted by development within the SCEA boundary and would be further impacted by Alternative 5A Modified. Overall, in the context of the current federal, state and local regulatory framework, future cumulative effects to resources, particularly floodplains, wetlands, parklands and agricultural land, are expected to be minor while impacts to surface waters from other future actions would be minimized and woodland impacts would be offset through conservation and reforestation. Protection of natural resources would be facilitated through permitting, planning and zoning, and approval processes that are conducted by those agencies that regulate potential efforts to resources.

**Natural Resources**

The following water resources impacts would result from Alternative 5A Modified: thirteen stream crossings (three new crossings and 10 modifications of existing) resulting in the channelization of 9,140 linear feet of waters of the U.S., of which 3,255 linear feet are ephemeral; encroachment on 3.40 acres of 100-year floodplain (associated with Henson Creek), and 1.3 acres of wetland impacts (palustrine emergent and forested).

Alternative 5A Modified would impact 58.2 acres of woodlands and six specimen trees would be removed.

Coordination with the United States Department of the Interior Fish and Wildlife Service (USFWS) did not identify any federally listed threatened and endangered species in the project area. Coordination with the Maryland Department of Natural Resources (MDNR) indicated that there are recent records for two state listed species of concern known to occur within the vicinity of the project area, Torrey's Rush (State Endangered) and Small-flowered-baby-blue-eyes (Highly State Rare.) Subsequent to completion of the DEIS, at the request of MDNR, SHA conducted a field survey in search of Torrey's rush and Small-flowered-baby-blue-eyes was identified near the project area but not within the project grading limits.

There are no impacts to the Chesapeake Bay Critical Area, which overlaps a portion of MD 210 in the southern part of the corridor.

Instream work within Henson Creek mainstem will be restricted from March 1 through June 15 of any year. If instream work is to involve construction of cofferdams, installation and dismantling of cofferdams within the stream will be restricted from the closure period appropriate to the stream impacted by the work. Should cofferdams be utilized, the diversion channel established by the cofferdam will be sized according to hydraulic requirements. Wherever possible, SHA will maintain at least 50% of the width of the stream open to allow for the passage of migratory fish. Width of the stream will be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season. During the design phase of the project, studies will be undertaken to assess potential secondary impacts to the lower portion of the watershed resulting from proposed stream relocation included in the project. Sinuosity and stream channel length will be replicated to the greatest extent possible in order to ensure that stream bank erosion and channel incising will not be exacerbated in downstream areas.

In order to minimize adverse changes to in stream hydrology and avoid excessive export of nutrients and sediments to downstream areas, mitigative measures will be employed. Tree and shrub removal in the work zone will be minimized and the cutting of the canopy provided by larger trees will be avoided wherever possible. In addition, protective fencing will be installed around individual trees or groups of trees that are to be conserved so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment.

Best Management Practices will be used during all actions affecting instream waters.

## Air Quality and Noise Impacts

A microscale air quality analysis was completed indicating that CO concentrations at all air quality receptors and all signalized intersections for the SHA-Selected Alternative are below the State and National Ambient Air Quality Standards in the one-hour and eight-hour analyses.

Seventy-two (72) receptor sites within 14 Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with the SHA-Selected Alternative. Of the 14 NSA's, the Federal Noise Abatement Criteria were exceeded at 13, and noise mitigation was evaluated at each of these areas.

Upon review of the results, the SHA Administrator, in collaboration with FHWA, directed that barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements be recommended for further study with the SHA-Selected Alternative. This amounts to portions of six of the NSA's (NSA B, C, E, G, H and N), which would be considered further.

## Mitigation

SHA-Selected Alternative 5A Modified would impact 1.3 acres of nontidal wetlands, within the Henson Creek Watershed and Piscataway Creek Watershed. The Parker Farm, located east of MD 210 in the Piscataway Creek watershed, was chosen as the most favorable wetland mitigation site. A majority of the site lies within the floodplain of Piscataway Creek and is used for production of row crops. The wetland creation and restoration areas are located on an interfluve between two unnamed tributaries to Piscataway Creek.

Approximately seven acres of wetland creation, one acre of wetland restoration and sixteen acres of wetland preservation are proposed on the Parker Farm. The SHA proposes that 2.6 acres (2:1 replacement ratio) of the Parker Farm wetland creation be considered as mitigation for wetland impacts for the construction of Alternative 5A Modified. The SHA is investigating potential future projects with mitigation needs that fall within the Middle Potomac watershed for the remaining mitigation credit. If future projects are identified, SHA will request environmental agency concurrence to use the site as mitigation for the specified future projects.

Coordination with the FWS and the DNR indicates that no state rare of federal listed threatened or endangered species are known to exist in the wetland mitigation area. On April 23,

2004 the SHPO concurred that the proposed wetland mitigation will have no adverse impacts on historic standing structures and no impact on archeological resources. An initial field assessment and regulatory review indicates that there are no hazardous material issues with this mitigation project.

As a result of SHA's stream mitigation site search and interagency field meeting in April 2003, SHA has selected the restoration of approximately 2,200 linear feet of Tinkers Creek along the Potomac Airfield as mitigation for the proposed stream impacts associated with Alternative 5A Modified. SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation.

Coordination with the FWS and the DNR indicates that no state rare or federal listed threatened or endangered species are known to exist in the Tinkers Creek stream mitigation study area. However, the forested area on the site contains Forest Interior Dwelling Bird (FID)species. DNR has documented the spawning activities of anadromous fish species in Tinkers Creek. These fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources. An initial field assessment and regulatory review indicates that there are no hazardous material issues with this mitigation project. On April 23, 2004, the SHPO concurred that the proposed stream mitigation will have no adverse impacts on historic standing structures and no impact on archeological resources.

In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions.

Carey Branch, located south of the Kerby Hill Road and MD 210 intersection, will be impacted by the preferred Alternative 5A Modified. The stream impact at this location is estimated to be 1205 linear feet. The segment of Carey Branch is characterized by poor channel definition and substantial erosion. The stream has migrated close to the existing edge of MD 210, exposing an underground utility pipe culvert. In addition, an abandoned box culvert remains in the middle of the channel that once accommodated a driveway access to a property on the west side of the stream. The environmental agencies stated at a field meeting on April 22, 2003 that SHA would receive credit for stream mitigation by providing better channel stability in

this reach and removing the abandoned box culvert. This mitigation would be considered in-kind 1:1 mitigation for stream impacts.

A list of the proposed stream impacts and associated mitigation is shown in the table below.

**Proposed Stream Impacts and Proposed Mitigation**

| Proposed Impacts (LF) | Proposed Mitigation |
|---|---|
| 1,205 (Carey Branch) | 1205 LF (on-site, in-kind mitigation) |
| 3,255 (Ephemeral) | No mitigation proposed for ephemeral impacts |
| 2,200 | 2,200 LF mitigation at Tinkers Creek |
| 2,480 | Swan Creek Wetland purchase & protection (out-of-kind mitigation) |

**Total: 9,140 LF**

**TABLE S-1**
**ENVIRONMENTAL SUMMARY OF ALTERNATIVES PRESENTED AT THE LOCATION/DESIGN PUBLIC HEARING**

| MD 210 Total Impacts | Alt. 1 No.-Build | Alternative 5A No HOV Lanes | | Alternative 5B Reversible, Barrier-Separated HOV Lanes | | Alternative 5C Concurrent Flow HOV Lanes | |
|---|---|---|---|---|---|---|---|
| | | Intersect Capacity Option 1 | Intersect Capacity Option 2 | Intersect Capacity Option 1 | Intersect Capacity Option 2 | Intersect Capacity Option 1 | Intersect Capacity Option 2 |
| **Socio-Economic Environment** | | | | | | | |
| 1. Displacements | | | | | | | |
| A. Residential | 0 | 6[a] | 11[a] | 8[a] | 11[a] | 8[a] | 11[a] |
| B. Business/Commercial | 0 | 4[a] | 6[a b] | 4[a] | 6[a b] | 4[a] | 6[a b] |
| C. Church/School | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| **TOTAL** | **0** | **11** | **18** | **13** | **18** | **13** | **18** |
| 2. No. of Properties & Resources Affected | | | | | | | |
| A. Residential | 0 | 61 | 95 | 137 | 157 | 129 | 150 |
| B. Business/Commercial | 0 | 21 | 33[c] | 35 | 38[c] | 35 | 38[c] |
| C. Parkland or Recreation | 0 | 1 | 1 | 2 | 2 | 2 | 2 |
| D. Church/School | 0 | 4 | 5 | 5 | 5 | 5 | 5 |
| E. Historic/Archeological | 0/0 | 1/0 | 1/0 | 1/0 | 1/0 | 1/0 | 1/0 |
| **TOTAL** | **0** | **88** | **135** | **180** | **203** | **172** | **196** |
| 3. Right of Way Required – Acres | | | | | | | |
| A. Residential | 0 | 32.4 | 75.1 | 53.6 | 74.9 | 53.0 | 74.7 |
| B. Business/Commercial | 0 | 21.5 | 32.8[d] | 29.8 | 34.7[d] | 29.8 | 34.7[d] |
| C. Parkland or Recreation | 0 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.2 |
| D. Church/School | 0 | 2.8 | 2.8 | 3.8 | 3.4 | 3.1 | 2.7 |
| E. Historic/Archeological | 0/0 | 0.2/0 | 0.2/0 | 0.3/0 | 0.2/0 | 0.3/0 | 0.2/0 |
| **TOTAL** | **0** | **57.0** | **111.0** | **87.7** | **113.3** | **86.3** | **112.4** |
| **Natural Environment** | | | | | | | |
| 1. Number of Stream Crossings | 0 | 16 | 15 | 22 | 22 | 22 | 22 |
| 2. 100-Year Floodplain Affected (Acres) | 0 | 3.6 | 3.6 | 8.4 | 8.4 | 8.4 | 8.4 |
| 3. Wetlands Affected (Acres) | 0 | 1.0 | 3.5 | 3.4 | 4.1[e] | 3.3 | 4.0 |
| 4. Waters of the U.S. Affected (LF) | 0 | 3,700 | 9,085 | 14,450 | 17,020 | 13,350 | 15,400 |
| 5. Woodlands Affected (Acres) | 0 | 27.3 | 60.0 | 55.9 | 81.5 | 54.9 | 80.5 |
| 6. Chesapeake Bay Critical Area (Acres) | 0 | 0 | 0 | 7.3 | 7.3 | 7.3 | 7.3 |
| **Air and Noise** | | | | | | | |
| 1. Sites Exceeding State/National Ambient Air Quality Standards (2020) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2. Noise Sensitive Areas approaching or exceeding FHWA Noise Abatement Criteria (2020)/or having noise levels increase by 10dBA or more over ambient (existing) levels | 13 | 13 | 13 | 13 | 13 | 13 | 13 |

[a] Palmer/Livingston Option C and D have one additional business displacement and one additional residential displacement not reflected in this Summary Chart.
[b] Swan Creek/Livingston Option E has one additional business displacement not reflected in this Summary Chart.
[c] Swan Creek/Livingston Option E has 11 additional business/commercial properties affected that are not reflected in this Summary Chart.
[d] Swan/Creek/Livingston Option E has an additional 5.6 acres right of way required from business/commercial properties that is not reflected in this Summary Chart.
[e] The maximum impact for wetlands affected is 4.12 acres if Old Fort Road North Interchange Option D is used with Alternative 5B Capacity Option 2.

# TABLE S-2 -- ENVIRONMENTAL SUMMARY OF SHA SELECTED ALTERNATIVE 5A MODIFIED INTERSECTIONS

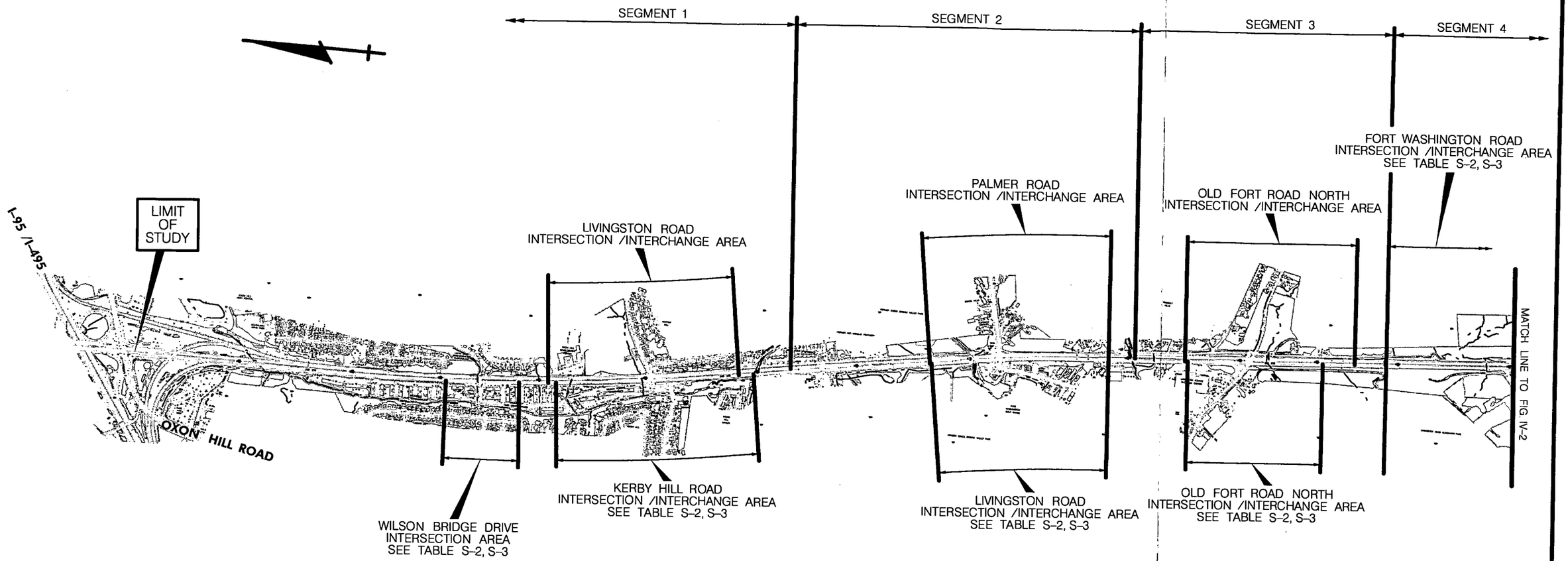
| INTERSECTION/INTERCHANGE OPTIONS | ALT. 1 NO-BUILD | MAINLINE | WILSON BRIDGE DRIVE | KERBY HILL ROAD | PALMER ROAD/ LIVINGSTON ROAD | OLD FORT ROAD NORTH | FORT WASHINGTON ROAD | SWAN CREEK ROAD | OLD FORT ROAD SOUTH | FARMINGTON ROAD | MD 373 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | OPTION A | OPTION C | OPTION E | OPTION C | OPTION D | OPTION G | OPTION C | OPTION A | OPTION A | |
| ***Socioeconomic Environment*** | | | | | | | | | | | | |
| 1. Displacements | | | | | | | | | | | | |
| A. Residential | 0 | 0 | 0 | 9 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 15 |
| B. Business/Commercial | 0 | 2 | 0 | 2 | 5 | 0 | 1 | 2 | 1 | 0 | 0 | 13 |
| C. Place of Worship/School | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **TOTAL** | **0** | **2** | **0** | **12** | **6** | **3** | **2** | **2** | **2** | **0** | **0** | **29** |
| 2. No. of Properties & Resources Affected | | | | | | | | | | | | |
| A. Residential | 0 | 3 | 1 | 38 | 11 | 14 | 9 | 11 | 8 | 1 | 0 | 96 |
| B. Business/Commercial | 0 | 3 | 0 | 4 | 9 | 1 | 3 | 10 | 5 | 1 | 4 | 40 |
| C. Parkland or Recreation* | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| D. Place of Worship/School | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 5 |
| E. Historic/Archeological | 0/0 | 0 | 0/0 | 0/0 | 0/0 | 1/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 | 1/0 |
| **TOTAL** | **0** | **6** | **1** | **44** | **21** | **16** | **13** | **21** | **15** | **2** | **4** | **143** |
| 3. Right-of-Way Required (Acres) | | | | | | | | | | | | |
| A. Residential | 0 | 57.5** | 0.02 | 18.0 | 9.1 | 12.1 | 15.5 | 10.2*** | 3.9 | 0.3 | 0 | 126.7 |
| B. Business/Commercial | 0 | 2.1 | 0 | 2.6 | 2.9 | 0.6 | 1.1 | 21.7 | 2.3 | 0.3 | 0.4 | 34.0 |
| C. Parkland or Recreation* | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| D. Place of Worship/School | 0 | 0 | 0 | 2.7 | 0 | 0 | 0.8 | 0 | 0.5 | 0 | 0 | 4.0 |
| E. Historic/Archeological | 0/0 | 0 | 0/0 | 0/0 | 0/0 | 0.2/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0.2/0 |
| **TOTAL** | **0** | **59.6** | **0.02** | **23.3** | **12.2** | **12.9** | **17.4** | **31.9** | **6.7** | **0.6** | **0.4** | **165.1** |
| ***Natural Environment*** | | | | | | | | | | | | |
| 1. Number of Stream Crossings | 0 | 7 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 13 |
| 2. 100-Year Floodplain Affected (Ac.) | 0 | 0 | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 |
| 3. Wetlands Affected (Acres) | 0 | 0.15 | 0 | 0.01 | 0.55 | 0.25 | 0 | 0.34 | 0 | 0 | 0 | 1.3 |
| 4. Waters of the U.S. Affected (LF) | 0 | 705 | 0 | 1,205 | 660 | 1,600 | 2,150 | 935 | 1,555 | 110 | 220 | 9,140 |
| 5. Woodlands Affected (Acres) | 0 | 1.3 | 0 | 8.5 | 3.6 | 9.8 | 16.8 | 9.8 | 8.0 | 0.4 | 0 | 58.2 |
| 6. Chesapeake Bay Critical Area (Acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Cost ($ Millions)** | **0** | **53.8** | **0.3** | **48.3** | **28.4** | **20.4** | **33.7** | **26.6** | **19.7** | **0.9** | **1.5** | **233.6** |

*The SHA-Selected Alternative will impact one publicly owned park and recreation area: the Henson Creek Stream Valley Park (0.2 ac.).
**Includes Parker Farm Mitigation Site.
***Includes Parcel 212 Mitigation Site.

# TABLE S-3 -- ENVIRONMENTAL SUMMARY OF SHA SELECTED ALTERNATIVE 5A MODIFIED LIKELY BUILDABLE SEGMENTS

| INTERSECTION/INTERCHANGE OPTIONS | ALT. 1 NO-BUILD | SEGMENT 1 MAINLINE WILSON BRIDGE DR. KERBY HILL ROAD | SEGMENT 2 MAINLINE PALMER/LIVINGSTON ROAD | SEGMENT 3 MAINLINE OLD FORT ROAD NORTH | SEGMENT 4 MAINLINE FT. WASHINGTON ROAD | SEGMENT 5 MAINLINE SWAN CREEK ROAD | SEGMENT 6 MAINLINE OLD FORT ROAD SOUTH | SEGMENT 7 MAINLINE FARMINGTON ROAD MD 373 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| ***Socioeconomic Environment*** | | | | | | | | | |
| 1. Displacements | | | | | | | | | |
| A. Residential | 0 | 9 | 1 | 3 | 1 | 0 | 1 | 0 | 15 |
| B. Business/Commercial | 0 | 2 | 7 | 0 | 1 | 2 | 1 | 0 | 13 |
| C. Place of Worship/School | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **TOTAL** | **0** | **12** | **8** | **3** | **2** | **2** | **2** | **0** | **29** |
| 2. No. of Properties & Resources Affected | | | | | | | | | |
| A. Residential | 0 | 42 | 11 | 14 | 9 | 11 | 8 | 8 | 96 |
| B. Business/Commercial | 0 | 4 | 12 | 1 | 3 | 10 | 5 | 5 | 40 |
| C. Parkland or Recreation* | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| D. Place of Worship/School | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 5 |
| E. Historic/Archeological | 0/0 | 0/0 | 0/0 | 1/0 | 0/0 | 0/0 | 0/0 | 0/0 | 1/0 |
| **TOTAL** | **0** | **48** | **24** | **16** | **13** | **21** | **15** | **6** | **143** |
| 3. Right-of-Way Required (Acres) | | | | | | | | | |
| A. Residential | 0 | 75.6** | 9.1 | 12.1 | 15.5 | 10.2*** | 3.9 | 0.3 | 126.7 |
| B. Business/Commercial | 0 | 2.6 | 5.0 | 0.6 | 1.1 | 21.7 | 2.3 | 0.7 | 34.0 |
| C. Parkland or Recreation* | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.2 |
| D. Place of Worship/School | 0 | 2.7 | 0 | 0 | 0.8 | 0 | 0.5 | 0 | 4.0 |
| E. Historic/Archeological | 0/0 | 0/0 | 0/0 | 0.2/0 | 0/0 | 0/0 | 0/0 | 0/0 | 0.2/0 |
| **TOTAL** | **0** | **80.9** | **14.3** | **12.9** | **17.4** | **31.9** | **6.7** | **1.0** | **165.1** |
| ***Natural Environment*** | | | | | | | | | |
| 1. Number of Stream Crossings | 0 | 6 | 2 | 2 | 1 | 0 | 0 | 2 | 13 |
| 2. 100-Year Floodplain Affected (Ac.) | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 3.4 |
| 3. Wetlands Affected (Acres) | 0 | 0.01 | 0.6 | 0.4 | 0.1 | 0.2 | 0 | 0 | 1.3 |
| 4. Waters of the U.S. Affected (LF) | 0 | 1,450 | 1,010 | 1,640 | 2,150 | 1,005 | 1,555 | 330 | 9,140 |
| 5. Woodlands Affected (Acres) | 0 | 8.5 | 3.7 | 10.7 | 17.1 | 9.8 | 8.0 | 0.4 | 58.2 |
| 6. Chesapeake Bay Critical Area (Acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Cost ($ Millions)** | **$0** | **$54.9** | **$48.5** | **$24.7** | **$37.4** | **$36.0** | **$24.3** | **$7.8** | **$233.6** |

*The SHA-Selected Alternative will impact one publicly owned park and recreation area: the Henson Creek Stream Valley Park (0.2 ac.).
**Includes Parker Farm Mitigation Site.
***Includes Parcel 212 Mitigation Site.




NOTES:

1. FIGURES IV-1 THROUGH IV-3 INDICATE THE LIMITS THAT WERE USED FOR THE ASSESSMENT OF ENVIRONMENTAL IMPACTS FOR THE ALTERNATIVES AND OPTIONS UNDER CONSIDERATION. AN ENVIRONMENTAL SUMMARY FOR EACH INTERSECTION / INTERCHANGE AREA HAS BEEN PREPARED AND IS PROVIDED IN THE ABOVE REFERENCED TABLES. A TOTAL PROJECT ENVIRONMENTAL SUMMARY IS INCLUDED IN TABLE S-2, S-3.
2. IMPACTS ASSESSMENTS FOR THE LOCATIONS BETWEEN INTERSECTION /INTERCHANGE AREAS WERE COMBINED INTO ONE MD 210 MAINLINE IMPACTS SUMMARY. SEE TABLE S-2, S-3.

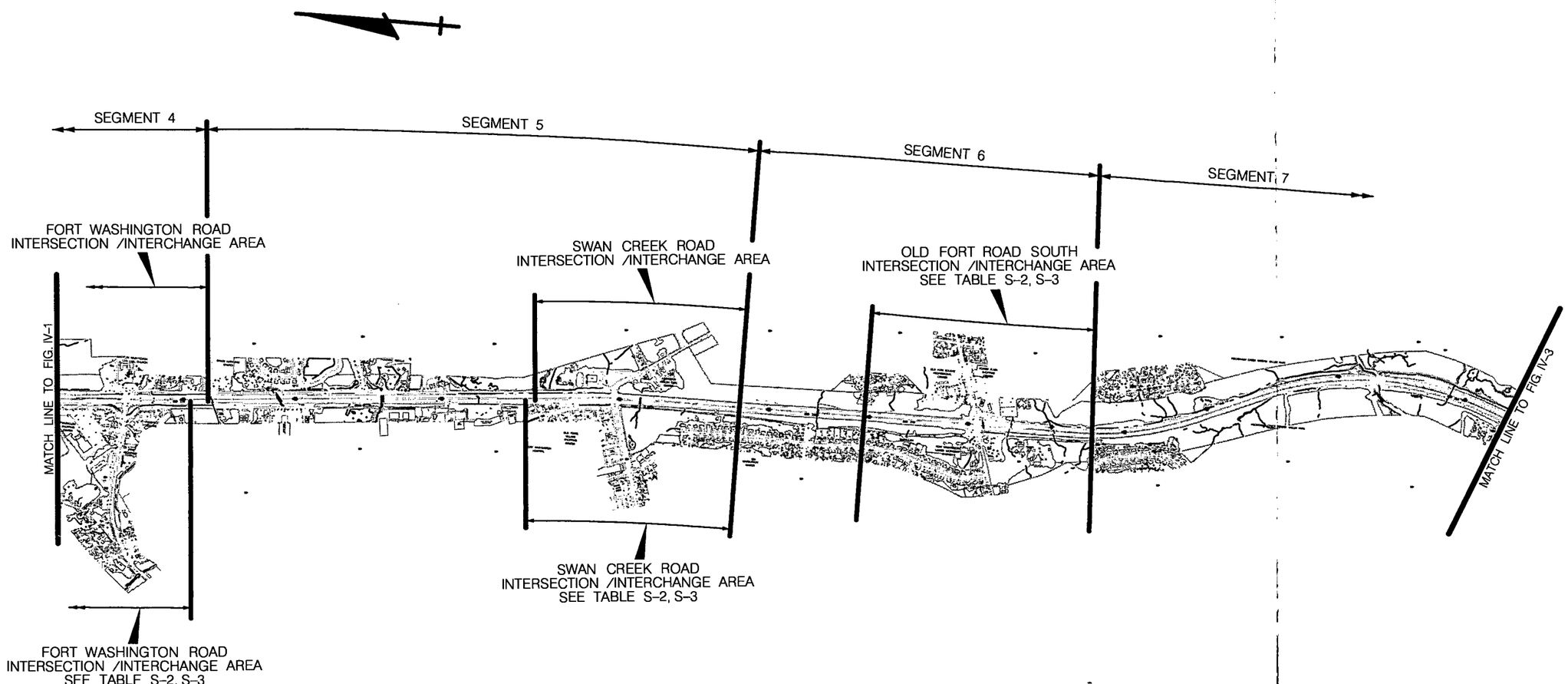
SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

IMPACTS ASSESSMENT KEY MAP

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 1500' | S-2 |

pe01-imp.dgn
04-28-04 TLL




NOTES:

1. FIGURES IV-1 THROUGH IV-3 INDICATE THE LIMITS THAT WERE USED FOR THE ASSESSMENT OF ENVIRONMENTAL IMPACTS FOR THE ALTERNATIVES AND OPTIONS UNDER CONSIDERATION. AN ENVIRONMENTAL SUMMARY FOR EACH INTERSECTION / INTERCHANGE AREA HAS BEEN PREPARED AND IS PROVIDED IN THE ABOVE REFERENCED TABLES. A TOTAL PROJECT ENVIRONMENTAL SUMMARY IS INCLUDED IN TABLE S-2, S-3.

2. IMPACTS ASSESSMENTS FOR THE LOCATIONS BETWEEN INTERSECTION /INTERCHANGE AREAS WERE COMBINED INTO ONE MD 210 MAINLINE IMPACTS SUMMARY. SEE TABLE S-2, S-3.

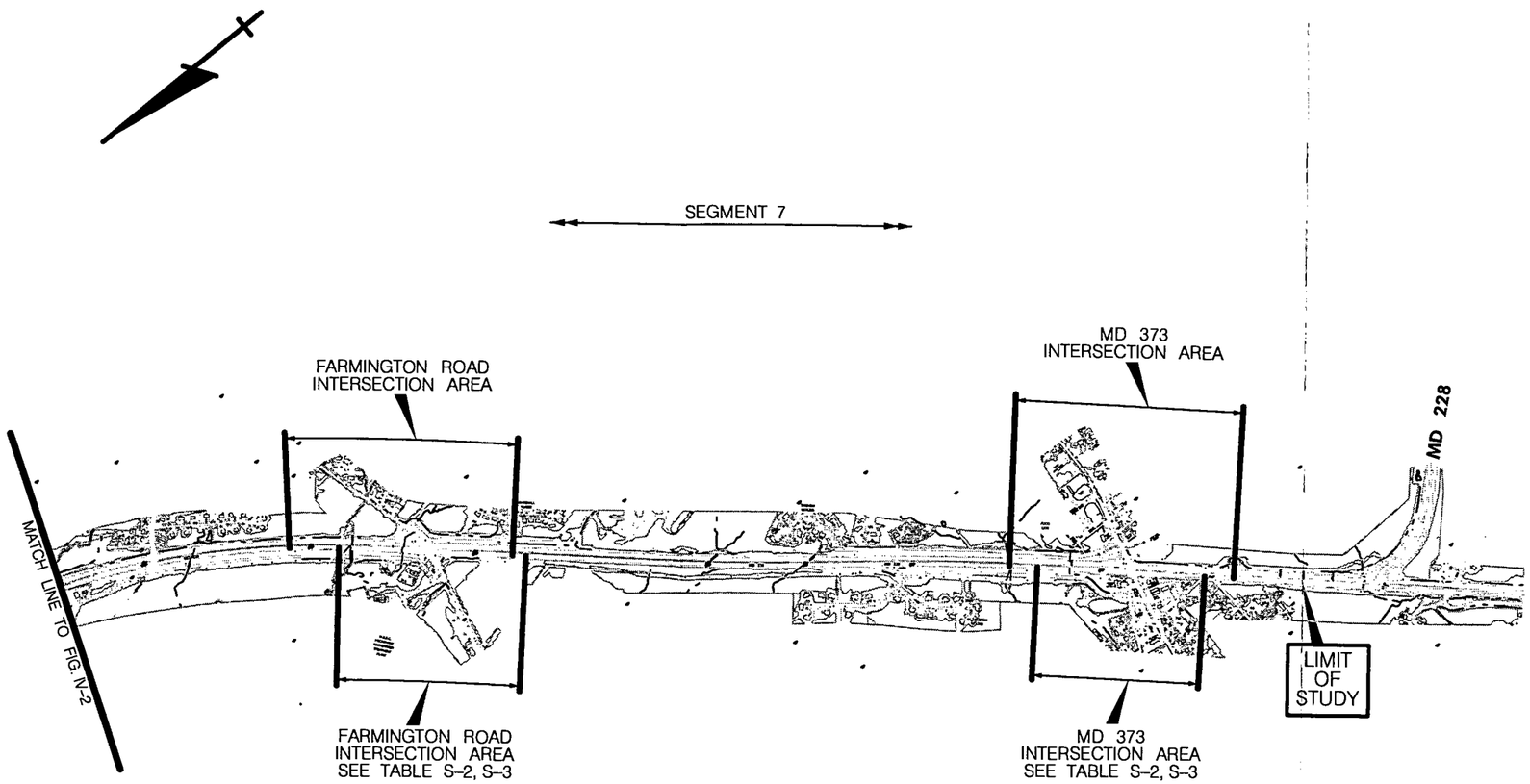
SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

IMPACTS ASSESSMENT KEY MAP

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 1500' | S-3 |

p402-imp.dgn
04-28-04 TLL




NOTES:

1. FIGURES IV-1 THROUGH IV-3 INDICATE THE LIMITS THAT WERE USED FOR THE ASSESSMENT OF ENVIRONMENTAL IMPACTS FOR THE ALTERNATIVES AND OPTIONS UNDER CONSIDERATION. AN ENVIRONMENTAL SUMMARY FOR EACH INTERSECTION / INTERCHANGE AREA HAS BEEN PREPARED AND IS PROVIDED IN THE ABOVE REFERENCED TABLES. A TOTAL PROJECT ENVIRONMENTAL SUMMARY IS INCLUDED IN TABLE S-2, S-3.

2. IMPACTS ASSESSMENTS FOR THE LOCATIONS BETWEEN INTERSECTION /INTERCHANGE AREAS WERE COMBINED INTO ONE MD 210 MAINLINE IMPACTS SUMMARY. SEE TABLE S-2, S-3.

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

IMPACTS ASSESSMENT KEY MAP

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 1500' | S-4 |

pad3-imp.dgn
04-28-04 TLL

## 7. Permits Required

Construction of this project would require review and approval for the following permits:

- U.S. Army Corps of Engineers: Section 404 Permit
- Maryland Department of the Environment: National Pollutant Discharge Elimination System (NPDES) Permit
- Maryland Department of the Environment: Approved Sediment and Erosion Plan
- Maryland Department of the Environment: Approved Stormwater Management Plan
- Maryland Department of the Environment: Water Quality Certificate
- Maryland Department of the Environment: Nontidal/Tidal Wetland and Waterways Permit
- Chesapeake Bay Critical Area Commission: Critical Area Law and Criteria Review

## 8. Public Involvement Process

This project planning study includes an extensive public involvement process. Components of the program have included:

- Project Initiation Field Review Meeting conducted with resource agency representatives, SHA, FHWA and others on April 20, 1998.
- A Focus Group comprised of local residents, business owners, elected officials, county representatives and SHA team members was formed in early 1998 and has met regularly throughout the study. The group's primary mission is to assist in the development of possible solutions for traffic congestion and safety concerns along the MD 210 corridor, to provide a local perspective to the study and communicate

citizens' concerns to SHA team members.

- Alternatives Public Workshop (held December 1998) to acquaint the public with the MD 210 project planning study and present a summary of conception engineering end environmental studies.

- Informational Public Workshop (held May 2000) to update the public concerning project issues, as well as to receive public input on the Alternatives Retained for Detailed Study.

- Location/Design Public Hearing (held June, 2001) to afford all interested persons the opportunity to present their views regarding the proposed locations and design of the project alternatives, including the associated social, economic and natural environmental effects.

- Public Informational Workshop (held September, 2002) to acquaint the public with the progress of the study to date and present the preferred alternative, alternatives previously considered and potential environmental impacts.

- Briefings to civic groups and community associations, the most substantive of which was a group of owners residing in the Brookside Park Condominium complex, near the MD 210/Wilson Bridge Drive intersection. The condominium owners were concerned with access to buses, the inconvenience caused by the proposed Wilson Bridge Drive median closure, the effects that additional traffic volumes would have on quality of life, the existing poor pavement condition in the complex, and potential cut-through traffic. Follow-up meetings were held with the group demonstrating, through computer traffic simulation, that over time, delays would become considerably longer at the existing Wilson Bridge Drive intersection and travel times for connecting to northbound MD 210 using the new Kerby Hill Road interchange will be comparable to those using the existing Wilson Bridge Drive intersection. The new service road from Kerby Hill Road and bus turnaround included in the SHA-Selected Alternative will allow transit patrons within the condominiums to get onto northbound buses without having to cross MD 210 on foot and stand on a shoulder next to high speed traffic, as they do currently.

- Briefings to a coalition of business owners. These included meetings with the owners and major tenants of the Olde Fort Village shopping center, at the northwest corner of MD 210/Swan Creek intersection, who were concerned with access and visibility to the shopping center with the proposed interchange improvements. Based on comments from a series of meetings, interchange design modifications to provide redundant access, and enhanced visibility to the shopping center were incorporated into the SHA-Selected Alternative.

- Briefings to elected officials.

- A comprehensive Environmental Justice outreach was conducted to identify low income or minority communities and determine the potential for disproportionate and adverse impacts. The outreach included formation of the Focus Group with diverse representation, a public involvement campaign which included two workshops and several community meetings, coordination with the National Association for the Advancement of Colored People (NAACP) and over 100 religious facilities, within the project area, that included an invitation to meet with SHA, and coordination with local elected officials and planning organizations.

- As part of the NEPA review process for the project, the U. S. Army Corps of Engineers (COE) and the U. S. Environmental Protection Agency (EPA) have been included as cooperating agencies.

## 9. Environmental Assessment Form (EAF)

The following Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. It's use is in keeping with the provisions of 1500.04(k) and 1506.2 and .6 of the Council of Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and social-economic environment which have been considered while preparing this environmental assessment. The reviewer can refer to the appropriate section of the document, as indicated in the "Comment" column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse, that the action may incur. The "No" column indicates that during the scoping and early

coordination processes, that specific area of the environment was not identified to be within the project area or wound not be impacted by the proposed action.

# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | | YES | NO | COMMENTS |
|---|---|---|---|---|
| **A.** | **Land Use Considerations** | | | |
| 1. | Will the action be within the 100-year floodplain? | X | | See Sections III.I, p. III-60 and IV.I, p. IV-50 |
| 2 | Will the action require a permit for construction or alteration within the 50 year floodplain? | | X | |
| 3. | Will the action require a permit for dredging, filling, draining or alternation of a wetland? | X | | See Sections III.G., p. III-42 and IV.G., p. IV-35 |
| 4. | Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil? | | X | |
| 5. | Will the action occur on slopes exceeding 15%? | | X | |
| 6. | Will the action require a grading plan or a sediment control permit? | X | | See Sections III.E.2., p. III-33 and IV.E.2, p. IV-24 |
| 7. | Will the action require a mining permit for deep or surface mining? | | X | |
| 8. | Will the action require a permit for drilling a gas or oil well? | | X | |

# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | YES | NO | COMMENTS |
|---|---|---|---|
| 9. Will the action require a permit for airport construction? | | X | |
| 10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices? | | X | |
| 11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wild land? | X | | See Sections III.A.5., p. III-15, IV.A.5., p. IV-6 and V.D., p. V-3 |
| 12. Will the action affect the use of any natural or manmade features that are unique to the county, state, or nation? | X | | See Sections III.F.1., p. III-35 and IV.F.1., p. IV-26 |
| 13. Will the action affect the use of an archaeological or historical site or structure? | X | | See Sections III.D., p. III-24, IV.D., p. IV-21 and V.D., p. V-3 |
| **B. Water Use Considerations** | | | |
| 14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water? | X | | See Sections III.F.1., p. III-35 and IV.F.1., p. IV-26 |
| 15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction? | | X | |

# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | YES | NO | COMMENTS |
|---|---|---|---|
| 16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground? | X | | See Sections III.F.2., p. III-41, p. IV.F.2, p. IV-34 |
| 17. Will the action require a permit for the drilling of a well? | | X | |
| 18. Will the action require a permit for water appropriation? | | X | |
| 19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water? | | X | |
| 20. Will the project require a permit for the construction and operation of facilities for treatment and/or land disposal of liquid waste derivatives? | | X | |
| 21. Will the action result in any discharge into surface or subsurface water? | X | | See Sections III.F., p. III-35 and IV.F., p. IV-25 |
| 22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit? | X | | See Sections IV.F.1., p. IV-26 |

# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | YES | NO | COMMENTS |
|---|---|---|---|
| **C. Air Use Considerations** | | | |
| 23. Will the action result in any discharge into the air? | X | | See Sections III.L., p. III-71, IV.L., p. IV-72 and IV.O.2., p. IV-124 |
| 24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor? | | X | |
| 25. Will the action generate additional noise which differs in character or level from present conditions? | X | | See Sections III.K., p. III-66, IV.K., p. IV-56 and IV.O.3, p. IV-124 |
| 26. Will the action preclude future use of related air space? | | X | |
| 27. Will the action generate any radiological, electrical, magnetic, or light influences? | | X | |
| **D. Plants and Animals** | | | |
| 28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal? | | X | See Sections III.J., p. III-60 and IV.J., p. IV-51 |
| 29. Will the action result in the significant reduction or loss of any fish or wildlife habitats? | | X | See Sections III.F.3., p. III-42, III.J., p. III-60, IV.F.3., p. IV-35 and IV.J., p. IV-51 |

# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | YES | NO | COMMENTS |
|---|---|---|---|
| 30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents? | | X | |
| **E. Socioeconomic** | | | |
| 31. Will the action result in a pre-emption or division of properties or impair their economic use? | X | | See Sections III.A., p. III-1, III.B., p. III-19 III.D., p. III-24, IV.A., p. IV-1, IV.B., p. IV-16 and IV.D., p. IV-21 |
| 32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution? | X | | See Sections III.A., p. III-1 and IV.A., p. IV-1 |
| 33. Will the action alter land values? | X | | See Sections III.A., p. III-1 and IV.A., p. IV-1 |
| 34. Will the action affect traffic flow and volume? | X | | See Sections I.A., p. I-1, II.G., p. II-30, IV.A.7., p. IV-14, IV.L.6.a, p. IV-77 and IV.O.1., p. IV-123 |
| 35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource? | | X | |

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# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | YES | NO | COMMENTS |
|---|---|---|---|
| 36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products? | | X | |
| 37. Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning? | X | | See Section I.E., p. I-6 |
| 38. Will the action affect the employment opportunities for persons in the area? | X | | See Sections III.B., p. III-19 and IV.B., p. IV-16 |
| 39. Will the action affect the ability of the area to attract new sources of tax revenue? | | X | |
| 40. Will the action discourage present sources of tax revenue from remaining in the area to attract new sources of tax revenue? | | X | |
| 41. Will the action affect the ability of the area to attract tourism? | | X | |

**D. Other Considerations**

| | | | |
|---|---|---|---|
| 42. Could the action endanger the public health, safety or welfare? | | X | |

# MD 210 MULTI-MODAL STUDY
## I-95/I-195 (Capital Beltway) to MD 228

## ENVIRONMENTAL ASSESSMENT FORM

| | | YES | NO | COMMENTS |
|---|---|---|---|---|
| 43. | Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment? | | X | See Section I.B., p. I-1 |
| 44. | Will the action be of statewide significance | | X | |
| 45. | Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action, could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment? | X | | See Section IV.M.2.b., p. IV-96 |
| 46. | Will the action require additional power generation or transmission capacity? | | X | |
| 47. | This agency will develop a complete environmental effects report on the proposed action. | X* | | DEIS Document |

*In accordance with the Natural Environmental Policy Act, and 23 CFR 771, this Environmental Assessment has been prepared. This document satisfies the requirements of the Maryland Environmental Policy Act and the National Environmental Policy Act.

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## MD 210 MULTI-MODAL STUDY

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## LIST OF FIGURES

[1]This Figure consists of two sheets, A and B
[2]This Figure consists of three sheets, A, B, and C
[3]This Figure consists of eight sheets, A through H

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# I. PURPOSE AND NEED

## MD 210 MULTI-MODAL STUDY

# I. PURPOSE AND NEED

## A. Project Location, Description and Purpose

The purpose of this multi-modal study is to address safety and the increasingly severe and frequent traffic congestion along this 10-mile long segment of MD 210 in an environmentally sensitive manner, while promoting aesthetic quality, community cohesiveness, multi-modal accessibility, and pedestrian/bicycle mobility.

The project area is located along MD 210 (Indian Head Highway) from I-95/495 (Capital Beltway) to MD 228 (Figure I-1).

MD 210 is a six-lane divided arterial highway with partial control of access. The northbound and southbound roadways are separated by a paved and/or grassed median, which includes a concrete barrier in some areas. Paved shoulders with open grading and guardrail exist generally along the outside of the roadways. Access to and from MD 210 is mainly provided at signalized major intersections with some non-signalized access points in between. Within the project area, MD 210 is paralleled intermittently on one or both sides by two-lane, two-way service roads. The discontinuity of these service roads prevents them from being a significant benefit to the capacity or operation of MD 210 or its intersections.

MD 210 serves as a major route connecting I-95/I-495 (the Capital Beltway), the District of Columbia, and Virginia with southern Prince George's County and Charles County. To avoid traffic congestion along MD 210 and its intersections, some commuters divert to county roadways, which parallel and/or cross MD 210, resulting in congestion on the side roads. These two-lane roads were intended to handle local traffic only and not the high volumes of through traffic that are being diverted from MD 210.

Although they are within the study area, the Oxon Hill Road and MD 228 intersections are being or have been improved under separate projects. Reconstruction of the I-95/495/MD 210 Interchange (Woodrow Wilson Bridge Project) will include the provision of a grade separated interchange at MD 210/Oxon Hill Road, including loop ramps in the southeast and southwest quadrants of this intersection. Bald Eagle Road over the Beltway will be reconstructed to provide pedestrian/bicyclists and vehicular access to Oxon Hill children's farm.

MD 228 improvements, which have been completed, consisted of three separate projects including the extension of MD 228 from Bealle Hill Road to MD 210, followed by dualization of MD 228 within the same area and finally, a continuous flow intersection at the intersection of MD 210 and MD 228.

## B. Need

### 1. Deficiencies

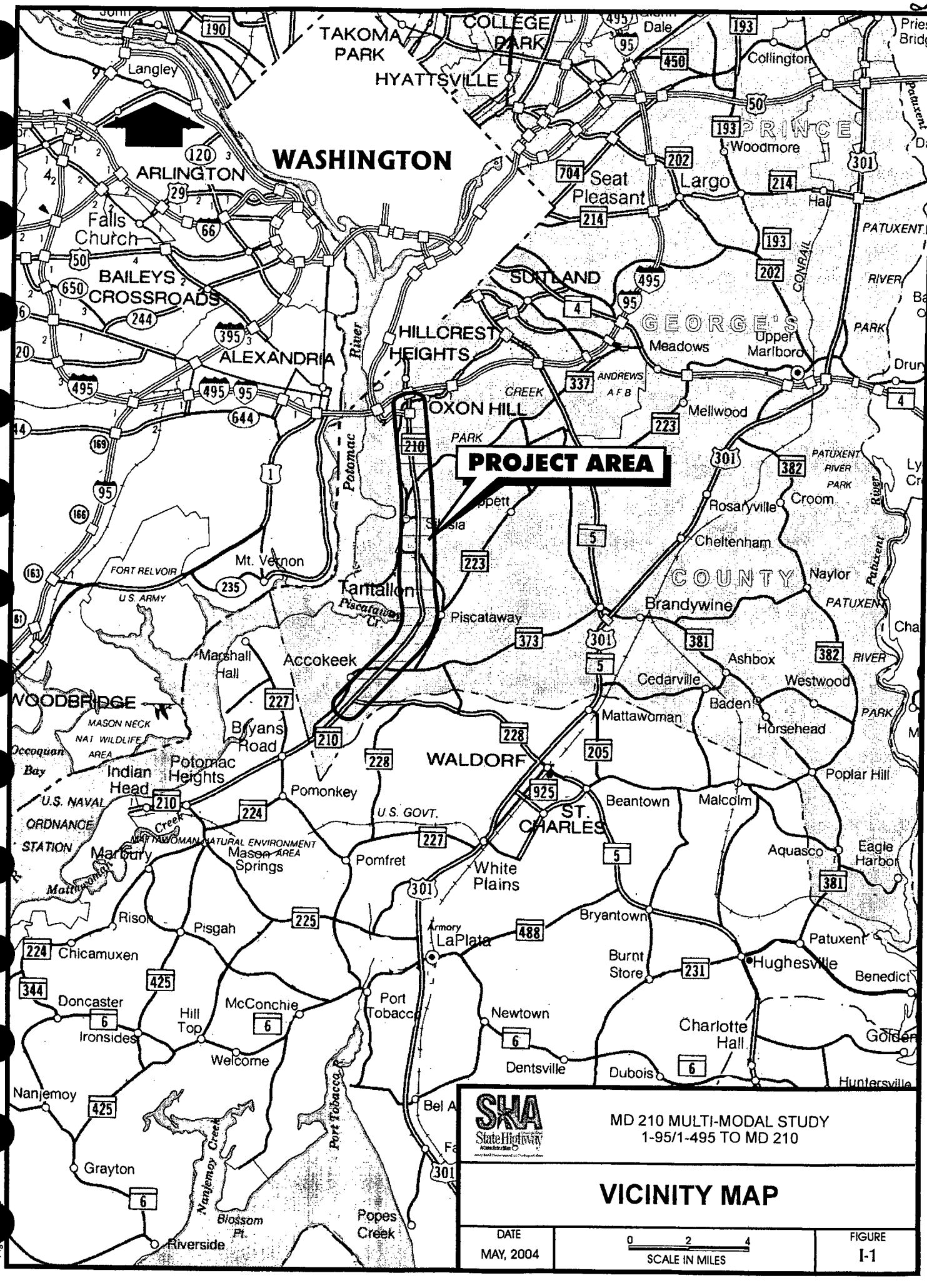
This project planning study began in the fall of 1997, following a feasibility study conducted by SHA, to address the increasingly severe and frequent traffic congestion along this 10-mile segment of MD 210.

Peak hour delays and congestion have become particularly prevalent at the 11 signalized intersections along this segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from the side roads. Because the MD 210 intersections at Oxon Hill Road and MD 228 are being addressed by other projects, this study has focused on MD 210 and its nine signalized intersections from south of Oxon Hill Road to north of MD 228. Please see Figure I-2 for the locations of the study area intersections.

Observations of intersection traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often requires several traffic signal cycles to go through the intersection. At many of these locations, short auxiliary lanes are prevented from being used by vehicles in queues approaching the traffic signal, resulting in, what is in effect, one lane approaching the intersection. In addition, the severe skew angle and sharp curvature at side road approaches reduce capacity below what it would normally be for the given number of lanes at a perpendicular intersection. Further complicating operations at several intersections (particularly Old Fort Road North and Fort Washington Road) is the close proximity of the service road intersections to MD 210. These service roads create unsignalized conflict points immediately adjacent to the main intersection.

### 2. Traffic

The existing 2000 average daily traffic (ADT) volumes on MD 210, as shown on Figure I-3, range from approximately 68,600 vehicles per day (VPD) at a point just south of the I-295 "S-curve" ramps to 43,600 VPD north of MD 228. This is the average number of vehicles passing a location on the road in both directions during a 24-hour period. South of MD 228, traffic volumes drop by 37% to 27,600 VPD on four lanes, and north of the Capital Beltway, traffic volumes drop by 42% from 37,600 to 22,000 VPD on four lanes. As shown on Figure I-4, the projected daily volumes for the MD 210 no-build condition in the year 2020 range from 92,000 VPD south of the I-295 "S-curve" ramps to about 63,000 VPD north of MD 228.



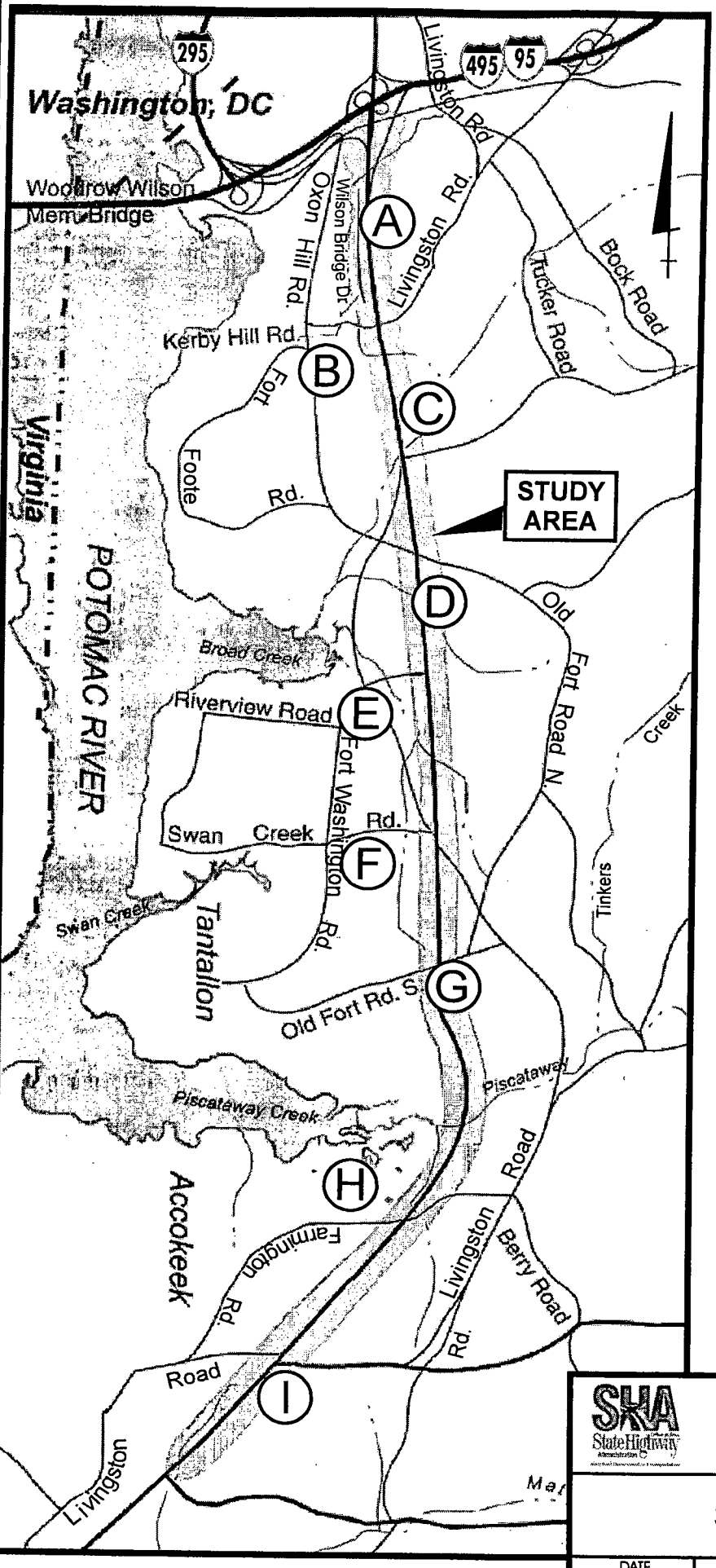

SHA State Highway

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# VICINITY MAP

| DATE | SCALE IN MILES | FIGURE |
|---|---|---|
| MAY, 2004 | 0 2 4 | I-1 |

Fig




**LEGEND**

A - Wilson Bridge Drive
B - Kerby Hill Road
C - Palmer/Livingston Road
D - Old Fort Road North
E - Ft. Washington Road
F - Swan Creek Road
G - Old Fort Road South
H - Farmington Road
I - MD 373

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# STUDY AREA MAP

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | 0 2 4 SCALE IN MILES | I-2 |

An analysis was performed using the Metropolitan Washington Council of Governments (MWCOG) Regional Travel Demand Model output for the design year 2020 to determine general origins and destinations of traffic projected to be using MD 210 at two locations - just south of MD 228 and just south of the S-curve (I-295) ramps. The breakdown of flow between regional groupings of traffic analysis zones using MD 210 is illustrated on Figures I-5 and I-6. At a point just south of MD 228, approximately 75% of the MD 210 ADT is projected to be oriented either to or from Charles County. At a point just south of the I-295 ramps, approximately 40% of the MD 210 ADT is projected to be oriented either to or from Charles County.

The traffic flow along any type of highway or through any intersection is measured in terms of level of service (LOS). LOS at a given location is graded A through F, with LOS A representing excellent traffic flow with little or no delay, and LOS F representing "failing" traffic flow with total congestion where several signal cycles are required to clear traffic through an intersection. The Volume-to-Capacity (V/C) ratio is the volume of traffic desiring to travel through the intersection divided by the theoretical capacity of the intersection in a given period.

Level of Service (LOS) analyses for existing MD 210 have been performed for 2000 and the projected 2020 traffic volumes. Existing (2000) peak hour, peak direction volumes on MD 210 range from 4,450 vehicles near the Wilson Bridge Drive intersection to 2,900 vehicles near the MD 373 intersection. Levels of service for existing conditions, summarized in Figure I-3, indicate that four of the eleven signalized intersections in the study area are currently operating at failing conditions during the morning peak period and six of the eleven signalized intersections are currently operating at failing conditions during the evening peak period.

The current vehicle occupancy level on MD 210 ranges from 1.20 to 1.23 occupants per vehicle during the peak periods based on observations made in October 2000.

Since the through-traffic on MD 210 requires most of the green time at the signalized intersections, congestion and delay are also experienced by motorists on the intersecting streets. Signals along MD 210 operate with an average cycle length of 210 seconds. Traffic on the intersecting streets often experience significant intersection delays and vehicle queues when approaching MD 210. Currently, some side streets only receive 12 seconds of green time per cycle forcing many commuters on the local roads to wait two to three traffic cycles to access or cross MD 210 during the morning and evening peak periods. If congestion along MD 210 is not addressed this condition is expected to become worse by the year 2020.

Future operations throughout the day are predicted to worsen and the number of hours each day that intersections will operate at LOS F will increase. For example, the Kerby Hill Road intersection currently operates at LOS F for approximately four hours per day, from 6:00 a.m. to 8:00 a.m. and 3:00 p.m. to 5:00 p.m. By the year 2020, if no improvements are made, the total daily duration of failing conditions at this intersection is projected to be 11 hours. In addition, all eleven-study area intersections will reach LOS F, and some intersections will be handling nearly twice the volume of traffic they are designed to handle. 2020 levels of service are summarized on Figure I-4.

### 3. Safety

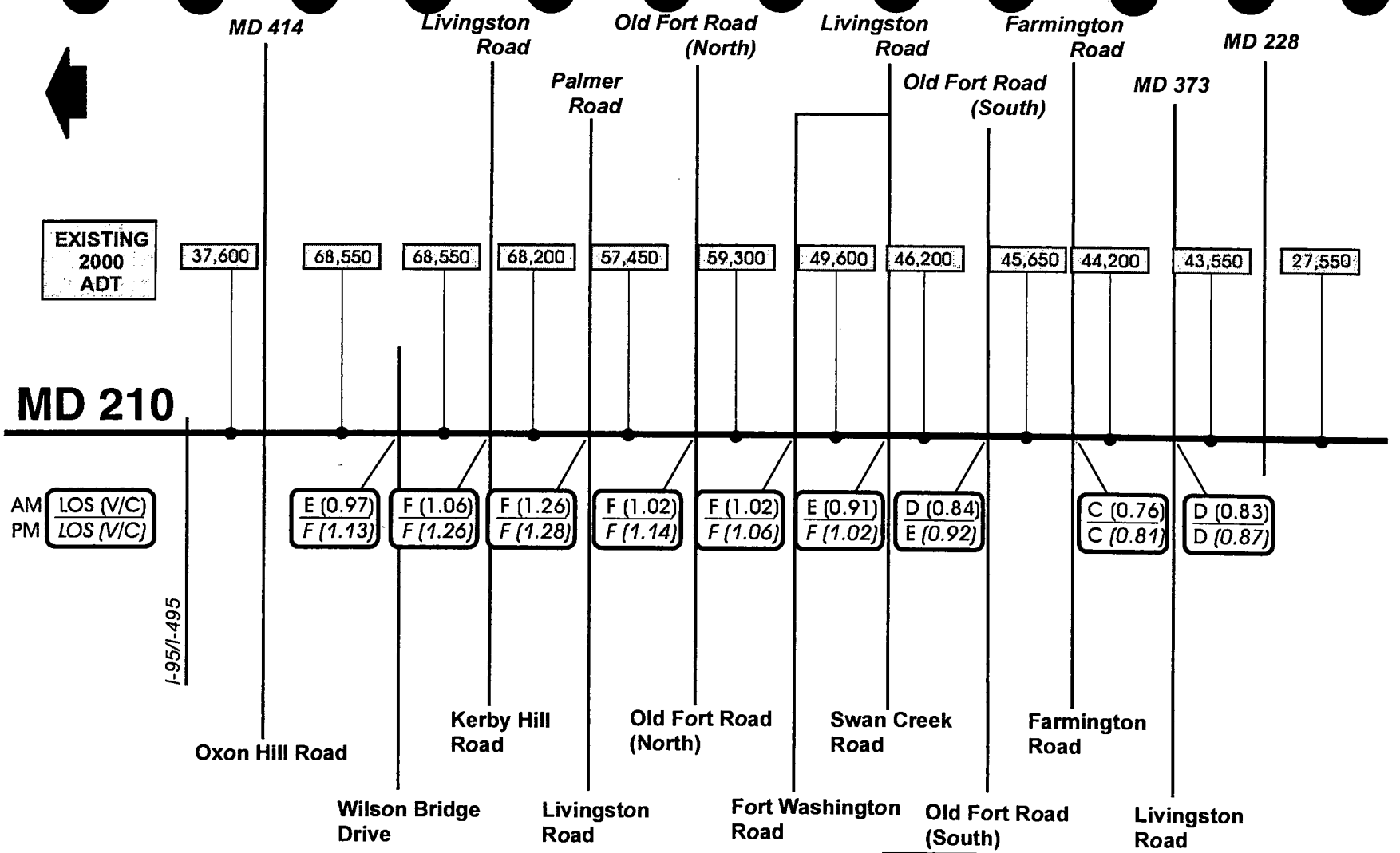
A review of a three-and-a-half-year accident history (January, 2000 through June, 2003) indicates that a total of 727 accidents occurred along MD 210 from MD 228 to I-95/495 during this period. Intersection collisions and rear-ends were the primary types of accidents and are caused by traffic congestion. The accident data were broken down into four segments: MD 228 to Fort Washington Road, Fort Washington Road to Palmer Road/Livingston Road, Palmer Road/Livingston Road to the I-295 ramps and the I-295 ramps to the I-95/I-495 interchange.

The average accident rate for MD 210 between MD 228 and Fort Washington Road (6.0 miles) from 1997 through July, 2000 was 85.3 accidents per 100 million vehicle miles of travel (acc/100 mvm), which was less than the statewide average accident rate of 113.7 acc/100 mvm for similarly designed rural/urban highways. The rates for parked vehicle and crashes categorized as "other" were significantly higher than the statewide average.

The average accident rate for MD 210 between Fort Washington Road and Palmer Road/Livingston Road (1.64 miles) from 1997 through July, 2000 was 136.5 acc/100 mvm, which was less than the statewide average accident rate of 156.5 acc/100 mvm for similarly designed highways. The rates for sideswipe and crashes categorized as "other" were significantly higher than the statewide average.

On the section of MD 210 between Palmer/Livingston Roads and the I-295 ramps (2.3 miles), the average accident rate was 140.3 acc/100 mvm, which was less than the statewide accident rate of 159.7 acc/100 mvm for similar highways. The rate for crashes categorized as "other" was significantly higher than the statewide average.

On the section of MD 210 between the I-295 ramps and the I-95/495 interchange (0.6 mile), the average accident rate was 427.8 cc/100 mvm, which was significantly higher than the statewide accident rate of 159.7 acc/100 mvm for similarly designed highways. The rates for all categories of crashes were significantly higher than the statewide average.




SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

**EXISTING (2000) AVERAGE DAILY TRAFFIC(ADT) AND LEVELS OF SERVICE (LOS)**

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | I-3 |

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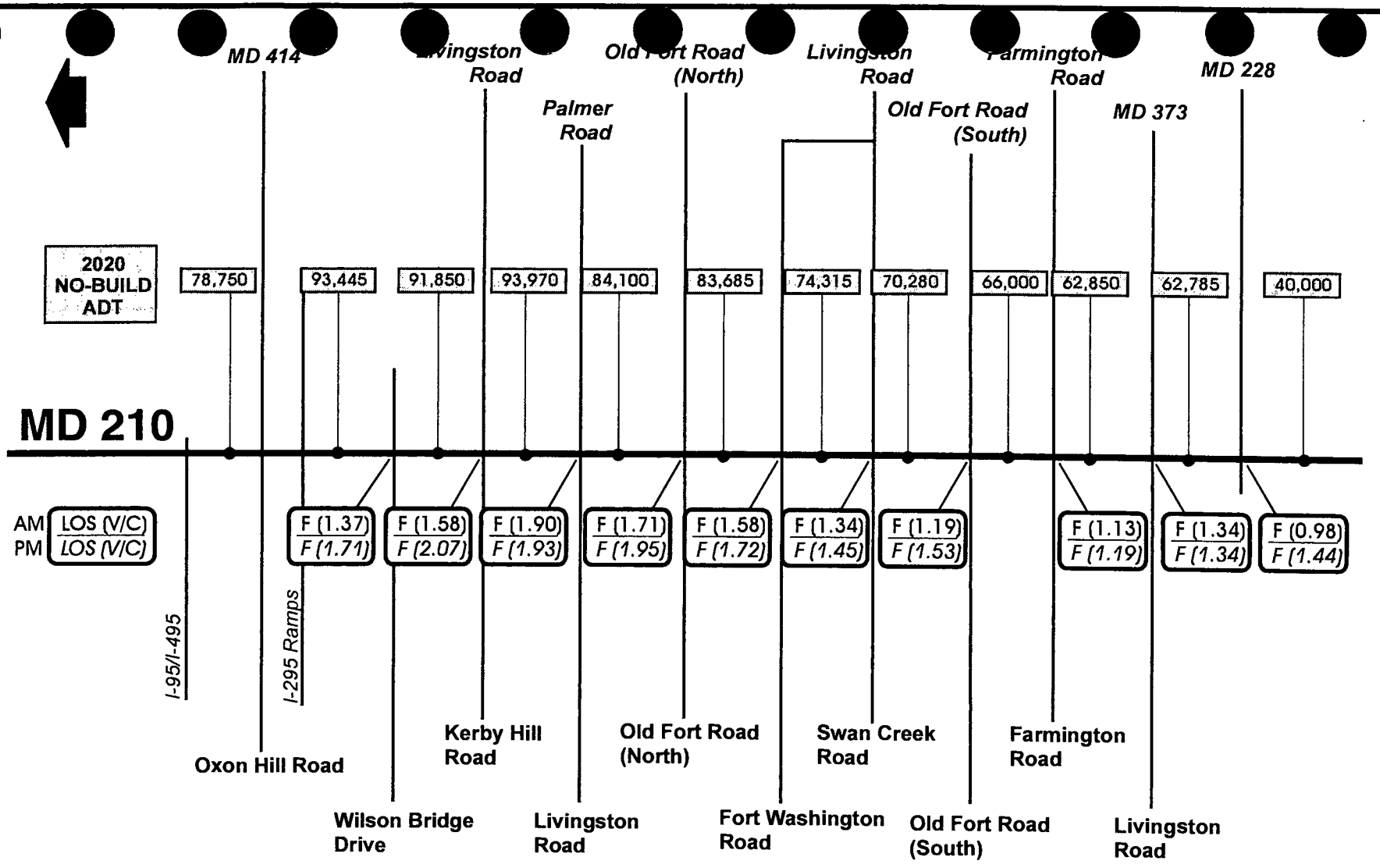


SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

## 2020 AVERAGE DAILY TRAFFIC(ADT) AND LEVELS OF SERVICE (LOS) PROJECTIONS

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | I-4 |

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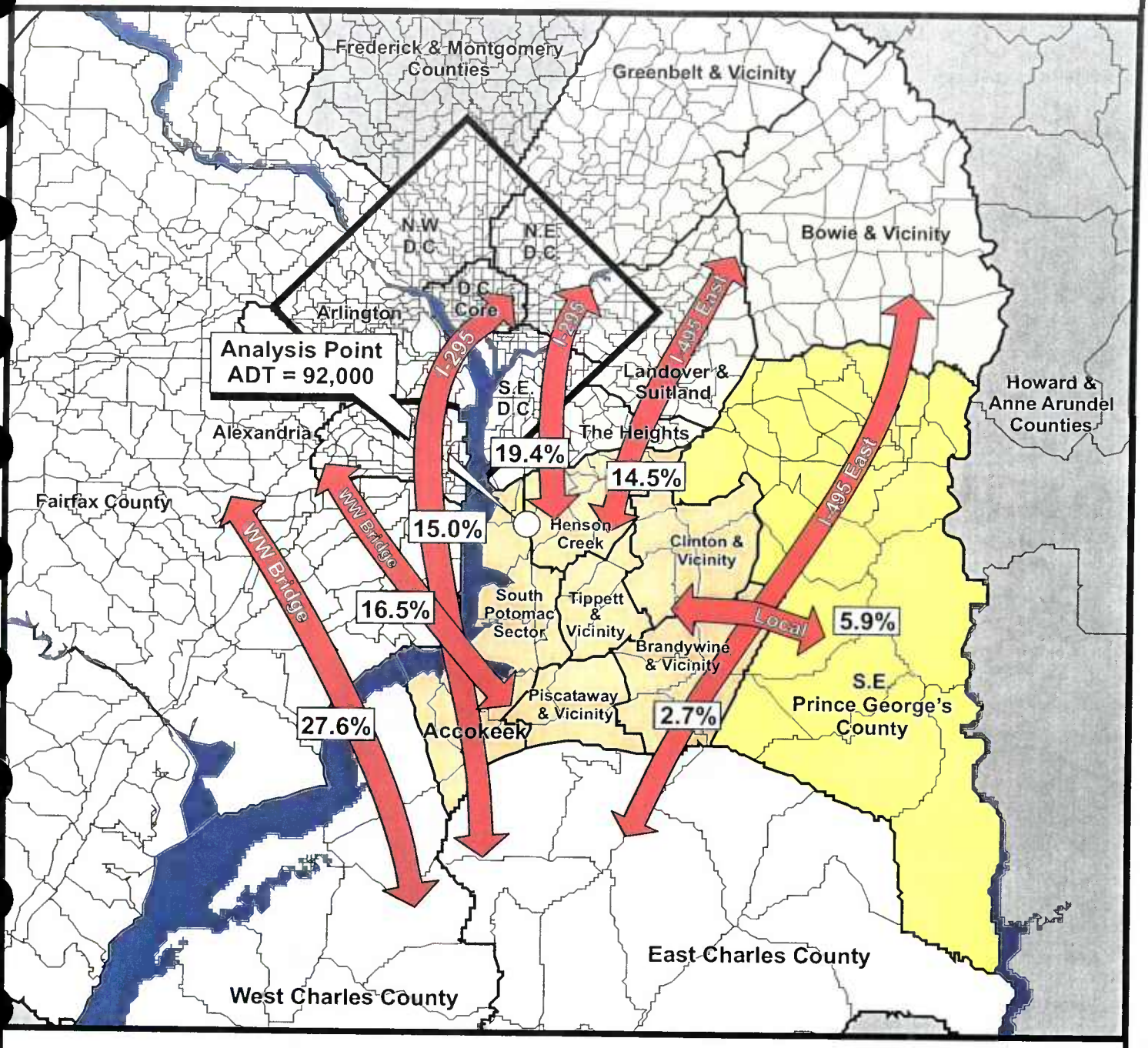
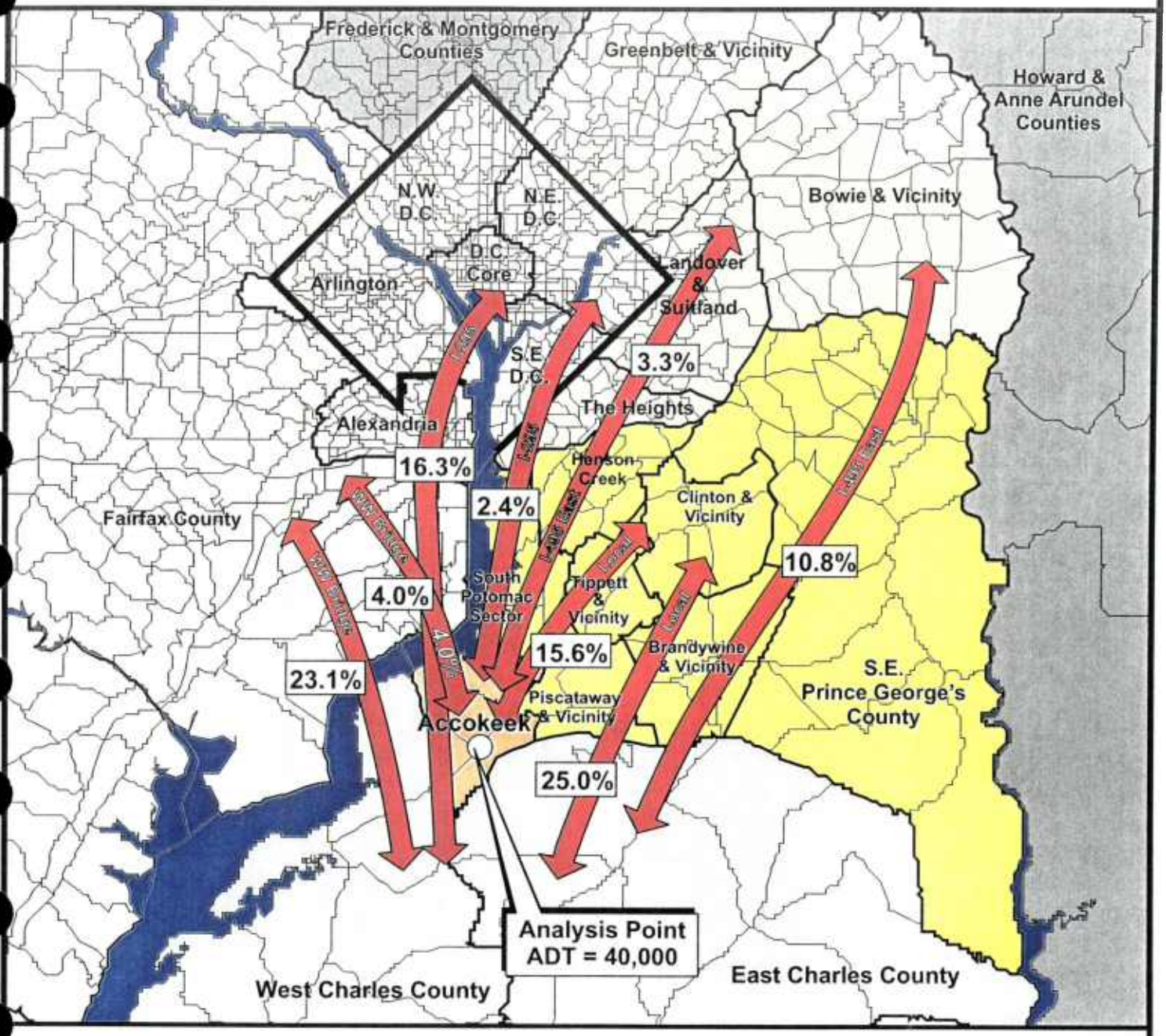



SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

**YEAR 2020 - ORIGIN / DESINATION OF AVERAGE DAILY TRIPS ALONG MD 210 AT NORTH END OF CORRIDOR**

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | I-5 |




SHA State Highway

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

**YEAR 2020 - ORIGIN / DESINATION OF AVERAGE DAILY TRIPS ALONG MD 210 AT SOUTH END OF CORRIDOR**

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | I-6 |

Two locations within the study area qualified as Priority Candidate Safety Improvement intersections during the study period: MD 210 at Kerby Hill Road/Livingston Road (in 2001 and 2002), and MD 210 at MD 414/Oxon Hill Road (in 2002). The MD 414/Oxon Hill intersection is being addressed as part of the Woodrow Wilson Bridge Project.

## C. Existing and Proposed Land Use

Existing and proposed development is composed of primarily residential and commercial land uses. The land use along MD 210, from the Capital Beltway to Henson Creek (included in the Subregion VII, Henson Creek and South Potomac planning area) is higher density suburban type development. The MD 210 corridor south of Henson Creek is traditionally a suburban, mostly single family residential, atmosphere with a strain of commercial development at major intersections. The commercial development along this corridor includes Livingston Square, Fort Washington, Potomac, Old Forte Village, Tantallon-Livingston and Forest Plaza Shopping Centers. Residential land use accounts for approximately 50 percent of the developed area. Residential growth within Subregion V is expected to increase.

One major development is planned near MD 210 beyond the study limits. The National Harbor project has been proposed along I-95/495 between the Potomac River and Oxon Hill Road and is currently being constructed. Numerous minor developments are planned throughout the MD 210 corridor, primarily in the southern half, and in northern Charles County.

## D. System Linkage

MD 210 serves as a major route connecting I-95/495, the District of Columbia, and Virginia with Southern Prince George's County and Charles County. This facility is on the National Highway System and it is also part of the State Primary System. MD 210 is functionally classified as a Rural Other Principal Arterial on the Federal Functional Classification System south of Piscataway Creek and an Urban Freeway/Expressway north of Piscataway Creek.

The previously two-lane section of MD 228 between MD 210 and the Charles County Line has been recently reconstructed as a four-lane divided highway. This project included a major reconstruction and capacity upgrade to the MD 210/MD 228 intersections.

Several park and ride facilities currently serve the MD 210 Corridor: (1) Oxon Hill, located on Oxon Hill Road west of MD 210, owned by Prince George's County, with 650 spaces, experiencing usage of 35% to 40% of capacity; (2) ABC Drive-In, located at MD 210 service drive north of Palmer/Livingston Roads intersection, owned by Prince George's County,

with 100 spaces experiencing usage of 10% of capacity; (3) Fort Washington, located on Swan Creek Road west of MD 210, owned by Prince George's County, with 400 spaces experiencing usage of 25% to 30% of capacity; and (4) Livingston Road, located on MD 373 east of MD 210, owned by SHA, with 550 spaces, has recently opened.

Transit services along the MD 210 Corridor include services by the Maryland Mass Transit Administration (MTA) and Washington Metropolitan Area Transit Authority (WMATA), as well as vanpool services coordinated by the Tri-County Council Van Service.

The Mass Transit Administration operates a long-distance commuter bus service along MD 210 between Charlotte Hall and Washington DC, via Waldorf. This service includes 36 trips (18 round trips) that operate during morning and evening peak periods with an average headway of five to ten minutes. The average daily ridership is approximately 1,100 and makes no stops in Prince George's County.

WMATA currently operates five lines on MD Route 210 south of I-495 (D13, D14, W15, W17, W19) with a daily total ridership of approximately 2,200. Other routes operating on roadways parallel to MD Route 210 between Oxon Hill Road and MD 228 (P17, P18, P19, W13, W14) have an average weekday ridership of approximately 2,600. In addition, 45 vanpools coordinated by the Tri-County Council Van Service operate along MD 210.

### E. <u>County Comprehensive Plan</u>

The proposed project is located in the Prince George's County Subregion V (Clinton, Accokeek, Piscataway, Brandywine, and Vicinity planning area) and Subregion VII (Henson Creek and South Potomac) planning areas. The Prince George's County Council has designated MD 210 as a growth policy corridor from the District of Columbia to Livingston Road in their Adopted and Approved Biennial Growth Policy Plan (BGPP).

Maryland Route 210 north of Piscataway is included in Prince George's County Subregion VII. Recognizing the growth in this area, the Subregion VII Master Plan recommends major improvements along the MD 210 corridor. The plan identifies MD 210 South of the Capital Beltway as expressway/freeway in this planning area.

Transportation improvements to MD 210 are also recommended in the Subregion V Master Plan. Improving traffic circulation and operational problems and addressing regional traffic diversion from residential frontage properties and residential roadways along this segment of MD 210 is recommended in the master plan. The master plan calls for incremental upgrades to accommodate commuters using the roadway as a route to Washington, DC. It also

recommends upgrades to make the facility more transit friendly, efficient to handle future employment growth and capable of circulating large through-traffic movements.

## F. Conclusion

In summary, MD 210 within the study area experiences severe traffic congestion during the morning and evening peak periods. The projected traffic volumes indicate that congestion will worsen, particularly at the intersections.

Delays along the side streets during the morning and evening peak periods are long and anticipated to worsen, if no improvements are implemented along this corridor. Elected officials and area residents are anxious to resolve significant intersection delays along side streets and the inability to access MD 210 from local roads during peak periods. SHA – Selected Alternative 5A Modified will improve traffic congestion along MD 210, accessibility problems along the corridor and adjacent side roads and will address the high accident rates experienced along MD 210.

# II. ALTERNATIVES CONSIDERED

## MD 210 MULTI-MODAL STUDY

# II. ALTERNATIVES CONSIDERED

## A. Background

### 1. History

MD 210, also known by its original name of Indian Head Highway, connects Washington, D.C. at its northern terminus with the town of Indian Head, in Charles County, approximately 20 miles south of the Prince George's County/Washington, D.C. line. Indian Head Highway was constructed as a two-lane roadway by the Federal Government in 1945 as part of the National Defense Highway System conceived during World War II. MD 210 supplanted Livingston Road and Oxon Hill Road as the primary north-south corridor in Prince George's County. After World War II, the highway provided a direct, partially controlled access connection from the nation's capital to the U.S. Naval Ordinance Station on the Potomac River in Indian Head.

Indian Head Highway continued to grow in importance with the sub urbanization of Washington, D.C., the growth in population in southern Prince George's County, and most recently the growth in Charles County. Various projects to widen MD 210 have been implemented, the most important of which are as follows:

- 1966 - MD 210 was dualized to four-lanes from Fort Washington Road to the north
- 1986 - MD 210 was dualized to four-lanes from MD 373 to Fort Washington Road
- 1992 - MD 210 was widened to six-lanes from Old Fort Road North to the north
- 1996 - MD 210 was widened to six-lanes from Old Fort Road North to MD 228

It is noted that along with the 1996 widening of MD 210, MD 228 was completed, which provided a two-lane east-west connection from the US 301 and MD 5 corridors in the Waldorf area to MD 210.

This project planning study was initiated in 1997 based on the growing frequency and severity of traffic congestion, and associated safety concerns along MD 210 between the Capital Beltway and MD 228, a distance of approximately ten miles. Peak hour delays/congestion have become particularly prevalent at the eleven signalized intersections within the segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from side roads. The eleven intersections south of the beltway in the project area consist of:

**Interchange Ramps (Closed Section)**

| Geometric Criteria | | | | | |
|---|---|---|---|---|---|
| | Directional & Other 2 Lane Ramps (I-295 HOV Connections) | | Single Lane Outer Ramps Diamonds, etc. | Inner Loops | |
| Description | Gores | Ramp Proper | | Gores | Ramp Proper |
| Maximum Super elevation | 0.08 | | 0.08 | 0.10 | |
| Design Speed | 60 | 50 | 50 | 40 | 30 |
| Maximum Degree of Curve | 5 | 7.5 | 7.5 | 13.5 | 25 |
| Minimum Radius | 1,206 | 764 | 764 | 432 | 250 |
| Maximum Vertical Grade* | 5% | | 5% | 6% | |

*Where topographic conditions dictated, grades steeper than desirable were used, in accordance with AASHTO minimum criteria.

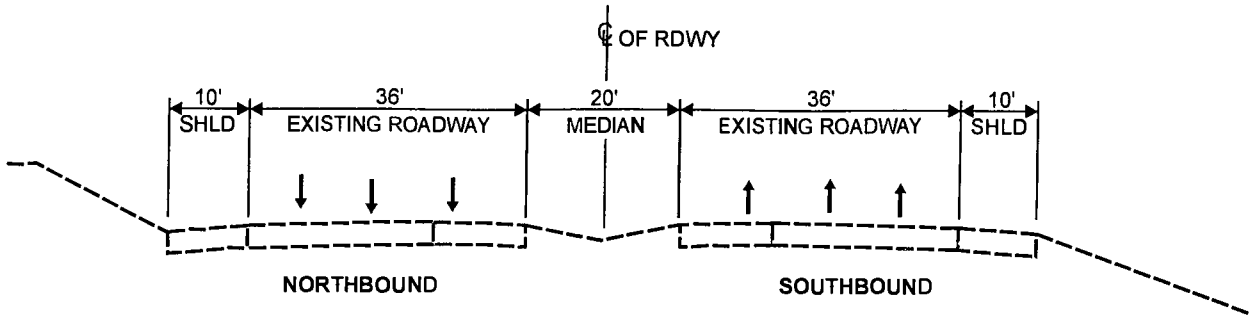
## B. Alternatives Presented at the Informational Public Workshop (May 2000)

### 1. No-Build Alternative (Alternative 1)

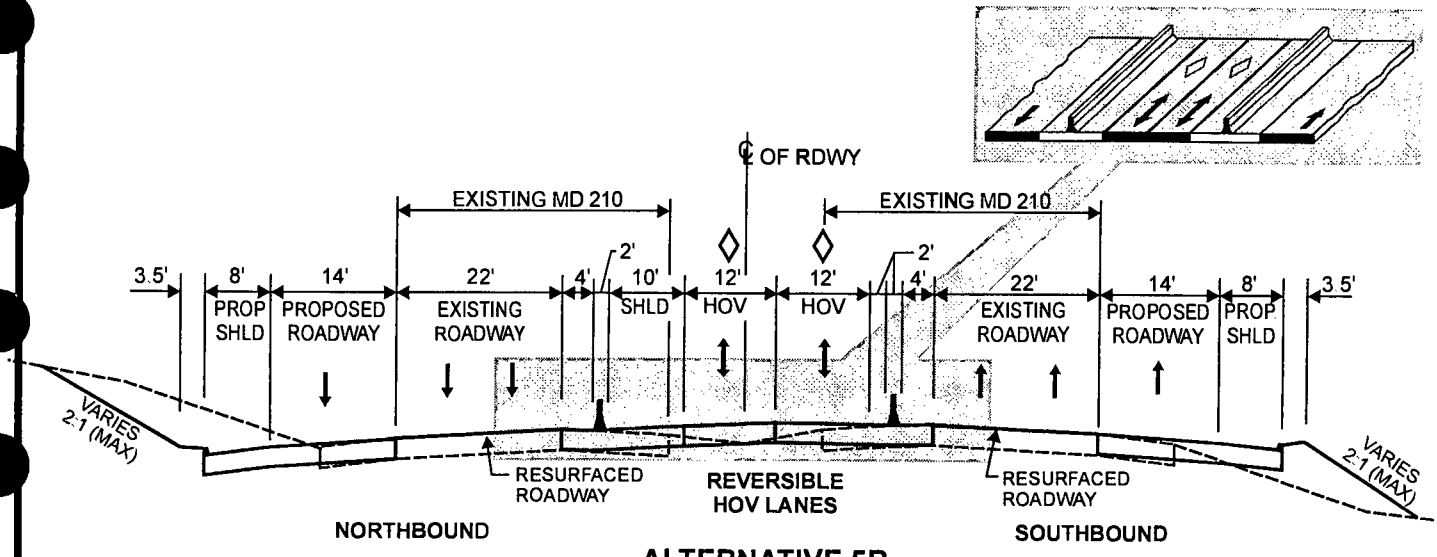
The No-Build Alternative was presented for consideration at each of the intersection locations as well as along mainline MD 210. This alternative included routine maintenance, minor construction projects and developer-based improvements associated with new developments. These minor improvements would not have been expected to measurably affect roadway capacity or safety. The No-Build Alternative served as a baseline for the comparison of all other alternatives.

### 2. Alternative 5A: No High Occupancy Vehicle (HOV) Lanes

Alternative 5A included no HOV lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc.). There would be no improvement to the MD 210 connection to or from I-295. This alternative is predicted to reduce traffic congestion but not alleviate it altogether. Two sets of intersection capacity improvement options as previously discussed were considered with Alternative 5A:

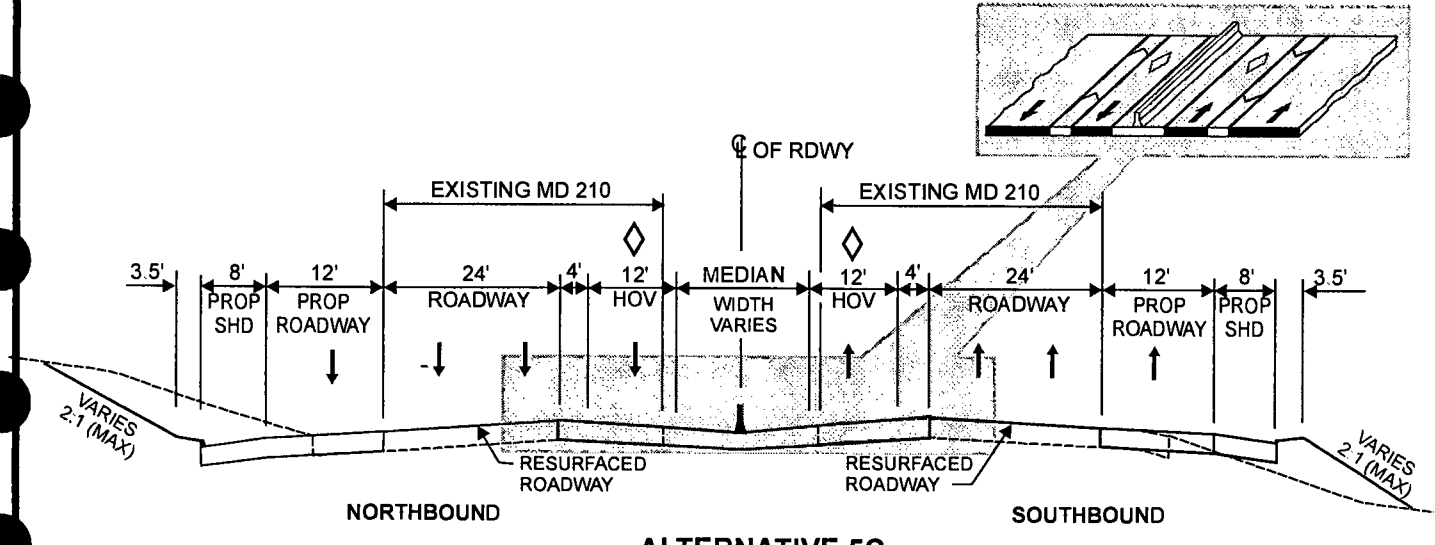



**EXISTING ROADWAY** NO-BUILD ALTERNATIVE AND ALTERNATIVE 5A (NO HOV LANES) AT LOCATIONS BETWEEN INTERSECTIONS/INTERCHANGES




**ALTERNATIVE 5B**

REVERSIBLE, BARRIER-SEPARATED HOV LANES




**ALTERNATIVE 5C**

CONCURRENT FLOW HOV LANES

NOTES:

1. For Capacity Option 1, under Alternative 5A, a 4th lane in each direction is included on MD 210, from Old Fort Road North to Old Fort Road South.
2. The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during subsequent stages of planning and the final design phase.

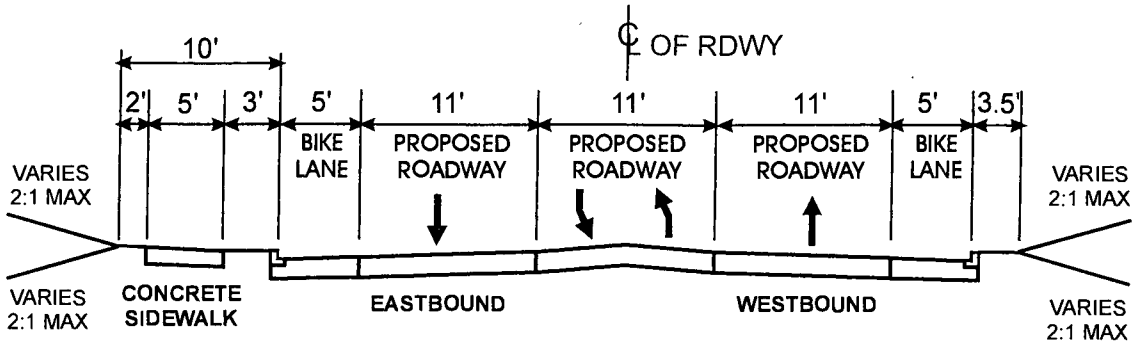
SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

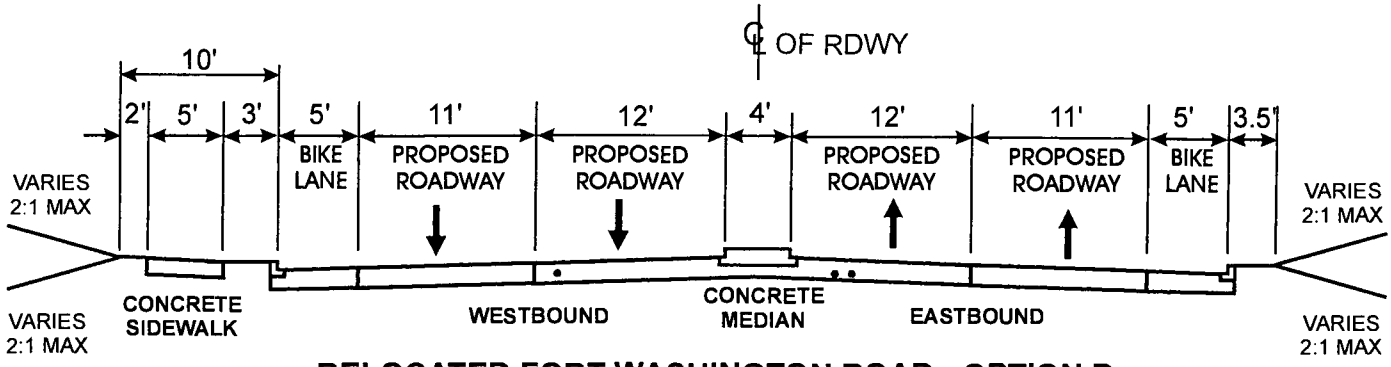
# TYPICAL SECTIONS MD 210 MAINLINE

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | II-1A |

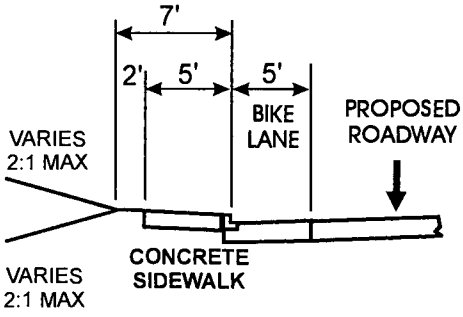
Fig AB.cdr



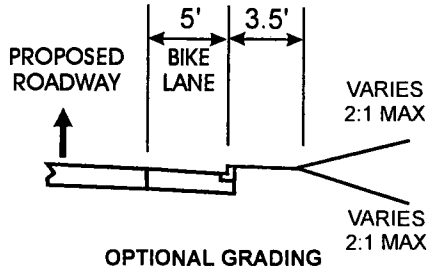

**RELOCATED SWAN CREEK ROAD - OPTION C, D**



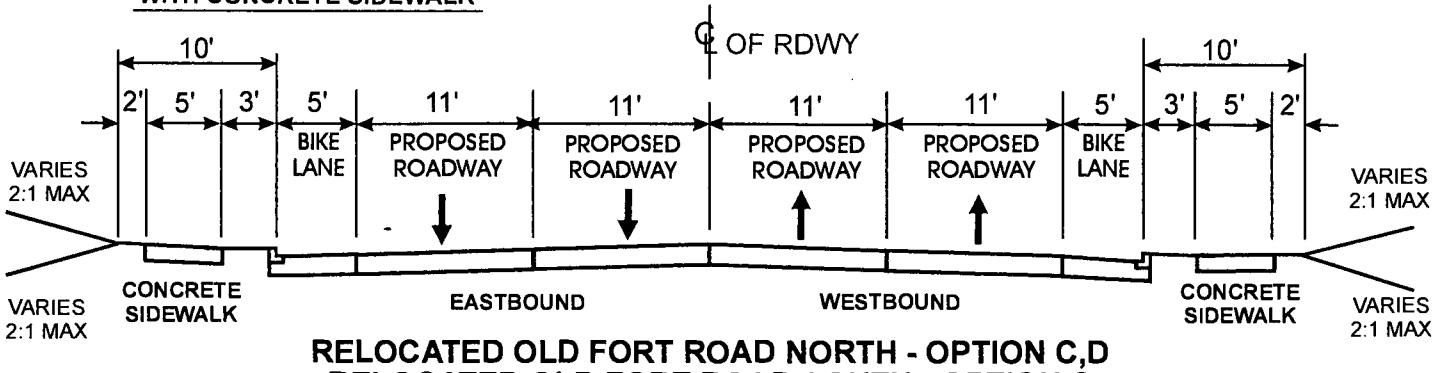

**RELOCATED FORT WASHINGTON ROAD - OPTION D**




**OPTIONAL GRADING WITH CONCRETE SIDEWALK**




**OPTIONAL GRADING W/O CONCRETE SIDEWALK**




**RELOCATED OLD FORT ROAD NORTH - OPTION C,D**
**RELOCATED OLD FORT ROAD SOUTH - OPTION C**
**RELOCATED PALMER/LIVINGSTON ROAD - OPTION A-D**
**RELOCATED KERBY HILL ROAD - OPTION A**

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# TYPICAL SECTIONS MD 210 MAINLINE

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | II-1B |

Fig AB.cdr

### a. Capacity Option 1

Capacity Option 1 included the least number of interchanges considered potentially reasonable for analysis. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections were proposed to be expanded with the existing traffic signals to remain. Under this option, a 4th through lane in each direction would be included on MD 210, from Old Fort Road North to Old Fort Road South. With this 4th through lane and additional side road turn lanes these intersections were predicted to operate at 5% to 30% over capacity. The intersections to the north would be a greater percentage over capacity then those to the south. While these intersections were predicted to operate over capacity, the proposed improvements were much less impactive to the socio-economic and natural environment and less costly. The existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized median break locations, leaving each of these locations right-turn in, right-turn out access only.

### b. Capacity Option 2

Capacity Option 2 included the greatest number of interchanges considered necessary to achieve LOS D or better during the peak periods. Interchanges were proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, and Swan Creek Road/Livingston Road and Old Fort Road South locations. These interchanges were expected to operate at LOS D or better for the weaves on and off MD 210 as well as the intersections proposed where the ramps tie into the side roads. Most of the ramp tie-in intersection locations would warrant traffic signals and would operate at LOS C or better during the peak period. The remaining intersections, Farmington Road and MD 373, were proposed for expansion, with the existing traffic signals to remain. Again, the existing MD 210 median openings were to be closed at Wilson Bridge Drive and all unsignalized median break locations, leaving each of these locations right-turn in, right-turn out access only.

## 3. Alternative 5B: Reversible, Barrier-Separated Median HOV Lanes

Alternative 5B consisted of widening MD 210 to provide a two-lane, reversible, barrier-separated HOV facility in the median of MD 210 for the portion of the study area from the Capital Beltway to south of Swan Creek Road. South of Swan Creek Road, the barrier-separated HOV lanes would transition to concurrent flow HOV lanes, which would continue down to MD 373, becoming general use lanes south of MD 373. At the northern extremity of the project, an exclusive HOV connection was proposed between MD 210 and the I-295 ramps. Two options were developed for this connection. One option included an exclusive HOV connection via a fly-over ramp, from the median of MD 210, over the southbound MD 210 roadway using an

alignment splitting the vacant area between the existing "S-curve" ramps. Another option included an exclusive HOV ramp fly-over of the northbound MD 210 general use lanes, whereby the new HOV ramps would have been closely aligned adjacent to the existing northbound I-295 "S-curve" ramp. The reversible section of the HOV lanes would have operated northbound for morning peak traffic conditions and southbound for evening peak conditions.

This type of HOV facility was projected to carry a minimum of 5,970 vehicles a day, including buses, vanpools and carpools of three or more persons. These two lanes were expected to carry an additional 50% or more of the people in the three general use lanes. These lanes were projected to operate at the posted speed limit (or greater), which would have resulted in travel time saving of up to 10 to 15 minutes within the project area, as compared to the No-Build Alternative, depending on the Capacity Option chosen.

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

Intersection Capacity Option 1 and Option 2, as described under Alternative 5A above, were both evaluated with this alternative.

The typical section for Alternative 5B is shown on Figure II-1A.

### 4. Alternative 5C: Concurrent Flow HOV Lanes

Alternative 5C consisted of the widening of MD 210 to provide an additional lane in each direction designated as a concurrent flow HOV lane (i.e., one HOV lane in each direction). Special striping to create an approximate four-foot wide separation between the new HOV lane and the existing three general-use lanes would have been included. The determinations as to whether flexible pylons would be used to separate the HOV and general-use lanes and the extent to which vehicles would have the freedom to move between the HOV and general use lanes as they travel along the corridor were not finalized.

This type of HOV facility was expected to carry a maximum of 4,720 vehicles a day, including buses, vanpools and carpools of three or more persons. The additional lane was expected to carry an additional 50% of the people in the three general use lanes. These lanes are projected to operate at the posted speed limit (or greater). Travel time saving studies were not

modeled for Alternative 5C, but the time saving were anticipated to be slightly less than the travel times for Alternative 5B, depending on the Capacity Option chosen.

Intersection Capacity Option 1 and Option 2, as described under Alternative 5A above, were evaluated with this alternative.

The typical section for Alternative 5C is shown on Figure II-1A.

### 5. Alternative 5A: Interchange/Intersection Option Locations

#### a. MD 210 Ramps to and from I-295

**Capacity Option 1, 2**

No improvement to the MD 210 connection to and from the I-295 "S-Curve" Ramps would have been provided under Alternative 5A Capacity Option 1 or 2. Various improvements to the I-295 S-Curve Ramps and the Oxon Hill Road intersection with MD 210 are proposed under the Woodrow Wilson Bridge project.

#### b. Location A - Wilson Bridge Drive

**Capacity Option 1, 2**

Option A - Included an at-grade intersection improvement with right-in/right-out turn movements and no widening of MD 210.

#### c. Location B - Livingston Road/Kerby Hill Road

**Capacity Option 1, 2**

Option A - Included a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp ties into a two-way service road which then intersects with Relocated Kerby Hill Road. A ramp to MD 210 southbound from existing Kerby Hill Road uses the existing access road alignment adjacent to the existing service station. East of MD 210, a loop ramp from MD 210 northbound to Relocated Kerby Hill Road and an outer ramp to MD 210 northbound from Relocated Kerby Hill Road are proposed. The proposed Relocated Kerby Hill Road requires two lanes eastbound and westbound and is realigned, west of MD 210, to the north side of the existing roadway, eliminating the skewed intersection. The proposed roadway crosses over the existing concrete stream channel and MD 210 tying in east of MD 210 following closely adjacent to the existing roadway.

Option A-1 - An optional two-lane access road alignment to the Wilson Towers Apartments and Brookside Park Condominiums was also proposed in the northwest quadrant crossing over the existing concrete stream channel and tying into opposite the proposed service road improvements to create a four-way intersection. This optional alignment allowed the two complexes to access MD 210 northbound without entering MD 210 traffic. This connection allowed the existing concrete stream channel culverted rather than bridged.

Option A-2 - Also a two-lane access road, but differing from Option A-1 by creating a four-way intersection east of the existing concrete channel. This alignment required that the proposed Kerby Hill Road structure span over the existing concrete channel, as well as MD 210.

### d. Location C - Palmer Road/Livingston Road

#### Capacity Option 1, 2

Option A - Included a ¾ diamond interchange at Palmer/Livingston Road, with diamond ramps in the northeast, northwest and southeast quadrants. Additionally, in the southwest quadrant, MD 210 southbound to Palmer/Livingston Road and Palmer/Livingston Road to MD 210 southbound single lane ramps was proposed. Palmer/Livingston Road would have been realigned to the south of the existing intersection, to accommodate two lanes in each direction and cross over MD 210. A new access road was proposed behind the existing businesses (displacing one business) in the northwest quadrant. The existing trail along Henson Creek would have been reconstructed in the immediate vicinity of MD 210.

Option B - Included a ½ diamond interchange on the east side of MD 210, with ramps in the northeast and southeast quadrants. On the west side of MD 210, in the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. Proposed Palmer/Livingston road is the same as Option A but the proposed access road differs by not displacing any businesses. Because there was no proposed ramp in the northwest quadrant, a proposed access road with retaining walls was proposed in front of the existing businesses along Palmer/Livingston Road. As with Option A, the existing trail along Henson Creek would be reconstructed.

Option C - Included a grade-separation with closed section interchange ramps in the southeast and southwest quadrants only. East of MD 210, in the southeast quadrant a Palmer/Livingston Road to MD 210 northbound loop ramp and MD 210 northbound to Palmer/Livingston Road outer ramp was proposed. These ramp alignments allowed the avoidance of impacts to parkland and the minimization of impacts to wetlands in the northeast quadrant. Similar to Option B, a two-lane ramp from MD 210 southbound and a single lane

ramp to MD 210 southbound from Palmer/Livingston Road was proposed. Proposed Palmer/Livingston Road was the same as Option A and B. A proposed access road, similar to Option B, with retaining walls, was included in front of the existing businesses along Livingston Road. The existing trail along Henson Creek was to be reconstructed with the MD 210 improvements under this option.

Option D - Included a grade-separation with closed-section ramps in all quadrants except for the northeast quadrant. East of MD 210 in the southeast quadrant, similar to Option C, a loop ramp and outer ramp connection was proposed. On the west side of MD 210, similar to Option A, single lane ramps in the southwest quadrant as well as a single lane ramp in the northwest quadrant were proposed. Realigned Palmer/Livingston Road was the same as with the previous options. The access road was the same as Option A with the road behind the existing businesses. The trail along Henson Creek was to be reconstructed, immediately west of MD 210.

### e. Location D - Old Fort Road North

#### Capacity Option 1

Option A - Included an additional through lane and acceleration/deceleration lanes in each direction on MD 210, with the intersection remaining at-grade. Old Fort Road North would have been widened to accommodate a single left turn, two through lanes and a right turn lane eastbound and westbound. The existing service road in the northeast quadrant would have been closed and traffic diverted east to the Broadview Road intersection with Old Fort Road North.

#### Capacity Option 2

Option C – Consisted of a diamond interchange at Old Fort Road North, including a realigned Old Fort Road North to the south of the existing intersection, with two lanes in each direction crossing over MD 210. The existing service road in the northeast quadrant would have been closed with traffic being diverted east to the Broadview Road intersection with Old Fort Road North.

Option D – Consisted of a half-diamond interchange west of MD 210, with ramps in the northwest and southwest quadrants. A loop ramp from MD 210 northbound and outer ramp connection to MD 210 northbound were also proposed in the northeast quadrant on the east side of MD 210. Old Fort Road North and the service road were similar to Option C.

### f. Location E - Fort Washington Road

#### Capacity Option 1

Two optional at-grade designs were proposed for Capacity Option 1.

Option A - Included an additional through lane and acceleration/deceleration lanes in each direction on MD 210. Fort Washington Road west of MD 210 would have been widened to accommodate five total lanes at the intersection. The eastbound intersection approach consisted of two left turn lanes, a left/through lane and a right through lane. East of MD 210, the existing access road would have been realigned to allow additional queuing length. At the intersection, the existing church entrance on the east side of MD 210 would have also been realigned. The westbound traffic lanes consisted of a left through lane and a double right turn.

Option B - Included the same improvements as Option A except the realigned access road east of MD 210 would have resulted in the westbound to northbound movement being accommodated by the parallel the service road to northbound MD 210, rather than via the double right turn at the intersection.

#### Capacity Option 2

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

### g. Location F - Livingston Road/Swan Creek Road

#### Capacity Option 1

Option A - Included an additional through lane and acceleration/deceleration lanes in each direction on MD 210. The enhanced Swan Creek Road approaches to the intersection consisted of two left turn lanes, two through lanes and a right turn lane eastbound, with one left turn lane, two through lanes and one right turn lane westbound.

**Capacity Option 2**

Option C - Included an interchange with a loop ramp from southbound MD 210 to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek to southbound MD 210 in the southwest quadrant. On the east side of MD 210, a northbound MD 210 to Relocated Swan Creek Road outer ramp in the southeast quadrant and a relocated Swan Creek to northbound MD 210 outer ramp in the northeast quadrant was proposed. A Relocated Swan Creek Road crossing over MD 210 to the south of the existing intersection was proposed, with one lane in each direction and a center turn lane. The existing access road in the northeast quadrant was to be relocated.

Option E - Included an interchange with a single lane ramp from MD 210 southbound to Livingston Road in the northwest quadrant. Access to Swan Creek Road from MD 210 southbound would have been achieved with an at-grade right-in/right-out configuration. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound was proposed in the southeast quadrant. The Livingston Road crossing over MD 210, located to the north of the existing intersection, included one lane eastbound and one lane westbound with a center turn lane. The existing service road in the northeast quadrant would have been relocated east of its current location. A Swan Creek Road to Livingston Road Connector, behind the Old Forte Village Shopping Center, was also proposed. This option avoided the need for any roadway movements in the environmentally sensitive southwest quadrant.

**h. Location G - Old Fort Road South**

**Capacity Option 1**

Two options for at-grade intersection improvement were proposed for Capacity Option 1. Option A included acceleration/deceleration lanes on MD 210. The Old Fort Road South approaches to the intersection included two left turn lanes, a through lane and right turn lane eastbound and westbound.

Option B included acceleration/deceleration lanes on MD 210 and indirect left turns to Old Fort Road South from MD 210. The enhanced Old Fort Road South approaches to the MD 210 intersection included two left turn lanes, two through lanes and a right turn lane eastbound and westbound.

## Capacity Option 2

Option C - Included a diamond interchange with Old Fort Road South over MD 210. The proposed Old Fort Road South approaches to the MD 210 intersection consisted of two lanes eastbound and westbound.

### i. Location H - Farmington Road

## Capacity Option 1, 2

Two at-grade design options were considered collectively for Capacity Options 1 and 2. Option A included a single left turn, one through lane and a right turn lane for the eastbound approach and a left turn, through lane and single right turn lane for the westbound MD 210 intersection approach.

Option B included indirect left turns from MD 210 northbound and southbound onto Farmington Road. The enhanced Farmington Road approaches to the MD 210 intersection consisted of a single left turn, a through lane and a through/right turn lane eastbound and a single left turn, through lane and right turn lane westbound.

### j. Location I - MD 373

## Capacity Option 1, 2

Two at-grade design options were considered collectively for Capacity Options 1 and 2. Option A included improvements to lengthen acceleration/deceleration lanes on MD 210, and the enhanced approaches to the MD 210 intersection consisted of a single left turn and through/right turn lane eastbound and two left turn lanes, a single through and a right turn lane westbound.

Option B included acceleration/deceleration lanes on MD 210 and indirect left turns to MD 373 from MD 210 northbound and southbound. The MD 373 approaches to the MD 210 intersection consisted of a single left turn; one through lane and one through/right turn lane eastbound and two left turn lanes, through lane and a right turn lane westbound.

### 6. Alternative 5B: Interchange/Intersection Option Locations

Alternative 5B consisted of the widening of MD 210 to provide two reversible, barrier-separated median HOV lanes, as presented at the May, 2000 Workshop. Subsequent to the workshop, however, the southern limit of the proposed reversible HOV section was shifted north to Swan Creek Road, with a transition to concurrent flow HOV south of that point. Alternatives 5B and 5C were then identical south of Swan Creek Road.

### a. MD 210 Ramps to and from I-295

**Capacity Option 1, 2**

Option A – Consisted of an exclusive HOV connection between MD 210 and I-295 via a fly-over ramp from the median of MD 210 over the southbound MD 210 roadway using an alignment splitting the vacant area between the existing "S-curve" ramps.

Option B – Consisted of an exclusive HOV flyover ramp of the northbound MD 210 general use lanes. Once over MD 210 northbound, the HOV ramp formed two barrier-separated lanes. The new HOV ramps would have closely paralleled the existing northbound I-295 "S-curve" ramp then split and connected to the existing northbound and southbound I-295 ramps.

### b. Location A - Wilson Bridge Drive

**Capacity Option 1, 2**

Option A - Consisted of an at-grade intersection improvement with right-in/right-out turn movements.

### c. Location B - Livingston Road/Kerby Hill Road

**Capacity Option 1, 2**

Option A - Included a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp tied into a two-way service road which then intersected with Relocated Kerby Hill Road. A ramp to MD 210 southbound from existing Kerby Hill Road used the existing access road alignment adjacent to the existing service station. East of MD 210, a loop ramp from MD 210 northbound to Relocated Kerby Hill Road and outer ramp to MD 210 northbound from Relocated Kerby Hill Road were proposed. The proposed relocated Kerby Hill Road required two lanes eastbound and westbound and was realigned, west of MD 210, to the north side of the existing roadway, eliminating the skewed intersection. The proposed roadway crossed over the existing concrete stream channel and MD 210 tying in to existing Livingston Road east of MD 210.

Option A-1 - An option consisting of a two-lane access road to the Wilson Towers Apartments and Brookside Park Condominiums in the northwest quadrant, which crossed over the existing concrete stream channel and tied into the existing apartment/condominium access road opposite the proposed service road improvements to create a four-way intersection was

considered. This optional alignment would have allowed the apartment/condo residents to access MD 210 northbound without entering MD 210 traffic. Option A-1 assumed that the existing concrete stream channel would be culverted under Kerby Hill Road.

Option A-2 - Also an optional two-lane access road alignment, which differed from Option A-1 by creating a four-way intersection east of the existing concrete channel. This alignment required the proposed Kerby Hill Road structure over MD 210 to span the existing concrete channel.

### d. Location C - Palmer Road/Livingston Road

#### Capacity Option 1, 2

Option A - Included a ¾ diamond interchange at Palmer/Livingston Road, with ramps in the northeast, northwest and southeast quadrants. The southwest quadrant of the interchange included ramps accommodating the MD 210 southbound to Palmer/Livingston Road and Palmer/Livingston Road to MD 210 southbound movements. Palmer/Livingston Road was to be realigned to the south of the existing intersection, to accommodate two lanes in each direction and cross over MD 210. A new access road was proposed behind the existing businesses (displacing one business) in the northwest quadrant. The existing trail along Henson Creek was to be reconstructed in the immediate vicinity of MD 210.

Option B - Included a ½ diamond interchange on the east side of MD 210, with ramps in the northeast and southeast quadrants. In the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a single lane ramp from Palmer/Livingston Road to southbound MD 210 were proposed. Under this option, the design of Proposed Palmer/Livingston road was identical to that for Option A, but the proposed access road differed by not displacing any businesses. With no proposed ramp in the northwest quadrant, a proposed access road with retaining walls was possible in front of the existing businesses along Palmer/Livingston Road. As with Option A, the existing trail along Henson Creek would have been reconstructed.

Option C – Consisted of a grade-separation with closed section interchange ramps in the southeast and southwest quadrants only. In the southeast interchange quadrant, a loop ramp carrying Palmer Road to MD 210 northbound and an outer ramp carrying northbound MD 210 to Palmer Road outer ramp were proposed. These ramp alignments allowed the avoidance of impacts to the parklands and the minimization of impacts to wetlands in the northeast quadrant. In the southwest quadrant, similar to Option B, a two-lane ramp from MD 210 southbound and a single lane ramp to MD 210 southbound from Palmer/Livingston Road were proposed. The

alignment of the Proposed Palmer/Livingston Road overpass was the same as for Options A and B. Similar to Option B, a proposed access road with retaining walls was possible in front of the existing businesses along Livingston Road. The existing trail along Henson Creek was to be reconstructed under this option.

Option D – Consisted of a grade-separation with closed-section ramps in all quadrants except for the northeast quadrant. Similar to Option C, a loop ramp and outer ramp connection were proposed in the southeast quadrant. Similar to Option A, a single lane ramp in the southwest quadrant as well as a single lane ramp in the northwest quadrant were proposed. The alignment of the Palmer/Livingston Road overpass was proposed in the same location as the previous options. The access road behind the existing businesses was the same as with Option A. The trail along Henson Creek would have been reconstructed immediately west of MD 210.

### e. Location D - Old Fort Road North

#### Capacity Option 1

Option B - Included at-grade intersection widening with indirect left turns from MD 210 to Old Fort Road North. On the approaches to MD 210, Old Fort Road North would have been widened to accommodate a single left turn, two through lanes and a right turn lane eastbound and westbound. The two reversible HOV lanes proposed in the median of MD 210 would have been bridged over the intersection at Old Fort Road North. The existing service road north of Old Fort Road would have been closed and traffic diverted east to the Broadview Road intersection with Old Fort Road North.

#### Capacity Option 2

Option C – Consisted of a diamond interchange at Old Fort Road North. An overpass of MD 210, located to the south of the existing intersection would have consisted of two lanes in each direction. The existing service road in the northeast quadrant was to be closed, with traffic diverted east to the Broadview Road intersection with Old Fort Road North.

Option D – Included diamond interchange ramps in the northwest and southwest quadrants, a loop ramp from northbound MD 210 to westbound Old Fort Road North and an outer ramp connection from westbound Old Fort Road North to northbound MD 210. The designs of Old Fort Road North and the existing service road were similar to those for Option C.

### f. Location E - Fort Washington Road

#### Capacity Option 1

Option C – Consisted of an at-grade intersection widening with an indirect left turn from southbound MD 210 to existing Fort Washington Road. The two reversible HOV lanes proposed in the median of MD 210 would have been bridged over the intersection at Fort Washington Road. East of MD 210, the existing service road was realigned to create additional queuing length for the approach to MD 210. Right turns onto MD 210 northbound were relocated from the existing intersection to the realigned service road ramp, which then merged onto northbound MD 210. The westbound intersection approach consisted of one left lane and one through lane. West of MD 210, Fort Washington Road approach was to be widened to two left turn lanes, a left/through lane and right turn lane.

#### Capacity Option 2

Option D - Included a ¾ diamond interchange with ramps in the northeast, northwest and southeast quadrants. The design also provided a relocated Fort Washington Road fly-over north of the existing Tantallon Shopping Center. The existing access road east of MD 210 crossed over MD 210 to tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. Existing Fort Washington Road then became a right in/right out only intersection at MD 210. Relocated Fort Washington Road had one lane in each direction with left turn lanes where required.

### g. Location F - Livingston Road/Swan Creek Road

#### Capacity Option 1

Option B – Consisted of an at-grade intersection with indirect left turns from MD 210 to Swan Creek Road on the east side of MD 210, a ramp in the southeast quadrant to connect northbound MD 210 with Livingston Road and a realignment of the existing access road opposite the proposed ramp tie-in in the northeast quadrant. The southwest intersection quadrant included a loop ramp connecting southbound MD 210 to Swan Creek Road as well as an outer ramp providing the return movement to southbound MD 210. The proposed Swan Creek Road approach configuration was two left turn lanes and two through lanes eastbound, and a single left, two through lanes and a right turn lane westbound.

## Capacity Option 2

Option C - Included an interchange with a loop ramp in the southwest quadrant, connecting southbound MD 210 to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek to southbound MD 210. A northbound MD 210 ramp to Relocated Swan Creek Road was proposed in the southeast quadrant and a relocated Swan Creek Road ramp to northbound MD 210 ramp was proposed in the northeast quadrant. The Relocated Swan Creek Road crossing over MD 210 to the south of the existing intersection included one lane in each direction with a center turn lane. The existing access road in the northeast quadrant was to be relocated.

Option D - Included an interchange with a loop ramp from MD 210 southbound to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek Road to MD 210 southbound in the southwest quadrant. On the east side of MD 210, a MD 210 northbound to Relocated Swan Creek Road outer ramp and a loop ramp from Relocated Swan Creek Road to MD 210 northbound was proposed. A Relocated Swan Creek Road crossing over MD 210 to the south of the existing intersection required one lane eastbound and westbound with a center turn lane. The existing access road in the northeast quadrant was to be relocated. An HOV median structure providing a connection between Relocated Swan Creek Road and MD 210 was proposed requiring MD 210 to be widened to the east. The HOV median structure would have operated northbound for the morning peak traffic period allowing vehicles to access the MD 210 HOV lanes. For evening peak conditions, the HOV median structure would have operated southbound allowing vehicles to exit to Swan Creek Road from the MD 210 HOV lanes.

Option E – Consisted of an interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210. Access to Swan Creek Road from MD 210 southbound would have been achieved with an at-grade right-in/right-out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound was proposed in the southeast quadrant. The Livingston Road crossing over MD 210 required one lane eastbound and westbound with a center turn lane. The existing service road in the northeast quadrant was to be relocated east of its current location. A Swan Creek Road to Livingston Road Connector, behind the Old Forte Village Shopping Center, was also proposed. This option avoided the need to accommodate any interchange movements in the environmentally sensitive southwest quadrant.

### h. Location G - Old Fort Road South

**Capacity Option 1**

Option B – Consisted of at-grade improvements, including acceleration/deceleration lanes on MD 210 and indirect left turns to Old Fort Road South from MD 210. The widened Old Fort Road South approaches to the MD 210 intersection included two left turn lanes, two through lanes and right turn lane eastbound and westbound.

**Capacity Option 2**

Option C - Included a diamond interchange with Old Fort Road South over MD 210. The proposed Old Fort Road South typical section within the interchange area consisted of two lanes eastbound and westbound.

### i. Location H - Farmington Road

**Capacity Option 1, 2**

Option B – Consisted of at-grade improvements, including indirect left turns from MD 210 northbound and southbound to Farmington Road. The widened Farmington Road approaches to the intersection consisted of a single left turn, a through lane and a through/right turn lane eastbound, with a single left turn lane, through lane and right turn lane westbound.

### j. Location I - MD 373

**Capacity Option 1, 2**

Option B - Consisted of at-grade improvements, including acceleration/deceleration lanes on MD 210 and indirect left turns to MD 373 from MD 210 northbound and southbound. Proposed MD 373 approaches to the MD 210 intersection consisted of a single left turn; one through lane and one through/right turn lane eastbound, with two-left turn lanes, one through lane and one right turn lane westbound.

## 7. Alternative 5C: Interchange/Intersection Option Locations

Alternative 5C consisted of the widening of MD 210 to provide one concurrent flow HOV lane adjacent to the three existing general use lanes in each direction, as shown in Figure II-1C and presented at the May, 2000 Workshop.

### a. MD 210 Ramps to and from I-295

**Capacity Option 1, 2**

Option A - Included an exclusive HOV connection between MD 210 and I-295 via a fly-over ramp, from the median of MD 210, over the southbound MD 210 roadway using an alignment splitting the vacant area between the existing "S-curve" ramps.

Option B - Included an exclusive HOV ramp fly-over of the northbound MD 210 general use lanes. Once over MD 210 northbound, the HOV ramp formed two barrier-separated lanes. The new HOV ramp closely paralleled the existing northbound I-295 "S-curve" ramp then split to connect with the existing northbound and southbound I-295 ramps.

### b. Location A - Wilson Bridge Drive

**Capacity Option 1, 2**

Option A – Consisted of an at-grade intersection improvement with right-in/right-out turn movements.

### c. Location B - Livingston Road/Kerby Hill Road

**Capacity Option 1, 2**

Option A - Included a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp tied into a two-way service road which then intersected with Relocated Kerby Hill Road. A ramp to MD 210 southbound from existing Kerby Hill Road used the existing access road alignment adjacent to the existing service station. East of MD 210, a loop ramp from MD 210 northbound to Relocated Kerby Hill Road and outer ramp to MD 210 northbound from Relocated Kerby Hill Road were proposed. The proposed relocated Kerby Hill Road required two lanes eastbound and westbound and was realigned, west of MD 210, to the north side of the existing roadway, eliminating the skewed intersection. The proposed roadway crossed over the existing concrete stream channel and MD 210 tying in to existing Livingston Road east of MD 210.

Option A-1 - An option consisting of a two-lane access road to the Wilson Towers Apartments and Brookside Park Condominiums in the northwest quadrant, which crossed over the existing concrete stream channel and tied into the existing apartment/condominium access road opposite the proposed service road improvements to create a four-way intersection was

considered. This optional alignment would have allowed the apartment/condo residents to access MD 210 northbound without entering MD 210 traffic. Option A-1 assumed that the existing concrete stream channel would be culverted under Kerby Hill Road.

Option A-2 - Also an optional two-lane access road alignment, which differed from Option A-1 by creating a four-way intersection east of the existing concrete channel. This alignment required the proposed Kerby Hill Road structure over MD 210 to span the existing concrete channel.

### d. Location C - Palmer Road/Livingston Road

#### Capacity Option 1, 2

Option A - Included a ¾ diamond interchange at Palmer/Livingston Road, with ramps in the northeast, northwest and southeast quadrants. The southwest quadrant of the interchange included ramps accommodating the MD 210 southbound to Palmer/Livingston Road and Palmer/Livingston Road to MD 210 southbound movements. Palmer/Livingston Road was to be realigned to the south of the existing intersection, to accommodate two lanes in each direction and cross over MD 210. A new access road was proposed behind the existing businesses (displacing one business) in the northwest quadrant. The existing trail along Henson Creek was to be reconstructed in the immediate vicinity of MD 210.

Option B - Included a ½ diamond interchange on the east side of MD 210, with ramps in the northeast and southeast quadrants. In the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a single lane ramp from Palmer/Livingston Road to southbound MD 210 were proposed. Under this option, the design of Proposed Palmer/Livingston road was identical to that for Option A, but the proposed access road differed by not displacing any businesses. With no proposed ramp in the northwest quadrant, a proposed access road with retaining walls was possible in front of the existing businesses along Palmer/Livingston Road. As with Option A, the existing trail along Henson Creek would have been reconstructed.

Option C – Consisted of a grade-separation with closed section interchange ramps in the southeast and southwest quadrants only. In the southeast interchange quadrant, a loop ramp carrying Palmer Road to MD 210 northbound and an outer ramp carrying northbound MD 210 to Palmer Road outer ramp were proposed. These ramp alignments allowed the avoidance of impacts to the parklands and the minimization of impacts to wetlands in the northeast quadrant. In the southwest quadrant, similar to Option B, a two-lane ramp from MD 210 southbound and a single lane ramp to MD 210 southbound from Palmer/Livingston Road were proposed. The

alignment of the Proposed Palmer/Livingston Road overpass was the same as for Options A and B. Similar to Option B, a proposed access road with retaining walls was possible in front of the existing businesses along Livingston Road. The existing trail along Henson Creek was to be reconstructed under this option.

Option D – Consisted of a grade-separation with closed-section ramps in all quadrants except for the northeast quadrant. Similar to Option C, a loop ramp and outer ramp connection were proposed in the southeast quadrant. Similar to Option A, a single lane ramp in the southwest quadrant as well as a single lane ramp in the northwest quadrant were proposed. The alignment of the Palmer/Livingston Road overpass was proposed in the same location as the previous options. The access road behind the existing businesses was the same as with Option A. The trail along Henson Creek would have been reconstructed immediately west of MD 210.

### e. Location D - Old Fort Road North

#### Capacity Option 1

Option B - Included at-grade intersection widening with indirect left turns from MD 210 to Old Fort Road North. On the approaches to MD 210, Old Fort Road North would have been widened to accommodate a single left turn, two through lanes and a right turn lane eastbound and westbound. The existing service road north of Old Fort Road would have been closed and traffic diverted east to the Broadview Road intersection with Old Fort Road North.

#### Capacity Option 2

Option C – Consisted of a diamond interchange at Old Fort Road North. An overpass of MD 210, located to the south of the existing intersection would have consisted of two lanes in each direction. The existing service road in the northeast quadrant was to be closed, with traffic diverted east to the Broadview Road intersection with Old Fort Road North.

Option D – Included diamond interchange ramps in the northwest and southwest quadrants, a loop ramp from northbound MD 210 to westbound Old Fort Road North and an outer ramp connection from westbound Old Fort Road North to northbound MD 210. The designs of Old Fort Road North and the existing service road were similar to those for Option C.

### f. Location E - Fort Washington Road

#### Capacity Option 1

Option C - Included at-grade intersection widening with an indirect left turn from MD 210 southbound to existing Fort Washington Road in the northwest quadrant of the intersection. East of MD 210, the existing service road was realigned to create additional queuing length for the MD 210 approach. Right turns onto MD 210 northbound would have been relocated from the intersection onto the realigned service road ramp, which would then have merged onto northbound MD 210. The westbound approaches consisted of one left turn and one through lane. West of MD 210, the Fort Washington Road approaches were to be widened to two left turn lanes, a left/through and a right turn lane.

#### Capacity Option 2

Option D - Included a ¾ diamond interchange with ramps in the northeast, northwest and southeast quadrants. The design also provided a relocated Fort Washington Road fly-over north of the existing Tantallon Shopping Center. The existing access road east of MD 210 crossed over MD 210 to tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. Existing Fort Washington Road then became a right in/right out only intersection at MD 210. Relocated Fort Washington Road had one lane in each direction with left turn lanes where required.

### g. Location F - Livingston Road/Swan Creek Road

#### Capacity Option 1

Option B – Consisted of an at-grade intersection with indirect left turns from MD 210 to Swan Creek Road on the east side of MD 210, a ramp in the southeast quadrant to connect northbound MD 210 with Livingston Road and a realignment of the existing access road opposite the proposed ramp tie-in in the northeast quadrant. The southwest intersection quadrant included a loop ramp connecting southbound MD 210 to Swan Creek Road as well as an outer ramp providing the return movement to southbound MD 210. The proposed Swan Creek Road approach configuration was two left turn lanes and two through lanes eastbound, and a single left, two through lanes and a right turn lane westbound.

#### Capacity Option 2

Option C - Included an interchange with a loop ramp in the southwest quadrant, connecting southbound MD 210 to Relocated Swan Creek Road and an outer ramp from

Relocated Swan Creek to southbound MD 210. A northbound MD 210 ramp to Relocated Swan Creek Road was proposed in the southeast quadrant and a relocated Swan Creek Road ramp to northbound MD 210 ramp was proposed in the northeast quadrant. The Relocated Swan Creek Road crossing over MD 210 to the south of the existing intersection included one lane in each direction with a center turn lane. The existing access road in the northeast quadrant was to be relocated.

Option D - Included an interchange with a loop ramp from MD 210 southbound to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek Road to MD 210 southbound in the southwest quadrant. On the east side of MD 210, a MD 210 northbound to Relocated Swan Creek Road outer ramp and a loop ramp from Relocated Swan Creek Road to MD 210 northbound was proposed. A Relocated Swan Creek Road crossing over MD 210 to the south of the existing intersection required one lane eastbound and westbound with a center turn lane. The existing access road in the northeast quadrant was to be relocated. An HOV median structure providing a connection between Relocated Swan Creek Road and MD 210 was proposed requiring MD 210 to be widened to the east. The HOV median structure would have operated northbound for the morning peak traffic period allowing vehicles to access the MD 210 HOV lanes. For evening peak conditions, the HOV median structure would have operated southbound allowing vehicles to exit to Swan Creek Road from the MD 210 HOV lanes.

Option E – Consisted of an interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210. Access to Swan Creek Road from MD 210 southbound would have been achieved with an at-grade right-in/right-out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound was proposed in the southeast quadrant. The Livingston Road crossing over MD 210 required one lane eastbound and westbound with a center turn lane. The existing service road in the northeast quadrant was to be relocated east of its current location. A Swan Creek Road to Livingston Road Connector, behind the Old Forte Village Shopping Center, was also proposed. This option avoided the need to accommodate any interchange movements in the environmentally sensitive southwest quadrant.

### h. Location G - Old Fort Road South

#### Capacity Option 1

Option B – Consisted of at-grade improvements, including acceleration/deceleration lanes on MD 210 and indirect left turns to Old Fort Road South from MD 210. The widened Old

Fort Road South approaches to the MD 210 intersection included two left turn lanes, two through lanes and right turn lane eastbound and westbound.

**Capacity Option 2**

Option C - Included a diamond interchange with Old Fort Road South over MD 210. The proposed Old Fort Road South typical section within the interchange area consisted of two lanes eastbound and westbound.

### i. Location H - Farmington Road

**Capacity Option 1, 2**

Option B – Consisted of at-grade improvements, including indirect left turns from MD 210 northbound and southbound to Farmington Road. The widened Farmington Road approaches to the intersection consisted of a single left turn, a through lane and a through/right turn lane eastbound, with a single left turn lane, through lane and right turn lane westbound.

### j. Location I - MD 373

**Capacity Option 1, 2**

Option B - Consisted of at-grade improvements, including acceleration/deceleration lanes on MD 210 and indirect left turns to MD 373 from MD 210 northbound and southbound. Proposed MD 373 approaches to the MD 210 intersection consisted of a single left turn; one through lane and one through/right turn lane eastbound, with two-left turn lanes, one through lane and one right turn lane westbound.

## C. Alternatives Presented in the Draft Environmental Impact Statement and at the Location/Design Public Hearing

All of the Alternatives and Options presented at the Informational Public Workshop were selected for detailed study, included in the DEIS and presented at the Location/Design Public Hearing on June 21, 2001. In consideration of all comments received, SHA developed with capacity Option 2 due to the level of support the interchanges received from the public and the fact that Capacity Option 1 would not provide acceptable levels of service.

## D. Alternatives Dropped From Consideration

Subsequent to the June, 2001 Location/Design Public Hearing, the following Alternatives were dropped from consideration:

### 1. No-Build Alternative (Alternative 1)

Alternative 1 (No Build) was not selected because it does not satisfy the purpose and need. Minor improvements for normal traffic maintenance and safety operations would not improve the degrading roadway capacity.

### 2. Alternative 5A

Alternative 5A was not selected because it would preclude any future accommodation of transit or other multi-modal options on mainline MD 210.

### 3. Alternative 5B

Alternative 5B was not selected primarily because strenuous opposition voiced by the public to HOV lanes. In addition, this alternative had higher impacts and approximately 20% higher costs as compared to Alternative 5A Modified (Refer to Section II.E.1. for description) and provided more roadway capacity than would be needed for the design year traffic.

### 4. Alternative 5C

Alternative 5C was also not selected because of the public opposition to HOV lanes. This alternative also had higher impacts and approximately 15% higher costs as compared to Alternative 5A Modified and provided more roadway capacity than would be needed for the design year traffic.

### 5. Capacity Option 1

Capacity Option 1, which included improved at-grade intersections at all locations south from Palmer/Livingston Road, was not selected since failing intersection operations would occur in the design year at four locations, and there was general support from the public for access control (i.e., interchanges) at those four locations (Old Fort Road North, Fort Washington Road, and Old Fort Road South).

### 6. Value Pricing Feasibility Study

The Maryland Department of Transportation included the MD 210 corridor as part of a statewide Value Pricing Feasibility Study, investigating high occupancy toll application in corridors that were considering HOV lanes. With the decision to not include HOV in the SHA-Selected Alternative, HOT lane consideration on MD 210 has been dropped.

## E. Preferred Alternative Presented at the Informational Public Workshop (September 2002)

### 1. Alternative 5A Modified Mainline

Following the combined Location/Design Public Hearing further studies were conducted to refine both the mainline alternatives and intersection improvements options. The considerable public opposition to the widening of MD 210 to provide HOV lanes was balanced against travel demand forecasting data indicating that HOV lanes on MD 210 would be heavily utilized due to the substantial long distance commuter orientation in the corridor, expanding transit service plans (particularly commuter bus) and high vehicle occupancy rates.

Alternative 5A modified would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. However, the median would be widened to provide the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchange so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the Alternative 5C footprint, but the mainline lanes would generally coincide with the existing roadway pavement, as feasible, between the interchanges. Where needed, the right-of-way would be preserved through the development review process for the potential additional lanes or other improvements in each direction throughout.

Designated bike lanes within the roadway, as well as sidewalks behind the curb, are included with all the proposed overpasses with Alternative 5A Modified. Bike travel along MD 210 would be accommodated under the Alternative in the same manner as with current conditions. Bike travel will not be prohibited on the MD 210 shoulders, but through various county projects and public information campaigns, north-south bike travel will be encouraged on parallel county facilities, such as Oxon Hill Road and Livingston Road.

### 2. Location A – Wilson Bridge Drive Option A

Wilson Bridge Drive Option A consists of an at-grade intersection with no widening of MD 210, but closure of the median opening and removal of the traffic signal, allowing right-in/right-out movements only. Improvements would be made to the internal roadway network for the Brookside Condominiums and Wilson Towers Apartments to provide the full range of access to MD 210 at the Kerby Hill interchange. Please see Figures II-5 and II-6.

### 3. Location B – Kerby Hill Road Option C

Kerby Hill Road Option C consists of a grade-separation with interchange ramps in the northeast and southeast quadrants of Kerby Hill Road. On the west side of MD 210, the southbound exit ramp from MD 210 ties into Kerby Hill Road opposite a two-way service road that serves the Brookside Park Condominium and Wilson Towers Apartments communities. A ramp to MD 210 southbound from existing Kerby Hill Road uses the existing access road alignment adjacent to the existing service station. East of MD 210, a loop ramp from northbound MD 210 to Relocated Kerby Hill Road and a ramp to MD 210 northbound from Relocated Kerby Hill Road are proposed. The proposed Relocated Kerby Hill Road requires two lanes in each direction through the interchange area, and is realigned to the north side of the existing roadway on the west side of MD 210 for better geometrics and maintenance of traffic. See Figure II-6.

### 4. Location C – Palmer/Livingston Road Option E

Palmer/Livingston Road Option E consists of a half-diamond interchange on the east side of MD 210, with single-lane ramps each in the northeast and southeast quadrants. In the southwest quadrant, a 2-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. The proposed Palmer/Livingston roadway alignment is skewed rather sharply in relation to MD 210 in order to tie the vertical grade into existing Livingston Road on the west side of MD 210 with as few business displacements as possible. The northwest quadrant contains a proposed access road with retaining walls to allow access to the existing businesses along Palmer/Livingston Road. The existing trail and Henson Creek would be reconstructed as necessary where the MD 210 bridge over the trail and Henson Creek is proposed to be widened, and a new trail connecting the above-described access road to the existing Henson Creek trail would be constructed. See Figure II-7.

### 5. Location D – Old Fort Road North Option C

Old Fort Road North Option C consists of a diamond intersection at Old Fort Road North. Old Fort Road North would be realigned to the south of the existing intersection and would be comprised of two lanes in each direction while crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection. See Figure II-8. Commitments have been made to keep the profile of the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.

### 6. Location E – Fort Washington Road Option D

Fort Washington Road Option D consists of a 3/4-diamond interchange with a relocated Fort Washington Road fly-over north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would fly-over MD 210 and tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. The existing Fort Washington Road then becomes a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction with left turn lanes at intersections. See Figure II-9.

### 7. Location F – Swan Creek Road

#### a. Option C

Swan Creek Option C consists of an interchange with a loop ramp from MD 210 southbound to Relocated Swan Creek Road and an outer ramp from Relocated Swan Creek to MD 210 southbound in the southwest quadrant. On the east side of MD 210, a MD 210 northbound to Relocated Swan Creek Road outer ramp in the southeast quadrant and a relocated Swan Creek to MD 210 northbound outer ramp in the northeast quadrant is proposed. A Relocated Swan Creek Road crossing over MD 210 to the south of the existing intersection would require one lane in each direction with a center turn lane. The existing access road in the northeast quadrant would be relocated.

#### b. Option G

Swan Creek Road Option G developed at the request of the U. S. Army Corps of Engineers to minimize the impacts to wetlands in the southwest intersection quadrant. Option G consists of a configuration to restore the continuity of Livingston Road across MD 210 via an overpass. Redundant exit ramps are proposed from northbound MD 210 to Livingston Road to maximize visibility and accessibility to the Old Forte Village Shopping Center and Fort Washington Hospital. Northbound Livingston Road would remain connected to the existing parallel service road in the east side of MD 210. Exits would also be redundant off of southbound MD 210, with a new ramp to intersect Livingston Road in front of the Fort Washington Hospital and the retention of the existing right turn onto Swan Creek Road at the existing intersection location. A new road behind the Old Forte Village Shopping Center would maintain access to Livingston Road, on the west and east sides of MD 210, for Swan Creek Road traffic from the west. See Figure II-10 and II-11.

### 8. Location G – Old Fort Road South Option C

Old Fort Road South Option C consists of a standard diamond interchange with Old Fort Road South over MD 210. Location G is the southernmost of the grade-separated interchanges proposed with Alternative 5A Modified. Old Fort Road South is proposed to include two lanes in each direction in the interchange area. Since a service road is being eliminated by the ramp onto southbound MD 210, a new access road is proposed to serve residences in the southwest quadrant of the interchange. See Figure II-12.

### 9. Location H – Farmington Road Option A

Farmington Road Option A includes minor improvements to widen the eastbound and westbound approaches of the at-grade intersection. The westbound approach would be widened by one additional lane width to provide a deceleration lane for the ramp spur connecting to northbound MD 210 and separated through and left turn lanes at the MD 210 intersection. The eastbound approach would be widened by one additional lane width to allow an exclusive right turn lane onto southbound MD 210. See Figure II-15.

### 10. Location I – MD 373 Option A

MD 373 Option A includes lengthening the accel/decel lanes on the MD 210 approaches to the intersection. The westbound MD 373 approach to MD 210 proposed to be widened by one lane width to provide a double left turn, a single through and a right turn lane. The eastbound approach would remain as is with a single left turn and through right turn lane. MD 210 resurfacing is proposed throughout the intersection area. See Figures II-16 and II-17.

## F. SHA- Selected Alternative 5A Modified Subsequent to the September, 2002 Informational Public Workshop

The SHA Administrator chose Alternative 5A Modified as the SHA-Selected Alternative in June 2003.

The description of the selected alternative is the same as what was described previously in the Preferred Alternative at the Informational Public Workshop.

The individual intersection/interchange options comprising the SHA-Selected Alternative are summarized as follows:

Location A – Wilson Bridge Drive Option A

Location B – Kerby Hill Road Option C

Location C – Palmer/Livingston Road Option E

Location D – Old Fort Road North Option C

Location E – Fort Washington Road Option D

Location F – Swan Creek Road Option G

Location G – Old Fort Road South Option C

Location H – Farmington Road Option A

Location I – MD 373 Option A

Preliminary concept plans for the SHA-Selected Alternative indicating potential landscaping measures are shown on Figures IV-19 through IV-26.

Alternative 5A Modified has a total estimated cost of $228.4 million. A breakdown by segment of Alternative 5A Modified costs is included on Tables S-2 and S-3.

## G. Traffic Operations with SHA - Selected Alternative 5A Modified

Peak hour delays/congestion have become particularly prevalent at the eleven signalized intersections within the study segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from side roads. The eleven signalized intersections along MD 210 studies and presented herein consist of:

- Oxon Hill Road
- Wilson Bridge Drive
- Kerby Hill Road/Livingston Road
- Livingston Road/Palmer Road
- Old Fort Road North
- Fort Washington Road
- Swan Creek Road/Livingston Road
- Old Fort Road South

- Farmington Road
- MD 373 (Accokeek Road)
- MD 228

As previously noted, the Oxon Hill Road and MD 228 intersections are being addressed as part of other design contracts and were therefore not included in this study.

### 3. Traffic Volumes

The existing Average Daily Traffic (ADT) volumes along the study segment of MD 210, as measured in 2000, range from 43,550 vehicles per day (vpd) between the MD 228 and MD 373 intersection to 68,550 vpd between the I-295 Ramps and Kerby Hill Road intersections. These traffic volumes are projected to increase to range from 62,785 vpd between the MD 373 and MD 228 intersections to 93,970 vpd between the Kerby Hill Road/Livingston Road and Palmer Road intersections in the design year 2020. Table II-1 presents the existing (2000) and projected (2020) ADT's along with the projected (2020) ADT's for the proposed Build Alternative.

Alternative 5A Modified includes no HOV lanes on MD 210 and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement. Consequently, the ADT's for Alternative 5A are projected to be the same as the No-Build Alternative, as shown in Table II-1.

100

TABLE II-1

MD 210 BI-DIRECTIONAL AVERAGE DAILY TRAFFIC

| Intersection Along MD 210 | (2000) Existing | No-Build 2020 | Alt. 5A 2020 |
|---|---|---|---|
| Oxon Hill Road | 27,650 | 93,445 | 93,445 |
| Wilson Bridge Drive | 68,550 | 91,850 | 91,850 |
| Kerby Hill Road/Livingston Road | 68,200 | 93,970 | 93,970 |
| Livingston Road/Palmer Road | 57,450 | 84,100 | 84,100 |
| Old Fort Road North | 59,300 | 83,685 | 83,685 |
| Fort Washington Road | 49,600 | 74,315 | 74,315 |
| Swan Creek Road/Livingston Road | 46,200 | 70,280 | 70,280 |
| Old Fort Road South | 45,650 | 66,595 | 66,595 |
| Farmington Road | 44,200 | 63,410 | 63,410 |
| MD 373 | 43,550 | 62,785 | 62,785 |
| MD 228 | | | |

*Includes the respective HOV ADT.

## 2. Level of Service and Operational Characteristics

### Level of Service - Signalized Intersections

Level of service (LOS) for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Qualitatively, level of service criteria are stated as follows:

- LOS A describes operations with very low delay
- LOS B describes operations where delay just starts to be noticeable
- LOS C describes operations with an average amount of perceived delay
- LOS D described operations where delays begin to approach the unacceptable levels and congestion becomes more noticeable
- LOS E described operations considered to be the limit of acceptable delay
- LOS F describes operations, which are considered to be unacceptable to most drivers (generally greater than 1 minute). This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection.

### Level of Service - Ramps and Merge/Diverge Areas

Level of service for ramps and merge/diverge areas is defined in terms of driving turbulence.

- LOS A represents unrestricted operations. Merging and diverging maneuvers are carried out without disruption to through vehicles. There is no noticeable turbulence in the ramp influence area.
- At LOS B, minimal levels of turbulence exist. Merging and diverging maneuvers become noticeable to through drivers, as merging and diverging drivers to smoothly fill available gaps and make lane changes within the ramp influence area must adjust speeds. Speeds of vehicles in the influence area begin to decline slightly.
- At LOS C, the level of merging or diverging turbulence becomes noticeable and the average speed within the ramp influence area begins to decline. Driving conditions are still relatively comfortable at this level.

- At LOS D, virtually all vehicles slow to accommodate merging or diverging maneuvers as turbulence levels become intrusive. Some ramp queues may form, but freeway operation remains stable.

- At LOS E, speeds reduce to 50± miles per hour as the turbulence of merging and diverging maneuvers becomes intrusive to all drivers in the influence area. Both ramp and freeway queues begin forming as flow levels approach capacity limits.

- LOS F represents breakdown, or unstable, operation. Queues have visibly formed on the freeway and on-ramps as approaching demand flows exceed the discharge capacity of the downstream freeway.

Table II-2 presents the predicted AM and PM levels of service for the design year 2020 at each intersection location under Alternative 5A and the No-Build Alternative. If the intersection location for the Build Alternative is proposed to be upgraded to an interchange then the levels of service shown in Table II-2 pertain to merge/diverge areas.

The levels of service for intersections formed by the interchange ramp terminals are presented in Figure II-2 along with the proposed lane configurations. If the intersection location for the Build Alternative is proposed to be upgraded and remain a signalized at-grade intersection then the levels of service pertain to signalized intersections. These are also presented in Figure II-2 along with the proposed lane configurations.

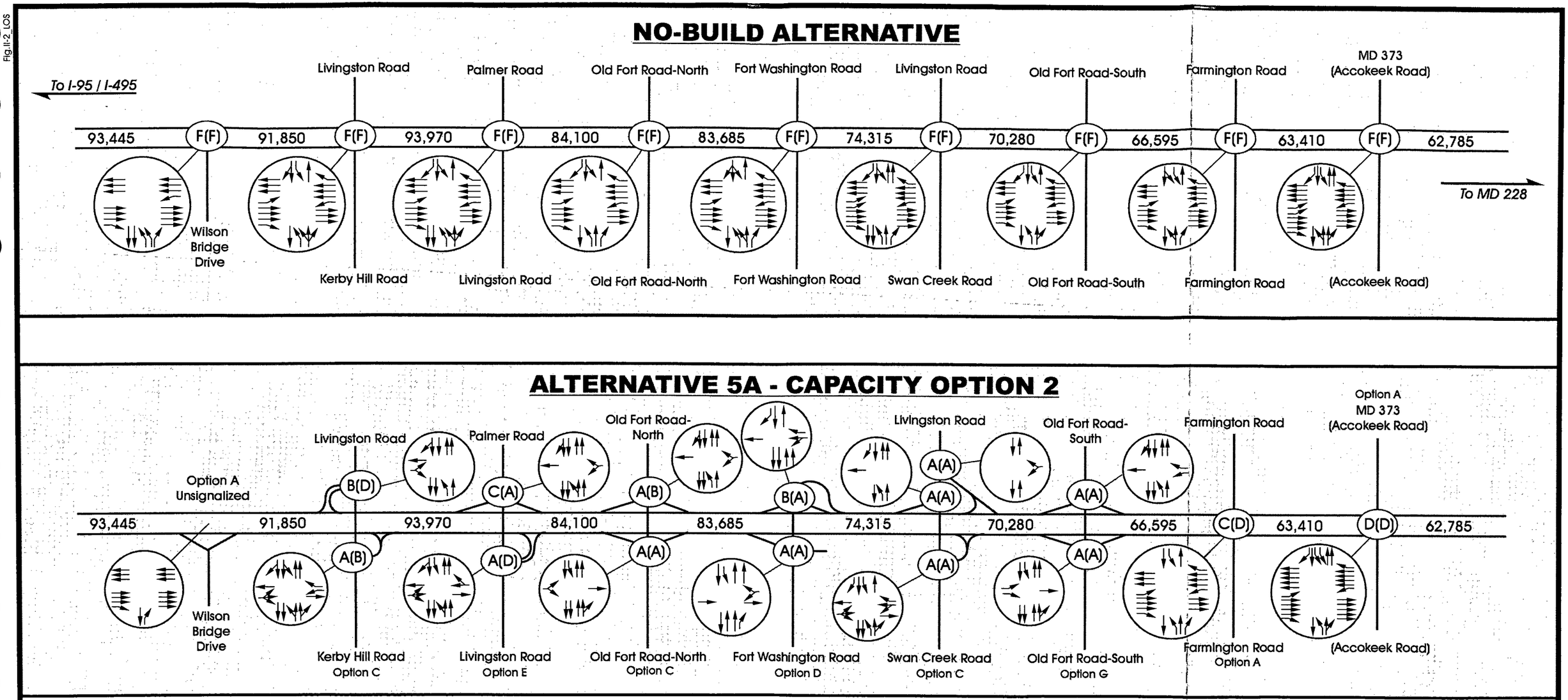
One set of intersection capacity improvement options is currently being considered with Alternative 5A Modified, namely Capacity Option 2. Capacity Option 2 includes the greatest number of interchanges considered necessary to achieve LOS D or better during the peak periods. Interchanges are proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. These interchanges are predicted to operate at LOS D or better for traffic merging and diverging to and from MD 210. The intersections formed by the ramp terminals and the secondary roads would require signalization and are predicted to operate at LOS D or better during the peak periods. The two remaining intersections are proposed to be expanded with the existing traffic signals to remain. The existing MD 210 median openings would be closed at Wilson Bridge Drive and all other unsignalized existing median break locations would be closed, leaving each of these locations right-turn/in right-turn out access only.

# TABLE II-2

## LEVELS OF SERVICE USING 2020 DEMAND TRAFFIC VOLUMES

| Intersections | Ramps | No-Build | | Alternative 5A Capacity Option 2 | |
|---|---|---|---|---|---|
| | | AM | *PM* | AM | *PM* |
| Wilson Bridge Drive | SB Off | F 1.35 | *F 1.61* | B | *E* |
| | SB On | | | B | *E* |
| Kerby Hill/Livingston | NB Off | F 1.59 | *F 2.02* | D | *B* |
| | NB On | | | D | *B* |
| | SB Off | | | B | *E* |
| | SB On | | | B | *D* |
| Palmer/Livingston | NB Off | F 1.68 | *F 1.70* | D | *B* |
| | NB On | | | D | *B* |
| | SB Off | | | B | *E* |
| | SB On | | | B | *D* |
| Old Fort North | NB Off | F 1.67 | *F 1.86* | D | *B* |
| | NB On | | | D | *B* |
| | SB Off | | | B | *D* |
| | SB On | | | B | *D* |
| Fort Washington | NB Off | F 1.55 | *F 1.66* | C | *A* |
| | NB On | | | D | *B* |
| | SB Off | | | B | *D* |
| | SB On | | | A | *C* |
| Swan Creek/Livingston | NB Off | F 1.29 | *F 1.36* | C | *A* |
| | NB On | | | C | *A* |
| | SB Off | | | A | *C* |
| | SB On | | | B | *C* |
| Old Fort South | NB Off | F 1.14 | *F 1.43* | C | *A* |
| | NB On | | | C | *A* |
| | SB Off | | | B | *C* |
| | SB On | | | A | *C* |
| Farmington | At-Grade | F 1.08 | *F 1.11* | C | *D* |
| MD 373 | At-Grade | F 1.23 | *F 1.25* | D | *D* |

Fig.II-2_LOS




## LEGEND:

| | |
|---|---|
| 3040 | 2020 Northbound HOV ADT |
| 98,730 | 2020 Bi-directional Total ADT |
| 2930 | 2020 Southbound HOV ADT |
| (F(F)) | 2020 AM/PM Levels of Service (Typ.) |

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

**INTERSECTION / RAMP TERMINAL LEVELS OF SERVICE**

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | II-2 |

# LEGEND

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

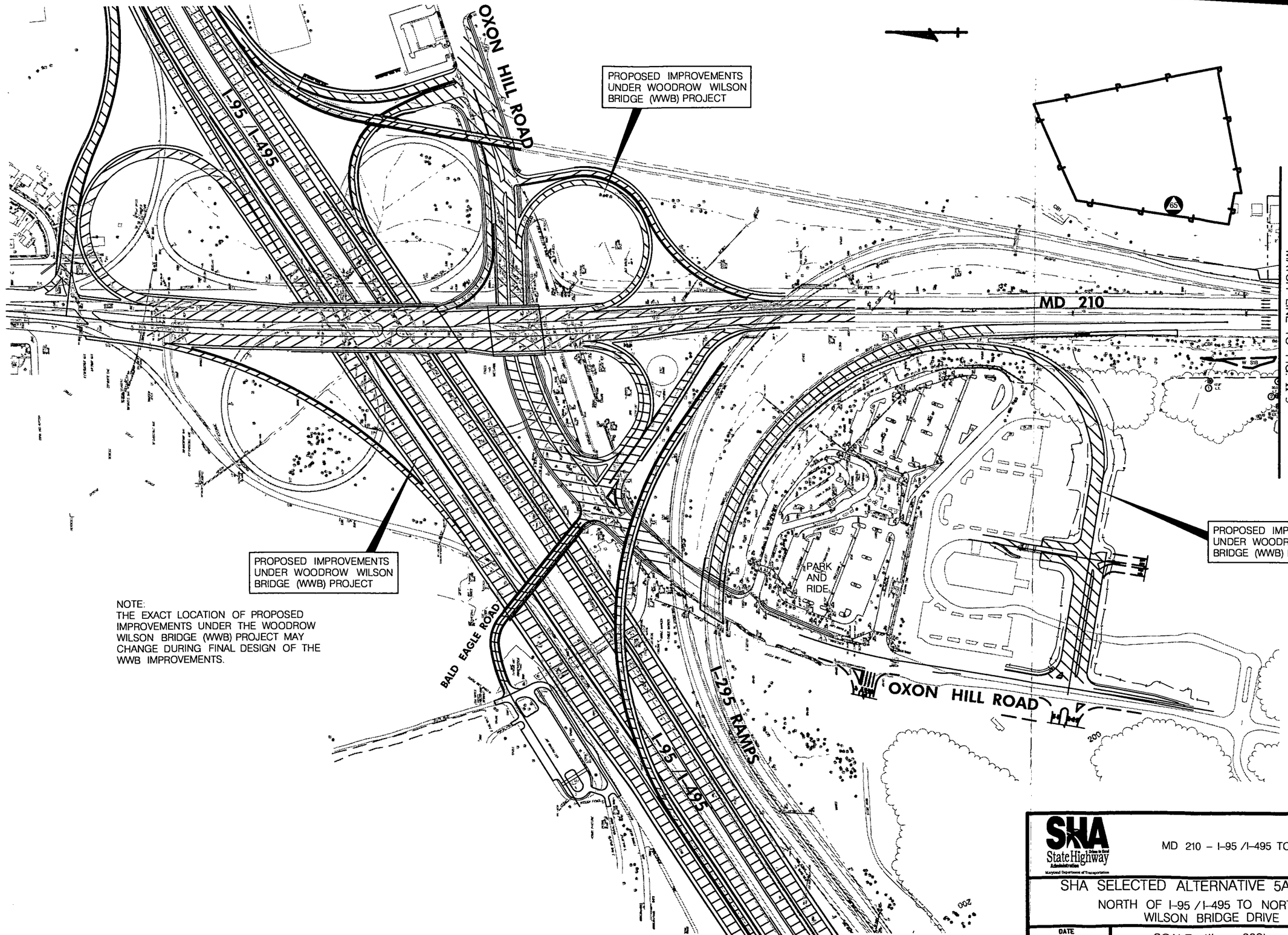
SHA State Highway Administration

MD 210 – I–95 /I–495 TO MD 228

LEGEND

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II–3 |

ps75-doc.dgn
08-21-03 TLL




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

SHA State Highway Administration — Maryland Department of Transportation

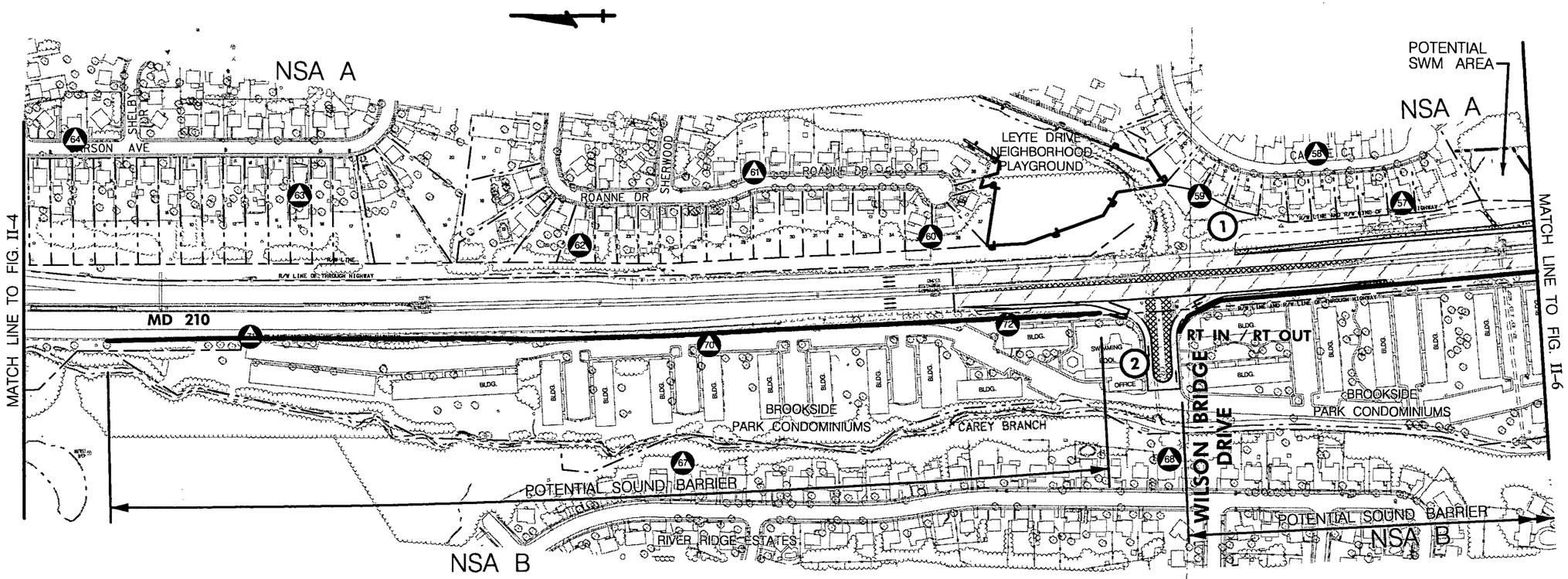
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF I-95 / I-495 TO NORTH OF WILSON BRIDGE DRIVE

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-4 |

ps01-fels.dgn
04-28-04 TLL




## WILSON BRIDGE DRIVE
## OPTION A

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

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

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED
NORTH OF WILSON BRIDGE DRIVE TO
NORTH OF KERBY HILL ROAD

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II-5 |

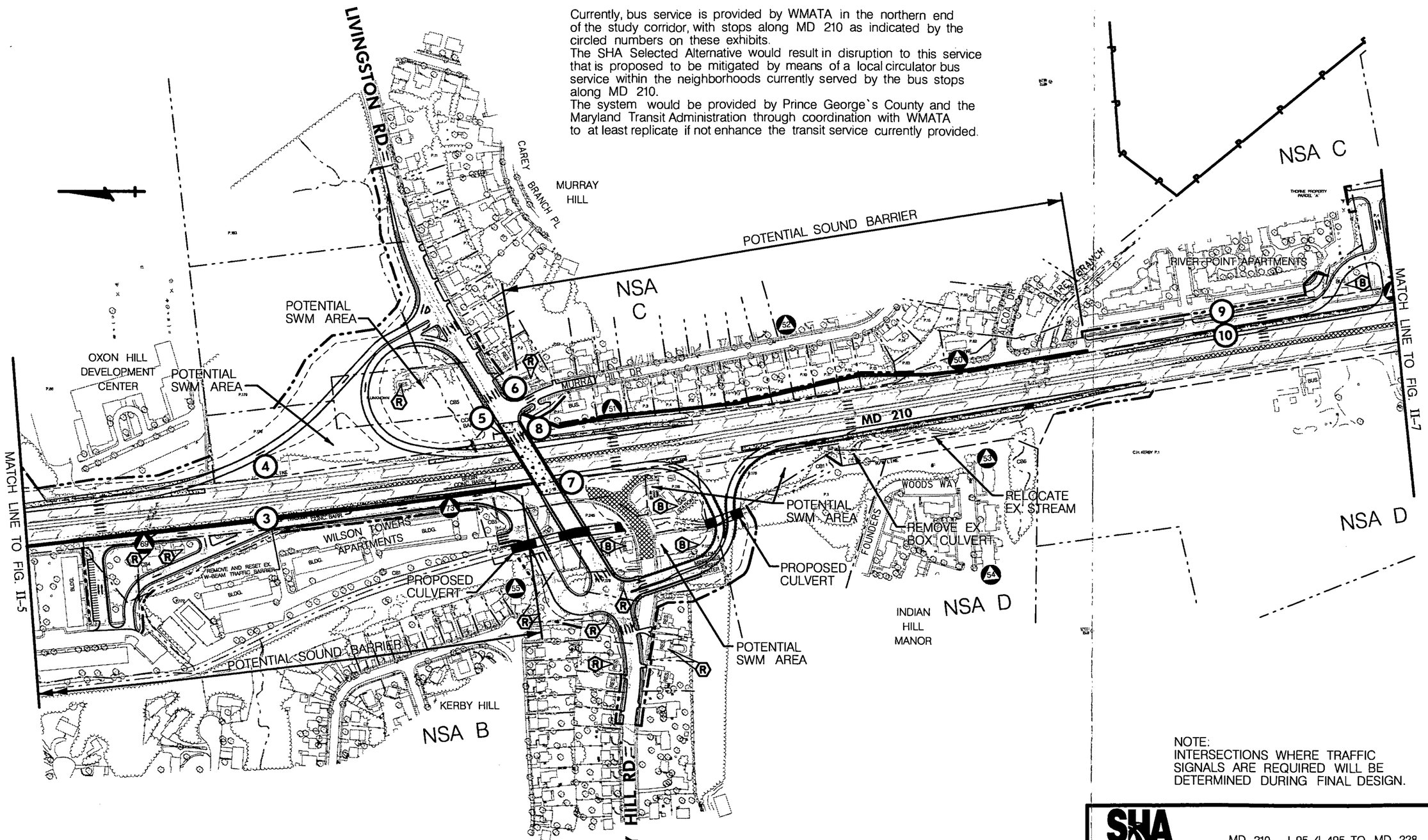
ps02-fais.dgn
08-18-03 TLL

108

# TRANSIT SERVICE MITIGATION

(Wilson Bridge Drive to Palmer/Livingston Road)

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




**KERBY HILL ROAD**
**OPTION C**

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

SHA State Highway Administration — Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

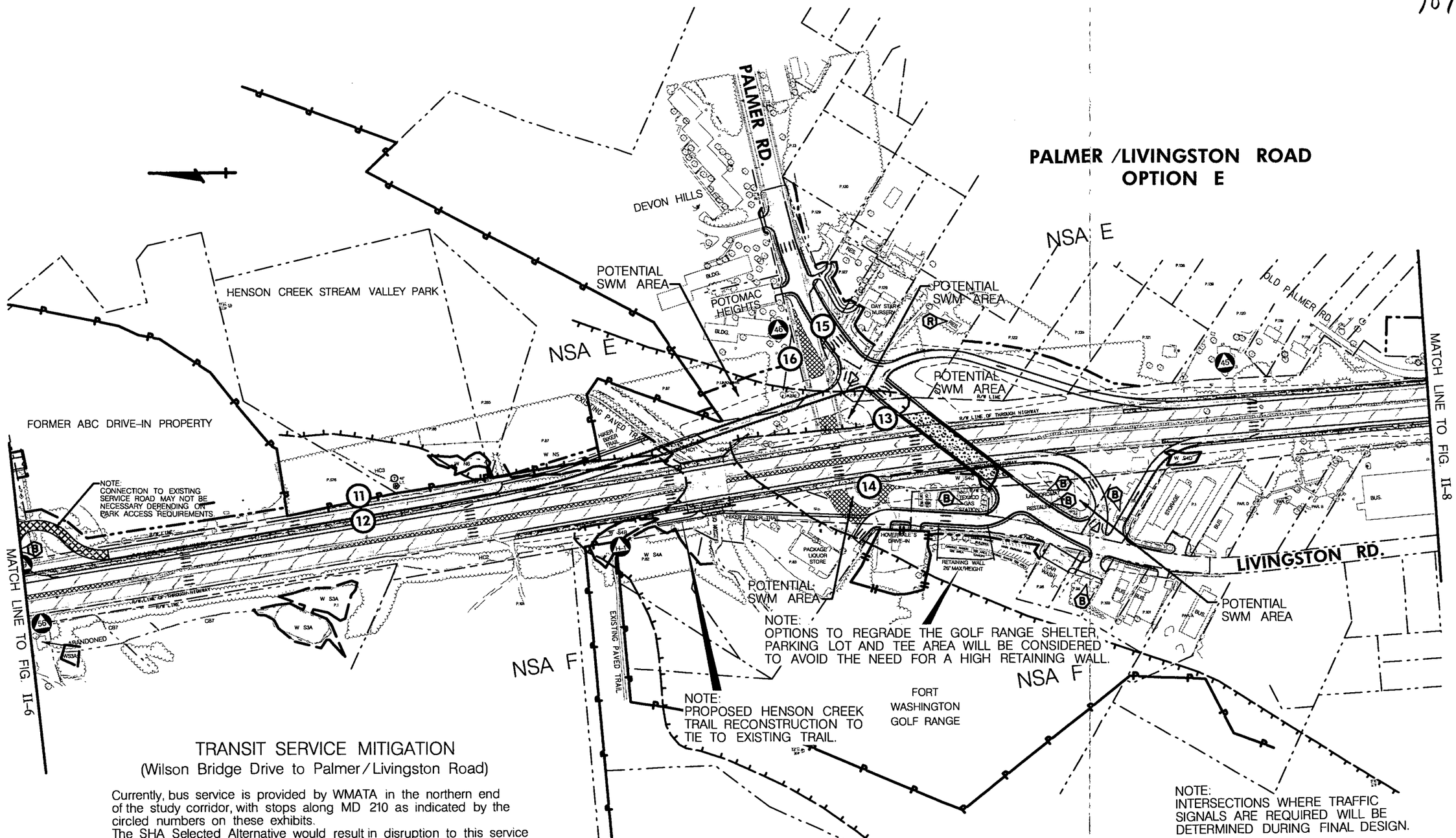
SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF KERBY HILL ROAD TO NORTH OF PALMER / LIVINGSTON ROAD

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-6 |

ps03-fels.dgn
08-18-03 TLL

# PALMER /LIVINGSTON ROAD OPTION E




## TRANSIT SERVICE MITIGATION

(Wilson Bridge Drive to Palmer/Livingston Road)

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

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

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

SHA State Highway Administration — Maryland Department of Transportation

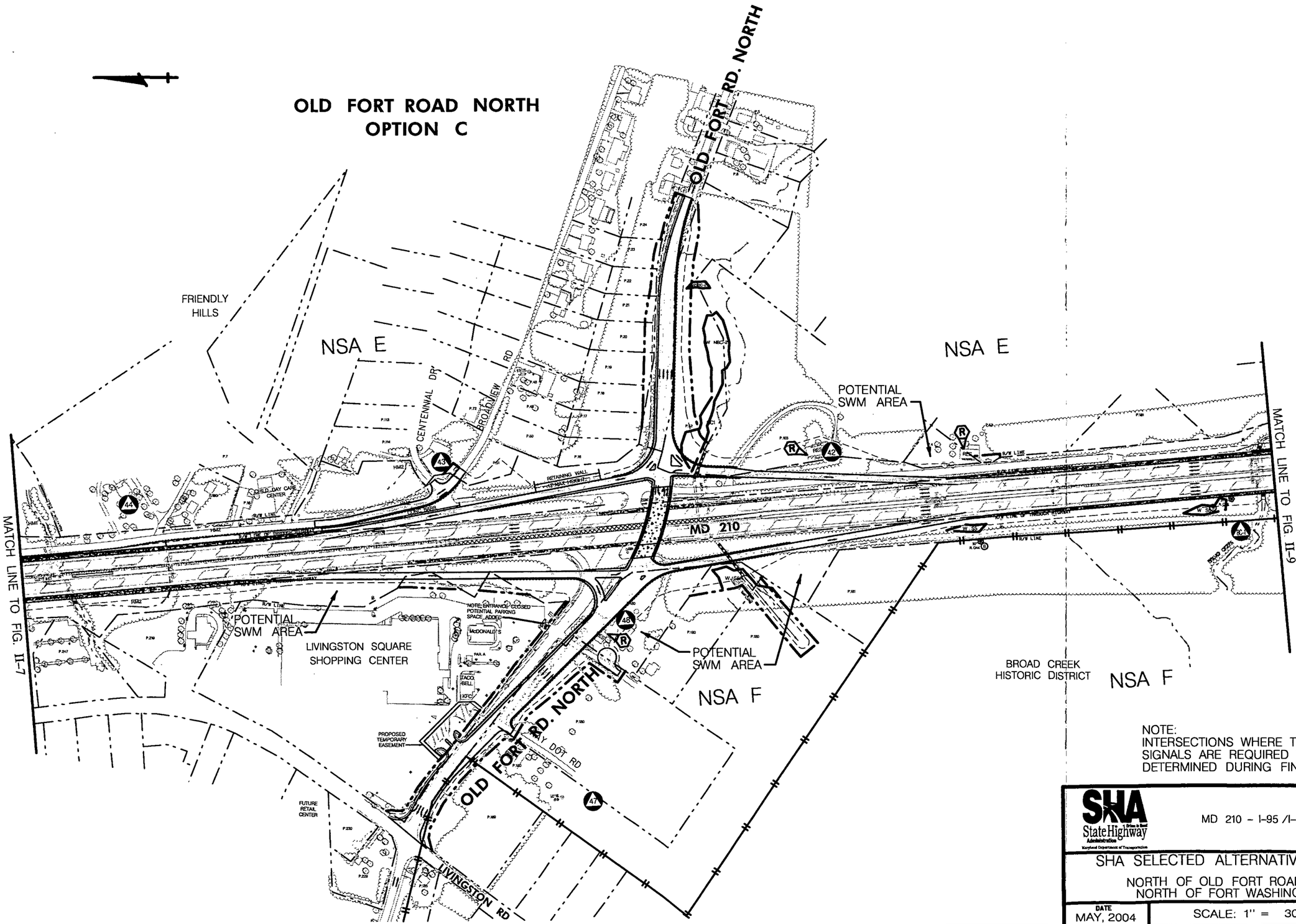
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF PALMER /LIVINGSTON ROAD TO NORTH OF OLD FORT ROAD NORTH

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-7 |

ps04-fels.dgn
08-18-03 TLL




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

SHA State Highway Administration — Maryland Department of Transportation

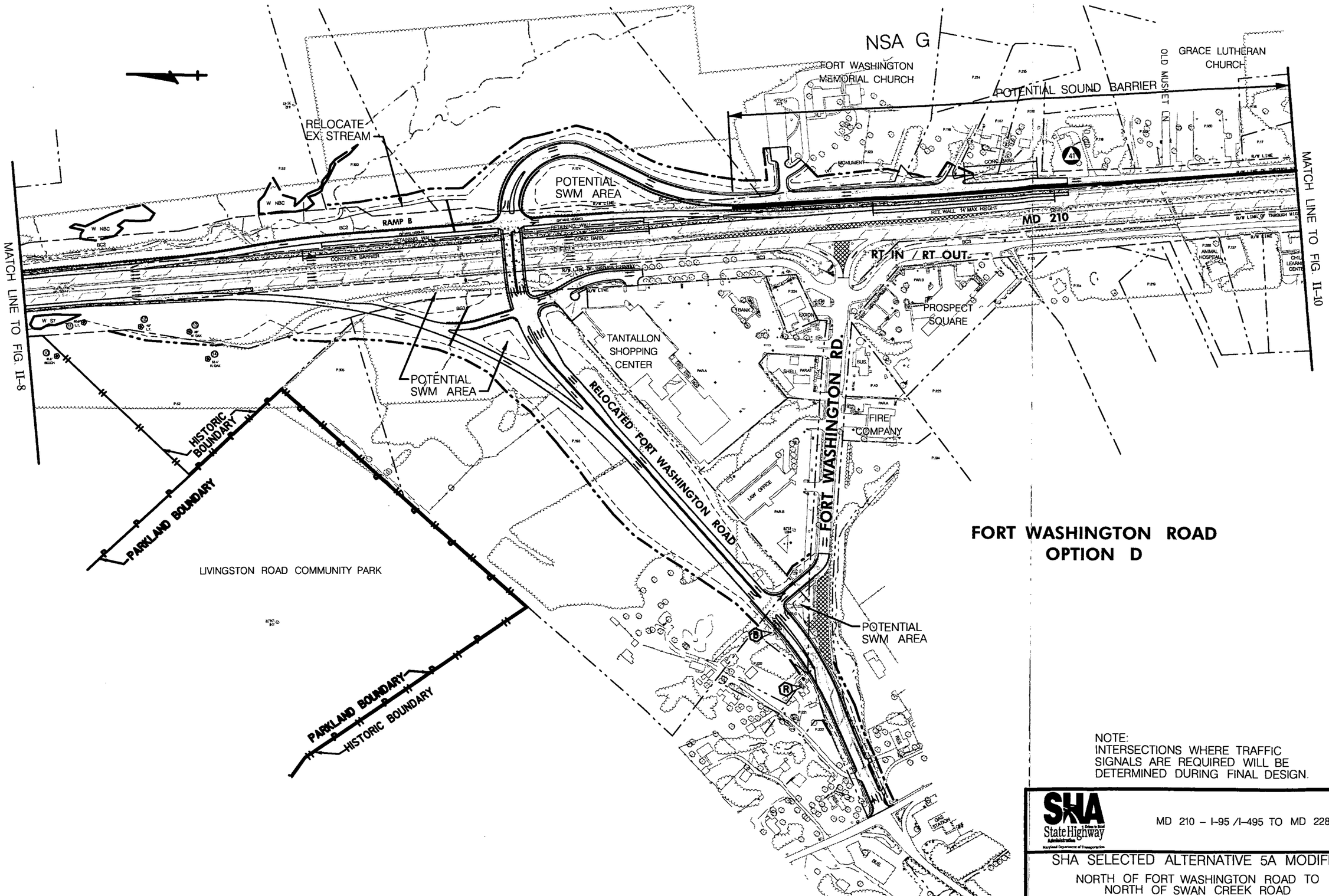
MD 210 - I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF OLD FORT ROAD NORTH TO NORTH OF FORT WASHINGTON ROAD

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-8 |

ps05-fela.dgn
08-18-03 TLL




# FORT WASHINGTON ROAD OPTION D

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

SHA State Highway Administration

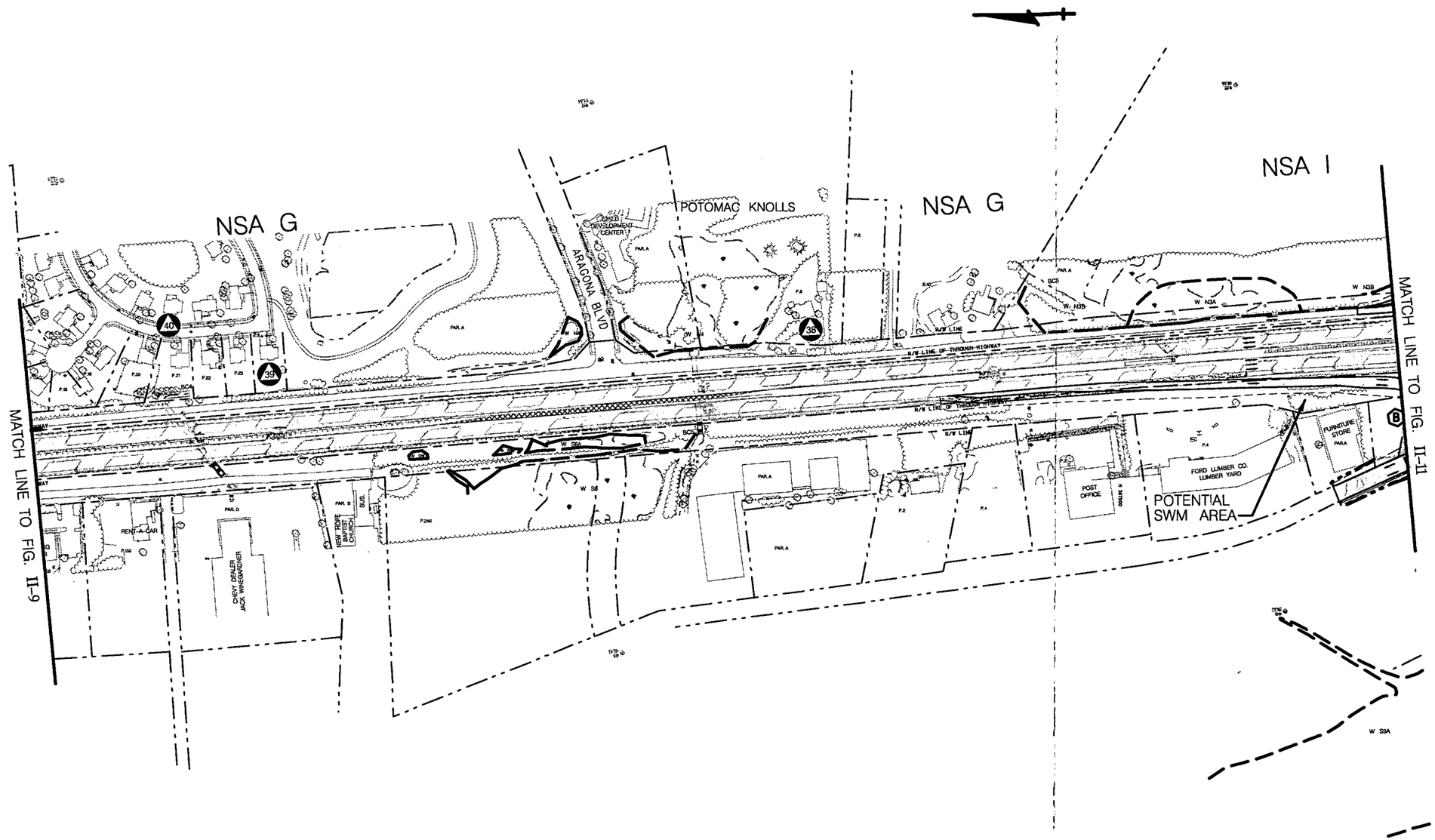
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF FORT WASHINGTON ROAD TO NORTH OF SWAN CREEK ROAD

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-9 |

ps06-fais.dgn
08-18-03 TLL




SHA State Highway Administration

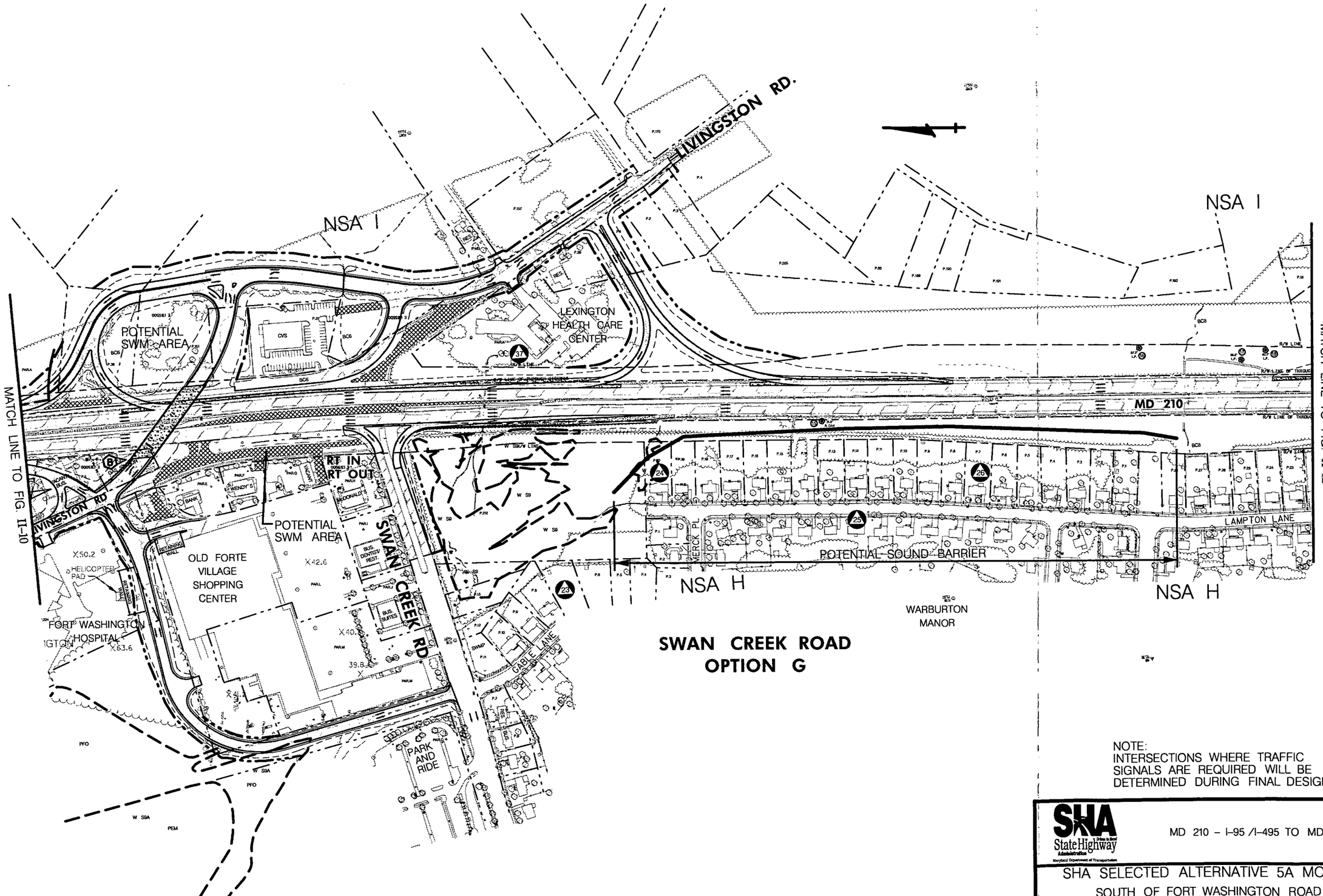
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

SOUTH OF FORT WASHINGTON ROAD TO NORTH OF SWAN CREEK ROAD

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II-10 |

ps07-fels.dgn
08-18-03 TLL




**SWAN CREEK ROAD**
**OPTION G**

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

SHA State Highway Administration — Maryland Department of Transportation

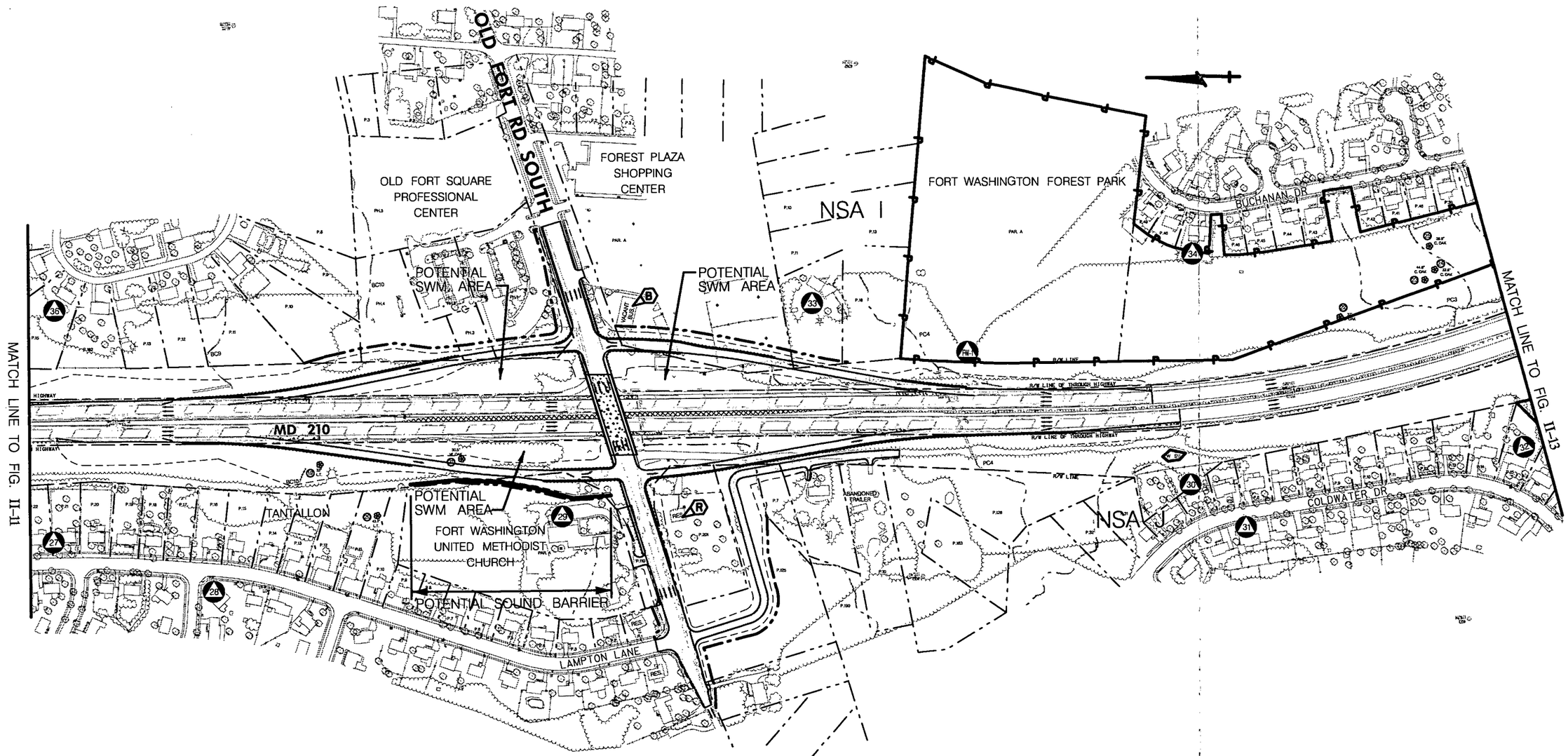
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

SOUTH OF FORT WASHINGTON ROAD TO NORTH OF OLD FORT ROAD SOUTH

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-11 |

ps08-fels.dgn
04-28-04 TLL




**OLD FORT ROAD SOUTH**
**OPTION C**

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

SHA State Highway Administration — Maryland Department of Transportation

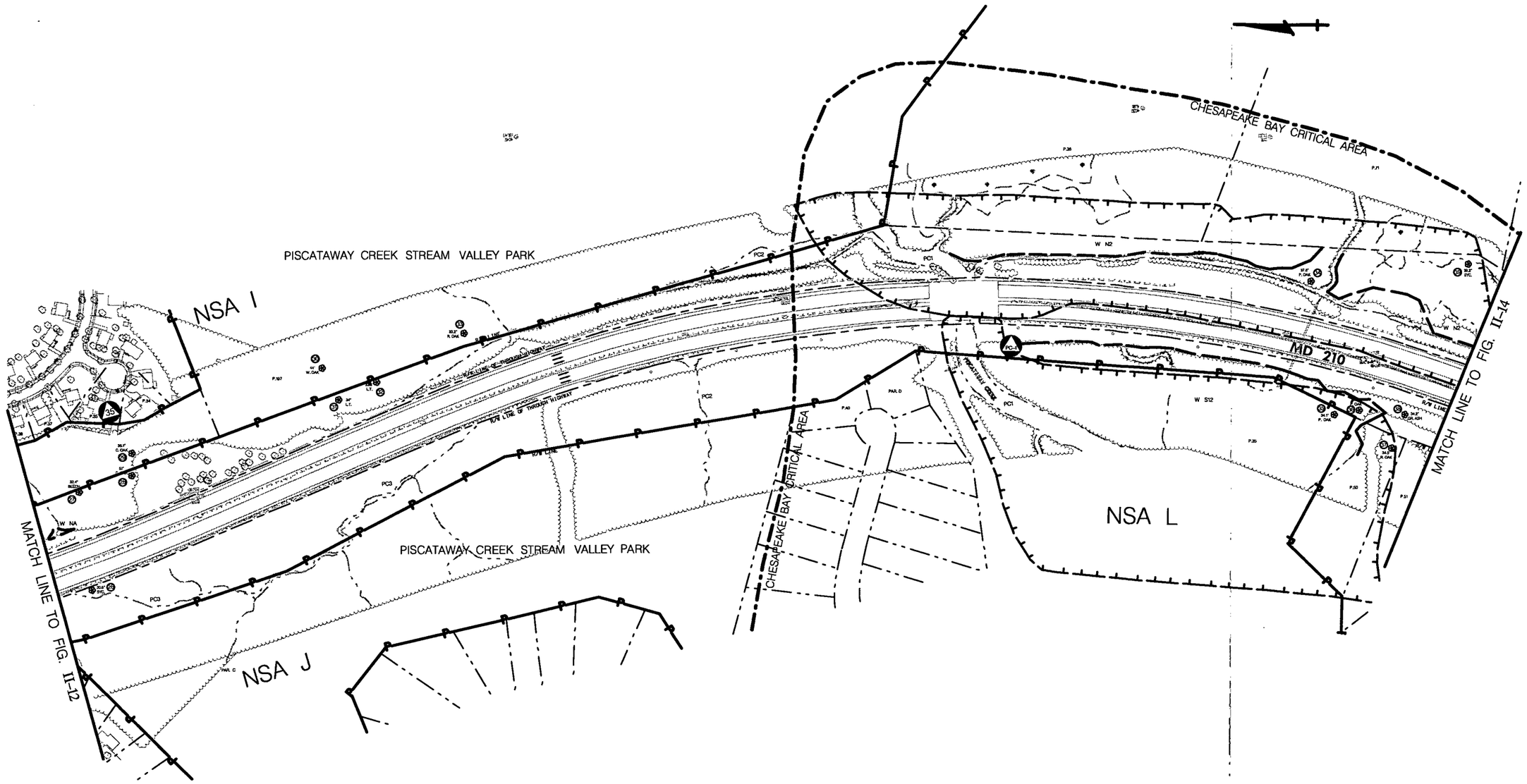
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF OLD FORT ROAD SOUTH TO SOUTH OF OLD FORT ROAD SOUTH

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-12 |

ps09-fels.dgn
04-28-04 TLL




SHA State Highway Administration

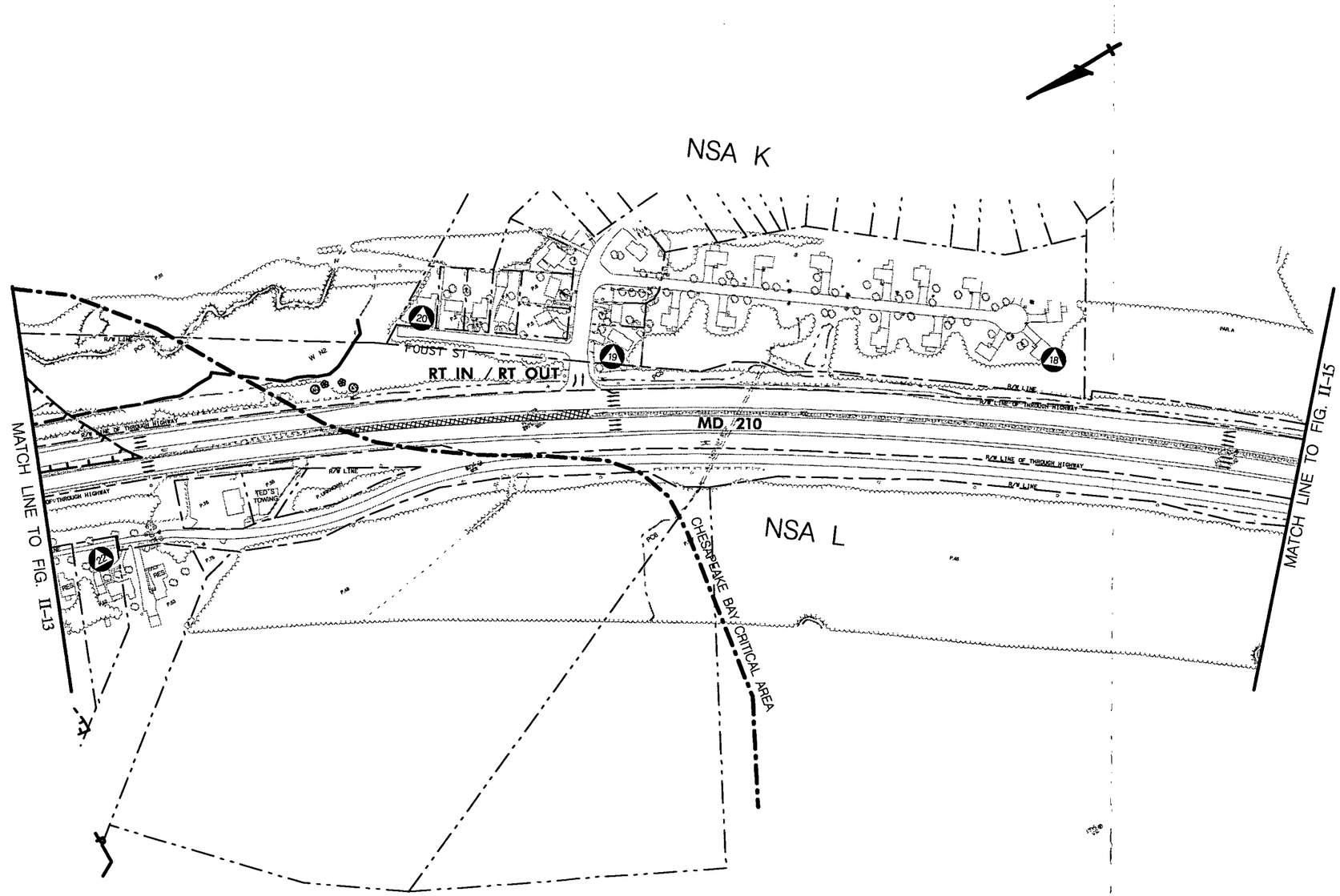
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

SOUTH OF OLD FORT ROAD SOUTH TO SOUTH OF PISCATAWAY CREEK

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II-13 |

psl0-fels.dgn
08-19-03 TLL




SHA State Highway Administration

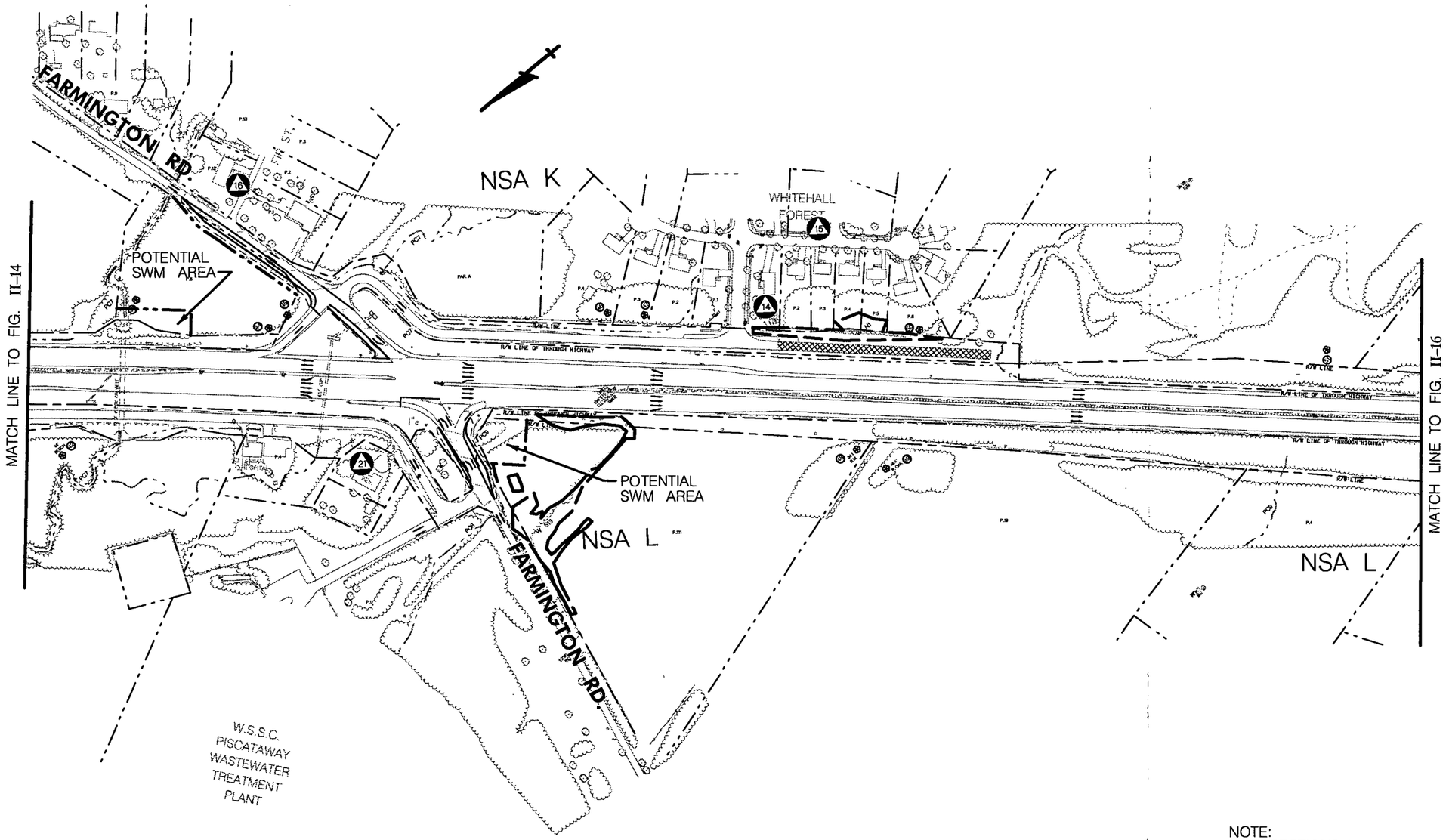
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

SOUTH OF PISCATAWAY CREEK TO NORTH OF FARMINGTON ROAD

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II-14 |

psii-fels.dgn
08-20-03 TLL




**FARMINGTON ROAD**
**OPTION A**

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

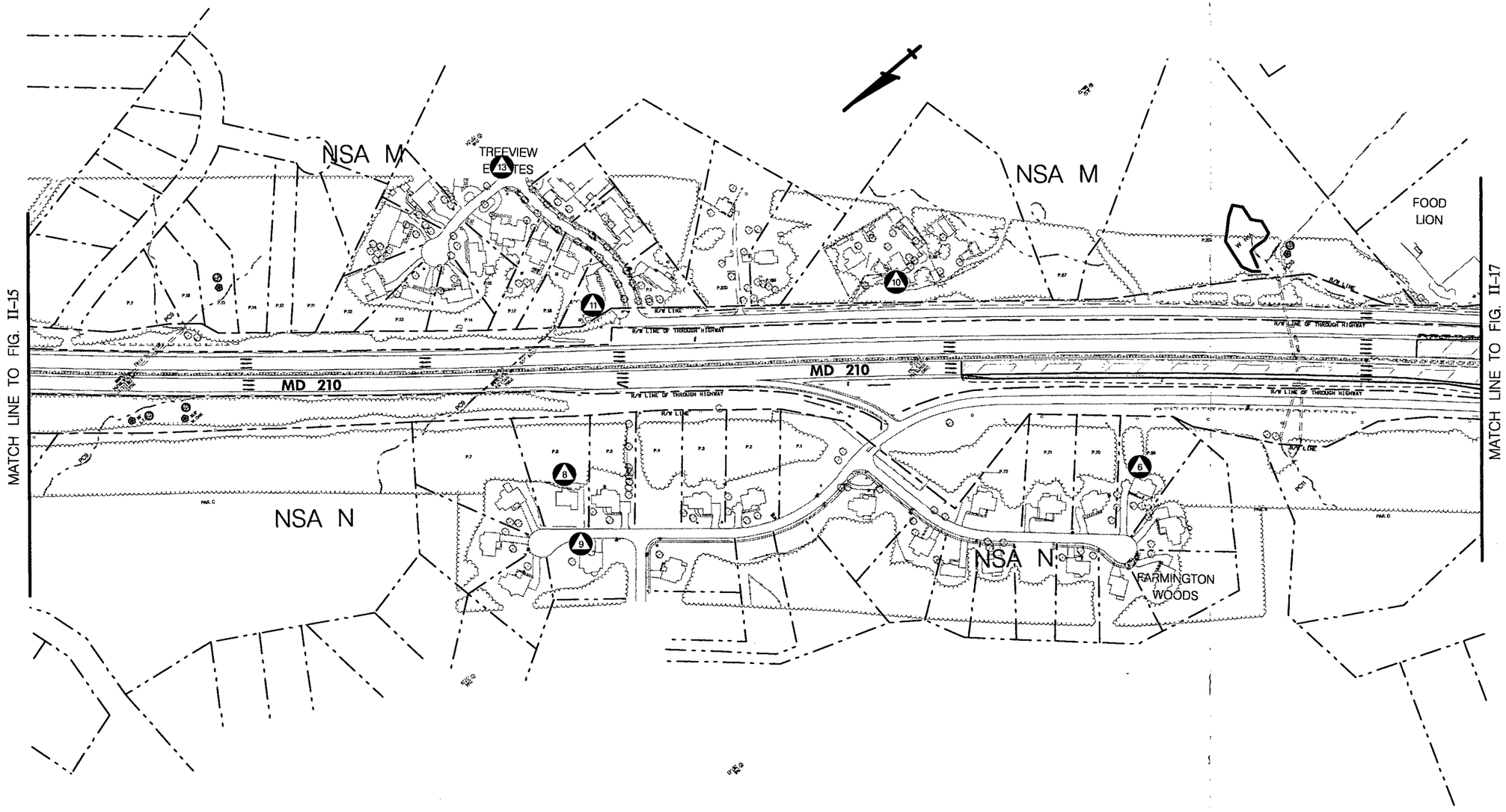
SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED
NORTH OF FARMINGTON ROAD TO SOUTH OF FARMINGTON ROAD

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II-15 |

psl2-fels.dgn
08-20-03 TLL




SHA State Highway Administration

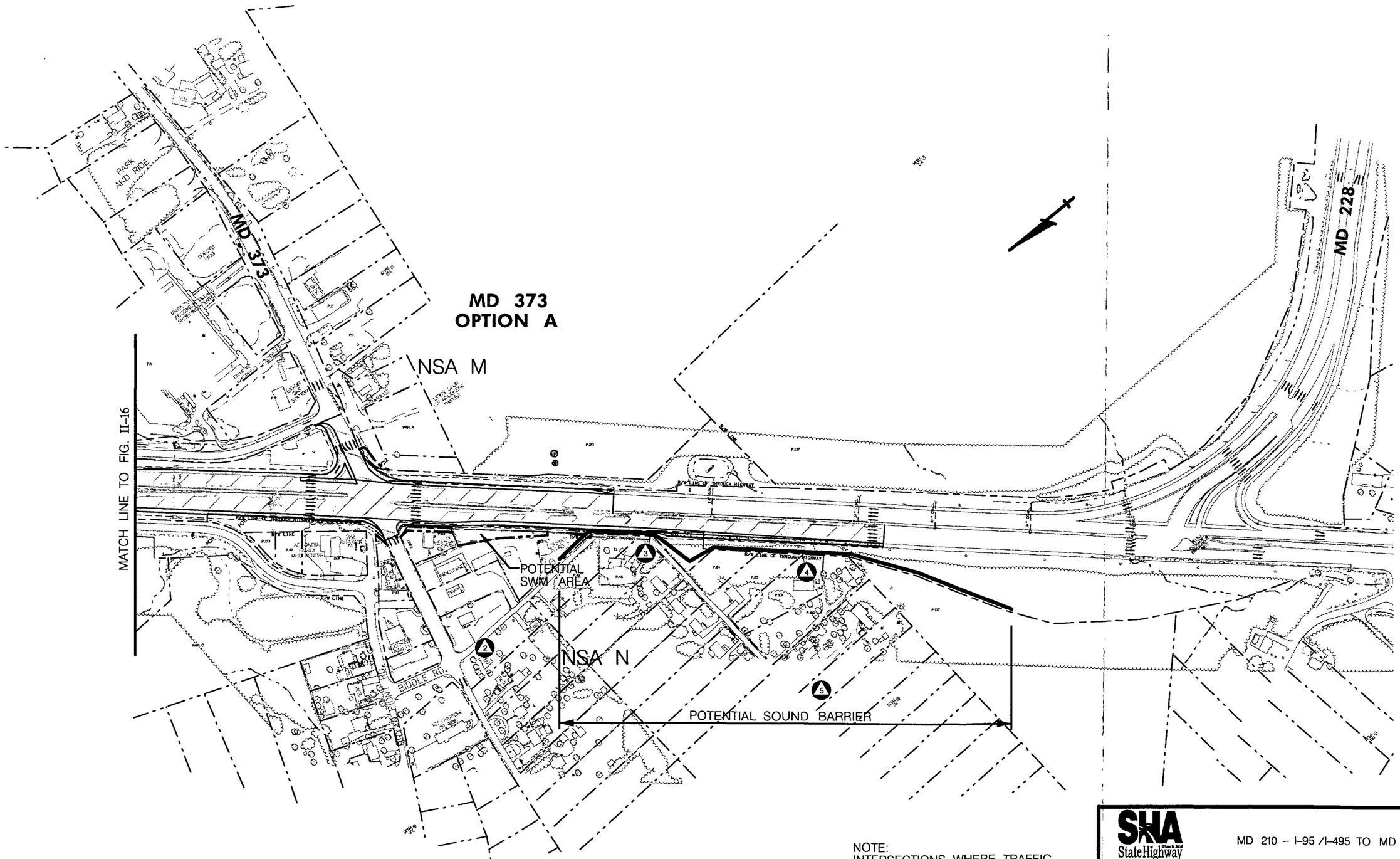
MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

SOUTH OF FARMINGTON ROAD TO NORTH OF MD 373

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 300' | II-16 |

psl3-fels.dgn
08-20-03 TLL




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

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

SHA SELECTED ALTERNATIVE 5A MODIFIED

NORTH OF MD 373 TO MD 228

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | II-17 |

pal4-fala.dgn
04-28-04 TLL

# III. AFFECTED ENVIRONMENT

## MD 210 MULTI-MODAL STUDY

# III. AFFECTED ENVIRONMENT

## A. Social, Economic and Land Use

### 1. Population and Housing

#### a. Census Tracts

According to the U.S. Bureau of the Census, the population of Prince George's County grew by 10.9 percent, from 728,553 to 801,515 people, during the period 1990 - 2000. By the design year 2020, the County's population is expected to reach 933,500 people, based on projections prepared by the Maryland Department of Planning. This represents an increase of 16.5 percent over the 2000 County population.

The study area, situated just south of Washington, D.C. in Prince George's County, extends along MD 210 from I-95/I-495 to south of MD 228. As shown on Figure III-1, the study area consists of the following 2000 census tracts or portions thereof: 8012.04, 8013.01, 8013.02, 8013.05 through 8013.09, 8014.02 through 8014.07 and 8017.02. The data available from the census tracts will be used to describe the study area. The boundaries of several of the study area census tracts were changed during the period 1990 - 2000. The geographic area encompassed by each of the 2000 Census Tracts 8013.05, 8013.06, 8013.07 through 8013.09, 8014.01 8014.06 and 8014.07 differs somewhat from the geographic area encompassed by each of their respective 1990 Census Tracts 8013.04, 8013.98 and 8014.01. Although not exactly the same, the geographic areas of these respective study area census tracts are comparable and the census data for these tracts will be used in the study area analysis. During the period 1990 - 2000, the total population in the area defined by the study area census tracts increased by 8.7 percent, from 67,448 to 73,349 people. Census Tracts 8013.98, 8014.02, and 8014.03 experienced net declines in population while the other study area census tracts experienced a growth in population. The population in Census Tract 8017.02 increased by 30.2 percent, from 2,605 to 3,394 people, during the period 1990 - 2000. In 2000, the largest portion (11.3 percent) of the total population in the study area census tracts resided in Census Tract 8013.01, and the smallest percentage (3.4 percent) in Census Tract 8013.02. Table III-1 shows population data for the study area for 1990 and 2000.

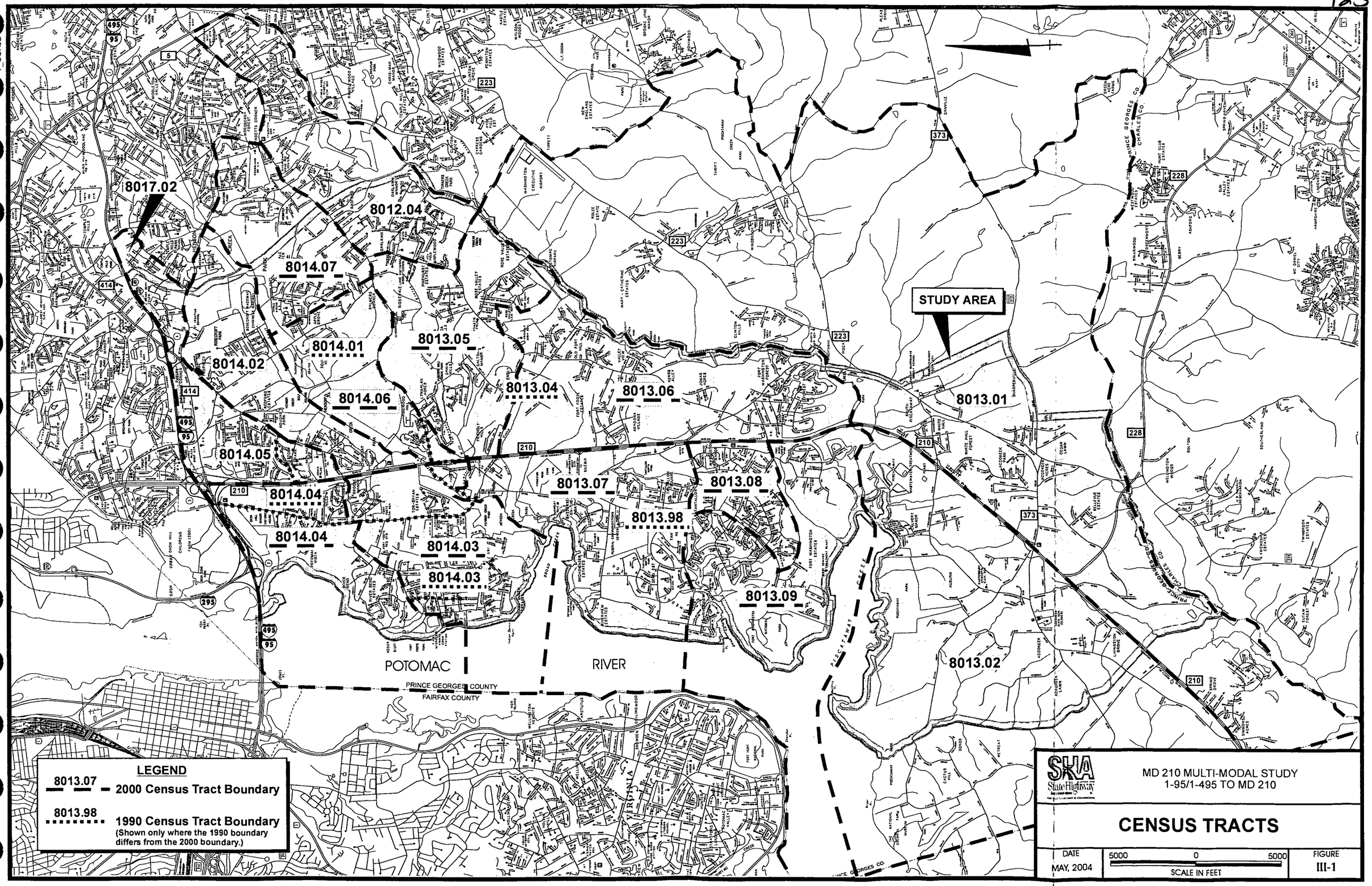
## TABLE III-1
## POPULATION AND GROWTH IN THE STUDY AREA

| Area | | 1990 | 2000 | % Change |
|---|---|---|---|---|
| Prince George's County | | 728,553 | 801,515 | + 10.0 |
| **Census Tract** | | | | |
| **1990** | **2000** | | | |
| 8012.04 | 8012.04 | 6,933 | 7,043 | + 1.5% |
| 8013.01 | 8013.01 | 6,585 | 8,304 | + 26.1% |
| 8013.02 | 8013.02 | 2,078 | 2,513 | + 20.9% |
| 8013.04 | | 9,230 | | + 22.1% |
| | 8013.05 | | 4,900 | |
| | 8013.06 | | 6,371 | |
| 8013.98 | | 10,786 | | |
| | 8013.07 | | 3,431 | - 3.8% |
| | 8013.08 | | 3,712 | |
| | 8013.09 | | 3,239 | |
| 8014.01 | | 8,248 | | |
| | 8014.06 | | 3,140 | + 13.6% |
| | 8014.07 | | 6,232 | |
| 8014.02 | 8014.02 | 7,283 | 6,010 | -21.1% |
| 8014.03 | 8014.03 | 6,489 | 6,379 | -1.7% |
| 8014.04 | 8014.04 | 3,663 | 4,635 | + 26.5% |
| 8014.05 | 8014.05 | 3,548 | 4,046 | + 14.0% |
| 8017.02 | 8017.02 | 2,605 | 3,394 | + 30.2% |
| **Total Census Tracts** | | **67,448** | **73,349** | **+ 8.7%** |

Source: U.S. Bureau of the Census
*The 1990 and 2000 census tract boundaries are not exactly the same, but are comparable.

An analysis of 2000 census data indicates that 70.2 percent of the total population in the study area census tracts were persons 16 through 64 years old, and 8.6 percent were persons 65 years and older. The largest portion of the age group 65 years and older (10.9 percent) appears in Census Tract 8012.04. However, Census Tract 8013.09 has the highest ratio of persons 65 years and older to total number of persons residing in the census tract (approximately 1 in 8 persons).

Countywide data from the U.S. Bureau of the Census indicates that the number of households in Prince George's County increased by 11.1 percent, from 258,011 to 286,610 households, during the period 1990 - 2000. In 1990, the average household size was 2.76


8017.02
8012.04
8014.07
8014.01
8013.05
8014.02
8014.06
8013.04
8013.06
8013.01
8014.05
8014.04
8013.07
8013.08
8013.98
8014.04
8014.03
8014.03
8013.09
8013.02
STUDY AREA
POTOMAC
RIVER
PRINCE GEORGES COUNTY
FAIRFAX COUNTY
PRINCE GEORGES CO.
CHARLES CO.
PISCATAWAY CREEK
LEGEND
8013.07 2000 Census Tract Boundary
8013.98 1990 Census Tract Boundary
(Shown only where the 1990 boundary differs from the 2000 boundary.)
SHA State Highway
MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210
CENSUS TRACTS
DATE
MAY, 2004
5000 0 5000
SCALE IN FEET
FIGURE
III-1

persons, while in 2000 the average household size was 2.74 persons. By the year 2020, the number of households in Prince George's County is projected to reach 350,300 households, an increase of 22.2 percent over the 2000 countywide number of households. The total number of housing units in Prince George's County in 2000 was 302,378 units including 15,768 vacant units. By housing type, single-family detached units were the most numerous with 151,888 units, or 50.2 percent of the total number of housing units in 1990. Based on census tract data, the number of households in the study area census tracts increased by 14.8 percent, from 22,635 to 26,002 households, during the period 1990-2000. According to information provided by Prince George's County Planning Department, the number of dwelling units within the study area can be expected to increase on the order of 25 percent over the next 20 years.

### b. Racial Characteristics

According to 2000 census data, 27.0 percent of the total population of Prince George's County were White, 62.7 percent were African-American, 0.3 percent were American Indian, Eskimo or Aleut, 3.9 percent were Asian or Pacific Islander, and 7.1 percent were of Hispanic origin (any race). An analysis of 2000 census data to determine the racial characteristics of the MD 210 study area indicates that 18.5 percent of the total population in the study area census tracts were White, 71.7 percent were Black or African-American, 0.4 percent were American Indian and Alaskan Native, 6.3 percent were Asian or Pacific Islander and 2.2 percent were Hispanic or Latino (of any race). Table III-2 summarizes the racial composition of the study area according to 2000 census data in comparison to countywide and statewide data.

### c. Income

The U. S. Bureau of the Census develops median household's income data based on sample data from the 2000 Census. The sample data is weighted to represent the total population and is based on 1999 income figures. According to this information, the median household income in 1999 was $55,256 in Prince George's County, as compared to $52,868 for the State of Maryland.

Within the MD 210 study area, the median household income in 1999 ranged from $42,127 to $99,246, based on a review of census data for the study area census block groups. The data indicates two census tracts where similar median household incomes are concentrated within the study area. According to the census data, census tracts 8014.05 and 8017.02 contain concentrations of households having a median household income under $50,000.

# TABLE III-2
# 2000 RACIAL POPULATION CHARACTERISTICS

| Location | White | | Black | | American Indian, Eskimo or Aleut | | Asian or Pacific Islander | | Some Other Race; Two or More Races | | [1]Hispanic Origin | | % Minorities[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Population | % | Population | % | Population | % | Population | % | Population | % | Population | % | |
| State of Maryland | 3,286,547 | 62.1 | 1,464,735 | 27.7 | 13,312 | 0.3 | 211,651 | 4.0 | 92,325 | 1.7 | 227,916 | 4.3 | 37.9% |
| Prince George's County | 216,729 | 27.0 | 502,550 | 62.7 | 2,795 | 0.3 | 31,479 | 4.0 | 47,962 | 6.0 | 57,057 | 7.1 | 74.1% |
| Census Tract 8012.04 | 1340 | 19.0 | 5274 | 74.9 | 18 | 0.3 | 194 | 2.7 | 217 | 3.1 | 176 | 2.5 | 80.4% |
| 8013.01 | 2410 | 29.0 | 5189 | 62.5 | 31 | 0.4 | 390 | 4.7 | 284 | 3.4 | 188 | 2.3 | 69.8% |
| 8013.02 | 1579 | 62.8 | 764 | 30.4 | 18 | 0.7 | 82 | 3.3 | 70 | 2.8 | 45 | 1.8 | 36.2% |
| 8013.05 | 601 | 12.3 | 3928 | 80.2 | 25 | 0.5 | 211 | 4.3 | 135 | 2.7 | 90 | 1.8 | 86.8% |
| 8013.06 | 1286 | 20.2 | 4347 | 68.2 | 30 | 0.5 | 515 | 8.1 | 193 | 3.0 | 142 | 2.2 | 79.0% |
| 8013.07 | 543 | 15.8 | 2432 | 70.9 | 19 | 0.5 | 321 | 9.4 | 116 | 3.4 | 89 | 2.6 | 83.4% |
| 8013.08 | 377 | 10.2 | 2828 | 76.2 | 16 | 0.4 | 389 | 10.5 | 102 | 2.7 | 51 | 1.4 | 88.5% |
| 8013.09 | 1229 | 37.9 | 1789 | 55.2 | 6 | 0.2 | 127 | 3.9 | 88 | 2.7 | 74 | 2.3 | 61.6% |
| 8014.02 | 692 | 11.5 | 4954 | 82.4 | 19 | 0.3 | 195 | 3.2 | 150 | 2.5 | 85 | 1.4 | 87.4% |
| 8014.03 | 827 | 13.0 | 4366 | 68.4 | 9 | 0.1 | 927 | 14.5 | 250 | 3.9 | 175 | 2.7 | 85.9% |
| 8014.04 | 792 | 17.1 | 3118 | 67.3 | 14 | 0.3 | 558 | 12.0 | 153 | 3.3 | 106 | 2.3 | 81.9% |
| 8014.05 | 781 | 19.3 | 2604 | 64.4 | 26 | 0.6 | 477 | 11.8 | 158 | 3.9 | 108 | 2.7 | 79.5% |
| 8014.06 | 213 | 6.8 | 2732 | 87.0 | 23 | 0.7 | 86 | 2.7 | 86 | 2.7 | 40 | 1.3 | 91.7% |
| 8014.07 | 592 | 9.5 | 5274 | 84.6 | 17 | 0.3 | 139 | 2.2 | 210 | 3.4 | 134 | 2.2 | 89.3% |
| 8017.02 | 257 | 7.6 | 3008 | 88.6 | 8 | 0.2 | 32 | 0.9 | 89 | 2.6 | 92 | 2.7 | 92.5% |
| Study Area Census Tracts | 13,519 | 18.5 | 52,607 | 71.7 | 279 | 0.4 | 4,643 | 6.3 | 2,301 | 3.1 | 1,595 | 2.2 | 80.6% |

Source: U.S. Bureau of the Census
[1]-American; American Indian, Eskimo or Aleut; Asian Or Pacfica islander; Hispanic

According to 2000 census data that provides information about poverty status in 1999 (collected from one in six sample and weighted to represent the total population), the percentage of persons below poverty level was 7.7 percent in Prince George's County. For the study area census tracts, a review of poverty status data hereafter referred to as low income data, indicates the low income population percentage in the following census tracts, all in the northern extremities of the project area, is higher than their respective countywide low income population percentage:

| 2000 Census Tract | Low Income Population Percentage |
|---|---|
| 8014.02 | 8.2 |
| 8014.04 | 7.7 |
| 8014.05 | 9.3 |
| 8017.02* | 11.9 |

*Tract 8017.02 is located in the northeast extremity of the study area.

Table III-3 summarizes the low income population characteristics in 1999 for the study area.

**TABLE III-3**
**1999 POVERTY STATUS CHARACTERISTICS**

| Location | Persons for Whom Poverty Status Was Determined | Persons Below Poverty | % Persons Below Poverty |
|---|---|---|---|
| Prince George's County | 782,291 | 60,196 | 7.7% |
| Census Tract: 8012.04 | 6924 | 122 | 1.8 |
| 8013.01 | 8190 | 345 | 4.2 |
| 8013.02 | 2536 | 122 | 4.8 |
| 8013.05 | 4844 | 7 | 0.1 |
| 8013.06 | 6135 | 113 | 1.8 |
| 8013.07 | 3501 | 155 | 4.4 |
| 8013.08 | 3796 | 42 | 1.1 |
| 8013.09 | 3122 | 20 | 0.6 |
| 8014.06 | 3127 | 132 | 4.2 |
| 8014.07 | 6218 | 160 | 2.6 |
| 8014.02 | 6006 | 493 | 8.2 |
| 8014.03 | 6365 | 202 | 3.2 |
| 8014.04 | 4593 | 353 | 7.7 |
| 8014.05 | 4022 | 375 | 9.3 |
| 8017.02 | 3450 | 410 | 11.9 |
| Study Area Census Tracts | 72,829 | 3,051 | 4.2 |

## 2. Environmental Justice

### a. Methodology

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low income Populations, was issued on February 11, 1994. The Executive Order directs that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations." Minority is defined as a person who is:

- Black (a person having origins in any of the black racial groups of Africa);
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);
- Asian-American (a person having origins in any of the original peoples of the far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or
- American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

Low income is defined as a person whose median household income is at or below the Department of Health and Human Services' poverty guidelines.

The Executive Order 12898 on Environmental Justice reinforces and supplements the requirements of Title VI of the Civil Rights Act. The concept of environmental justice is intended to ensure that procedures are in place to further protect groups, which have been traditionally underserved. Fundamental goals are to identify minority and low income populations, bring them into the project and development process, and ensure that reasonable efforts are made to address their concerns and provide them meaningful opportunities to influence transportation decisions. In addition, the Executive Order directs that programs, policies and activities do not have a disproportionately high and adverse human health and environmental effect on minority and low income populations.

### b. Minority Population

Based on the environmental justice definition of minority, 2000 census data (Table III-2 Racial Population Characteristics) indicates that 74.1 percent of the Prince George's County population was minorities.

To identify minority and low income populations, analysis was first conducted using 2000 census data. Based on this, the percentage of minorities in each of the study area census tracts exceeds 50 percent, with the exception of Census Tract 8013.02, which has a minority percentage of 36.2 percent. A value exceeding 50% was selected arbitrarily based on the fact that it represents those census tracts with minorities representing a majority of the population in that given area. Of the study area census tracts, Census Tracts 8014.06 and 8017.02 have the higher percentage of minorities, 91.7 percent and 92.5 percent, respectively. The study area census tracts with the higher percentage of persons below the poverty level consists of: Census Tracts 8017.02 (11.9 percent), 8014.05 (9.3 percent), 8014.02 (8.2 percent) and 8014.04 (7.7 percent). From this it can be concluded that there is a high presence of minority populations throughout the geographical area encompassed by the study area census tracts except in the area west MD 210, south of Piscataway Creek. In general, the highest presence of persons below the poverty level is located to the east of MD 210, excluding the area between Palmer Road and Tinkers Creek. Tables III-2 and III-3 summarize the 2000 census data relative to the racial distribution and economic characteristics of the study area census tracts.

The identification of minority and low income populations also included an extensive outreach program. This program included various public meetings, formation of a Focus Group with diverse representation, various small group meetings with individual property and business owners, and a letter writing campaign to over 100 study area churches and the National Association for the Advancement of Colored People (NAACP). Copies of the letter (dated September 27, 2000) to the study area churches and the letter (dated June 20, 2000) to the NAACP are included in the DEIS Section VI. Comments and Coordination. Of all the study area churches that were sent letters, one request for a meeting was obtained from the Whitehall Baptist Church and a few others requested information packets. A meeting giving an overview of the MD 210 project was held at the Whitehall Baptist Church on November 16, 2000. (Refer to Comments and Coordination Section VI.D.4. for meeting minutes). No issues were identified as a result of this outreach program.

Public involvement has been integrated throughout this project planning study. Among the purposes of the public involvement process is the outreach to the public including minority or

low income communities to provide information and to generate input and concerns regarding the project.

Four public meetings have been held for the project. A detailed summary of these meetings is provided in Chapter VI Comments and Coordination. The Alternatives Public Workshop, the first meeting, was held on December 3, 1998. More than 250 people were in attendance to review and offer comments on proposed alternatives. The second meeting, an Informational Public Workshop, was held on May 15, 2000, at which approximately 170 people attended. A Location/Design Public Hearing, the third meeting, was held on June 21, 2001, at which approximately 190 people attended. The fourth meeting, an Informational Public Workshop, was held on September 26, 2002, with approximately 153 people attending.

The MD 210 Focus Group was formed at project initiation in early 1998. The Focus Group consists of local residents, business owners, elected officials, county representatives and SHA team members. Participants in the Focus Group include at least one representative from all of the major residential communities in the study area. The members have provided a local perspective to the study and have promoted better communication of citizens' concerns to SHA team members. The group has met regularly with a total of 23 meetings to date. (Refer to Section VI.D.4).

Various small group meetings that were held include the following:

- On April 26, 2000 and November 20, 2002, meetings were held with the Greater Accokeek Civic Association to update members of the community on the MD 210 planning study.
- On May 9, 2000, a meeting was held with the Friends of Oxon Hill to update members of the community about the MD 210 project.
- On January 23, 2001, a meeting was held with the Allentown Recreation Council to update members of the community on the MD 210 project. Intersection and mainline improvement options, Woodrow Wilson Bridge, HOV and HOT lanes were discussed. The community was made aware of the upcoming Public Hearing for the project scheduled for late Spring 2001 and various ways were outlined for members on how to communicate their concerns about the project.

- On February 6, 2001, a meeting was held with persons who could potentially be relocated as a result of the MD 210 project. The project was described to the 17 people in attendance and the project schedule and time frame was explained.

- On July 23, 2002, a meeting was held with community leaders to discuss plans for pedestrian and bicycle access associated with the interchange and intersection improvements.

- On July 30, 2002, a meeting was held with property owners of potential residential displacements associated with improvements to MD 210. The project was described to the 9 people in attendance including a presentation by SHA District III Real Estate Office explaining property owner's rights and benefits.

- On August 12, 2002, a meeting was held with business owners of potential displacements associated with the MD 210 project. Seven people were in attendance. A presentation included a project description and explanation of owner's rights and benefits.

- On March 4, 2003 and June 4, 2003, meetings were held with the Brookside Park Condominium Association to discuss the direct impacts of the MD 210 SHA-Selected Alternative upon their community. (See pages S-17 for summary of meetings)

The Maryland State Highway Administration ensures compliance with Title VI of the Civil Rights Act, which provides that no person in the United States shall on the grounds of race color or national origin, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving Federal financial assistance.

### 3. Neighborhoods and Communities

The study area is located in Subregions V and VII (Additional detail on Subregions V and VII, along with their respective planning areas, is provided in Section III.C.2.). The Maryland-National Capital Park and Planning Commission (M-NCPPC) has defined the community structure of each of these subregions in their respective master plans. According to concepts described in the 1982 Prince George's County Comprehensive General Plan, a neighborhood is the smallest unit of community structure and contains a population of 3,000 to 6,000 people, a village is made up of several neighborhoods and contains 10,000 to 20,000 people, and a community encompasses two to three villages and contains 23,000 to 40,000 people. Subregion V is divided into three corridor suburban communities (Accokeek,

Brandywine and Clinton), one interior suburban village (Tippett) and three rural living areas (Moyaone/West Accokeek, Piscataway/Danville and Cedarville). Within Subregion V, the study area includes portions of the following communities and living areas: Accokeek, Moyaone/West Accokeek, Piscataway and Tippett. Subregion VII is divided into nine communities (Eastover, Hillcrest Heights-Marlow Heights, Silver Hill-Morningside, Camp Springs, Oxon Hill, Fort Foote, Broad Creek, Friendly and Allentown), with each community containing three or more neighborhoods. Within Subregion VII, the study area includes the following communities: Friendly, Broad Creek, Allentown, Fort Foote and a portion of Oxon Hill. There are a number of existing residential subdivisions within the communities and living areas included in the study area. Single-family detached homes are the dominant housing type. The communities and living areas within the study area are shown on Figures III-2A and III-2B.

### 4. Community Facilities and Services

Community facilities that are located within the study area are indicated on Figures III-2A and III-2B and listed below according to community and by their corresponding mapping identification number.

**Schools**

Oxon Hill:

1. Formerly the Forestville High School Annex (See 25)
2. Oxon Hill High School
3. National Christian Academy
4. Saint Ignatius Elementary School
5. J. Frank Dent Elementary School
6. Oxon Hill Staff Development Center
7. Oxon Hill Elementary School
8. Saint Columbia

Fort Foote:

9. Fort Foote Elementary School
10. Beddow
11. Oxon Hill Middle School
12. Indian Queen Elementary School

Allentown:

13. Apple Grove Elementary School

14. Tayac Elementary School
15. Lord Baltimore Middle School

Friendly:

16. Fort Washington Forest Elementary School

Tippett:

17. Friendly High School
18. Rose Valley Elementary School

Broad Creek:

19. Potomac Landing Elementary School

Accokeek:

20. Eugene Burroughs Middle School
21. Henry G. Ferguson Elementary School
22. Beddow High School

Moyaone/WestAccokeek:

23. Canterbury

**Religious**

Oxon Hill:

24. Forest Heights Baptist
25. Eagles Nest Life Center Church
26. Oxon Hill Methodist
27. Oxon Hill Baptist
28. Saint Paul United Methodist
29. Calvary Baptist
30. National Church of God
31. Saint Ignatius Catholic
32. Southminster United Presbyterian
33. Saint Columbia

Fort Foote:

34. Fort Foote Baptist
35. Shalom Worship Center
36. Riverside Baptist

Allentown:

37. Henson Valley Christian
38. Bethel Free Methodist
39. Allentown Baptist
40. Metropolitan Church of God

Friendly:

41. Washington Memorial Christian
42. Grace Lutheran
43. Grace United Methodist
44. Victory Deliverance Temple

Tippett:

45. Trinity Church of the Nazarene
46. First Baptist Church of Friendly
47. Providence United Methodist

Broad Creek:

48. Saint Johns Episcopal
49. Breath of Life Adventist
50. Fort Washington Baptist
51. New Hope Baptist
52. Fort Washington United Methodist

Accokeek:

53. Whitehall Baptist
54. First Church of God
55. Faith United Methodist
56. First Baptist of Accokeek

Moyaone/West Accokeek:

57. Christ Church

**Libraries**

58. Oxon Hill
59. Accokeek

**Fire Companies**

60. Oxon Hill Company 21
61. Allentown Road Company 32
62. Silesia Company 47 (Broad Creek)
63. Accokeek Company 24

**Police Services**

64. Oxon Hill District 4
65. Fort Washington Park (Broad Creek)

**Health Facilities**

66. Fort Washington Community Hospital (Broad Creek)
67. Lexington Health Care Center (Friendly)

**U.S. Post Offices**

68. Oxon Hill
69. FortWashington/Jacob Joseph Chestnut Building (Broad Creek)
70. Accokeek

**Governmental Features**

71. Federal Communications Center (Broad Creek)
72. Piscataway Wastewater Treatment Plant (Accokeek)

**Points of Interest**

73. Oxon Hill Manor Historic House (Fort Foote)
74. Fort Foote Historic Site
75. Lighthouse and Visitor's Center at Fort Washington Park (Broad Creek)
76. Tantallon Marina (Broad Creek)
77. Fort Washington Marina (Broad Creek)

## 5. Parks and Recreation Areas

Parks and recreation areas that are located in the study area are indicated on Figures III-2A and III-2B and listed below according to community.

Oxon Hill:

**Parks**

1. Frank Dent Neighborhood Park/School
2. Southlawn Neighborhood Park/School
3. Henson Creek Stream Valley Park (also located in the communities of Allentown, Fort Foote and Broad Creek)

**Recreational Areas**

4. Leyte Drive Neighborhood Playground
5. Henson Creek Golf Course (partially located in the community of Allentown)

Fort Foote:

**Parks**

6. Betty Blume Neighborhood Park
7. Potomac River Waterfront Community Park
8. Fort Foote Historic Site (National Park Service)

**Recreational Areas**

9. Fort Foote Neighborhood Recreation Center

Allentown:

**Parks**

10. Apple Grove Neighborhood Park/School
11. Hunters Mill Community Park (partially located in the community of Friendly)
12. Tinkers Creek Stream Valley Park (also located in the communities of Friendly and Tippett)

**Recreational Areas**

13. Lynnalan Neighborhood Playground
14. Tucker Road Recreation Center

Friendly:

**Parks**

15. Fort Washington Forest Neighborhood Park/School
16. Piscataway Creek Stream Valley Park

    (Also located in the communities of Piscataway and Broad Creek)

Tippett:

**Parks**

17. Rose Valley Neighborhood Park/School
18. Friendly Neighborhood Park
19. Valley View Community Park

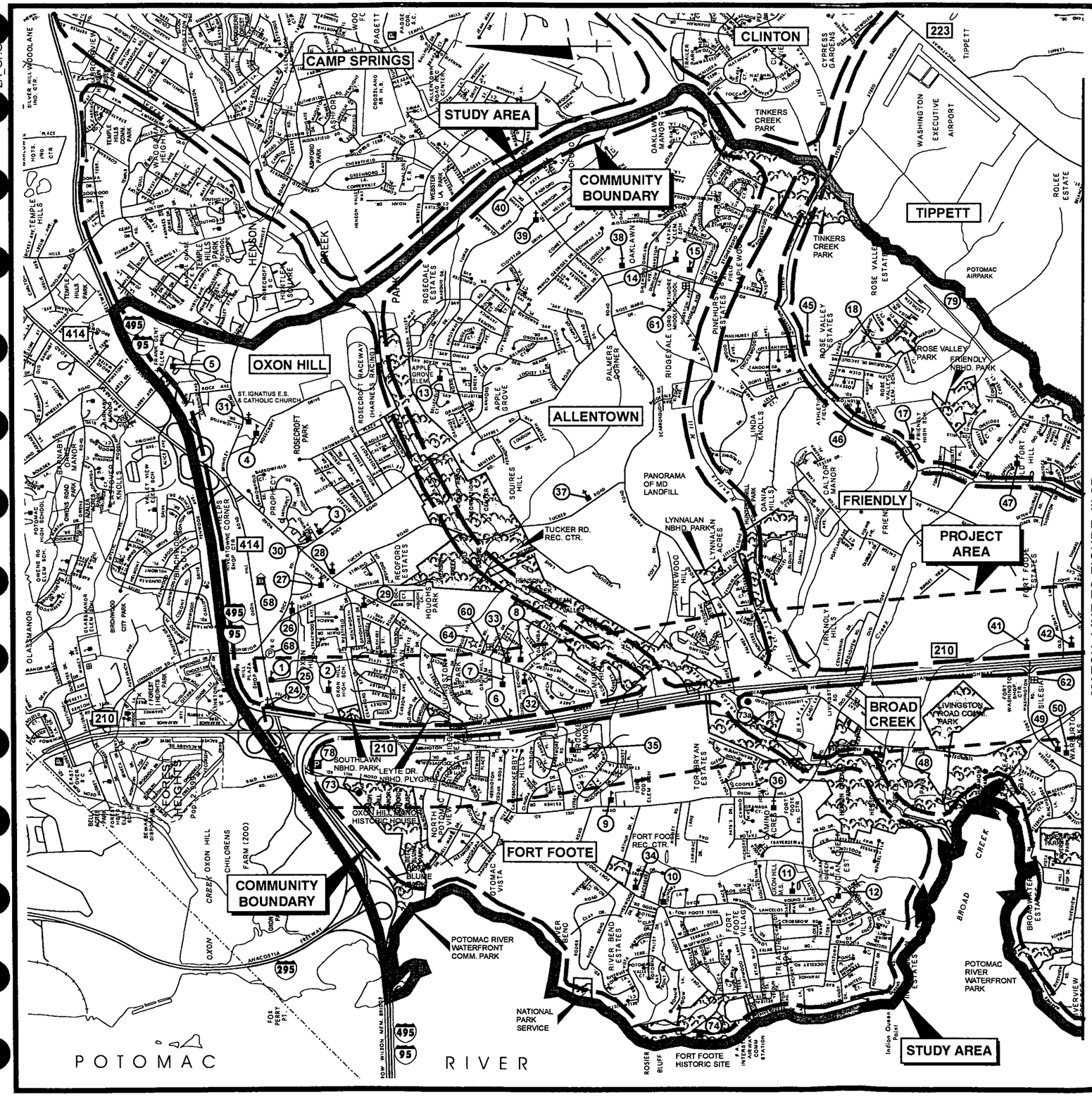
Broad Creek:

**Parks**

20. Livingston Road Community Park
21. Riverview Community Park
22. Tantallon North Neighborhood Park
23. Franklin Square Neighborhood Park
24. Tantallon South Neighborhood Park
25. Potomac Landing Neighborhood Park
26. Tantallon Neighborhood Park
27. Fort Washington Park
28. Piscataway National Park
29. Potomac River Waterfront Conservation Area (Park)

**Recreational Areas**

30. Harmony Hall Recreation Center




SCHOOLS
1. Formerly the Forestville High School Annex (See 23a)
2. Oxon Hill High School
3. National Christian Academy
4. Saint Ignatius Elementary School
5. J.Frank Dent Elementary School
6. Oxon Hill Staff Development Center
7. Oxon Hill Elementary School
8. Saint Columba
9. Fort Foote Elementary School
10. Beddow
11. Oxon Hill Middle School
12. Indian Queen Elementary School
13. Apple Grove Elementary School
14. Tayac Elementary School
15. Lord Baltimore Middle School
17. Friendly High School
18. Rose Valley Elementary School

CHURCHES
24. Forest Heights Baptist
25. Eagles Nest Life Ctr. Church
26. Oxon Hill Methodist
27. Oxon Hill Baptist
28. Saint Paul United Methodist
29. Calvary Baptist
30. National Church of God
31. Saint Ignatius Catholic
32. Southminster United Presbyterian
33. Saint Columba
34. Fort Foote Baptist
35. Shalom Worship Center
36. Riverside Baptist
37. Henson Valley Christian
38. Bethel Free Methodist
39. Allentown Baptist
40. Metropolitan Church of God
41. Washington Memorial Christian
42. Grace Lutheran
45. Trinity Church of The Nazarene
46. First Baptist Church of Friendly
47. Providence United Methodist
48. Saint Johns Episcopal
49. Breath of Life Adventist
50. Fort Washington Baptist

LIBRARIES
58. Oxon Hill

FIRE COMPANIES
60. Oxon Hill Company 21
61. Allentown Road Company 32
62. Silesia Company 47

POLICE SERVICES
64. Oxon Hill District 4

U.S. POST OFFICES
68. Oxon Hill

POINTS OF INTEREST
73. Oxon Hill Manor Historic House
73a. Hovermale`s Taste Best
74. Fort Foote Historic Site

PUBLIC TRANSPORTATION
78. Oxon Hill Park and Ride
79. Potomac Air Field

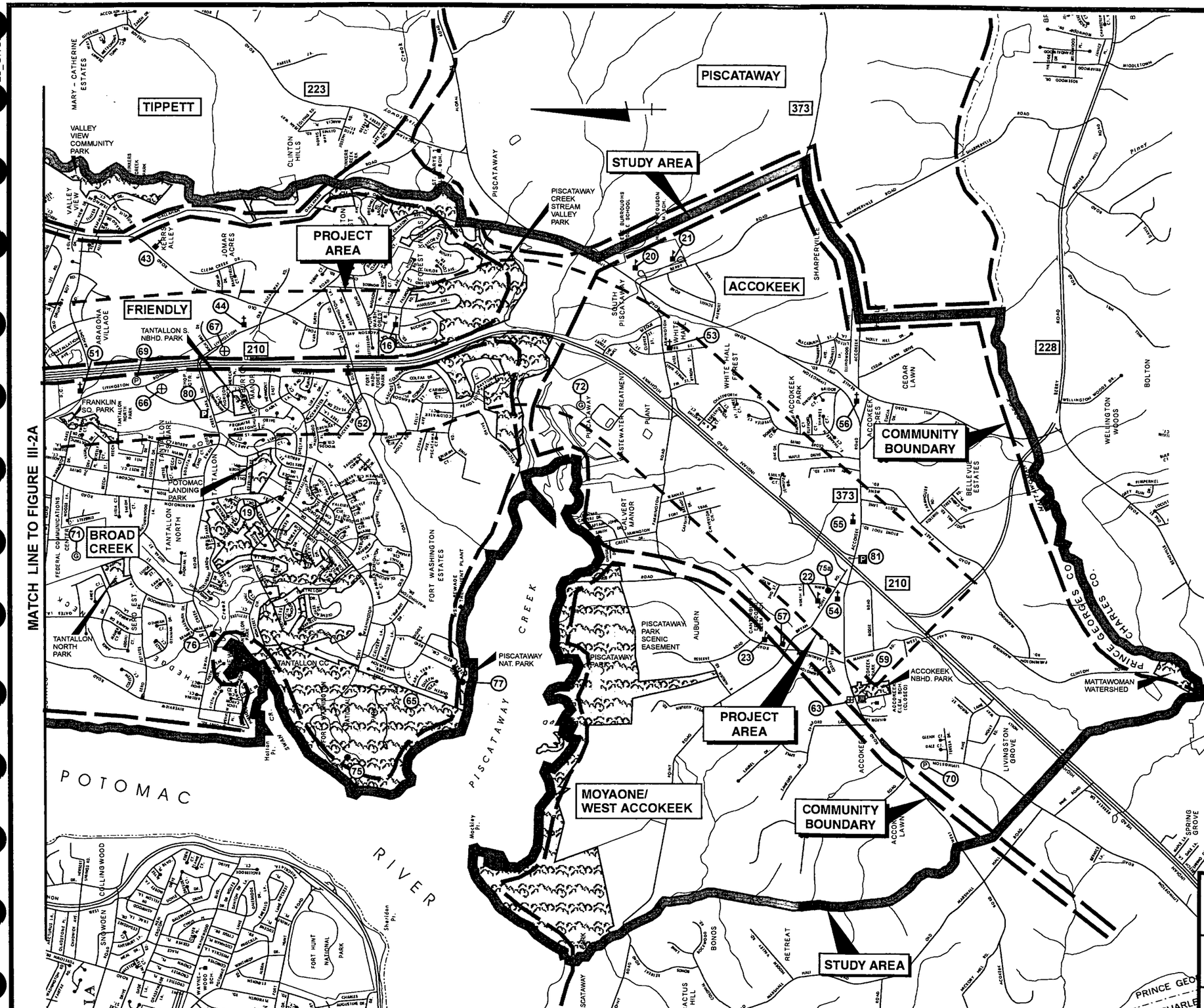
**LEGEND**
- Project Area
- OXON HILL — Community Name
- Community Boundary
- Park / Recreation Area

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# COMMUNITY FACILITIES

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 3000 0 3000 | III-2A |




SCHOOLS
- (16) Fort Washington Forest Elementary School
- (19) Potomac Landing Elementary School
- (20) Eugene Burroughs Middle School
- (21) Henry G. Ferguson Elementary School
- (22) Beddow High School
- (23) Canterbury

CHURCHES
- (43) Grace United Methodist
- (44) Victory Deliverance Temple
- (51) New Hope Baptist
- (52) Fort Washington United Methodist
- (53) Whitehall Baptist
- (54) First Church of God
- (55) Faith United Methodist
- (56) First Baptist of Accokeek
- (57) Christ Church

LIBRARIES
- (59) Accokeek

FIRE COMPANIES
- (63) Accokeek Company 24

POLICE SERVICES
- (65) Fort Washington Park

HEALTH FACILITIES
- (66) Fort Washington Community Hospital
- (67) Lexington Health Care Center

U.S. POST OFFICES
- (69) Fort Washington (Jacob Joseph Chestnut Building)
- (70) Accokeek

GOVERNMENTAL FEATURES
- (71) Federal Communications Center
- (72) Piscataway Wastewater Treatment Plant

POINTS OF INTEREST
- (75) Lighthouse and Visitor's Center at Fort Washington Park
- (75a) J.R. Lee Manning House
- (76) Tantallon Marina
- (77) Fort Washington Marina

PUBLIC TRANSPORTATION
- (80) Fort Washington/ Tantallon Park and Ride
- (81) Accokeek Park and Ride

**LEGEND**
- Project Area
- FRIENDLY — Community Name
- Community Boundary
- Park / Recreation Area

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# COMMUNITY FACILITIES

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 3000 0 3000 | III-2B |

31. Tantallon Country Club

Accokeek:

**Parks**

32. Accokeek Neighborhood Park
33. Piscataway Park Scenic Easement (also located in the community of Moyaone/West Accokeek)
34. Mattawoman Watershed Park

Moyaone/West Accokeek:

**Parks**

35. Piscataway Park

Publicly Owned Public Parks in the Immediate Project Area

Of the above listed parklands, the parks described below are publicly owned public parks under the administration of M-NCPPC that are located in the immediate vicinity of MD 210. All park acreage owned by M-NCPPC serves a current or future function of "significance" since park acreage is accumulated based on M-NCPPC standards which require 10 acres of parkland for every 1,000 persons - 2.5 acres per 1,000 persons for active recreational use and 7.5 acres per 1,000 persons for passive recreational use, open space, floodplain and stream valley protection, and historic preservation. M-NCPPC has indicated that all of the active recreational components in their developed parks are well used and the land associated with the stream valley parks is extensively used by hikers, on and off trails, and bikers, on trails. The M-NCPPC recognizes the need to acquire additional parkland and to develop additional recreational facilities in order to fulfill present and future park and recreational needs.

- Southlawn Neighborhood Park/School is a 7.68-acre active recreation park that includes two tennis courts, a football/soccer field with a softball field overlay, play equipment, a picnic area, a picnic shelter and parking. Program Open Space (POS) funds were utilized for the development of this park.
- Leyte Drive Neighborhood Playground is undeveloped. This 3.21-acre site was not acquired with POS funds.
- Henson Creek Stream Valley Park is comprised of multiple parcels of land. The section of park in the vicinity of MD 210 is undeveloped except for a hiker/biker trail following the creek and crossing under MD 210. POS funds were utilized in the

purchase of several of the parcels acquired for the park. Also, POS funds were used in the construction of the trail.

- Livingston Road Community Park is undeveloped. This 45.43-acre site was not acquired using POS funds.
- Fort Washington Forest Neighborhood Park/School is a 19.12-acre active recreation park that includes two tennis courts, a football/soccer field, a baseball diamond, a basketball court, play equipment, a picnic area and parking. This site was acquired using HUD funds.
- Piscataway Creek Stream Valley Park is comprised of multiple parcels of land. The section of park in the vicinity of MD 210 is undeveloped and the property was acquired using POS funds.

### 6. Public Services

The following public transportation services are provided in the study area: The Washington Metropolitan Area Transit Authority (WMATA) operates five local Metro bus routes in the MD 210 corridor. The Maryland Mass Transit Administration (MTA) operates a long distance commuter bus service that travels along MD 210, originating in St. Mary's County and continuing to Washington, D.C. Also available within the study area are the Oxon Hill Park and Ride located in the Fort Foote community, the Potomac Air Field in Tippett, the Fort Washington/Tantallon Park and Ride in Broad Creek and the Accokeek Park and Ride (Figures III-2A and III-2B).

Throughout most of the study area, public water and sewer service is either existing or planned in accordance with the County's Ten-Year Water and Sewerage Plan. Public water and sewer service in the study area is provided by the Washington Suburban Sanitary Commission. There are isolated areas throughout the study area where public systems are not planned, in particular, within the rural area of Moyaone/West Accokeek, from west of Livingston Road to Piscataway Creek.

There are no existing pedestrian/biker facilities along MD 210 in the project area. As previously discussed, a hiker/biker trail in the Henson Creek Stream Valley Park follows the creek and crosses under MD 210.

### 7. Smart Growth

The Maryland Priority Places Strategy introduces a rejuvenated and refocused state policy with the intent to direct state funding for growth-related projects to areas designated as Priority Funding Areas (PFA's). PFA's are existing communities and other areas designated for growth by local jurisdictions in accordance with the criteria outlined in the Priority Places Strategy Executive Order. The Priority Places Strategy Executive Order directs development to existing towns, neighborhoods and business areas by directing State infrastructure improvements to those places. Of the approximately ten mile long portion of MD 210 in the project area, all but 1.3 miles is within PFA. The PFA gaps are present at two locations – between Old Fort Road North and Fort Washington Road (1.0 mile) and at the crossing of Piscataway Creek (0.3 mile). SHA will continue to coordinate with the Maryland Department of Planning regarding compliance with the Priority Places Strategy Executive Order.

## B. Economic Environment

### 1. Countywide Employment Characteristics

According to information from the U.S. Bureau of the Census, the labor force in Prince George's County dropped by 2.5 percent, from 441,800 to 431,120 persons, during the period 1990 – 2000. By the year 2020, Prince George's County's labor force is expected to reach 492,790 persons, based on projections prepared by the Maryland Department of Planning. This represents an increase of 14.3 percent over the 2000 county labor force. Of the total number of employed persons in Prince George's County in 2000, the greater percentages of persons were employed in the following occupational areas: education, health and social services (20.0 percent), public administration (15.9 percent), professional, scientific, management and waste management services (12.6 percent), retail trade (9.4 percent), transportation and warehousing (6.7 percent), accommodation and food services, entertainment and recreation services (6.5 percent) and finance, insurance and real estate (6.0 percent).

### 2. Study Area Employment Characteristics

MD 210 serves as a major route for commuters, connecting I-95/I-495, the District of Columbia and Virginia with southern Prince George's County and Charles County. Within the study area census tracts in 2000, there were 40,665 persons in the labor force. Similar to the countywide statistics, of the total number of employed persons in the study area census tracts in 2000, the greater percentages of persons were employed in the following occupational areas:

public administration (20.6 percent). educational, health and social services (18.9 percent), professional, scientific, management and waste management services (12.2 percent), retail trade (8.3 percent), transportation and warehousing (8.3 percent) finance, real estate and insurance (6.1 percent) and other services (6.1 percent).

Located within the study area are a number of shopping centers providing varied employment. During the summer of 1998, M-NCPPC gathered information on shopping centers in Prince George's County that have four or more stores, a common parking area and a total floor area of at least 20,000 square feet. Based on this, a description of centers within the study area with these characteristics is provided below:

Oxon Hill Plaza – Livingston Road and Oxon Hill Road

- An open shopping center with 159, 519 square feet of leaseable floor space and 843 parking spaces
- Opened in 1966
- Contains 31 stores (9 vacant), the largest a drug store

Oxon Hill Shopping Center – Livingston Road, north of Bock Road

- An open shopping center with 120,274 square feet of leaseable floor space and 550 parking spaces
- Opened in 1966
- contains 17 stores, the largest a thrift store, and a church

Rivertowne Commons – Oxon Hill Road, east of Livingston Road

- An open shopping center with 408,105 square feet of leaseable floor space and 2,014 parking spaces
- Opened in 1987
- Contains 67 stores (16 vacant), the largest a general merchandise store

Fort Foote Shopping Center – Oxon Hill Road and Fort Foote Road

- A strip shopping center with 23,502 square feet of leaseable floor space and 159 parking spaces
- Opened in 1981
- Contains 13 stores (3 vacant), the largest a valet service

Livingston Square – MD 210 and Livingston Road at Old Fort Road North

- An open shopping center with 103,950 square feet of leaseable floor space and 582 parking spaces
- Opened in 1976
- Contains 22 stores (4 vacant), the largest a supermarket

Tantallon Center – MD 210 and Fort Washington Road

- A strip shopping center with 70,229 square feet of leaseable floor space and 245 parking spaces
- Opened in 1964
- Contains 14 stores (3 vacant), the largest a supermarket

Olde Forte Village – East Swan Creek Road and Livingston Road

- An open shopping center with 205,899 square feet of leaseable floor space and 820 parking spaces
- Opened in 1981
- Contains 26 stores (6 vacant), the largest a supermarket

Potomac Village – MD 210 and Old Fort Road South

- An open shopping center with 64,668 square feet of leaseable floor space and 250 parking spaces
- Opened in 1973
- Contains 18 stores (4 vacant), the largest an automotive supplies store

Accokeek Village – MD 210 and MD 373

- A strip shopping center
- Includes a supermarket

According to information prepared by the Prince George's County Economic Development Corporation in September 1997, major employers within the study area include the Ramada Inn (150 employees), Rosecroft Raceway (400 employees) and Lexington Health Care Center (Nursing Home) (150 employees).

Within the study area, there is the potential for further growth in commercial and office development. The master plans for Subregions V and VII, which encompass the study area, provide a framework for area development, which includes specific recommendations for commercial areas, activity centers and employment areas within the study area. This translates into increased employment opportunities in the future. Housing to compliment future

employment opportunities is available in the study area. As of November 2003, over 250 residential units were available in the Oxon Hill, Fort Washington and Accokeek areas.

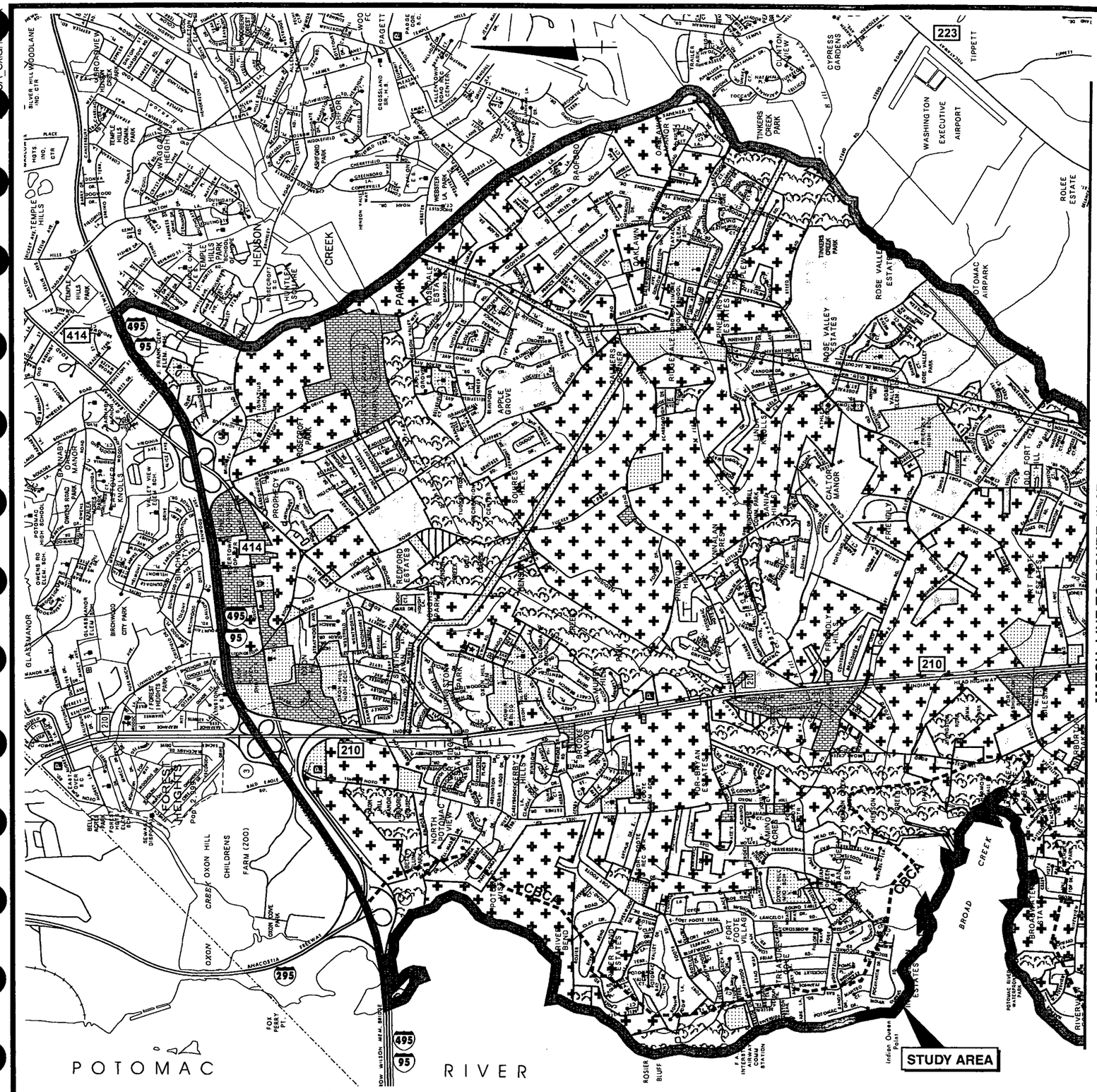
## C. Land Use

### 1. Existing Land Use in the Study Area

The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bi-county (Montgomery and Prince George's) agency whose responsibilities include all local plans, recommendations on zoning amendments, administration of subdivision regulations and general administration of parks. To carry out these responsibilities, M-NCPPC has divided the counties into planning areas, which may be grouped into subregions.

The existing land use in the study area is a mix of residential, commercial, public/quasi-public, parkland and private open space. In addition, there are portions of the study area that are undeveloped. The existing land use in the study area is shown on Figures III-3A and III-3B. The study area is located in Subregions V and VII. According to information in the Subregion V Master Plan, 1993, nearly half of the developed land in the subregion at that time was in public/quasi-public uses such as parks and Federal installations. Based on information in the Subregion VII Master Plan, 1981, more than half of the developed land in the subregion at that time was in residential use.

A substantial portion of the study area consists of residential development, mostly single-family detached homes. There is also a significant amount of parkland throughout the study area, most of which is M-NCPPC owned. However, there are several areas of parkland included in the study area, particularly along the Potomac River, which is part of the National Park Service. Commercial land use in the study area is not widespread and occurs sparsely, mostly along MD 210 and in the Oxon Hill portion of the study area. Commercial land uses in the study area include several shopping centers, fast food restaurants, gas stations, several medical centers and professional offices. The Rosecroft Raceway, a commercial use, is also located in the study area in Oxon Hill. Public/quasi-public land uses are scattered throughout the study area and include schools, churches, police facilities, fire facilities, a hospital, Washington Suburban Sanitary Commission (WSSC) facilities, Potomac Edison Power Company (PEPCO) facilities and a U.S. government facility (Federal Communications Center). A small portion of the study area is being used for private recreation (open space), such as the Tantallon Country Club in the Broad Creek community.




## LEGEND

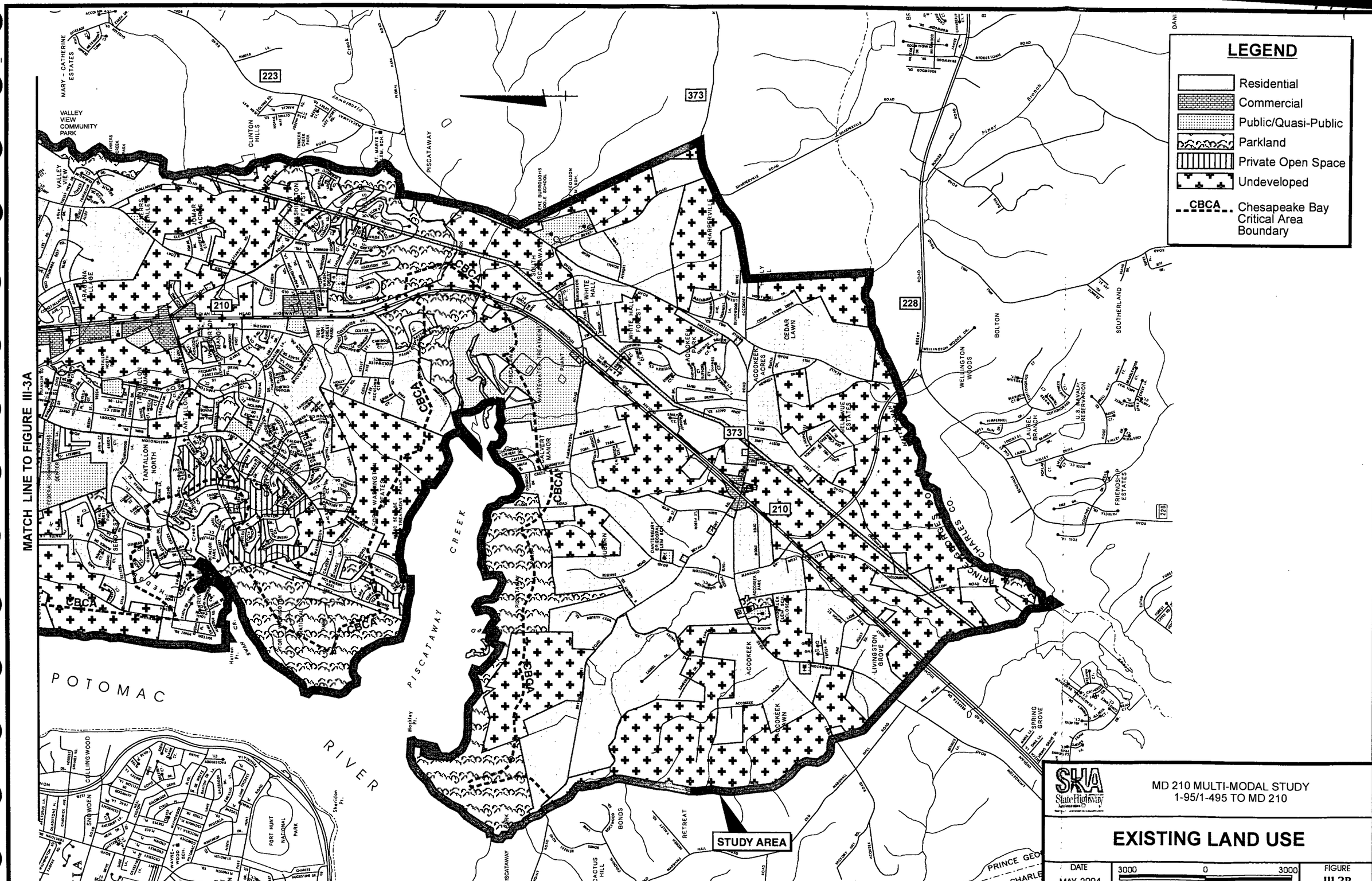
- Residential
- Commercial
- Public/Quasi-Public
- Parkland
- Private Open Space
- Undeveloped
- CBCA — Chesapeake Bay Critical Area Boundary

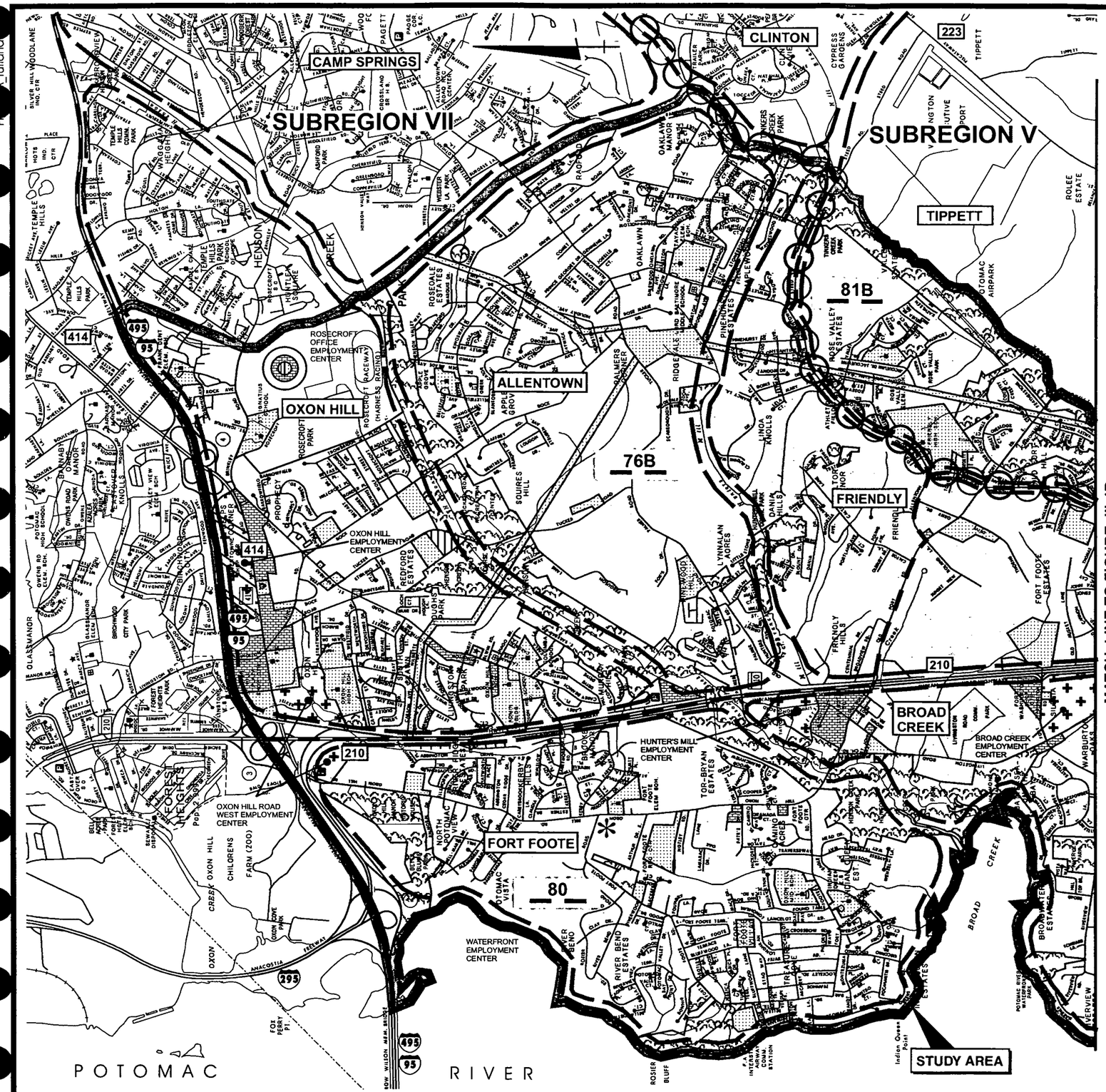
SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# EXISTING LAND USE

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 3000 0 3000 | III-3A |


LEGEND
Residential
Commercial
Public/Quasi-Public
Parkland
Private Open Space
Undeveloped
CBCA Chesapeake Bay Critical Area Boundary
MATCH LINE TO FIGURE III-3A
POTOMAC
RIVER
PISCATAWAY
CREEK
STUDY AREA
VALLEY VIEW COMMUNITY PARK
MARY - CATHERINE ESTATES
CLINTON HILLS
TANTALLON
NORTH
ACCOKEEK
CEDAR LAWN
WELLINGTON WOODS
BOLTON
SOUTHERLAND
LIVINGSTON GROVE
SPRING GROVE
FRIENDSHIP ESTATES
U.S. NAVAL RESERVATION
FORT HUNT NATIONAL PARK
COLLINGWOOD
CACTUS HILL
BONDS
RETREAT
PRINCE GEORGES CO.
CHARLES CO.
223
373
210
228
SKA State Highway Administration
MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210
EXISTING LAND USE
DATE
MAY, 2004
3000 0 3000
SCALE IN FEET
FIGURE
III-3B




## LEGEND

LAND USE ELEMENTS:

- Residential
- Commercial
- Public/Quasi-Public
- Parkland
- Private Open Space
- Employment

(NOTE: Encircled land use elements indicate proposed facilities for which land is to be acquired.)

ACTIVITY CENTERS:

- Metro Center
- Village Activity Center
- Convenience Center

- 80 Planning Area
- OXON HILL Community Name
- Community Boundary
- Subregion Boundary

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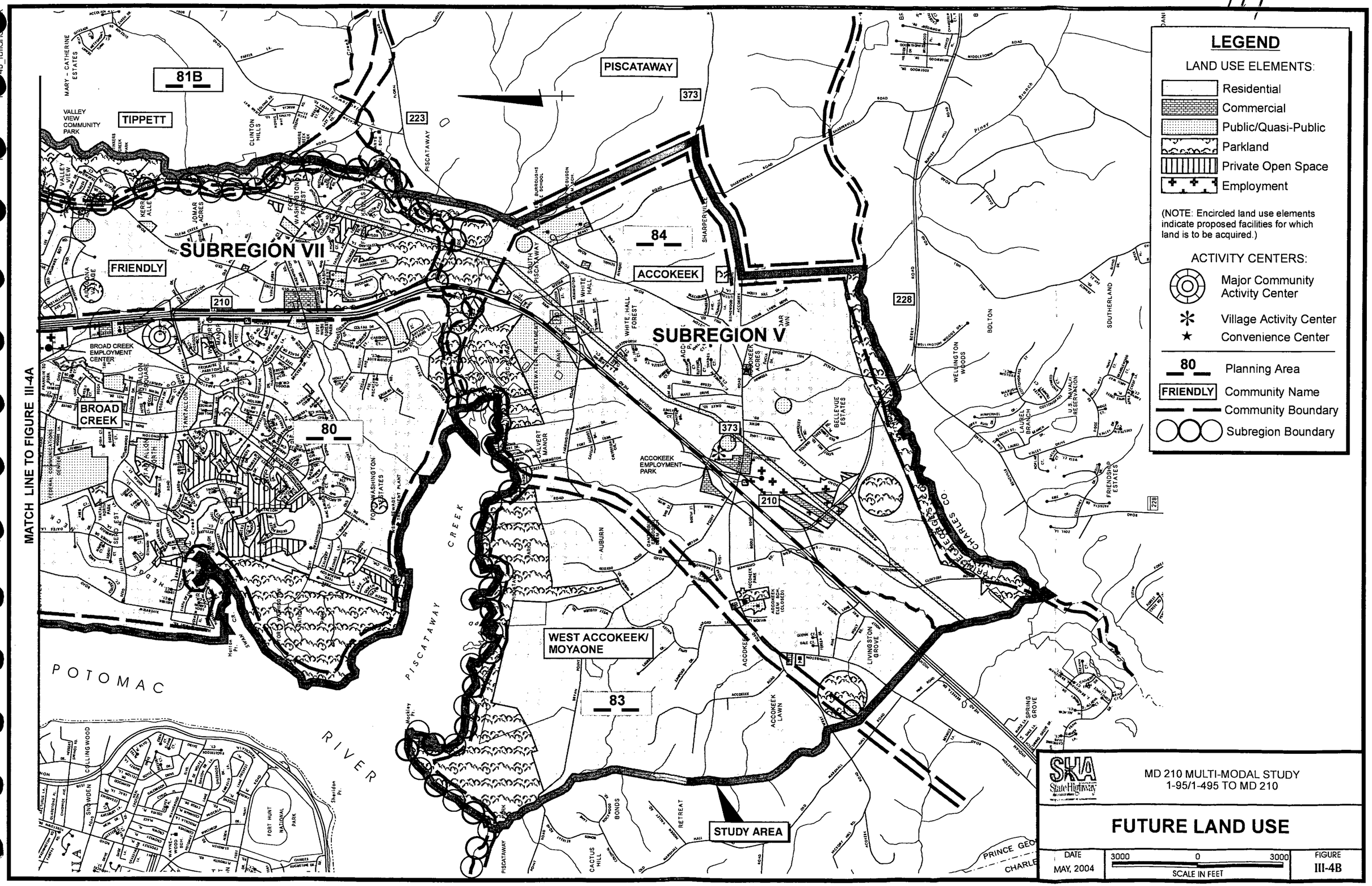
# FUTURE LAND USE

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 3000 0 3000 | III-4A |

149


LEGEND
LAND USE ELEMENTS:
Residential
Commercial
Public/Quasi-Public
Parkland
Private Open Space
Employment
(NOTE: Encircled land use elements indicate proposed facilities for which land is to be acquired.)
ACTIVITY CENTERS:
Major Community Activity Center
Village Activity Center
Convenience Center
80 Planning Area
FRIENDLY Community Name
Community Boundary
Subregion Boundary
MATCH LINE TO FIGURE III-4A
SUBREGION VII
SUBREGION V
81B
84
80
83
TIPPETT
FRIENDLY
ACCOKEEK
BROAD CREEK
PISCATAWAY
WEST ACCOKEEK/ MOYAONE
STUDY AREA
POTOMAC
RIVER
PISCATAWAY
CREEK
ACCOKEEK EMPLOYMENT PARK
BROAD CREEK EMPLOYMENT CENTER
VALLEY VIEW COMMUNITY PARK
MARY - CATHERINE ESTATES
CLINTON HILLS
FORT WASHINGTON ESTATES
WHITE HALL FOREST
SOUTH PISCATAWAY
EASTERN WATERFOWL PRESERVE
CALVERT MANOR
AUBURN
ACCOKEEK ACRES
BELLEVUE ESTATES
WELLINGTON WOODS
BOLTON
SOUTHERLAND
LAUREL BRANCH
FRIENDSHIP ESTATES
U.S. NAVAL RESERVATION
LIVINGSTON GROVE
ACCOKEEK LAWN
SPRING GROVE
CACTUS HILL
BONDS
RETREAT
FORT HUNT NATIONAL PARK
SNOWDEN
COLLINGWOOD
CHARLES CO
PRINCE GEO
CHARLE
223
373
210
228
SHARPERVILLE ROAD
PISCATAWAY
MIDDLETOWN ROAD
Piney Branch
SKA State Highway
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FUTURE LAND USE
DATE
MAY, 2004
3000 0 3000
SCALE IN FEET
FIGURE
III-4B

## 2. Future Land Use in the Study Area

As stated earlier, the study area is located in Subregion V (Clinton, Accokeek, Piscataway, Brandywine and Vicinities) and Subregion VII (South Potomac - Henson Creek). The Subregion V Master Plan and Sectional Map Amendment, approved in September 1993, provide a detailed land use plan which depicts the ultimate development character envisioned for each community in terms of specific land use recommendations. Subregion V encompasses Planning Areas 81A, 81B, 83, 84, 85A and 85B. The study area, within Subregion V, includes portions of Planning Areas 81B, 83 and 84. The Subregion VII Master Plan, approved in October 1981, sets forth land use objectives, concepts and guidelines, presenting a general framework for area development for a variety of living styles and a full range of employment, commercial and recreational opportunities. Subregion VII encompasses Planning Areas 76A, 76B and 80. A separate master plan for Planning Area 76A, called Heights, is currently being developed to upgrade the planning for this area located inside the Capital Beltway. The study area, within Subregion VII, includes Planning Area 80 and a portion of Planning Area 76B. Figures III-4A and III-4B show the study area in relationship to Subregions V and VII and the planning areas.

The future land use designated in the study area consists of the following categories: residential, commercial, employment, mixed use, public/quasi-public, park and private open space. The Subregion V and Subregion VII Master Plans contain specific proposals for the three major components of land use (living areas, commercial areas and activity centers, and employment areas) and land use recommendations for each community contained in the subregions. Activity centers that are recommended in the study area include the following types:

Major Community Activity Center: 30 to 60 acres

- Services more than one community
- Principal retail outlets – a junior department store and a large supermarket
- Average gross lease able area of 200,000 to 300,000 square feet
- Housing may include 200 to 800 dwellings
- Other facilities could include a large community building, library, clinics, employment center and mini-governmental center

Village Activity Center: 10 to 20 acres

- Serves three to five neighborhoods
- Principal retail outlet – a supermarket and/or a small variety store
- Average gross lease able area of 40,000 to 150,000 square feet

- Housing may include 50 to 150 dwellings
- Other facilities might include medical and professional offices, a day care center, educational facilities and a post office

Convenience Center: less than 3 acres

- Serves a population of at least 3,000 people
- Primary anchor store – a dairy store
- Contains less than 20,000 square feet of gross lease able area
- Other facilities might include a dry cleaners, video store and a small fast food restaurant

The future land use within the study area as described in the Subregion V and Subregion VII Master Plans, is discussed in the Draft Environmental Impact Statement and Section 4(f) Evaluation (Refer to DEIS page III-21 through III-26) according to each community and is indicated on Figures III-4A and III-4B.

## D. Cultural Resources

Historic architectural and archeological resources surveys and determinations of eligibility were conducted in accordance with Federal and State laws, which protect significant cultural resources. Federal and State mandates for cultural resources protection include: the Department of Transportation Act of 1966, as amended in 1968; the National Environmental Policy Act of 1969; the National Historic Preservation Act of 1966, as amended; Executive Order 11593; the Maryland Historical Trust Act of 1990 (Article 83B, Sections 5-619 of the Annotated Code of Maryland); and Article 83B, Sections 5-617 and 5-618 of the Annotated Code of Maryland. All work was performed in accordance with the standards established in Standards and Guidelines for Architectural and Historical Investigations in Maryland (Maryland Historical Trust 2000); the Guidelines for Completing the Maryland Inventory of Historic Properties Form (Maryland Historical Trust, July 1, 1996); Consultant Specifications for Archeological Services (Maryland State Highway Administration 1992); Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1994); Collections and Conservation Standards (Maryland Historical Trust 1999); and Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (National Park Service 1983).

Research was conducted and reports were prepared to facilitate evaluation of the cultural resources. Documents prepared include: Historic Structures Identification Study for MD 210: I-495 to MD 228 Prince George's County, Maryland (Dowling 1998); Determination of Eligibility Forms; Phase IB Intensive Archeological Identification Survey for the Widening of

MD 210 (Indian Head Highway) and the Improvement of Nine Signalized Intersections, Extending from the Capital Beltway to MD 228, Prince George's County, Maryland (Thunderbird Archeological Associates, Inc., 2000); Phase I and Phase II Terrestrial Archeological Survey, MD Route 210 Wetland Mitigation at the Parker Berry Farm, Prince George's County, Maryland (URS Corporation); and Phase I Archeological Investigations at the MD 210 Stream Restoration Project, Prince George's County, Maryland (John Milner Associates, Inc.).

All cultural resources identified during the architectural and archeological surveys were evaluated and submitted to the State Historic Preservation Officer (SHPO) for National Register of Historic Places eligibility determinations. These properties were evaluated in accordance with criteria of the National Register of Historic Places. These criteria state that "the quality of significance in American History, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: that are associated with events that have made a significant contribution to the broad patterns of our history (Criterion A); or that are associated with the lives of persons significant in our past (Criterion B); or that embody the distinctive characteristics of a type, period, or method of construction that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or that have yielded, or may be able to yield, information important in prehistory or history" (Criterion D) (36 CFR 63, and National Register Bulletin Series No. 15).

### 1. Historic Resources

The term "historic resources" refers to any aboveground building, structure, district or object, which attributes to our cultural past. In accordance with the laws referenced above, all structures fifty years old or older must be identified and evaluated for eligibility to the National Register of Historic Places by the State Historic Preservation Officer (SHPO). The resources that were determined to meet the criteria for listing in the National Register of Historic Places are discussed below.

Three historic sites are listed on or determined eligible for the National Register of Historic Places and are located within the Area of Potential Effect (APE). They are: the Broad Creek Historic District (PG: 80-24), Hovermale's Taste Best (PG: 80-25), and the J.R. Lee Manning House (PG: 83-16). The locations of the sites are indicated on Figures III-2 and III-5. A description of each property and its significant characteristics are provided below.

Since publication of the Draft Environmental Impact Statement, the APE for the project has been slightly reduced and a previously identified National Register Eligible resource, Oxon Hill Manor (PG 80-1) is no longer within the APE for SHA-Selected Alternative 5A Modified.

The SHPO has concurred (page VI-339G) that the three historic sites are within the APE and listed on or determined eligible for the NRHP.

### a. Broad Creek Historic District (PG: 80-24)

The historic district consists of a rural area containing historic sites, archeological remains, and the natural area surrounding the Broad Creek Estuary. The district represents the site of Aire, one of the original six port towns established in 1706 by the Maryland General Assembly as a tobacco shipping port. The district includes three important 18th-century buildings: St. John's Episcopal Church (1766), Harmony Hall (circa 1760), and Piscataway House (circa 1750). The district also includes the ruins of Want Water (circa 1708).

The eligibility of the Broad Creek Historic District is a complicated issue. The MNCPPC assumed it was eligible and proposed a 590-acre area as the district's boundary in 1983. Since that time extensive development in and adjacent to these boundaries has resulted in pervasive modern residential and commercial intrusion. Despite these changes, the SHA now assumes that the historic district is eligible and that its boundaries are as they were defined by MNCPPC in 1983. However, the SHA has determined that Parcel 189 is not contributing to the historic district, and the SHPO has concurred with this determination (March 21, 2001).

### b. Hovermale's Taste Best (PG: 80-25)

This one-story ice cream drive-in was originally constructed in 1953-1954. The property is significant for its illustration of the history of the automobile (Criterion A) and as an outstanding example of its type (Criterion C). The resource also meets Criteria Exception G because it is an intact example of a rare resource even though it is less than 50 years of age. The SHPO made the determination that this resource is eligible for the National Register of Historic Places in its letter of December 8, 2000.

SHA has determined the boundary for the resource and the SHPO has concurred (February 27, 2001) that the boundary is appropriate.

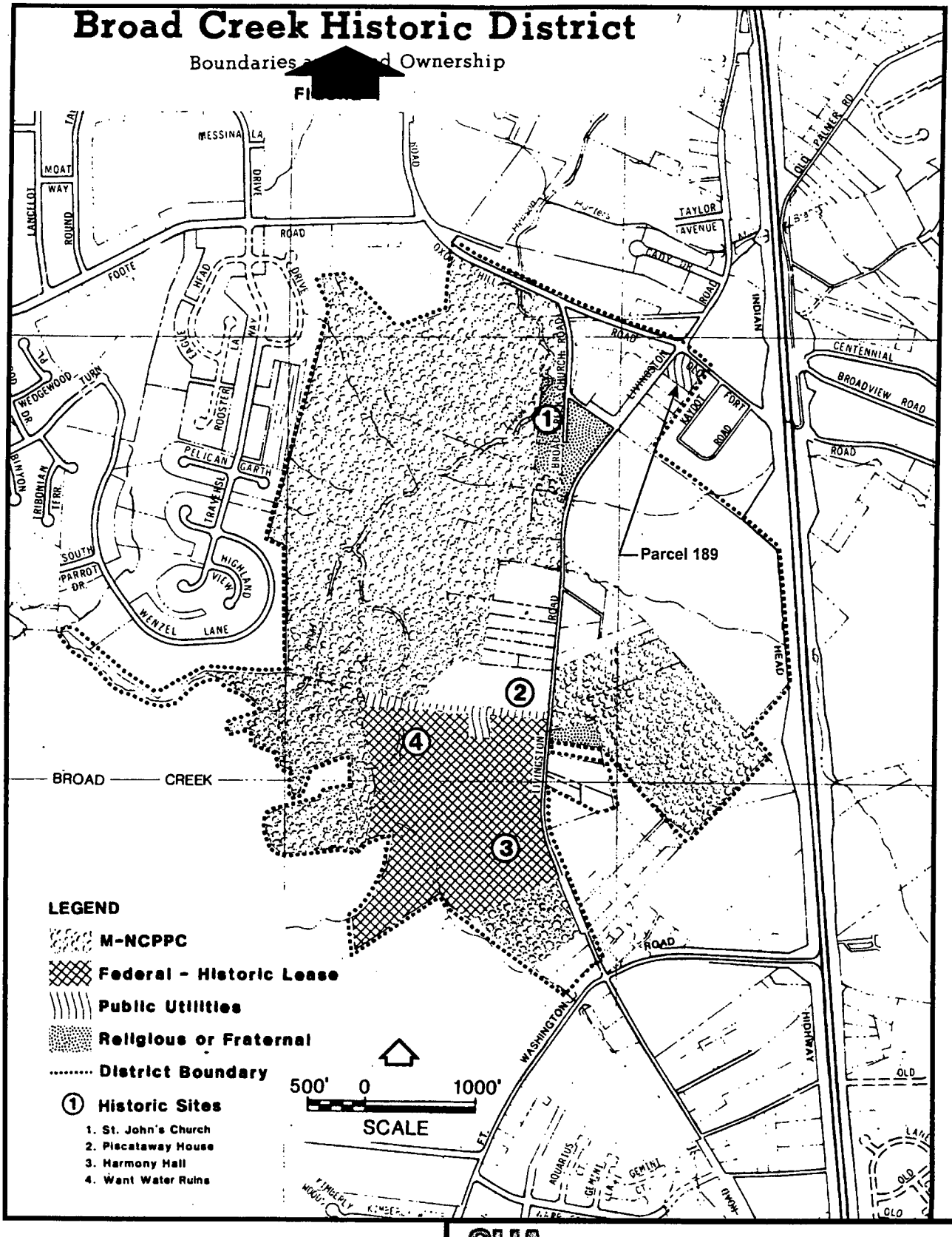
### c. J.R. Lee Manning House (PG: 83-16)

This two-story, gable roofed, frame dwelling was originally constructed circa 1820-1840, substantially added to in 1870, and finally assumed its present form after Manning's acquisition

# Broad Creek Historic District

Boundaries a[redacted]d Ownership

Fi[redacted]




**LEGEND**

- M-NCPPC
- Federal - Historic Lease
- Public Utilities
- Religious or Fraternal
- District Boundary
- ① Historic Sites
  1. St. John's Church
  2. Piscataway House
  3. Harmony Hall
  4. Want Water Ruins

500' 0 1000'

SCALE

SHA State Highway Administration

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## BROAD CREEK HISTORIC DISTRICT
## BOUNDARIES AND LAND OWNERSHIP

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | 3000 0 3000 SCALE IN FEET | III-5 |

in 1897. J.R. Lee Manning was a County Commissioner and State Tobacco Inspector who inherited 176 acres from his father, John Manning. He added to the inheritance by acquiring this house and 14 additional acres. Manning operated a general store on Piscataway Creek. The farm was sold in 1949, and the 163 acres associated with it were subdivided in 1950. The property is significant for its association with the significant individual, J.R. Lee Manning, and for its representation of the progression of a vernacular house typical of the area to accommodate a farming family.

The MNCPPC has considered the resource exempt from its historic sites plan due to extensive alterations. However, the J.R. Lee Manning House is eligible for the National Register of Historic Places under Criteria B and C. The SHPO has concurred with the eligibility and National Register boundaries for the resource (April 14, 1998).

### 2. Archeological Resources

The term "archeological resources" refers to all evidence of past human occupation, which can be used to reconstruct the life ways of past peoples. These include sites, artifacts, environmental and all other relevant information, as well as the contexts in which they occur. In accordance with the laws previously referenced, all archeological (prehistoric and historic) sites must be evaluated for their eligibility for the National Register of Historic Places by the SHPO.

The Area of Potential Effects (APE) for the immediate MD 210 corridor portion of this project extended along MD 210 from south of I-495 to MD 228, including nine intersection locations within the project limits. The APE for archeological investigations was defined by the limits of proposed and existing right of way associated with worst-case impacts under all three mainline alternatives and capacity options. Because extensive prior archeological surveys had been conducted along the MD 210 corridor, and because of recent disturbance resulting from development and prior road construction, the APE was substantially reduced to include undisturbed areas situated primarily at the various intersections under study.

A Phase IB Archeological Identification Survey for the MD 210 corridor was conducted in January 2000. The draft technical report was submitted for review and comment to the Maryland Historical Trust (MHT) on September 12, 2000. At that time it was iterated that archeological sites 18PR141, 18PR166, and 18PR297, would be avoided by the current undertaking and fencing would be erected during construction to protect National Register Eligible site 18PR141. SHPO concurrence that sites 18PR144 and 18PR590 are ineligible for inclusion on the National Register of Historic Places was rendered October 16, 2000.

The APE for this project also encompasses the two discontiguous mitigation sites at the Parker Farm and Tinker's Creek, as shown on Figure IV-10.

The APE for archeology at the Parker Farm Wetland Mitigation Site contains approximately 18 acres in which all ground disturbing activities will take place. While wetland creation and enhancement will require only eight acres to be undertaken primarily along the terraces and floodplain of Piscataway Creek and an adjacent tributary, other aspects of the project that may impact the adjacent uplands include construction of stormwater management and water quality ponds, equipment staging and storage areas, access roads, and stockpile areas. Areas where wetland preservation is proposed were not included in the APE as no impacts are anticipated from that component of the undertaking.

Phase I archeological investigations within the APE for Parker Farm resulted in the identification of Site 18PR622 and Site 18PR623. Subsequent Phase II evaluation of Locus 4 within Site 18PR622 was conducted and the Locus 4 component is recommended eligible for the NRHP. Locus 4 represents the remains of a Late Woodland or Contact Period hamlet, probably occupied by a single family. Features investigated during the evaluation include a refuse pit and a house structure. This is a highly significant archeological site as few Late Woodland sites have been investigated in the Potomac Valley. Its location in the middle reaches of Piscataway Creek upstream from the embayed portion of the drainage is unique in the existing regional archeological database, and corroborates the dispersed settlement pattern hypothesized for this time period from John Smith's (1608) map of the Chesapeake region. The site retains excellent preservation of organic materials, and patterns in the distribution of features and artifact deposits. Consequently, Locus 4 within Site 18PR622 contributes important information to our knowledge of Late Woodland settlement patterns, technology, and subsistence. Site 18PR623 is characterized as a chronologically and functionally non-diagnostic lithic scatter confined to the surface and plowzone of a cultivated field. It is recommended not eligible by virtue of its low information potential and disturbed context. The SHPO has concurred with these determinations (page VI-339G).

The APE at the Tinker's Creek Stream Restoration Area includes approximately 13.6 acres in which all possible ground disturbing activities will take place. While stream restoration and enhancement will be undertaken primarily along the stream bed of Tinkers Creek, other aspects of the project that include equipment staging and storage areas, and access roads, may impact the adjacent well-drained floodplain margins and low terrace settings. Phase I archeological investigations within the APE for Tinker's Creek identified one prehistoric site (18PR653), and two prehistoric isolates (18PRX182 and 18PRX183). These sites were

concluded to have limited research potential and no further investigations were recommended. The SHPO has concurred with these determinations (page VI-339G).

## E. Physiography, Topography, and Soils

### 1. Soils

All soils in the project area have developed from the weathering of underlying parent material. Weathering, by precipitation and biotic action, of these deposits over time has created some old deep soils that are in equilibrium and some very new evolving alluvial soils. Most soils in the project area formed in sandy and clayey, gravelly deltaic materials that were carried down the larger rivers in the Pleistocene and were deposited on what is now the Coastal Plain. The relative influences of parent material, climate, time, relief, and biotic activity form the present soil and determine the resulting characteristics of that soil.

A soil association is a landscape that has a distinctive proportional pattern of soils. It normally consists of one or more major soils and at least one minor soil. The soil association is named for the major soils. The soils in one association may occur in another, but in a different pattern or proportion. The study area has four main soil associations and 53 different soil types (Table III-4).

**Sassafras – Croom Association –** Gently sloping to steep, well-drained, dominantly gravelly soils. On and in the soils are concentrations of smooth, rounded gravel. Major soils include the Sassafras and Croom series. Minor soils include Aura, Collington, Beltsville, and Woodstown series.

**Beltsville – Leonardtown - Chillum Association –** Moderately deep, well drained to poorly drained, dominantly gently sloping soils. In the project area major soil series in this association include Beltsville and Chillum.

**Sassafras – Keyport - Elkton Association** – Nearly level to strongly sloping, well drained to poorly drained soils on terraces along the Potomac River. This association occupies a small area south of Piscataway Creek. This area is dominated by Matapeake and Mattapex soils, which are usually minor soils within the association.

**Bibb - Tidal Marsh Association –** Poorly drained soils of the floodplains and soils in the marshes that are subject to tidal flooding. This association occurs along Henson, Broad, and Piscataway Creeks. It is composed chiefly of alluvial soils of the floodplains. Bibb soils represent the majority of this association within the project area.

Soil drainage classes are identified as follows:

| CLASS | DESCRIPTION |
|---|---|
| A | (Low runoff potential) – Soils having high infiltrations rates even when thoroughly wetted and consisting chiefly of deep, well to excessively drained sand or gravels. These soils have a high rate of water transmission. |
| B | Soils having moderate infiltration rates when thoroughly wetted and consisting of moderately deep to deep, moderately well to well drained soils with moderately fine to moderately coarse textures. These soils have a moderate rate of water transmission. |
| C | Soils having slow infiltration rates when thoroughly wetted and consisting chiefly of soils with a layer that impedes downward movement of water, or soils with moderately fine to fine texture. These soils have a slow rate of water transmission. |
| D | (High runoff potential) – Soils having very slow infiltration rates when thoroughly wetted and consisting chiefly of clay soils with a high swelling potential, soils with a permanent high water table, soils with a claypan or clay layer at or near the surface, and shallow soils over nearly impervious materials. These soils have a very slow rate of water transmission. |

The majority of soils in the project area are class B or C.

**Table III-4. Description of Soils in the Project area**

**See Figures III-6 A, B, C**

| Symbol | Soil Description | Drainage Class |
|---|---|---|
| AdA | Adelphia fine sandy loam, 0-2% slopes | B |
| AdB2 | Adelphia fine sandy loam, 2-5% slopes, moderately eroded | B |
| AhA | Adelphia silt loam, 0-2% slopes | B |
| AuC2 | Aura gravelly loams, 6-12% slopes | B |
| AuD | Aura gravelly loams, 12-20% slopes | B |
| AvE | Aura and Croom gravelly loams, 20-50% slopes | B-C |
| BlA | Beltsville silt loam | C |
| BlB2 | Beltsville silt loam, 2-5% slopes, moderately eroded | C |
| BlC2 | Beltsville silt loam, 5-10% slopes, moderately eroded | C |
| BmB | Beltsville – Urban land complex, 0-5% slopes | C |
| BmC | Beltsville – Urban land complex, 5-15% slopes | C |
| Bo | Bibb silt loam | D |
| BtB2 | Butlertown silt loam, 0-5% slopes, moderately eroded | C |
| CaC2 | Chillum silt loam, 6-12% slopes | C |
| CbE | Chillum – Urban land complex, 12-35 % slopes | C |
| CmB2 | Collington fine sandy loam, 2-5% slopes, moderately eroded | B |
| CmC2 | Collington fine sandy loam, 5-10% slopes, moderately eroded | B |
| CsC2 | Croom gravelly loam, 8-15% slopes, moderately eroded | C |
| CtC3 | Croom gravelly sandy loam, 8-15% slopes, severely eroded | C |
| CtD2 | Croom gravelly sandy loam, 15-25% slopes, moderately eroded | C |
| CuB | Croom – Urban land complex, 0-8% slopes | C |
| CuC | Croom – Urban land complex, 8-15% slopes | C |
| Ek | Elkton silt loam | D |
| Fl | Fallsington loam | D |
| Fs | Fallsington sandy loam | D |
| Fu | Fallsington – Urban land complex | D |

| Symbol | Soil Description | Drainage Class |
|---|---|---|
| HwC2 | Howell silt loam, 6-12% slopes, moderately eroded | B |
| ImA | Iuka sandy loam, 0-2% slopes | C |
| ImB | Iuka sandy loam, 2-5% slopes | C |
| In | Iuka silt loam | C |
| IoB | Iuka silt loam, 2-5% slopes | C |
| KpA | Keyport silt loam, 0-2% slopes | B |
| KpB2 | Keyport silt loam, 2-5% slopes, moderately eroded | B |
| MlE | Marr fine sandy loam, 20-35% slopes | B |
| MmA | Matapeake fine sandy loams, 0-2% slopes | B |
| MmB2 | Matapeake fine sandy loams, 2-5% slopes, moderately eroded | B |
| MnA | Matapeake silt loam, 0-2% slopes | B |
| MnB2 | Matapeake silt loam, 2-5% slopes, moderately eroded | B |
| MnC2 | Matapeake silt loam, 5-10% slopes, moderately eroded | B |
| MtB2 | Mattapex fine sandy loam, 2-5% slopes, moderately eroded | C |
| MuA | Mattapex silt loam, 0-2% slopes | C |
| MuB2 | Mattapex silt loam, 2-5% slopes, moderately eroded | C |
| MvB | Mattapex – Urban land complex, 0-5% slopes | C |
| OcA | Ochlockonee sandy loam, 0-2% slopes | B |
| OcB | Ochlockonee sandy loam, 2-5 % slopes | B |
| Ol | Othello fine sandy loam | D |
| Ot | Othello silt loam | D |
| SaE | Sandy land, steep | B |
| SfB2 | Sassafras gravelly loam, 2-5% slopes, moderately eroded | B |
| SgE | Sassafras gravelly sandy loam, 15-30% slopes | B |
| SlE | Sassafras – Collington – Aura gravelly sandy loams, 20-35% slopes | B |
| SmA | Shrewsbury fine sandy loam, 0-2% slopes | D |
| WoA | Woodstown sandy loam, 0 to 2 percent slopes | B |

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# SOIL GROUP AND WETLAND LOCATIONS

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 1/4 MILE | III-6A |

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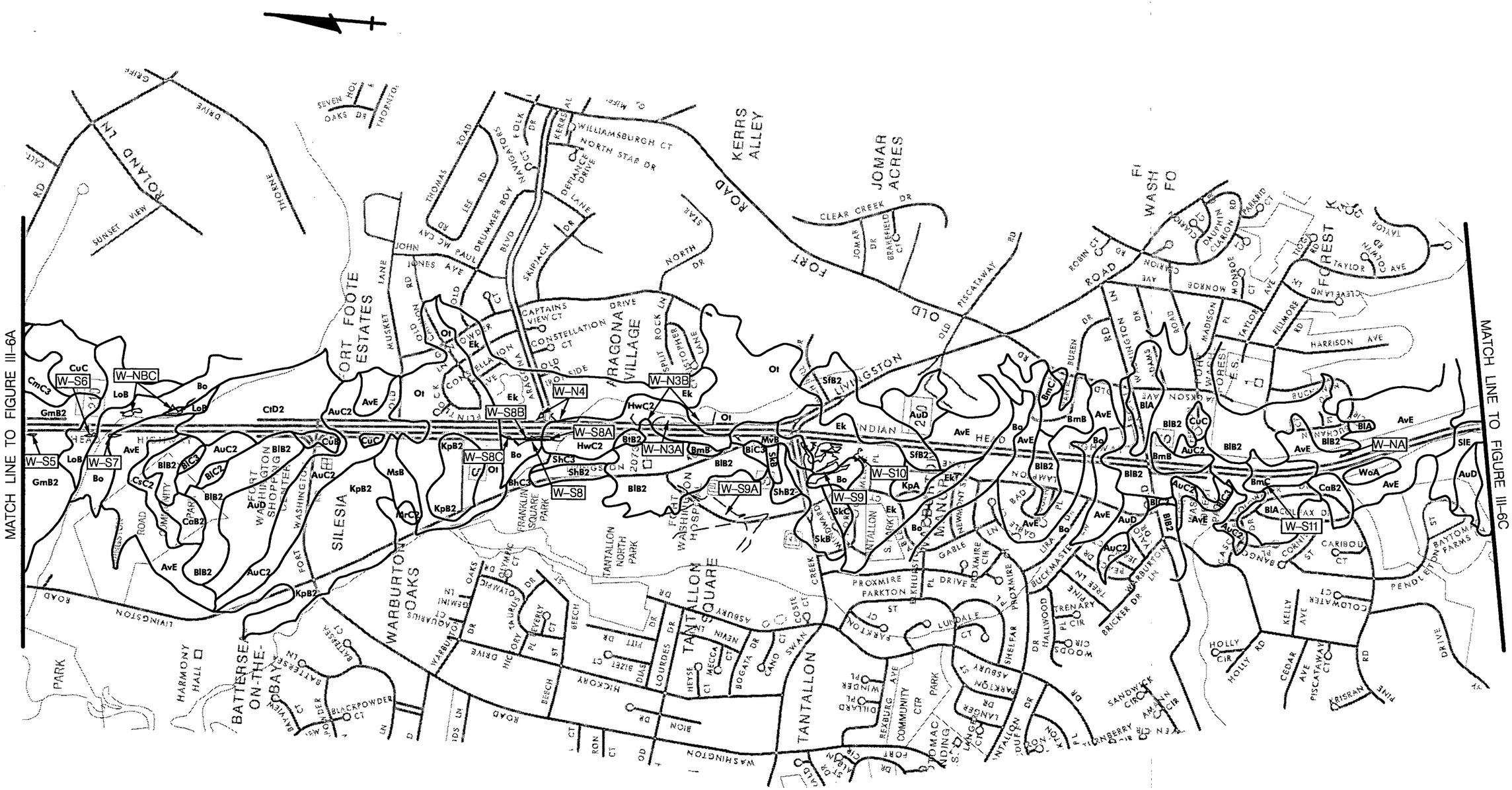


SHA State Highway Administration

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I-95 /I-495 TO MD 228

SOIL GROUP AND WETLAND LOCATIONS

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 1/4 MILE | III-6B |

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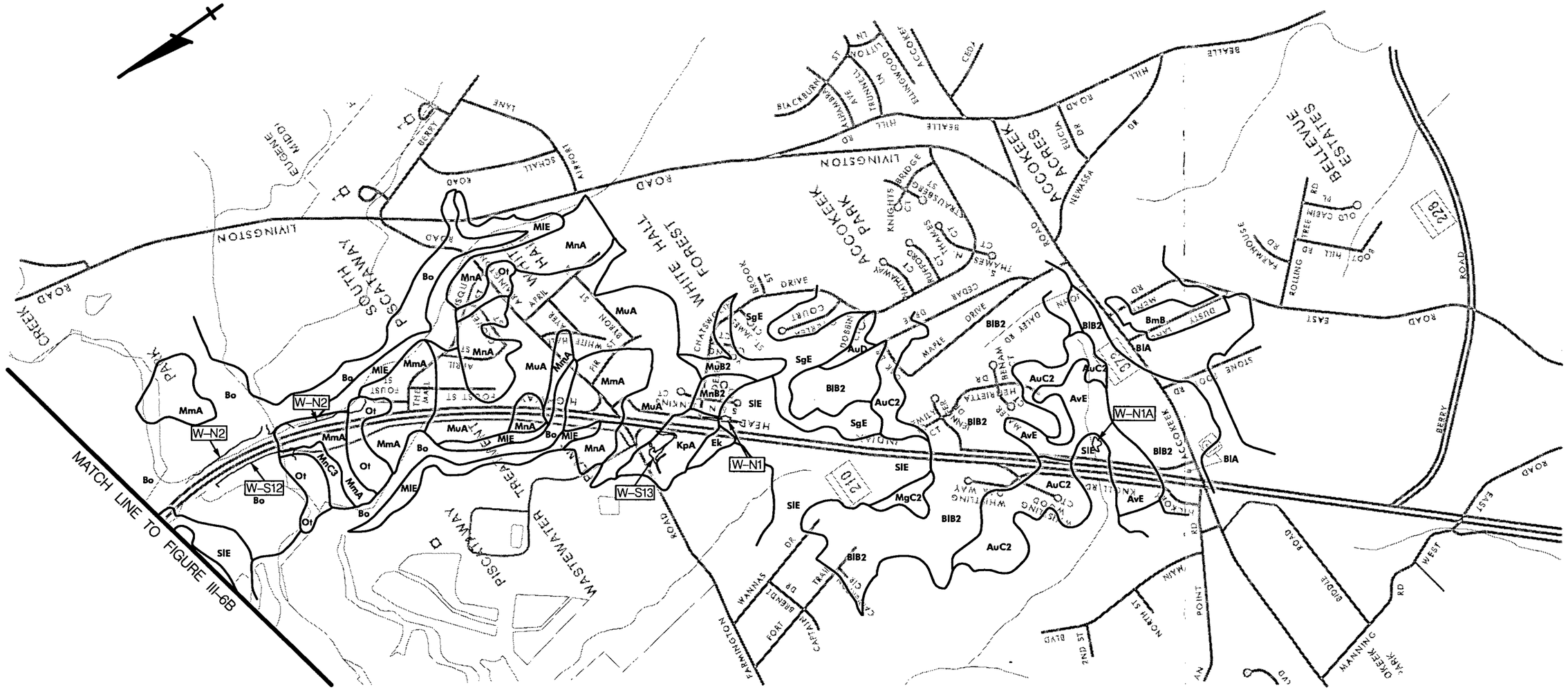


LEGEND

WETLAND BOUNDARY

SOIL GROUP BOUNDARY

SHA State Highway Administration

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SOIL GROUP AND WETLAND LOCATIONS

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 1/4 MILE | III-6C |

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## 2. Sedimentation and Soil Erosion

Sediment yield from construction sites is dependent upon soil erodibility, rainfall frequency and magnitude, degree of vegetative cover, slope, and degree of control practiced. It ranges from 35 tons to 45 tons of soil per acre per year (Schueler, 1987). Sediment and erosion controls which may greatly limit the amount of sediment actually leaving a construction site are about 65 percent efficient overall, and about 46 percent efficient for outfall flows (Schueler, 1990). All soils identified in the project area are erodible, moderately erodible, or highly erodible.

## 3. Prime Farmland Soils and Soils of Statewide Importance

Eighteen prime farmland soils and seventeen soils of statewide importance, as defined through coordination with the U.S. Department of Agriculture, occur in the project area (Table III-5). These soil classification groups, identified by the Natural Resources Conservation Service, have the potential for high agricultural productivity. They are located throughout the project area as shown on Figures III-6A, III-6B and III-6C. The completed Farmland Conversion Impact Rating Form is located in the Appendix.

**TABLE III-5. PRIME FARMLAND AND SOILS OF STATEWIDE IMPORTANCE**

| Symbol | Soil Description | Class |
|---|---|---|
| AdA | Adelphia fine sandy loam, 0-2% slopes | PF |
| AdB2 | Adelphia fine sandy loam, 2-5% slopes, moderately eroded | PF |
| AhA | Adelphia silt loam, 0-2% slopes | PF |
| AuC2 | Aura gravelly loams, 6-12% slopes | SI |
| BlA | Beltsville silt loam | SI |
| BlB2 | Beltsville silt loam, 2-5% slopes, moderately eroded | SI |
| BlC2 | Beltsville silt loam, 5-10% slopes, moderately eroded | SI |
| CaC2 | Chillum silt loam, 6-12% slopes | SI |
| CmB2 | Collington fine sandy loam, 2-5% slopes, moderately eroded | SI |
| CmC2 | Collington fine sandy loam, 5-10% slopes, moderately eroded | SI |
| CsC2 | Croom gravelly loam, 8-15% slopes, moderately eroded | SI |
| Fl | Fallsington loam | SI |
| Fs | Fallsington sandy loam | SI |

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| Symbol | Soil Description | Class |
|---|---|---|
| HwC2 | Howell silt loam, 6-12% slopes, moderately eroded | SI |
| ImA | Iuka sandy loam, 0-2% slopes | PF |
| ImB | Iuka sandy loam, 2-5% slopes | PF |
| In | Iuka silt loam | PF |
| IoB | Iuka silt loam, 2-5% slopes | PF |
| KpA | Keyport silt loam, 0-2% slopes | SI |
| KpB2 | Keyport silt loam, 2-5% slopes, moderately eroded | SI |
| MmA | Matapeake fine sandy loams, 0-2% slopes | PF |
| MmB2 | Matapeake fine sandy loams, 2-5% slopes, moderately eroded | PF |
| MnA | Matapeake silt loam, 0-2% slopes | PF |
| MnB2 | Matapeake silt loam, 2-5% slopes, moderately eroded | PF |
| MnC2 | Matapeake silt loam, 5-10% slopes, moderately eroded | SI |
| MtB2 | Mattapex fine sandy loam, 2-5% slopes, moderately eroded | PF |
| MuA | Mattapex silt loam, 0-2% slopes | PF |
| MuB2 | Mattapex silt loam, 2-5% slopes, moderately eroded | PF |
| OcA | Ochlockonee sandy loam, 0-2% slopes | PF |
| OcB | Ochlockonee sandy loam, 2-5 % slopes | PF |
| Ol | Othello fine sandy loam | SI |
| Ot | Othello silt loam | SI |
| SfB2 | Sassafras gravelly loam, 2-5% slopes, moderately eroded | PF |
| SmA | Shrewsbury fine sandy loam, 0-2% slopes | SI |
| WoA | Woodstown sandy loam, 0 to 2 percent slopes | PF |

SI = Soils of Statewide Importance

PF = Prime Farmland Soils

## F. Water Resources and Fish Fauna

### 1. Surface Water

#### a. Surface Water Quality

The designated use of the streams within or adjacent to the project area is Use I-P (water contact recreation, protection of aquatic life and public water supply) which is discussed later in this section. Perennial streams crossed by or potentially impacted by the project were surveyed in May and June of 1999, for benthic macro invertebrates and analyzed with respect to chemical/physical/biological water quality. Ten benthic macro invertebrate samples were taken from nine streams: Carey Branch (two samples), Henson Creek, Hunter's Mill Creek, two unnamed tributaries to Broad Creek, Piscataway Creek, and three unnamed tributaries of Piscataway Creek (see Figure III-7A through III-7H). A discussion of methods and results of the analyses follows.

##### 1) Benthic Macro invertebrates

##### a) Methods

The benthic macro invertebrate survey was performed following the U. S. Environmental Protection Agency (EPA) Rapid Bioassessment Protocol II (Plafkin, et al 1989). One hundred count benthic macro invertebrate samples were collected from riffle and run habitats in each stream and supplemented with separate samples from coarse particulate organic matter (such as leaf packs) that collect in depositional areas. Benthic Macro invertebrates were collected from the referenced streams in the Spring and Summer seasons. Benthic organisms were sorted and identified to the family taxonomic level in the field. All organisms were classified according to functional feeding groups (Cummins and Wilzbach, 1985) and tolerance values (Hilsenhoff, 1987). Samples from riffle/run habitats were taken using kick seines, sampling approximately 1 square meter. Due to impoundment by beavers no riffle or run habitats occurred within the southern unnamed tributary to Broad Creek, samples were taken using D-frame nets. Similarly, in Piscataway Creek, a deep, slow moving stream, organisms were picked from an artificial substrate (rock baskets). Organisms were also picked from leaves and woody debris in depositional areas.

##### b) Results

**Carey Branch North:** This site is located approximately 0.4 miles south of I-495, west of MD 210. This is a headwater section of Carey Branch, a first and second order stream that parallels MD 210 for more than 1.5 miles. Low flow, cobble and rubble substrate, and a general

lack of habitat diversity characterize the stream section sampled. This part of the stream is predominately riffle and run habitat. Few fish are present; only black nose dace, a pollution tolerant species, is apparent. Periphyton is abundant, filamentous algae are common, and benthic macro invertebrates occur in relatively poor densities. Pollution tolerant Chironomid midges dominate the benthic macro invertebrate community. Only three Ephemeroptera, Plecoptera, and Tricoptera (mayflies, stoneflies, and caddisflies) (EPT) taxa occur: the caddis flies Hydroptilidae and Hydropschidae, and the mayfly Baetidae. Stoneflies and the other pollution sensitive taxa are absent. Of the functional feeding groups, only scrapers are well represented with 25% of the sample; shredders are absent.

**Carey Branch South:** This site is located approximately 1.8 miles south of I-495, west of MD 210. The stream receives large inputs of storm water discharge. Carey Branch is a third order stream in this section with portions that are channelized immediately upstream. The sampled stream section is characterized by silt, sand, gravel and cobble substrate. Pools and riffles occur in this section. The water is turbid. No fish are apparent. Periphyton is abundant and filamentous algae are common. Benthic macro invertebrate diversity and abundance are very poor. Pollution tolerant Chironomid midges and black flies Simulate dominate the benthic macro invertebrate community. Only two EPT taxa occur: the caddis fly Hydropschidae and the mayfly Baetidae. Stoneflies and the other pollution sensitive taxa are absent. Of the functional feeding groups, scrapers are well represented with 11% of the sample; shredders are absent.

**Henson Creek:** This site is located approximately 2.4 miles south of I-495. This is a third order stream with a sand and gravel substrate. The sampled section of stream contains a variety of habitats including riffles, runs, and pools. There is much evidence of flooding and scouring. Fishes are abundant, predominantly black nose dace and tessellated darters in the pools and long nose dace in the riffles. Periphyton and filamentous algae are not apparent. Benthic macro invertebrates occur in poor diversity and numbers. Pollution tolerant Chironomid midges dominate the benthic macro invertebrate community. Only one EPT taxon occurs: the caddis fly Hydropschidae. Stoneflies, mayflies and the other pollution sensitive taxa are absent. Of the functional feeding groups, scrapers and shredders occur (9% and 14% of the sample, respectively).

**Hunter's Mill Creek:** This site is located approximately 2.9 miles south of I-495. This is a third order stream with a sand and gravel substrate. The sampled section contains a variety of habitats including riffles, runs, and pools. This stream receives relatively large amounts of storm water runoff, resulting in streambed scouring. Fishes are uncommon, with only black nose dace apparent. Periphyton and filamentous algae are common. Benthic macro invertebrates occur in fair diversity and numbers. Pollution tolerant crane flies Tipulidae dominate the benthic

macro invertebrate community. Only one EPT taxon occurs: the caddis fly Hydroptilidae. Stoneflies, mayflies, and other pollution sensitive taxa are absent. Of the functional feeding groups, scrapers are well represented with 10% of the sample, but shredders are absent.

**Broad Creek North:** This site is located approximately 3.7 miles south of I-495. This is an unnamed tributary to Broad Creek and is a second and third order stream with a sand and gravel substrate. The sampled section of stream contains a series of semi-isolated pools connected by riffles with very low flow. There is much evidence of flooding and scouring. Periphyton is common and filamentous algae are rare. Water and substrate were stained orange-brown indicating a high concentration of iron bacteria. Fishes are abundant, predominantly black nose dace, rosy side dace, creek chubs and tessellated darters in the pools. Periphyton is common and filamentous algae are rare. Benthic macro invertebrates occur in poor diversity and numbers. The benthic macro invertebrate community is dominated by crane flies Tipulidae. Only two EPT taxa occur: the caddis fly Hydroptilidae and the mayfly Baetidae. Stoneflies and the other pollution sensitive taxa are absent. Of the functional feeding groups, only scrapers are well represented (28% of the sample) and shredders are absent.

**Broad Creek South:** The site is located approximately 4.8 miles south of I-495. This is an unnamed tributary to Broad Creek and is a second order stream that has been dammed by beavers. The water is deep and nearly stagnant. Benthic macro invertebrates occur in poor diversity and numbers. The benthic macro invertebrate community is dominated by predaceous water beetles (Dytiscisdae). No EPT taxa occur. Pollution sensitive taxa are absent. Of the functional feeding groups, only scrapers are well represented (20% of the sample) and shredders are absent.

**Piscataway Creek:** The site is located approximately 7.2 miles south of I-495. This is a fourth order stream that is deep, slow moving, with a sand and silt substrate. An artificial substrate was used to obtain riffle/run community representation. Filamentous algae are common. Benthic macro invertebrates occur in poor diversity and numbers. Pollution tolerant Chironomid midges dominate the benthic macro invertebrate community. Only one EPT taxon occurs: the mayfly Baetidae. Stoneflies, caddis flies and the other pollution sensitive taxa are absent. Of the functional feeding groups, only scrapers are present (1% of the sample) and shredders are absent.

**Piscataway Creek Tributary 1:** The site is located approximately 7.2 miles south of I-495, east of MD 210. This is a second order stream with a sand and gravel substrate. The sampled section of stream contains a variety of habitats including riffles, runs, and pools. Few fish are present; only black nose dace, a tolerant species, is apparent. Periphyton occurs but

filamentous algae are absent. Benthic macro invertebrates occur in moderate diversity and numbers. The pollution tolerant mayfly Baetidae dominates the benthic macro invertebrate community. Six EPT taxa occur: the mayflies Baetidae and Siphlonuridae, the stonefly Perlodidae, and the caddis flies Hydropsychidae, Hydroptilidae, and Rhyacophilidae. Of the functional feeding groups, scrapers occur in 31% of the sample, but shredders are absent.

**Piscataway Creek Tributary 2:** The site is located approximately 8.2 miles south of I-495. This is a second order stream with a sand and gravel substrate. The sampled section of stream contains a variety of habitats including riffles, runs, and pools. There is much evidence of flooding and scouring. Fishes are abundant, predominantly black nose dace, rosy side dace, and tessellated darters in the pools and long nose dace in the riffles. Periphyton occurs but filamentous algae appear to be lacking. Benthic macro invertebrates occur in greater diversity and numbers than in any of the sampling sites in this project. The pollution sensitive stoneflies and mayflies dominate the benthic macro invertebrate community. Five EPT taxa occur: the mayflies Baetidae and Tricrythodes, the stoneflies Capriidae and Perlodidae, and the caddis fly Rhyacophilidae. Of the functional feeding groups, scrapers and shredders occur in 6% and 34% of the sample, respectively.

**Piscataway Creek Tributary 3:** The site is located approximately 10.6 miles south of I-495. This is a first order stream with a rubble substrate. The sampled section of stream contains a variety of habitats including riffles, runs, and pools. Fish are not present. Periphyton occurs but filamentous algae are not apparent. Benthic macro invertebrates occur in moderate diversity and numbers. The benthic macro invertebrate community is dominated by a pollution tolerant caddis fly. Three EPT taxa occur: the mayfly Baetidae, the stonefly Perlodidae, and the caddis fly Hydropsychidae. Of the functional feeding groups, scrapers occur (10% of the sample), but shredders are absent.

### a) Summary

Of the ten-benthic macro invertebrate sampling sites two are in the "good" category, six are in the "fair category, and two are in the poor category (see DEIS Table III-6 page III-39 and Table III-7 page III-40). The relatively low scores are attributable to a general lack of diversity, EPT taxa, and shredders in the benthic macro invertebrate community (see DEIS Table III-7, page III-40). While this is a generalization, there are few exceptions to this in the Study Area's streams. The two streams rated good for benthic macro invertebrates are the streams with the least amount of urbanization and other development in their watersheds.

Piscataway Creek Tributary 1, located east and parallel to MD 210 and south of the MD 210 Bridge over Piscataway Creek, had the highest water quality rating of the streams in the

project area, based on benthic biodiversity and community composition. Piscataway Creek Tributary 2, located near the sewage treatment plant, was also rated in the "good" range.

Carey Branch North, Henson Creek, Hunters' Mill Creek, Broad Creek North, Broad Creek South, and Piscataway Creek Tributary 3 rated in the "fair" range.

Carey Branch South and Piscataway Creek rated "poor".

### 2) Chemical, Physical, and Bacteriological Analyses

#### a) Methods

Seven streams potentially impacted by this project were selected for chemical, physical, and bacteriological analyses. The streams were selected based on size and potential for supporting fish populations. They are the largest perennial streams within the project limits. Water samples were collected from each stream, fixed with nitric acid, and transported to Phase Separation, Inc. for metal analyses. An additional water sample was collected from each stream for five-day BOD (biochemical oxygen demand) testing using BOD apparatus. Dissolved oxygen was measured on site using a dissolved oxygen meter. Conductivity, temperature, and total dissolved solids were measured on site using a conductivity meter. A pH meter was used to determine hydrogen ion-concentration on site. A Direct Reading Environmental Laboratory spectrophotometer was used on site to measure concentrations of ammonia, nitrite, nitrate, phosphate, and turbidity. A Millipore Field Filtration kit was used on site to collect samples for total coliform and fecal-coliform bacteria analyses. Sampling, assay, and quality control/quality assurance procedures followed EPA accepted protocols for water quality data reporting.

#### b) Results

**Carey Branch South:** All of the measured water quality parameters are within the Use I criteria (see DEIS Table III-8 page III-42 and Table III-9 page 44). The phosphate concentration of 0.04mg/l is elevated. Elevated phosphate concentration accelerates the eutrophication process in receiving waters.

**Henson Creek:** All of the measured water quality parameters are within the Use I criteria (see DEIS Table III-8 page III-42 and Table III-9 page 44). The phosphate concentration of 0.04mg/l is elevated. Elevated phosphate concentration accelerates the eutrophication process in receiving waters.

**Hunter's Mill Creek:** The phosphate concentration 7.2mg/l is far higher than the recommended maximum level for streams (recommended maximum level is 0.1mg/l) (see DEIS

Table III-8 page III-42 and Table III-9 page 44) Fecal coliform numbers of 1920/100ml sample exceed the Use I criterion of not more than 400/100ml sample. The silver concentration of 57µg/l is far higher than the allowable limit of 4.1µg/l for Use I waters.

**Broad Creek North:** All of the measured water quality parameters are within the Use I criteria (see DEIS Table III-8 page III-42 and Table III-9 page 44). The phosphate concentration of 0.05mg/l is elevated. Elevated phosphate concentration accelerates the eutrophication process in receiving waters.

**Broad Creek South:** The dissolved oxygen criterion for Use I streams is not less than 5.0mg/l (see DEIS Table III-8 page III-42 and Table III-9 page 44). The measured concentration is 4.1mg/l. Percent dissolved oxygen saturation is only 49%, indicating the presence of biodegradable waste. Five-day biochemical oxygen demand is elevated at 5.6mg/l. fecal coliform numbers 550/100ml sample exceed the Use I criterion of not more than 400/100ml sample. The phosphate concentration 0.06mg/l is elevated. Elevated phosphate concentration accelerates the eutrophication process in receiving waters. The silver concentration of 6µg/l is higher than the allowable limit of 4.1µg/l for Use I waters.

**Piscataway Creek:** The measured concentration of dissolved oxygen is 5.6mg/l. Percent dissolved oxygen saturation is only 58%, however, indicating the presence of biodegradable waste (see DEIS Table III-8 page III-42 and Table III-9 page 44). Five-day biochemical oxygen demand is elevated at 6.4mg/l; this falls within the "poor" range. Ammonia concentrations are the highest of any sampled stream in the study area 0.77mg/l. Concentrations higher than 0.06mg/l can cause gill damage in sensitive fish species. Ammonia in streams can result from bacterial decomposition of urea and protein or from contamination by fertilizers. This ammonia concentration accelerates the eutrophication process in receiving waters. Fecal coliform numbers of 2020/100ml sample exceed the Use I criterion of not more than 400/100ml sample.

**Piscataway Creek Tributary 2:** The dissolved oxygen criterion for Use I streams is not less than 5.0 mg/l. The measured concentration is 4.6mg/l (see DEIS Table III-8 page III-42 and Table III-9 page 44). Percent dissolved oxygen saturation is only 50%, indicating the presence of biodegradable waste. Five-day biochemical oxygen demand is elevated at 5.4mg/l. The phosphate concentration of 0.45mg/l is greatly elevated. This phosphate concentration far exceeds the recommended maximum concentration for streams of 0.1 mg/l.

The designated use of the streams within or adjacent to the project area is:

> **Use I-P** - (water contact recreation, the protection of aquatic life, and public water supply) for all waters within the project area.

Water quality criteria for Use I-P streams is summarized in Table III-9. (See DEIS page III-44)

The land along the Potomac River is within the Chesapeake Bay Critical Area and is regulated in accordance with the Chesapeake Bay Critical Area Protection Act to minimize damage to water quality and natural habitats along the shoreline of the Chesapeake Bay and its tidal tributaries. All land and water areas within 1,000 feet landward of the heads of tide or State and private wetlands designated under the Annotated Code of Maryland, Natural Resources Article are included in the Chesapeake Bay Critical Area. In addition, a Critical Area Buffer has been established that extends at least 100 feet inland from the edge of mean high tide or the banks of tributary streams and includes adjacent nontidal wetlands, the 100-year floodplains, and steep slopes. The Chesapeake Critical Area Buffer is a vegetated area that serves to protect aquatic wetland, shoreline, and terrestrial environments from manmade disturbances. A portion of the project area in the vicinity of Piscataway Creek is located in the Chesapeake Bay Critical Area (Figure III-3B).

### 2. Groundwater Resources

Aquifers are geologic units that yield economic quantities of water. The project area is underlain by at least two aquifers of varying thickness and yields. The Patuxent and Patapsco Aquifers, at depths of 400 feet to 800 feet and 0 to 100 feet, respectively, yield commercial quantities of groundwater. The 1985 withdrawals of groundwater by Prince Georges' County were 2.4 million gallons per day (mgd) from the Patuxent Aquifer and 0.87 mgd from the Patapsco Aquifer (MDE 1987).

The Patuxent formation consists of irregularly stratified, cross-bedded and lenticular moderately sorted sands and quartz gravels with silt and clay beds. The Patuxent formation is fluvial in origin and dates from the early Cretaceous period (98-144 million years old). This is a multi-aquifer unit and is one of the most productive water-bearing formations in Maryland. Well yields range from a few hundred to 1,200 gallons per minute (gpm). Specific capacity ranges from 130 to 10,700 feet squared per day. The average storage coefficient is 0.0001. The natural quality is generally good in most up dip areas. In these areas the formation's water is commonly soft, low in total dissolved solids (TDS) and low in chlorides, pH levels are moderately low, but acceptable.

The Patapsco formation consists of fluvial and swamp sediments deposited during the early Cretaceous period. The Patapsco is also a multi-layered aquifer and consists of irregularly stratified and inter-bedded, silt and clay, fine to medium-grained quartz sand with minor amounts of gravel. Well yields range from 3 to 2,160 gpm. Specific capacity ranges from 160 to 6,700 feet squared per day. The average storage coefficient ranges from 0.005 to 0.00005. The natural

quality of Patapsco formation groundwater is good in most up dip areas. In these areas, the formation's water is commonly acidic with high iron concentrations, low in chlorides and TDS.

### 3. Fish Fauna

The fish fauna of the project area is diverse and includes anadromous (fish that live the majority of their life in brackish or saltwater and migrate to freshwater for spawning), catadromous (fish that live the majority of their life in freshwater and migrate to saltwater for spawning), and freshwater fishes. The only anadromous fish with documented spawning in the project area are the white perch (*Morone Americana*) and herring (Alosa sp.). The yellow perch (perca flavescens) is also listed as occurring but without documented spawning. The only catadromous fish species with documented spawning in the project area is the American eel (*Anguilla rostrata*). The Piscataway Creek and its associated tributaries were sampled in the mid 1980's by the Storm Water Management Technical Group and more recently by DNR as part of the ongoing Maryland Biological Stream Survey (MBSS). The freshwater fishes collected during both surveys are listed in the Appendix. The data for the Henson Creek watershed is only from the MBSS.

## G. Waters of the U.S. Including Wetlands

### 1. Introduction

Waters of the United States, including wetlands, potentially affected by the proposed project have been identified. Waters of the U.S. include resources such as streams, lakes, tidal waters, and wetlands, which are transitional areas between water and land. The federal government defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (EPA, 40 CFR 230.3 and CE, 33 CFR 328.3).

Primarily Section 404 of the Clean Water Act administered by the U.S. Army Corps of Engineers regulates these resources, which provide many valuable functions in both the natural and cultural environment. The U.S. Environmental Protection Agency, U.S. Fish & Wildlife Service, National Marine Fisheries Service, and Natural Resources Conservation Service also are involved with the protection of these resources at the federal level. The Maryland Department of the Environment also regulates waters and wetlands at the state level.

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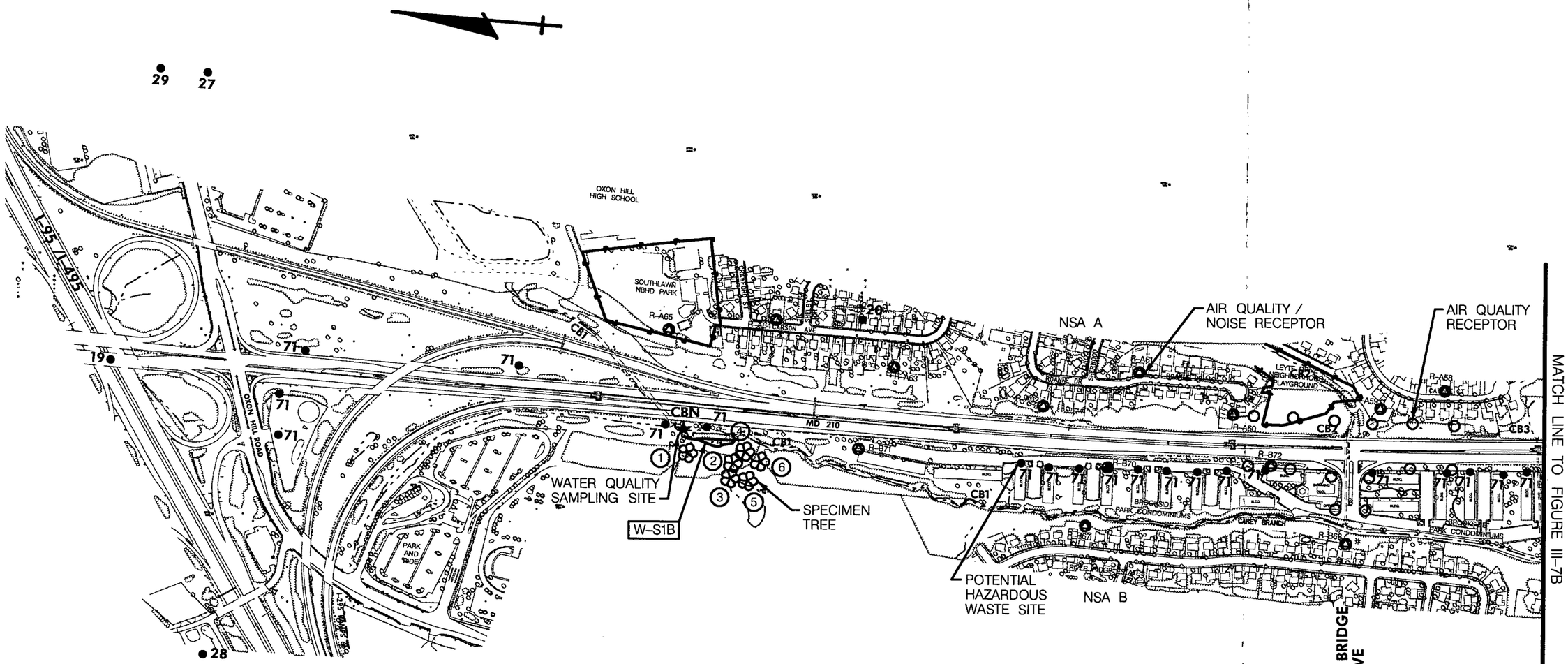



INTERSECTION – A

## LEGEND

| | |
|---|---|
| W-S1B | WETLANDS |
| ● 28 | POTENTIAL HAZARDOUS WASTE SITE |
| ③ | SPECIMEN TREE |
| CB1 | WATERS OF THE U.S. |
| ★ CBN | WATER QUALITY SAMPLING SITE |
| NSA B | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| R-67 | AIR QUALITY /NOISE RECEPTOR |

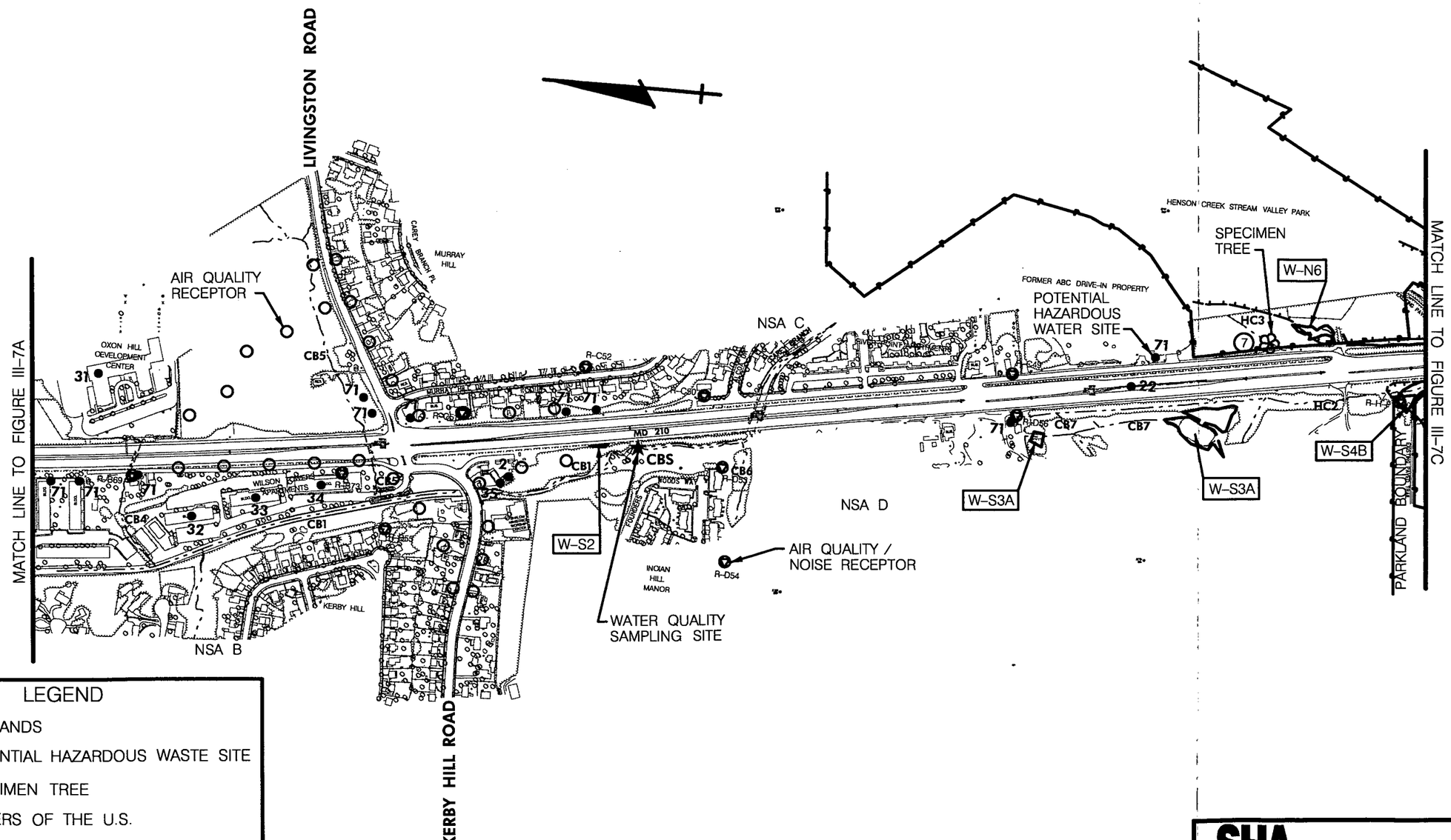
SHA State Highway Administration — Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

# ENVIRONMENTAL BASEMAP

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 500' | III-7A |

ps01-ef.dgn
08-26-03 TLL




## LEGEND

| | |
|---|---|
| W-S2 | WETLANDS |
| ● 71 | POTENTIAL HAZARDOUS WASTE SITE |
| ③ | SPECIMEN TREE |
| CB1 | WATERS OF THE U.S. |
| ★ CBS | WATER QUALITY SAMPLING SITE |
| NSA B | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| R-67 | AIR QUALITY /NOISE RECEPTOR |

SHA State Highway Administration — Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

# ENVIRONMENTAL BASEMAP

| DATE | SCALE | FIGURE |
|---|---|---|
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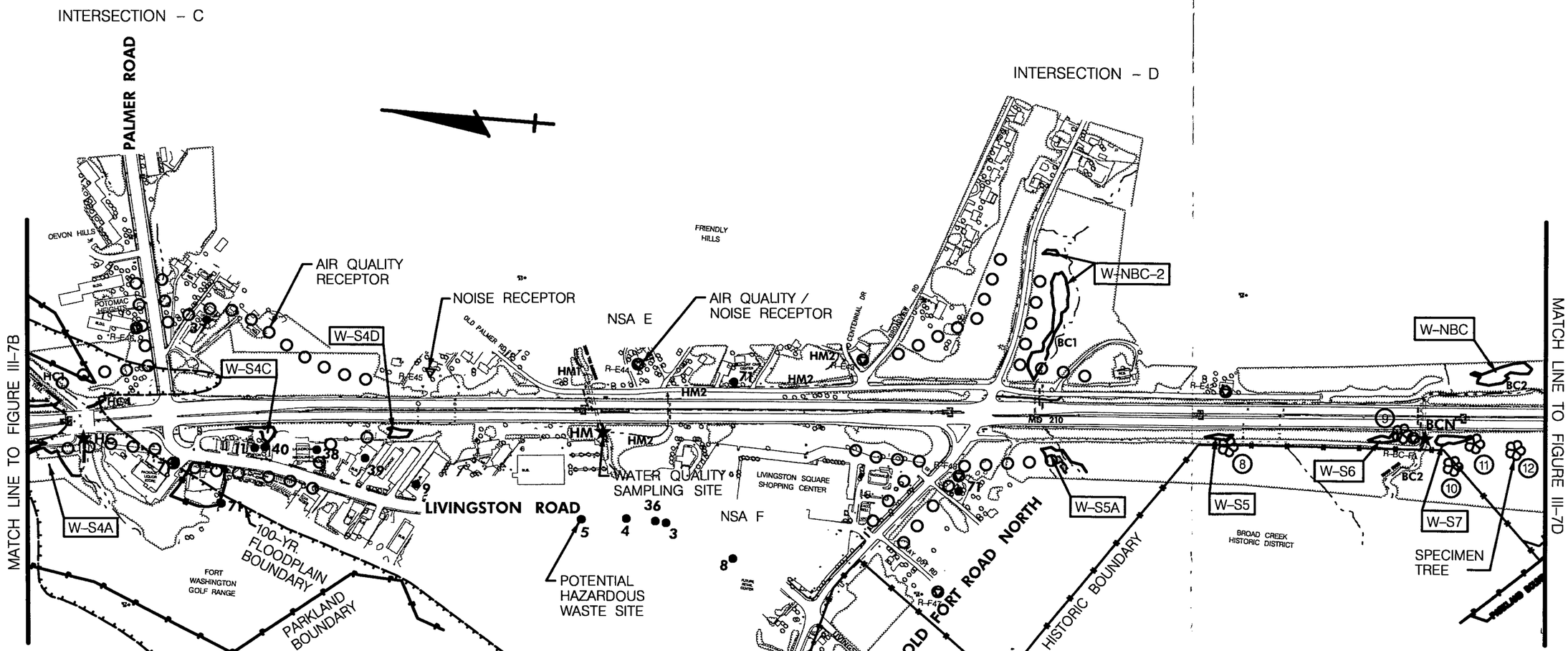
ps02-ef.dgn
08-26-03 TLL

176




SHA State Highway Administration

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

# ENVIRONMENTAL BASEMAP

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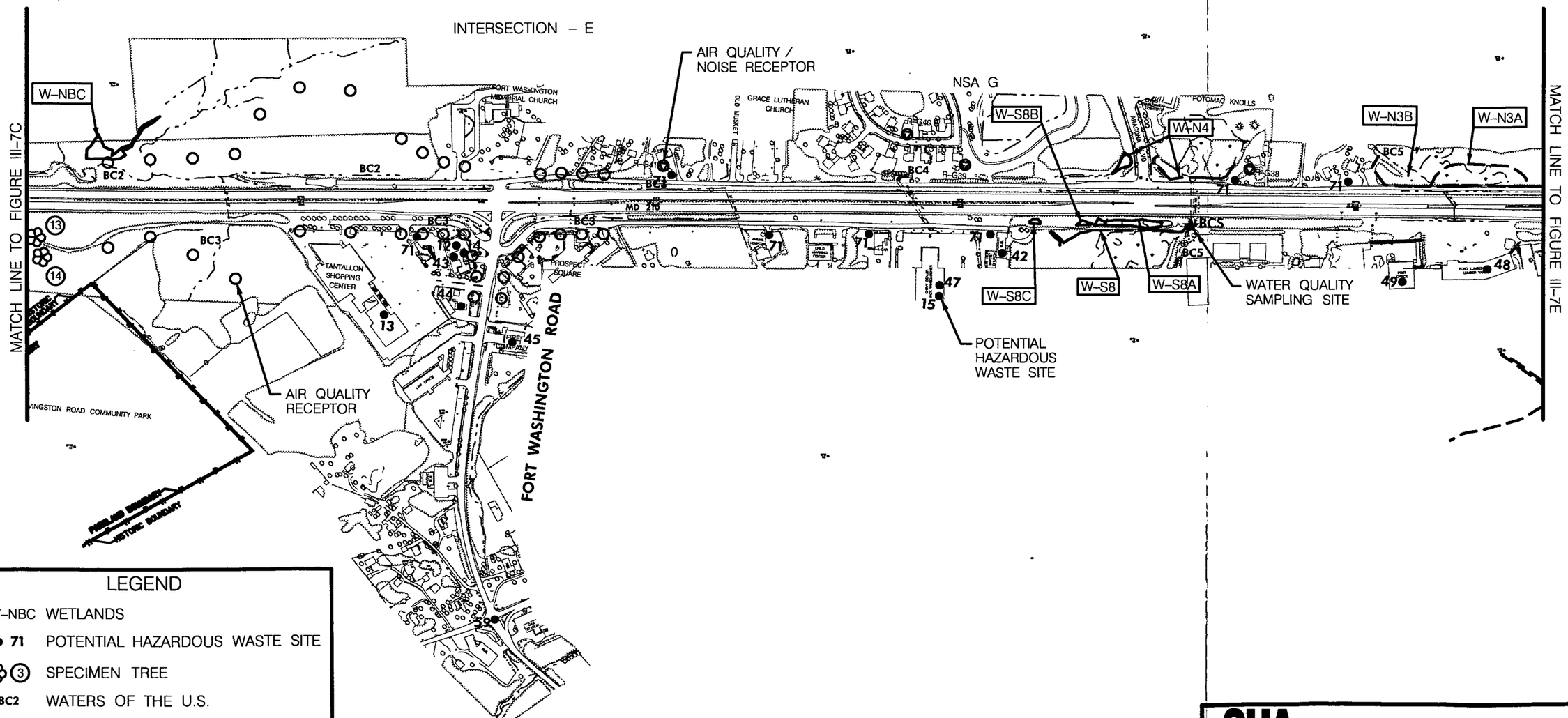
ps03-ef.dgn
08-26-03 TLL




## LEGEND

| | |
|---|---|
| W-NBC | WETLANDS |
| ● 71 | POTENTIAL HAZARDOUS WASTE SITE |
| ③ | SPECIMEN TREE |
| BC2 | WATERS OF THE U.S. |
| ★ BCS | WATER QUALITY SAMPLING SITE |
| NSA G | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| R-67 | AIR QUALITY /NOISE RECEPTOR |

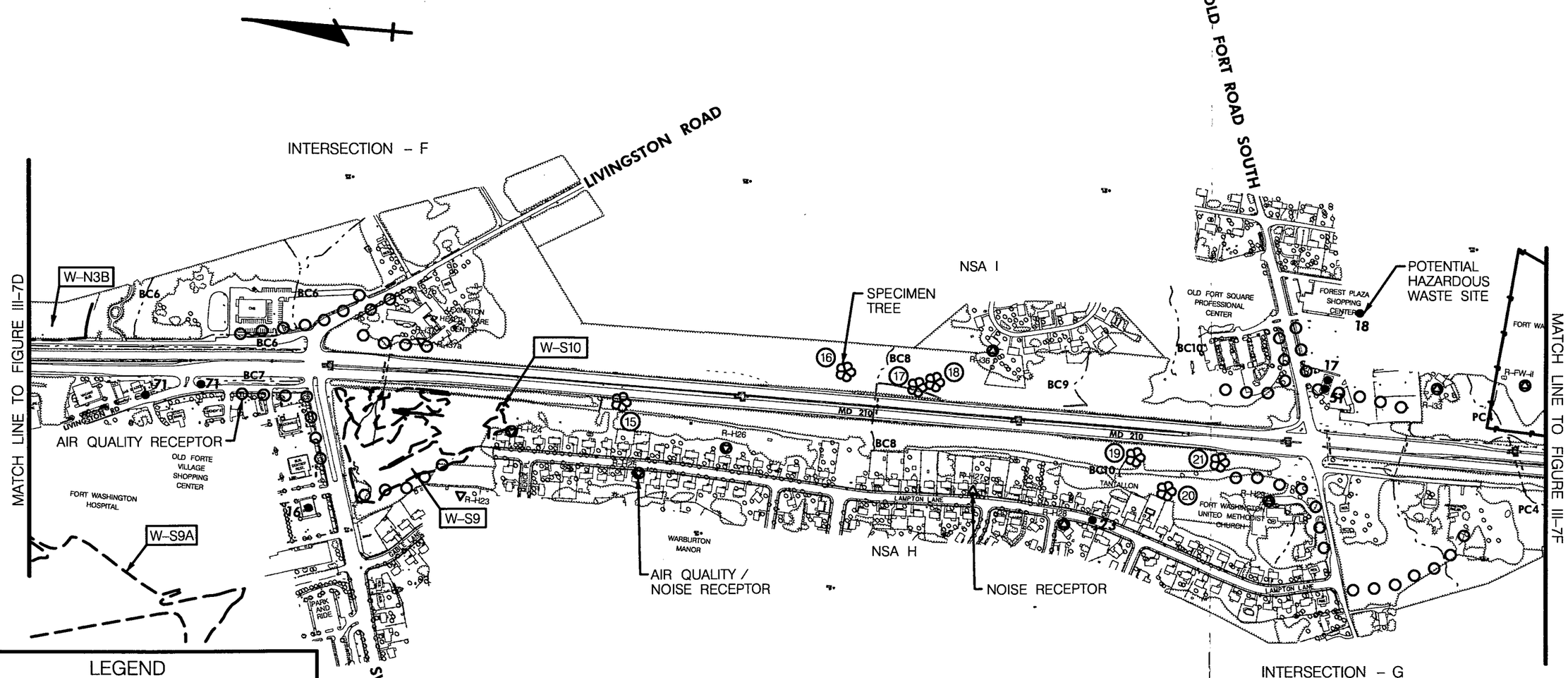
SHA State Highway Administration — Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

# ENVIRONMENTAL BASEMAP

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 500' | III-7D |

ps04-ef.dgn
08-26-03 TLL




## LEGEND

| | |
|---|---|
| W-S9 | WETLANDS |
| ● 71 | POTENTIAL HAZARDOUS WASTE SITE |
| ❀ ③ | SPECIMEN TREE |
| BC6 | WATERS OF THE U.S. |
| NSA H | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| ▲ R-67 | AIR QUALITY /NOISE RECEPTOR |

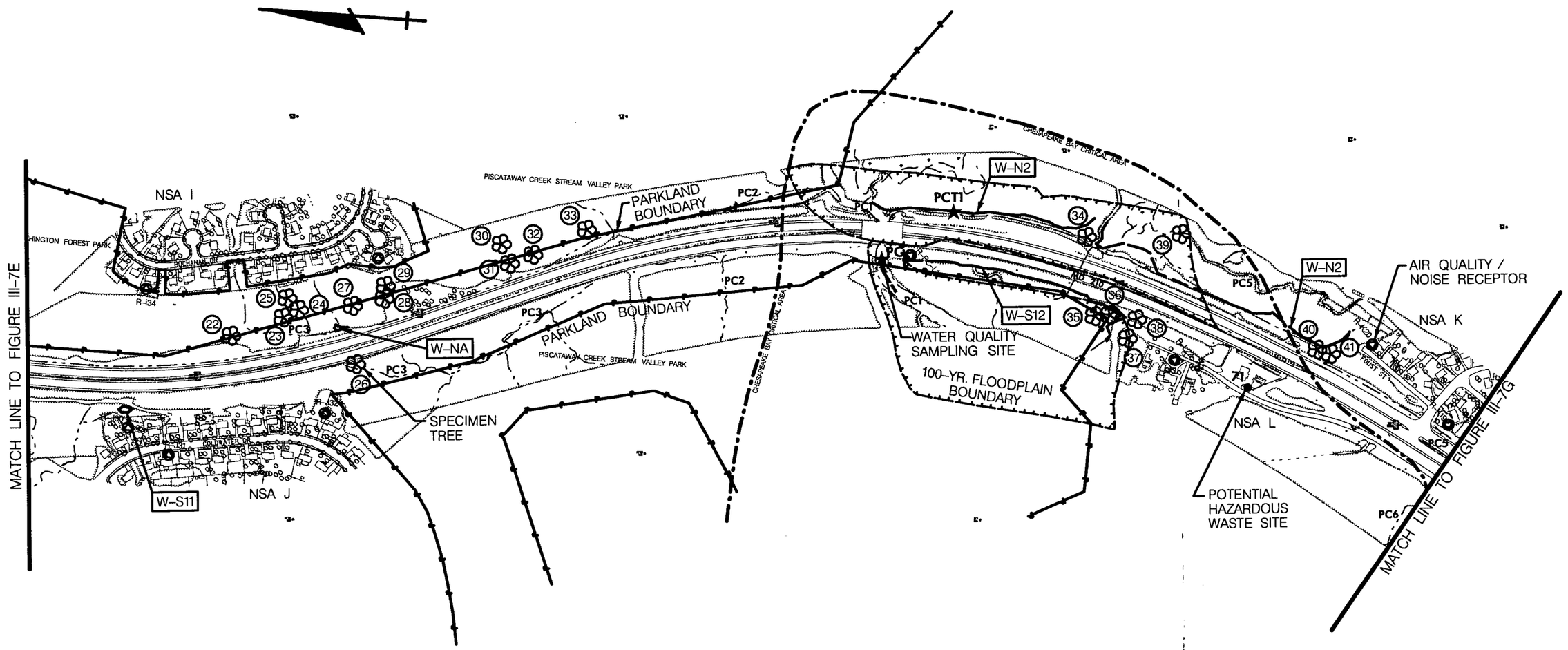
SHA State Highway Administration — Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

# ENVIRONMENTAL BASEMAP

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 500' | III-7E |

ps05-ef.dgn
08-26-03 TLL




## LEGEND

| | |
|---|---|
| W-S11 | WETLANDS |
| ● 71 | POTENTIAL HAZARDOUS WASTE SITE |
| ③ | SPECIMEN TREE |
| PC2 | WATERS OF THE U.S. |
| ★ PC | WATER QUALITY SAMPLING SITE |
| NSA J | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| R-67 | AIR QUALITY /NOISE RECEPTOR |

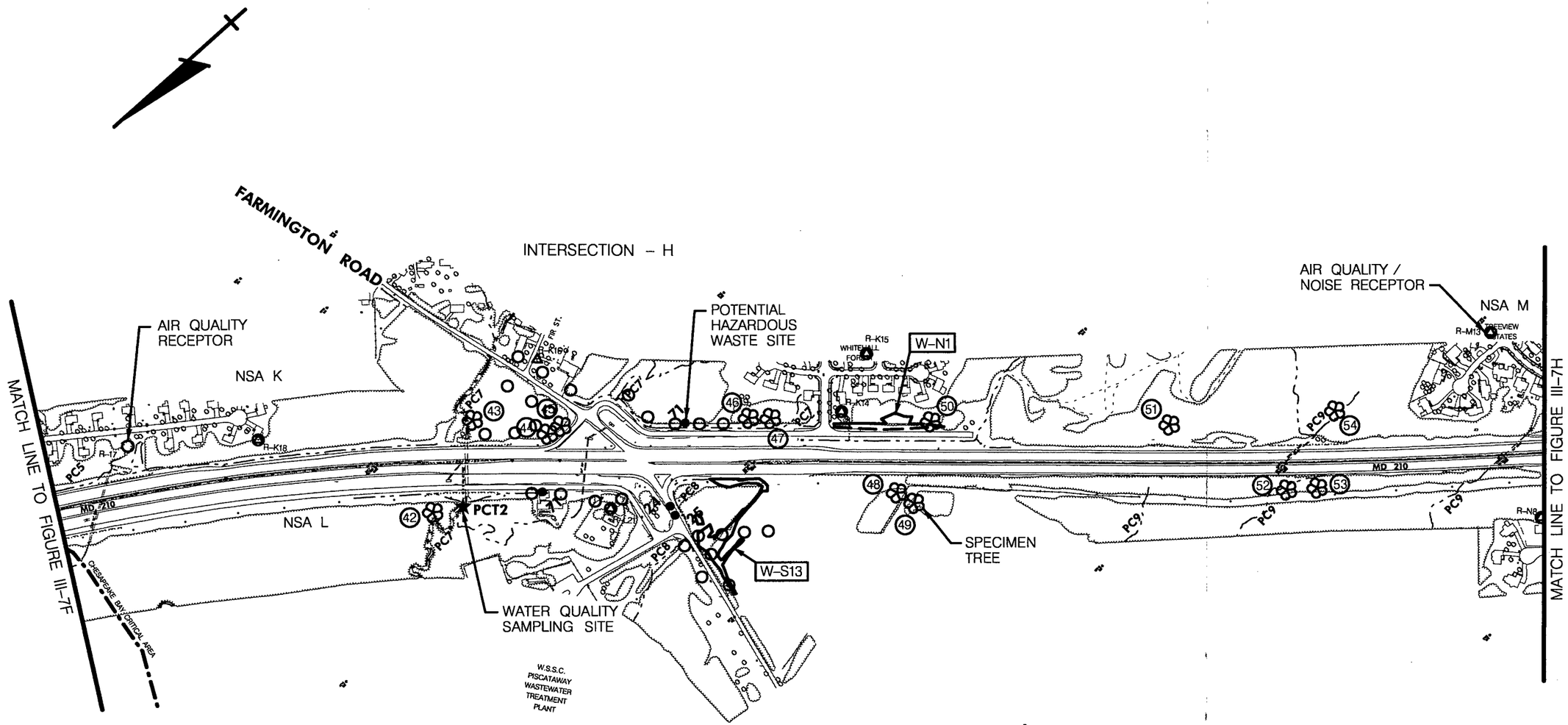
SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

# ENVIRONMENTAL BASEMAP

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 500' | III-7F |

ps06-ef.dgn
08-26-03 TLL




## LEGEND

| | |
|---|---|
| W-S13 | WETLANDS |
| ● 71 | POTENTIAL HAZARDOUS WASTE SITE |
| ③ | SPECIMEN TREE |
| PC5 | WATERS OF THE U.S. |
| ★PCT2 | WATER QUALITY SAMPLING SITE |
| NSA K | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| R-67 | AIR QUALITY /NOISE RECEPTOR |

ps07-ef.dgn
08-26-03 TLL

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

ENVIRONMENTAL BASEMAP

| DATE | SCALE | FIGURE |
|---|---|---|
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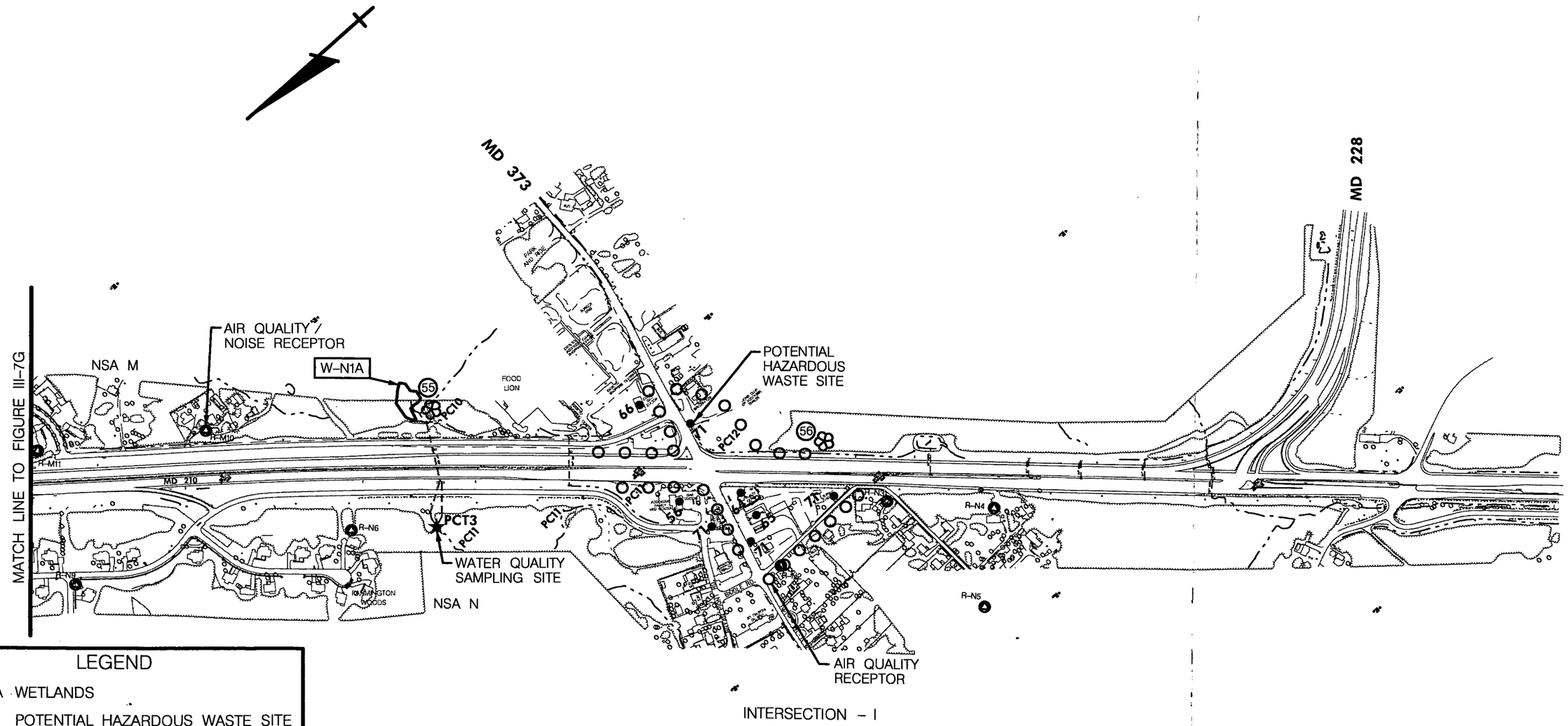


## LEGEND

| | |
|---|---|
| W-N1A | WETLANDS |
| ● 71 | POTENTIAL HAZARDOUS WASTE SITE |
| ③ | SPECIMEN TREE |
| PC10 | WATERS OF THE U.S. |
| ★PCT3 | WATER QUALITY SAMPLING SITE |
| NSA N | NOISE SENSITIVE AREA |
| △ | NOISE RECEPTOR |
| ○ | AIR QUALITY RECEPTOR |
| R-67 | AIR QUALITY /NOISE RECEPTOR |

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SHA State Highway Administration

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

# ENVIRONMENTAL BASEMAP

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 500' | III-7H |

Existing information, including National Wetland Inventory (NWI) mapping, soil survey mapping, and U.S. Geological Survey topographic maps were reviewed by the Study Team in the early stages of the present study.

## 2. Methods

All jurisdictional wetlands were identified, mapped, and described in accordance with procedures outlined in the U.S. Army Corps of Engineers Wetlands Delineation Manual (USACOE, 1987). This study used a three-parameter approach to wetland identification and delineation in which all three parameters, hydrophytic vegetation, hydric soils, and wetland hydrology must be met to qualify for jurisdictional wetland status. A Routine Data Sheet was completed for each wetland, providing documentation for these parameters. Soil information was obtained from the Prince Georges' Soil Survey published by the U.S. Soil Conservation Service (Natural Resources Conservation Service). The indicator status for the dominant plant species encountered was taken from the National List of Plant Species That Occur in Wetlands: Maryland (Reed, 1988). The Classification of Wetlands and Deepwater Habitats of the United States (Coward in, et al., 1979) developed by the U.S. Fish and Wildlife Service was used to classify wetlands in the Study Area. Wetland limits were mapped using topographic and plan metric features and were not surveyed.

The Evaluation for Planned Wetlands method (1994) was used as a guide for assessing the potential impacts of the proposed alternates to wetlands. Evaluation for Planned Wetlands: A Procedure for Assessing Wetland Functions and a Guide to Functional Design (Bartoldus et. al, 1994) was used to assess the functions and values of potentially impacted wetlands and wetland systems greater than one acre in size. The final result of this methodology is a numerical quantification of the primary functions and values that exist in a particular wetland or wetland system. The functions and values that were assessed by this methodology in the study area are as follows:

**Sediment Stabilization** - This function considers the potential capacity of a wetland to stabilize and retain previously deposited sediments.

**Water Quality** - This function considers the capacity of a wetland to retain and process dissolved or particulate materials to the benefit of downstream surface water quality.

**Wildlife Habitat** - This function considers the capacity of a wetland to provide habitat for various types and populations of animals typically associated with wetlands and the wetland edge.

**Fish Habitat (non-tidal stream/river)** - This function considers the degree to which a wetland's habitat meets the food, cover, reproductive, and water quality requirements of fish.

**Uniqueness/Heritage** - These values consider the presence of characteristics that distinguish a wetland as unique, rare, or valuable; among these values are considerations to endangered species, public park property, recreation, uniqueness, etc.

### 3. Results

A total of 39 surface water resource areas and 27 wetland areas were identified during the present study. Table III-6 provides general information for each surface water resource area, and Figure III-7A through 7H is a generalized summary map of these resource areas.

**TABLE III-6**
**WATERS OF THE U.S./WETLANDS SUMMARY**

| Area | Resource | Watershed | Wetland Type | Associated Wetlands |
|---|---|---|---|---|
| CB 1 | Carey Branch | Henson Creek | 1st-3rd order stream | WS-1B, WS-2 |
| CB 2 | Unnamed tributary | Henson Creek | 1st-2nd order stream | - |
| CB 3 | Unnamed tributary | Henson Creek | 1st order stream | - |
| CB 4 | Unnamed tributary | Henson Creek | 1st order stream | - |
| CB 5 | Unnamed tributary | Henson Creek | 2nd order stream | - |
| CB 6 | Unnamed tributary | Henson Creek | 1st order stream | - |
| CB 7 | Unnamed tributary | Henson Creek | 1st-2nd order stream | WS-3A |
| HC 1 | Henson Creek | Henson Creek | 3rd order stream | WS-4A/B/C/D, WN-5 |
| HC 2 | Unnamed tributary | Henson Creek | 1st-2nd order stream | - |
| HC 3 | Unnamed tributary | Henson Creek | 2nd order stream | WN-6 |
| HC 4 | Unnamed tributary | Henson Creek | 1st order stream | - |
| HC 5 | Unnamed tributary | Henson Creek | 1st order stream | - |
| HM 1 | Hunter's Mill Creek | Henson Creek | 3rd order stream | WS-4C, WS-4D |
| HM 2 | Unnamed tributary | Henson Creek | 1st-2nd order stream | - |
| BC 1 | Broad Creek | Henson Creek | 2nd order stream | WN-BC2 |
| BC 2 | Unnamed tributary | Henson Creek | 1st-3rd order stream | WS-5, WS-5A, WS-6, WS-7, WN-BC |
| BC 3 | Unnamed tributary | Henson Creek | 1st-2nd order stream | - |

| Area | Resource | Watershed | Wetland Type | Associated Wetlands |
|---|---|---|---|---|
| BC 4 | Unnamed tributary | Henson Creek | 2nd order stream | - |
| BC 5 | Unnamed tributary | Henson Creek | 1st-3rd order stream | WS-8, WN-4 |
| BC 6 | Unnamed tributary | Henson Creek | 1st-2nd order stream | - |
| BC 7 | Unnamed tributary | Henson Creek | 1st order stream | WS-9, WS-10 |
| BC 7A | Unnamed tributary | Henson Creek | 1st order stream | WS-9 |
| BC 7B | Unnamed tributary | Henson Creek | 1st order stream | WS-10 |
| BC 8 | Unnamed tributary | Henson Creek | 1st order stream | - |
| BC 9 | Unnamed tributary | Henson Creek | 1st order stream | - |
| PC 1 | Piscataway Creek | Piscataway Creek | 4th order stream | WS-12, WN-2 |
| PC 2 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | - |
| PC 3 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | WN-A |
| PC 4 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | WS-11 |
| PC 5 | Unnamed tributary | Piscataway Creek | 1st-3rd order stream | WN-2 |
| PC 6 | Unnamed tributary | Piscataway Creek | 1st order stream | - |
| PC 7 | Unnamed tributary | Piscataway Creek | 1st-3rd order stream | WN-1 |
| PC 8 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | WS-13 |
| PC 9 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | - |
| PC 10 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | WN-1A |
| PC 11 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | - |
| PC 12 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | - |
| PC 13 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | - |
| PC 14 | Unnamed tributary | Piscataway Creek | 1st-2nd order stream | - |

**Resources CB 1 - 7 (Waters of the U.S.)**

These resources are Carey Branch and associated unnamed tributaries. Carey Branch is a tributary to Henson Creek. These resources are 1st - 3rd order streams. Portions of these resources are channeled and receive large volumes of storm water discharge. There is moderate associated flooding and scouring of the unchannelized and unstabilized portions of these streams. Water quality for these resources ranges from poor to fair (see Section III.F.1.b.). Associated wetlands are WS-1B, WS-2, and WS-3A.

**Resources HC 1 - 5 (Waters of the U.S.)**

These resources are Henson Creek and associated unnamed tributaries. Henson Creek is a tributary to the Potomac River. These resources are 1st - 3rd order streams. For much of their length these resources receive large volumes of storm water discharge. There is substantial associated flooding and scouring of portions of these streams. Water quality for these resources is fair (see Section III.F.1.b). Associated wetlands are WS-4A, WS-4B, WS-4C, WS-4D, WN-5, and WN-6.

**Resources HM 1 - 2 (Waters of the U.S.)**

These resources are Hunter's Mill Creek and associated unnamed tributaries. Hunter's Mill Creek is a tributary to Henson Creek. These resources are 1st - 3rd order streams. For much of their length these resources receive large volumes of storm water discharge. There is minimal associated scouring of these streams. Water quality for these resources is fair (see Section III.F.1.b.). Associated wetlands are WS-4C and WS-4D.

**Resources BC 1 - 9 (Waters of the U.S.)**

These resources are unnamed tributaries to Broad Creek. Broad Creek is a tributary to the Potomac River. These resources are 1st - 3rd order streams. Portions of some of these resources are channeled and receive large volumes of storm water discharge. There is moderate associated flooding and scouring of the unchannelized and unstabilized portions of these streams. Water quality for these resources is fair (see Section III.F.1.b.). Associated wetlands are WS-5A, WS-5, WS-6, WS-7, WS-8, WS-9, WS-10, WN-4, WN-3, WN-BC, and WN-BC2.

**Resources PC 1 - 14 (Waters of the U.S.)**

These resources are Piscataway Creek and associated unnamed tributaries. Piscataway Creek is a tributary to the Potomac River. These resources are 1st – 4th order streams. These resources receive large volumes of storm water discharge. There is moderate associated flooding and scouring of portions of these streams. Water quality for these resources ranges from poor to good (see Section III.F.1.b.). Associated wetlands are WS-11, WS-12, WS-13, WN-1A, WN-1, WN-2, and WN-A.

**Resource WS-1B (PEM/PSS Wetland)**

This resource is a small, disjointed wetland system within the influence of Carey Branch. It is located west of MD 210, just south of I-495. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Salix nigra,*

*Typha latifolia, Juncus effusus,* and *Carex lurida.* These plants are either Obligate Wetland Plants (OBL) or Facultative Wetland Plants (FACW) for Maryland. The soil consists of an A layer from 0-2 inches with a matrix color of 10 YR 4 chroma 4 with a silt clay texture and a B layer from 2 inches down with a matrix color of 2.5 Y 5 chroma 2 with a gravely sandy clay texture.

**Resource WS-2 (PEM Wetland)**

This resource is a small roadside wetland associated with Carey Branch. It is located west of MD 210, south of Kerby Hill Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Juncus effusus* and *Carex lurida.* These plants are either OBL or FACW for Maryland. The soil consists of an A layer from 0 – 4 inches with a matrix color of 10 YR 3 chroma 1 with a silt clay texture over a B layer of sandy gravel.

**Resource WS-3A (POW/PEM/PSS Wetland)**

This resource is a small wetland associated with CB7 and Henson Creek. It is located west of MD 210, north of Livingston Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Juncus effusus, Carex lurida,* and *Acer rubrum.* These plants are FACW and OBL for Maryland. The soil consists of an A layer from 0 – 18+ inches with a matrix color of 10 YR 3 chroma 2 with a silt loam texture.

**Resource WS-4A (PFO Wetland)**

This resource is part of a large wetland system within the floodplain of Henson Creek. It is located west of MD 210, north of Livingston Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.98, water quality 0.86, wildlife habitat 0.87, uniqueness and heritage 0.24. The dominant vegetation includes *Acer negundo, Sambucus canadensis, Cornus amomum, Lonicera japonica,* and *Cinna arundinacea.* These plants range from FACW+ to FAC- for Maryland. The soil consists of an A layer from 0 – 12+ inches with a matrix color of 10 YR 4 chroma 3 with a silty sandy loam texture.

**Resource WS-4B (PEM Wetland)**

This resource is part of a large wetland system within the floodplain of Henson Creek. It is located west of MD 210, north of Livingston Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.98, water quality 0.86, wildlife habitat 0.87, uniqueness and heritage 0.24. The dominant vegetation includes *Impatiens capensis, Typha latifolia, Juncus effusus* and *Carex lurida.* These plants range from OBL to

FACW for Maryland. The soil consists of an $A_1$ layer from 0 – 10 inches with a matrix color of 10 YR 3 chroma 4 with a silt clay texture over an $A_2$ layer from 10 inches down with a matrix color of 10 YR 3 chroma 3 and a silt clay texture.

**Resource WS-4C (PEM/PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Henson Creek. It is located west of MD 210 and south of Livingston Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Fraxinus pennsylvanica, Rosa multiflora, Ambrosia artemisifolia*, and *Graminae* spp. These plants range from OBL to FACU for Maryland. The soil consists of an O layer from 0 – 6 inches with a matrix color of 10 YR 3 chroma 2 with an organic texture over an $A_1$ layer from 6 inches down with a matrix color of 10 YR 4 chroma 2 and a gravely clay loam texture.

**Resource WS-4D (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Henson Creek. It is located west of MD 210 and south of Livingston Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Acer rubrum, Toxicodendron radicans, Juncus effusus*, and *Impatiens capensis.* These plants range from FACW+ to FAC for Maryland. The soil consists of an $A_1$ layer from 0 – 4 inches with a matrix color of 10 YR 3 chroma 2 with an organic clay texture over an $A_2$ layer from 4 inches down with a matrix color of 10 YR 4 chroma 2 with a clay texture.

**Resource WS-5 (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Smilax rotundifolia* and *Acer rubrum.* These plants are FAC for Maryland. The soil consists of an $A_1$ layer from 0 – 4 inches with a matrix color of 10 YR 3 chroma 2 with an organic clay texture over an $A_2$ layer from 4 inches down with a matrix color of 10 YR 4 chroma 2 with a clay texture.

**Resource WS-5A (PFO/PEM Wetland)**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and north of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Acer*

*negundo, Fraxinus pennsylvanica, Leersia oryzoides, Impatiens capensis,* and *Polygonum sagittatum.* These plants range from OBL to FACW for Maryland. The soil consists of an organic muck layer over a layer of confining silt clay.

**Resource WS-6 (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Acer rubrum,* and *Smilax rotundifolia.* These plants are FAC for Maryland. The soil consists of an organic muck layer over a confining layer of gravel.

**Resource WS-7 (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Arisaema triphyllum, Toxicodendron radicans,* and *Ulmus rubra.* These plants range from FACW to FAC- for Maryland. The soil consists of an A layer from 0 – 8+ inches with a matrix color of 10 YR 3 chroma 3 and a silt loam texture.

**Resource WS-8 (PFO and PEM Wetland)**

This resource is a large wetland system along the floodplain of an unnamed tributary to Broad Creek. It is located west of MD 210, between Fort Washington and Livingston Roads. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.8, water quality 0.94, wildlife habitat 0.68, fish support 0.35, uniqueness and heritage 0.9. The dominant vegetation includes *Betula nigra, Juncus effusus* and *Carex lurida.* These plants range from OBL to FAC for Maryland. The soil consists of an O layer from 0 – 2 inches over an $A_1$ layer from 2 – 11 inches with a matrix color of gley 15/10Y with a clay texture over an $A_2$ layer from 11 inches down with a matrix color of gley 4/N with a clay texture.

**Resource WS-9/9A (PFO and PEM Wetland)**

WS-9 is a large wetland system associated with an unnamed tributary to Broad Creek. It is located west of MD 210, south of Swan Creek Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.75, water quality 0.95, wildlife habitat 0.36, uniqueness and heritage 0.9. The dominant vegetation includes *Acer rubrum, Quercus palustris, Ulmus rubra, Lindera benzoin, Viburnum dentatum, Alnus serrulata, Lonicera japonica, Liquidambar styraciflua, Impatians capensis, Sambucus canadensis,* and

*Cinna arundinacea.* These plants range from OBL to FAC- for Maryland. The soil consists of an $A_1$ layer from 0 - 4 inches with a matrix color of 10 YR 3 chroma 3 with a loam texture over an $A_2$ layer from 4 - 6 inches with a matrix color of 10 YR 5 chroma 4 with a clay loam texture over an B layer from 6 inches down with a matrix color of 2.5 Y 5 chroma 2 with a clay texture.

WS-9A is a large wetland system associated with an unnamed tributary to Broad Creek. It is located west of MD 210, north of Swan Creek Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.48, water quality 0.86, wildlife habitat 0.56, and uniqueness and heritage 0.9. The dominant vegetation includes *Acer rubrum, Liquidambar styraciflua, Vaccinium corymbosum, Lindera benzoin, Viburnum dentatum, Smilax rotundifolia, Lonicera japonica, Toxicodendron radicans, Symplocarpus foetidus, Claytonia virginiana, Typha latifolia, Glyceria striata, Juncus effuses,* and *Carex lurida.* These plants range from OBL to FAC for Maryland. The soil consists of an $A_1$ layer from 0 - 4 inches with a matrix color of 2.5 Y 6 chroma 3 with a silt clay texture over an $A_2$ layer from 4 - 10+ inches with a matrix color of 2.5 Y 6 chroma 2 with large distinct mottles of 7.5 YR 4 chroma 6 of a clay texture.

**Resource WS-10 (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 south of Swan Creek Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Parthenocissus quinquefolia, Acer rubrum,* and *Cinna arundinacea.* These plants range from OBL to FACU for Maryland. The soil consists of a silty clay loam from 0 – 12+ inches with a matrix color of 2.5 Y 4 chroma 2.

**Resource WS-11 (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Piscataway Creek. It is located west of MD 210, south of Swan Creek Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation is *Liquidambar styraciflua.* This plant is FAC for Maryland. The soil consists of an O layer from 0 – 1 inches with an organic texture over an A layer from 6 inches down with a matrix color of 2.5 Y 5 chroma 4 and a silt clay texture.

**Resource WS-12 (PFO Wetland)**

This resource is a large wetland system within the floodplain of Piscataway Creek. It is located west of MD 210 and south of Piscataway Creek. Functions and values were assessed and

functional capacity indices follow: sediment stabilization 1.0, water quality 1.0, wildlife habitat 0.85, uniqueness and heritage 1.0. The dominant vegetation includes *Fraxinus pennsylvanica, Viburnum dentatum, Ulmus rubra, Acer negundo, Leersia oryzoides, Iris pseudoacorus,* and *Carex crinita.* These plants range from OBL to FAC for Maryland. The soil consists of an O layer from 0 – 2 inches over an $A_1$ layer from 2 – 10 inches with a matrix color of 10 YR 3 chroma 2 with a silt clay loam texture over an $A_2$ layer from 10 inches down with a matrix color of 5 Y 5 chroma 1 with a clay texture.

**Resource WS-13 (PEM /PSS/PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Piscataway Creek. It is located west of MD 210, north of Farmington Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation is *Liquidambar styraciflua, Acer rubrum, Juncus effusus,* and *Typha latifolia.* These plants are OBL and FACW+ for Maryland. The soil consists of an $A_1$ layer from 0 - 4 inches with a matrix color of 10 YR 3 chroma 3 with a loam texture over an $A_2$ layer from 4 - 8 inches with a matrix color of 10 YR 4 chroma 3 with a clay loam texture over an $A_3$ layer from 8 inches down with a matrix color of 10 YR 5 chroma 3 with a gravely clay loam texture.

**Resource WN-1A (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Piscataway Creek. It is located east of MD 210, south of MD 373. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Betula nigra, Podophyllum peltatum, Claytonia virginica,* and *Lonicera japonica.* These plants range from FACW to FACU for Maryland. The soil consists of an $A_1$ layer from 0 – 6 inches with a matrix color of 10 YR 4 chroma 2.5 with a sandy loam texture over an $A_2$ layer from 6 inches down with a matrix color of 2.5 Y 4 chroma 4 with a gravely clay texture.

**Resource WN-1 (PFO/PEM Wetland)**

This resource is a small wetland associated with an unnamed tributary to Piscataway Creek. It is located east of MD 210, north of Farmington Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Acer rubrum, Juncus effusus,* and *Carex lurida.* These plants are OBL and FACW for Maryland. The soils consist of silty loams.

**Resource WN-2 (PFO/PEM/PSS Wetland)**

This resource is a large wetland system within the floodplain of Piscataway Creek. It is located east of MD 210 and south of Piscataway Creek. Functions and values were assessed and functional capacity indices follow: sediment stabilization 1.0, water quality 1.0, wildlife habitat 0.91, fish support 0.48, uniqueness and heritage 1.0. The dominant vegetation includes *Fraxinus pennsylvanica, Cornus ammonum, Acer negundo, Leersia oryzoides, Carex crinita* and *Carex lurida.* These plants range from OBL to FAC+ for Maryland. The soil consists of an organic muck over confining clay layers.

**Resource WN-A (PFO Wetland)**

This resource is a small wetland associated with an unnamed tributary to Piscataway Creek. It is located east of MD, 210 north of Piscataway Creek. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Lonicera japonica, Impatiens capensis,* and *Festuca arundinacea.* These plants range from FACW to FACU for Maryland. The soil consists of an $A_1$ layer from 0 – 6 inches with a matrix color of 10 YR 4 chroma 2 with a clay loam texture over an $A_2$ layer from 6 inches down with a matrix color of 10 YR 4 chroma 2 with a clay texture.

**Resource WN-3A/B (PFO/PEM Wetland)**

This resource is a large wetland system within the Broad Creek watershed. It is located east of MD 210 and north of Livingston Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 1.0, water quality 0.8, wildlife habitat 0.865, uniqueness and heritage 0.9. The dominant vegetation includes *Liquidambar styraciflua, Acer rubrum, viburnum dentatum, Toxicodendron radicans, Leersia oryzoides, Cephalanthus occidentalis,* and *Carex lurida.* These plants range from OBL to FAC for Maryland. The soil consists of an $A_1$ layer from 0 – 6 inches with a matrix color of 2.5 Y 5 chroma 2 with a silty clay texture over an $A_2$ layer from 6 inches down with a matrix color of 2.5 Y 6 chroma 2 with a clay texture. A second sampling point revealed soils consisting of an A layer from 0 –12+ inches with a matrix color of 10 YR 6 chroma 2 with a silt clay loam texture.

**Resource WN-4 (PEM Wetland)**

This resource is a large wetland system within the Broad Creek floodplain. It is located east of MD 210 at Aragona Boulevard. Functions and values were assessed and functional capacity indices follow: sediment stabilization 1.0, water quality 1.0, wildlife habitat 0.95, uniqueness and heritage 0.9. The dominant vegetation includes *Liquidambar styraciflua, Acer*

*rubrum, Juncus effusus, Leersia oryzoides,* and *Carex lurida.* These plants range from OBL to FAC for Maryland. The soils are inundated by beaver activity.

**Resource WN-BC (PFO Wetland)**

This resource is a small wetland system within the floodplain of Broad Creek. It is located east of MD 210, north of the Fort Washington Memorial Church. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Betula nigra, Liquidambar styraciflua, Lindera benzoin, Claytonia virginiana, Onoclea sensibilis, Lonicera japonica, Arisaema triphyllum,* and *Podophyllum peltatum.* These plants range from FACW to FACU for Maryland. The soil consists of an $A_1$ layer from 0 – 2 inches with a matrix color of 2.5 Y 3 chroma 2 with a loam texture over an $A_2$ layer from 2 inches down with a matrix color of 2.5 Y 4 chroma 3 with a clay loam texture.

**Resource WN-BC2 (PFO Wetland)**

This resource is a small wetland system within the floodplain of Broad Creek. It is located east of MD 210, south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Platanus occidentalis, Liquidambar styraciflua, Lindera benzoin, Lonicera japonica,* and *Acer rubrum.* These plants range from FACW- to FAC- for Maryland. The soil consists of an $A_1$ layer from 0 – 3 inches with a matrix color of 2.5 Y 3 chroma 1 with a loam texture over an $A_2$ layer from 3 inches down with a matrix color of 2.5 Y 4 chroma 3 with a sandy clay texture.

**Resource WN-5 (PFO Wetland)**

This resource is a large wetland within the floodplain of Henson Creek. It is located east of MD 210, north of Henson Creek. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.83, water quality 0.80, wildlife habitat 0.72, uniqueness and heritage 1.0. The dominant vegetation includes *Fraxinus pennsylvanica, Acer negundo, Asimina triloba, Luzula sp.,* and *Polygonum japonica.* These plants range from FACW to FACU+ for Maryland. The soil consists of a silty clay from 0 – 12+ inches with a matrix color of 2.5 Y 5 chroma 2.

**Resource WN-6 (PFO Wetland)**

This resource is a small wetland system Associated with Henson Creek. It is located east of MD 210, north of Henson Creek. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Platanus occidentalis, Acer rubrum, Carpinus caroliniana,* and *Toxicodendron radicans.* These plants range from FACW+-

to FAC for Maryland. The soil consists of a silty gravely loam from 0 – 12+ inches with a matrix color of 2.5 Y 4 chroma 2.

## H. Hazardous Materials/Waste Sites

A hazardous waste/materials investigation was performed in accordance with American Society for Testing and Materials (ASTM) 1527-97 guidelines (ASTM, 1997) to identify any hazardous substances or petroleum product within the study area under conditions that indicate an existing release, past release, or a material threat of a release. Hazardous waste/materials investigations involve inquiries into previous property ownership and uses consistent with good commercial or customary practice as defined by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

The investigation was completed by conducting on-site inspections and through a review of the following:

- Historical information;
- Federal and state environmental databases;
- Topographical and geological information; and
- Local agency records.

### Historical Review

Aerial photographs, provided by the Maryland Geological Survey, show the area to be heavily wooded along the study corridor up to 1979. Community development is observed in the Oxon Hill and Fort Washington areas in the earliest photos. Indian Head Highway, MD 210, is first seen in 1963. Commercial and residential development north of the Piscataway Waste Treatment Plant continues in earnest by 1979. Current property uses include a wide spectrum of activities. These range from industrial/commercial facilities, shopping centers, residential uses including apartments, individual homes, and townhouses, gas stations, parklands, farmland, and undeveloped properties. Surface and near surface groundwater will mimic surface topography and eventually flow to the Potomac River through tributaries.

### Database Review

Electronic databases were searched for all businesses within the ASTM standard radius around the study corridor that have been registered with local, state, or federal environmental regulatory agencies. The databases include all ASTM required lists including CERCLA sites,

RCRA generators, RCRA violators, landfills, National Priorities List (NPL) and superfund sites, sites with registered underground storage tanks, spill sites, and many other lists that indicated sites with known or suspected contamination.

**Field Investigation**

In April 2000, a site reconnaissance of the study corridor was conducted. The purpose of the inspection was to verify the location and current status of the facilities identified from the database searches and to identify facilities not included that might be of environmental concern. The field investigation sought to identify any or all of the following, which may indicate environmental concern:

- Discolored or disturbed soils areas
- Areas of leachate breakouts and sparse, sick, or dead vegetation
- Drums, storage tanks, and product/waste storage areas
- Unusual or noxious odors
- Groundwater monitoring wells
- Roads or tracks with no apparent outlet or purpose
- Transformers which contain or may have contained PCB's
- Potential sources and route of contamination from adjacent or nearby properties

In addition to determining that all currently operating gasoline service stations had groundwater monitoring wells on site, one promiscuous dumpsite was discovered. Fifty pole mounted non-PCB-containing transformers were observed throughout the study corridor. There is no evidence of staining on or around the transformers. None of the other aforementioned items were observed during the site reconnaissance.

**Results**

The findings, resulting from a database search of federal, state, and county records and a site reconnaissance, revealed several facilities or properties within 300 ft of either side of the highway, that are of environmental concern of varying degrees to the study corridor. Table III-11 lists the sites and their project impact rankings. Each facility's project impact ranking was determined by using SHA's Project Impact Ranking Criteria (PIRC) see Table III-12.

According to PIRC, twenty-six High and Medium/High impact sites were identified. All of these facilities are current or past gasoline service stations, dry cleaners, and/or currently listed underground storage tanks; several are also listed as small quantity generators. The currently operating gasoline stations have groundwater monitoring wells on site. Seven Emergency Response Notification System Sites (ERNS) were identified, however because of government agency intervention and clean up, these sites were given a low impact ranking.

An open field, east of the 8500 block of Indian Head Highway, is described as a promiscuous dumpsite. Several piles of construction waste were observed. Materials at the site include wood, concrete, and some metal debris. Two dumpsters are found along the access road with household waste around them. There is evidence of some burning at the site. Fifty non-PCB-containing transformers were located and given a low impact ranking.

**TABLE III-7**
**SITE IDENTIFICATION AND PROJECT IMPACT RANKING**
**(FIGURES III-7A through 7H)**

| ID NUMBER | SITE NAME/ADDRESS | PROJECT IMPACT RANKING |
|---|---|---|
| 2, 35 | Kerby Hill Shell - 8005 Indian Head Highway | High |
| 3, 36 | 7-Eleven - 9413 Livingston Road | High |
| 4 | American Boot Center of Maryland - 9409 Livingston Road (now Harley Davidson of Washington) | Low |
| 5 | Clinton Cycles – 9504-A Livingston Road | Low |
| 8 | Hunter's Mill Cleaners - 9513 Livingston Road | High |
| 9 | Merchant's Tire & Auto - 9210 Livingston Road | Low |
| 11, 40 | Texaco Service Station - 9100 Livingston Road | High |
| 12, 14, 43 | Exxon Company USA #24617 - 10815 Indian Head Highway | High |
| 13 | State Cleaners - 10753 Indian Head Highway | High |
| 15, 47 | Jack Winegardner Chevrolet - 11101 Indian Head Highway | Low |
| 16 | Olde Forte Cleaners - 970 East Swan Creek Road | High |
| 17, 51 | Exxon Company USA #25687 - 12800 Old Fort Road | High |
| 18 | Super Cleaners - 12770 Old Fort Road | High |
| 19 | Atlantic Coast Express - I-495 at MD 210 | Low |
| 20 | Maryland Public Sanitation Service - 706 Carson Avenue | Low |
| 22 | 8500 Indian Head Highway | Low |
| 23 | Residence - 12601 Lampton Lane | Low |
| 24 | Eastern Petroleum Corporation - 11 West Farmington Avenue | Low |
| 25 | Eastern Petroleum Corporation - 11 West Farmington Avenue | Low |
| 27 | Bradbury Heights Elementary School - 6360 Oxon Hill Road (now Forestville High School Annex) | Low |
| 28 | Oxon Hill Farm - 6411 Oxon Hill Road | Low |
| 29 | Susse Chalet Hotel - 6363 Oxon Hill Road | Medium/High |
| 31 | Oxon Hill Staff Development Center - 7711 Livingston Road | Medium/High |
| 32 | Wilson Towers Apartments - 7903 Indian Head Highway | Medium/High |
| 33 | Wilson Towers Apartments - 7907 Indian Head Highway | Medium/High |
| 34 | Wilson Towers Apartments - 7911 Indian Head Highway | Medium/High |
| 37 | Day Star Nursery - 915 Palmer Road | Medium/High |

| ID NUMBER | SITE NAME/ADDRESS | PROJECT IMPACT RANKING |
|---|---|---|
| 38 | Griffith Consumers Company - 9116 Livingston Road (now Fort Laundromat/Eddie's Food) | Low |
| 39 | Oxon Hill Rentals Inc. - 9120 Livingston Road | Medium/High |
| 42 | Dotson Electric Company – 11101 Indian Head Highway | Low |
| 44 | Fort Washington Shell - 10901 Fort Washington Road | High |
| 45 | Silesia VFD #47 - 10900 Fort Washington Road | Medium/High |
| 48 | Ford Lumber Company - 11616 Livingston Road | Medium/High |
| 49 | Fort Washington Postal Service – 11550 Livingston Road | Medium/High |
| 56 | Sisko Service Station - 201 Bryan Point Road (now Accokeek Gas & Company) | High |
| 59 | To Line Pool & Spa Service – Fort Washington/Livingston Roads | Low |
| 64 | Clagett Realty - 16001 Indian Head Highway | High |
| 65 | Capital Marine Service - 15806 Livingston Road | |
| 66 | Exxon Service Station - 15979 Indian Head Highway | High |
| 67 | Pride of America Fuel - 11800 Indian Head Highway | High |
| 68 | Ted's Towing & Auto Service - 14700 block Indian Head Highway | High |
| 69 | Open Field (adjacent to Henson Creek Stream Valley Park) | Medium |
| 70 | National Tire & Battery - 11700 block Livingston Road | High |
| 71 | Transformers - 50 located throughout project area | Low |

# TABLE III-8
## PROJECT IMPACT RANKING CRITERIA

| | |
|---|---|
| **High** | • Industrial facilities<br>• Gasoline stations<br>• Auto repair facilities<br>• Pits and lagoons<br>• Above-ground storage tanks with a large amount of staining<br>• PCB containing transformers with major stains<br>• Landfills<br>• Surface dumps with drums or other hazardous materials<br>• Paint manufacturing facilities<br>• Dry cleaners<br>• USTs containing gasoline, jet fuel, kerosene, diesel fuel, waste oil, or solvents<br>• Remediation systems in place |
| **Listed Sites** | • Sites reported on the EDR Data Base that indicate the presence of hazardous materials<br>• Sites reported on the EDR Data Base that indicate the presence of USTs or leaking USTs |
| **Medium/High** | • USTs containing materials other than listed above<br>• Surface dumps with empty drums or other materials of concern<br>• Mounds<br>• Above-ground storage tanks with several medium stains<br>• PCB containing transformers with minor stains |
| **Medium** | • Small amounts of surface staining<br>• Slightly discolored water<br>• PCB containing transformers, no staining<br>• Unmarked transformers<br>• Stressed vegetation<br>• Large surface dumps containing household wastes<br>• Above-ground storage tanks with a few small stains or no staining, but of questionable integrity |
| **Low** | • Small surface dumps containing household wastes<br>• Above-ground storage tanks with no staining or evidence of poor structural integrity<br>• Septic systems<br>• Non-PCB containing transformers with no stains (relatively new) |

## I. Floodplains

Floodplains have been identified in the Study Area in accordance with Executive Order 11988, Floodplain Management, and 23 CFR 650, Subpart A. State regulations impose limitations on construction activities within floodplains. The purpose of these regulations is to avoid the long and short-term impacts associated with the occupancy and modification of floodplains, and to restore and preserve the natural and beneficial values served by floodplains. These values include floodflow alteration, sediment and toxicant retention, nutrient removal, production export, and fish and wildlife habitat. The floodplain found in the study area is largely natural and not modified, except in the vicinity of the existing road crossing.

The 100-year floodplains have been delineated using a variety of sources: the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM); floodplain studies prepared by Prince George's County; and floodplain studies prepared in conjunction with this study. The figures of the Alternative 5A Modified are contained in Section II of this document show the 100-year floodplain in the project area, generally in the Henson Creek area north of Palmer/Livingston Road and the Piscataway Creek area south of Old Fort Road South.

## J. Terrestrial Ecosystem

### 1. Flora

#### a. Plant Communities

##### 1) Introduction

Because of human activity ranging from agriculture to urbanization, little of Prince George's County's original landscape remains. The forests and woodlands that are present have undergone many changes. Most forest stands are in their third or fourth successional cycle, having been cut numerous times in the past 300+ years. Repeated cutting of the regenerating forest and agricultural practices have caused changes in the variety of species present that has resulted in an increase of coniferous species. Before colonists settled Prince George's County, the county was almost entirely covered by deciduous forest. The dominant trees were most probably red and white oaks, sweet gum, and yellow poplar. Virginia, loblolly, and short leaf pine are now dominant species in many forest tracts. As these existing forests continue to mature the deciduous trees oaks, sweet gum, and yellow poplar of the virgin forest will eventually replace the pines. Each stand of trees in the project area is at a different point in this process of succession. The longer a forest is undisturbed the closer it will approximate the pre-colonial state.

Similar to trees in modern forest stands the shrub and herbaceous layers are also in a state of transition from one ecological community to the next. When disturbed land is left fallow, succession begins by proceeding from old-field habitat, to scrub/shrub, to pioneer forest, etc. The scrub/shrub ecological community is usually comprised of drought tolerant shrubs and tree saplings. As the trees grow and shade the shrub species the ground temperature lowers due to reduced light penetration, and the soil becomes moister and begins to contain more organic material. These changes in light, temperature, moisture, and soil composition cause changes in the species composition of the shrub layer. As the forest continues to mature the conditions underneath the trees continue to change and exert an influence on the shrub species. Shrub species will progress from drought tolerant open field species such as black haw *(Viburnum prunifolium)* and multiflora rose *(Rosa multiflora)* to more moisture and shade tolerant species like southern arrow-wood *(Viburnum dentatum)*, witch hazel *(Hamamelas virginiana)*, and spicebush *(Lindera benzoin)* in the more moist areas. Dry areas progress toward maple-leaved viburnum *(Viburnum acerifolium)*, low bush blueberry *(Vaccinium angustifolium)*, mountain laurel *(Kalmia latifolia)*, and various deciduous azalea species *(Rhododendron spp.)* in the shrub layer. The herbaceous layer will change from a dominance of grasses, grasslike species, and forbs in the old field and scrub/shrub ecological community to the rich layer of ferns, spring ephemerals, and mosses of the mature moist forest. Dry areas will progress to species such as spotted wintergreen *(Chimaphila maculata)*, partridgeberry (*Mitchella repens)*, and ground pine *(Diphasiastrum digitatum)*.

## 2) Methods

Forest stand descriptions include forest stand determinations, based on the species present and the relative age of the stand where a scale of dominant canopy tree diameter at breast height (dbh) is used. Plant communities were labeled by forest cover type, as recognized by the Society of American Foresters (SAF). Cover types were further divided according to age based on average dbh, where a stand with most dominant trees in the 0-5" dbh range is considered pioneer, 6"-20" young, and a stand with the majority of dominant canopy trees over 20" is mature. While these groups have a disparity in ranges, they represent the relative ages of successional stages in a dynamic forest. Each age grouping may occur for different successional stages in a dynamic forest.

In this study all forest stands were further grouped by quality based upon species diversity, uniqueness of habitat, and presence or lack of invasive alien species. Generally high species diversity (large numbers of different species in one area) is considered a hallmark of ecological health. Where invasive alien species are present the overall diversity tends to be reduced because the alien species are able to out-compete native species usually due to a lack of

predators. Some areas have had the entire herbaceous layer replaced with introduced species like Chinese packing grass *(Microstegeum vimineum)*, Indian strawberry *(Duchesnea indica)*, ground ivy *(Glechoma hederacea)*, garlic mustard *(Alliaria officinalis)*, etc. Some vine layers have succumbed to the onslaught of oriental bittersweet *(Celastrus orbiculatus)*, and Japanese honeysuckle *(Lonicera japonica)*. Other alien species that affect the canopy layer are tree-of-heaven *(Ailanthus altissima)*, Empress tree *(Paulownia tomentosa)*, and Norway maple *(Acer platanoides)*. In the old fields and along roadsides many native grasses have been displaced by more vigorous species introduced for hay and animal fodder, ornamental reasons, and for erosion control.

### 3) Results

Communities encountered and a brief description of the plant species most commonly found is shown below. Descriptions used by the SAF have been modified to reflect the average conditions for each cover type as it occurs within the study area. The common plant names used in the following descriptions follow those used by the SAF. A list of common to scientific names is included in the Appendix.

**Suburban** – manicured lawns and ornamental plantings. The small natural areas that occur are often pruned and altered for aesthetic and recreational purposes.

**Agricultural** – composed of active farmlands.

**Old Field – Meadow** – abandoned land that has a large portion of shrubs, a few trees (0-10% a real coverage) and a large herbaceous layer. The common trees are yellow poplar, sweet gum, red maples, Virginia pine, eastern cedar, and black locust. The most common shrubs are multiflora rose, brambles, arrow-wood, and browsed/stunted trees. The herbaceous layer is comprised of grasses, sedges, goldenrods, and various other species.

**Scrub – Shrub** – transitional between old-field – meadow and a pioneer forest, and is characterized by greater tree coverage (10-40%) and less herbaceous coverage than old-field – meadow. The tree species are older but are similar to those listed for old-field – meadow. The shrub and herbaceous layers also resemble those of the old field – meadow type.

#### Forest Associations

**Black Locust** – occurs primarily on recently abandoned or disturbed soils. This is a short-lived pioneer type and may contain in association a wide variety of other trees, shrubs, and herbaceous species. On all but the poorest sites, other hardwood types rapidly succeed this type.

**Chestnut Oak** – occurs primarily on the driest slopes, with south facing slopes and ridge tops. Other species associated with this type include white oak, black gum, common high bush and late low blueberry, deer berry, mountain laurel, multiflora rose, maple-leaved viburnum, eastern chinquapin, and brambles. The herbaceous layer is usually sparse with common occurrences of partridgeberry, striped wintergreen, Indian pipe, and ebony spleenwort.

**Mixed Oak** – the climax forest type of dry slopes. White oak, black oak, and northern red oak together comprise a majority of the stocking. Other tree associates include chestnut oak, American beech, mocker nut and pignut hickory, flowering dogwood, yellow poplar, black gum, red maple, black cherry, and American beech. Common shrub associates include multiflora rose, brambles, spicebush, maple-leaved viburnum, deer berry, and late low blueberry. The herbaceous is often sparse, containing southern running pine, partridgeberry, bellworts, sedges, and a variety of ferns.

**Red Maple** – occurs on a wide variety of sites, from dry ridge tops to hydric (wet) bottomland. Red maple comprises a majority of the stocking. Common tree associates are yellow poplar, black cherry, northern red oak, white oak, chestnut oak, pin oak, American beech, river birch, flowering dogwood, sycamore, black walnut, sweet gum, and black gum. Due to the varied site conditions, shrub and herbaceous associates are too vast to enumerate adequately.

**Yellow Poplar** – found on most moist slopes, in deep, well drained soils. Yellow poplar comprises a majority of the stocking. Common tree associates include American beech, red maple, northern red oak, white oak, black gum, black walnut, ironwood, and flowering dogwood. Common shrub associates include spicebush, multiflora rose, brambles, and southern arrow-wood. The herbaceous layer is commonly lush with large occurrences of jack-in-the-pulpit, enchanter's nightshade, white avens, and ferns.

### b. Specimen Trees

Specimen or large trees are reported because they are important factors in regenerating forest stands. They provide viable seed sources for pioneer forest stands, they provide shaded moist growing conditions under their canopies, and where plentiful they are an indication of age, health, and equilibrium of a given forest stand. Specimen trees for this study were defined as any tree over 30" dbh or any tree within 75% dbh of the county or state champion for that species. A total of 56 specimen trees were identified and mapped. The largest specimen tree is an 80.2" dbh yellow poplar near Broad Creek. Table III-13 lists the specimen trees found within the project area. Locations of specimen trees are shown in Figure III-7.

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## TABLE III-9

## SPECIMEN TREES FOUND WITHIN THE PROJECT AREA

| ID # | Size | Species | ID # | Size | Species |
|---|---|---|---|---|---|
| 1 | 47.8" | Yellow poplar | 29 | 36.1" | Chestnut oak |
| 2 | 30.6" | Yellow poplar | 30 | 44.0" | White oak |
| 3 | 33.1" | Yellow poplar | 31 | 34.0" | Yellow poplar |
| 4 | 30.4" | Yellow poplar | 32 | 33.5" | Yellow poplar |
| 5 | 31.0" | Yellow poplar | 33 | 33.2" | Northern red oak |
| 6 | 47.8" | Yellow poplar | 34 | 37.6" | Pin oak |
| 7 | 45.0" | Yellow poplar | 35 | 34.1" | Pin oak |
| 8 | 30.0" | Northern red oak | 36 | 30.7" | Pin oak |
| 9 | 31.4" | Northern red oak | 37 | 34.5" | Northern red oak |
| 10 | 41.8" | American beech | 38 | 34.2" | Green ash |
| 11 | 80.2" | Yellow poplar | 39 | 39.2" | Sycamore |
| 12 | 40.0" | Yellow poplar | 40 | 33.4" | Northern red oak |
| 13 | 39.0" | White oak | 41 | 39.2" | Yellow poplar |
| 14 | 53.4" | Northern red oak | 42 | 46.0" | American beech |
| 15 | 31.8" | Northern red oak | 43 | 34.0 | Southern red oak |
| 16 | 37.2" | Yellow poplar | 44 | 38.7" | Southern red oak |
| 17 | 35.6" | Yellow poplar | 45 | 39.5" | Southern red oak |
| 18 | 40.7" | Yellow poplar | 46 | 29.4" | Willow oak |
| 19 | 33.0" | Yellow poplar | 47 | 31.7" | Yellow poplar |
| 20 | 43.0" | Yellow poplar | 48 | 34.1" | Red maple |
| 21 | 30.5" | White oak | 49 | 46.4" | Pin oak |
| 22 | 32.0" | Chestnut oak | 50 | 41.0" | Red maple |
| 23 | 44.8" | Chestnut oak | 51 | 31.2" | American beech |
| 24 | 33.8" | Chestnut oak | 52 | 38.0" | Yellow poplar |
| 25 | 38.9" | Chestnut oak | 53 | 31.6" | White oak |
| 26 | 30.5" | Sycamore | 54 | 41.5" | White oak |
| 27 | 32.4" | American beech | 55 | 45.9" | Yellow poplar |
| 28 | 51.0" | Chestnut oak | 56 | 30.1" | Red maple |

## 2. Fauna

The fauna inventory included in the Appendix contains lists of vertebrates (herptiles, birds, and mammals) known or expected to occur in the project area, exclusive of fish fauna. Fishes that occur in the Study Area are listed in the Appendix of this document. The Storm Water Management Technical Group conducted the only comprehensive survey of wildlife occurring within the Piscataway Creek watershed in the mid 1980s. Their findings are included within the list in the Appendix.

Some of the birds within the study area depend upon large areas of forest interior, collectively they are known as forest interior dwelling birds (FIDs). Many of these species are neo-tropical migrants that only nest in North American forests in summer and fly to the tropics in winter. They are particularly susceptible to nest predation and parasitation. Generally forest edge dwelling species gain access to FID nest sites through timbering that reduces the overall size of forests resulting in a greater ration of edge to interior.

## 3. Rare, Threatened and Endangered Species

The Maryland Natural Heritage Program (Maryland Department of Natural Resources) (NHP) is the lead agency in the Maryland State government for the identification and protection of rare, threatened, and endangered species and their habitats. The NHP staff collects, records, and analyzes information about the state's biotic diversity, and maintains the most extensive database of information about rare species and their habitats in Maryland. The NHP also tracks known occurrences of federally listed threatened and endangered species. No Federally listed threatened or endangered species are known to occur within the project area (see letter from USFWS dated July 18, 2000 in Section VI). Two plant species known to exist near the project area are on the state list of Rare, Threatened, or Endangered Species; Torrey's rush *(Juncus torreyi)* is listed as State Endangered, while Small flowered-baby-blue-eyes *(Nemophila aphylla)* is listed as Highly State Rare Area (letter from MDNR dated July 31, 2000 in Section VI). Subsequent to completion of the DEIS, at the request of MDNR, SHA conducted a field survey in search of Torrey's rush and Small-flower-baby-blue-eyes. Torrey's rush was not identified in the project area. Small-flower-baby-blue-eyes was identified near the project area but not within the project grading limits.

Where this species occurs near the project area, Small flowered-baby-blue-eyes usually comprises a dominant species in the spring ephemeral plant community. The identified population is robust and comprises thousands of stems. No voucher specimen was collected. This population is currently on record with DNR.

One species listed on the State Watch List, Lancaster's sedge *Cyperus lancastriensis,* was identified during the plant community studies near Piscataway Creek. The identified population contains a single plant. No voucher specimen was collected.

## K. Existing Noise Conditions

As shown in Table III-14, there are 72 receptor sites grouped into 14 Noise Sensitive Areas (NSA's) based upon the noise characteristics of the receptor sites. Overall, the NSA's are comprised mainly of residential areas. The receptor sites include residential homes, a religious facility, parks, and a business. These sites were selected to best represent the existing and future noise environment. Noise receptor sites are indicated on Figures III-7A through III-7H.

Ambient noise level measurements were conducted in October 1999 and March 2000. The method used to model noise levels was developed by the FHWA. In acoustical studies, measurement of the ambient noise levels is required to establish the basis of impact analysis and to calibrate the TNM computer model used in the analysis. The ambient noise levels shown in Table III-14, as recorded over 15-minute intervals, represent a generalized view of the existing noise levels. Ambient noise levels are due to background and traffic noise from adjacent roadways. The measured ambient noise includes the contribution of existing MD 210 and other roadways such as Livingston Road/Palmer Road, Fort Washington Road, etc. Monitoring sessions were performed using ANSI type 2 integrating sound level meters Model DB3080 and model DB308, manufactured by Metro Sonics, Inc.

During the ambient monitoring sessions, counts of traffic on the existing roads were made that correlated to the noise measurements. These traffic counts were then used to calibrate the noise model. In addition, 24-hour noise measurements were taken at several locations within the study area. The purpose of these measurements was to obtain a generalized view of noise fluctuations over time. Using this data, an adjusted peak ambient noise level was developed at each receptor site. This adjusted level represents the peak existing noise level to be expected during a 24-hour period.

The counted traffic volumes combined with existing topographic and roadway alignment data were used in the computer model. In order to assure site-specific model calibration for receptors adjacent to existing roads, counted traffic and speeds are input into the computer model and the resulting noise levels are compared to measured ambient levels. If the difference between these two is greater than 3 dBA, the model is revised or additional measurements are made. It should be noted that, in addition to noise generated by traffic, the ambient measurements include

background noise such as wind, rustling leaves and aircraft/helicopter flyovers. However, when there is significant traffic, the contribution of background noise to the ambient noise level is usually negligible. Background noise that could be considered excessive is noted at the time of the measurement. If background noise prevents proper calibration of the model at a given location, the measurement is retaken.

A detailed Noise Analysis Technical Report has been prepared for this project. The report is available at the SHA, 707 North Calvert Street, Baltimore, Maryland 21202. Table III-10 outlines the relevant components of each NSA. The receptor sites, land use type, date measurement was taken, starting time of measurement, and measured ambient are all included. The peak ambient levels ranged from 53 to 72 dBA. The lower noise levels were found in isolated areas and the higher noise levels were found close to the existing roadway.

**TABLE III-10**
**AMBIENT NOISE LEVELS (dBA)**

| NSA | RECEPTOR | ADDRESS | LAND USE TYPE | DATE AND START TIME | AMBIENT Leq, dBA |
|---|---|---|---|---|---|
| A | R-57 | 7525 Catone Court | Residence | 10/19/99 1:58 p.m. | 65 |
| | R-58 | 7518 Catone Court | Residence | 10/19/99 1:58 p.m. | 57 |
| | R-59 | 7511 Catone Court | Residence | 10/26/99 10:26 a.m. | 69 |
| | R-60 | 7409 Roanne Drive | Residence | 10/26/99 10:26 a.m. | 72 |
| | R-61 | 7306 Roanne Drive | Residence | 10/26/99 11:41 a.m. | 59 |
| | R-62 | 7231 Roanne Drive | Residence | 10/26/99 11:41 a.m. | 68 |
| | R-63 | 713 Carson Avenue | Residence | 10/26/99 2:05 p.m. | 62 |
| | R-64 | 608 Carson Avenue | Residence | 10/26/99 2:05 p.m. | 60 |
| | R-65 | Southlawn Park | Park | 10/26/99 2:43 p.m. | 63 |
| B | R-55 | 510 Winslow Road | Residence | 10/19/99 10:57 a.m. | 61 |
| | R-67 | 7212 Abington Road | Residence | 10/19/99 11:37 a.m. | 57 |
| | R-68 | 7414 Abington Road | Residence | 10/19/99 11:37 a.m. | 59 |

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| NSA | RECEPTOR | ADDRESS | LAND USE TYPE | DATE AND START TIME | AMBIENT Leq, dBA |
|---|---|---|---|---|---|
| B | R-69 | 7801 Indian Head Highway | Residence | 10/19/99 10:21 a.m. | 69 |
| | R-70 | 530 Wilson Bridge Drive | Residence | 10/19/99 9:51 a.m. | 71 |
| | R-71 | 584 Wilson Bridge Drive | Residence | 10/19/99 9:51 a.m. | 71 |
| | R-72 | 506 Wilson Bridge Drive | Residence | 10/19/99 10:21 a.m. | 71 |
| | R-73 | 7911 Indian Head Highway | Residence | 10/19/99 10:57 a.m. | 69 |
| C | R-49 | 8416 Service Road | Residence | 10/15/99 1:19 p.m. | 71 |
| | R-50 | 8223 Service Road | Residence | 10/15/99 1:19 p.m. | 71 |
| | R-51 | 8005 Murray Hill Drive | Residence | 10/19/99 1:20 p.m. | 70 |
| | R-52 | 8106 Murray Hill Drive | Residence | 10/19/99 1:20 p.m. | 61 |
| D | R-53 | 8353 Founder's Woods Way | Residence | 10/15/99 2:18 p.m. | 66 |
| | R-54 | 8317 Founder's Woods Way | Residence | 10/15/99 2:18 p.m. | 56 |
| | R-56 | 8411 Indian Head Highway | Residence | 10/15/99 1:45 p.m. | 67 |
| E | R-42 | 10000 Old Fort Road | Residence | 10/14/99 2:47 p.m. | 68 |
| | R-43 | 1001 Centennial Drive | Residence | 10/15/99 10:35 a.m. | 64 |
| | R-44 | 9410 Old Palmer Road | Residence | 10/15/99 10:35 a.m. | 61 |
| | R-45 | 9215 Old Palmer Road | Residence | 10/15/99 11:11 a.m. | 59 |
| | R-46 | 900 Palmer Road | Residence | 10/15/99 11:11 a.m. | 66 |
| F | R-47 | 7707 Kay Dot Road | Residence | 10/15/99 10:03 a.m. | 55 |
| | R-48 | 9709 Kay Dot Road | Residence | 10/15/99 10:03 a.m. | 57 |
| | R-H1 | Henson Creek Park | Park | 3/8/00 9:51 a.m. | 68 |
| | R-BC1 | Broad Creek Park | Park | 3/8/00 11:00 a.m. | 65 |

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| NSA | RECEPTOR | ADDRESS | LAND USE TYPE | DATE AND START TIME | AMBIENT Leq, dBA |
|---|---|---|---|---|---|
| G | R-38 | 11308 Service Road | Residence | 10/14/99 1:22 p.m. | 67 |
| | R-39 | 10927 Flintlock Lane | Residence | 10/14/99 2:14 p.m. | 64 |
| | R-40 | 10920 Flintlock Lane | Residence | 10/14/99 2:14 p.m. | 61 |
| | R-41 | 10922 Service Road | Residence | 10/14/99 1:22 p.m. | 68 |
| H | R-23 | 12300 Gable Lane | Residence | 10/13/99 11:22 a.m. | 58 |
| | R-24 | 12308 Lampton Lane | Residence | 10/13/99 11:22 a.m. | 61 |
| | R-25 | 12411 Lampton Lane | Residence | 10/13/99 10:40 a.m. | 59 |
| | R-26 | 12504 Lampton Lane | Residence | 10/13/99 10:40 a.m. | 58 |
| | R-27 | 12612 Lampton Lane | Residence | 10/13/99 10:00 a.m. | 53 |
| | R-28 | 12709 Lampton Lane | Residence | 10/13/99 10:00 a.m. | 54 |
| | R-29 | Fort Washington Methodist | Church | 10/12/99 1:12 p.m. | 57 |
| I | R-33 | 1200 Jefferson Road | Residence | 10/13/99 1:57 p.m. | 57 |
| | R-34 | 13452 Buchannon Drive | Residence | 10/13/99 1:13 p.m. | 56 |
| | R-35 | 1200 Buchannon Circle | Residence | 10/13/99 1:13 p.m. | 56 |
| | R-36 | 1219 Van Buren Drive | Residence | 10/13/99 1:57 p.m. | 59 |
| | R-37 | Health Care Center | Business | 10/14/99 11:49 a.m. | 63 |
| | R-FW1 | Fort Washington Local Park | Park | 3/8/00 1:30 p.m. | 67 |
| J | R-30 | 13208 Coldwater Drive | Residence | 10/12/99 12:35 p.m. | 58 |

| NSA | RECEPTOR | ADDRESS | LAND USE TYPE | DATE AND START TIME | AMBIENT Leq, dBA |
|---|---|---|---|---|---|
| J | R-31 | 13211 Coldwater Drive | Residence | 10/12/99 1:12 p.m. | 55 |
| | R-32 | 13312 Coldwater Drive | Residence | 10/12/99 12:35 p.m. | 56 |
| K | R-14 | 701 Chatsworth Drive | Residence | 10/11/99 10:40 a.m. | 65 |
| | R-15 | 700 Edelen Court | Residence | 10/11/99 10:40 a.m. | 56 |
| | R-16 | 14900 Fir Street | Residence | 10/11/99 11:30 a.m. | 58 |
| | R-18 | 14517 Foust Street | Residence | 10/12/99 10:24 a.m. | 68 |
| | R-19 | 14401 The Mall | Residence | 10/12/99 10:24 a.m. | 69 |
| | R-20 | 14300 Foust Street | Residence | 10/12/99 11:12 a.m. | 63 |
| L | R-21 | 1 Farmington Service Road | Residence | 10/11/99 11:30 a.m. | 62 |
| | R-22 | 14309 Farmington Service Rd. | Residence | 10/12/99 11:12 a.m. | 62 |
| | R-PC1 | Piscataway Creek | Park | 3/8/00 1:00 p.m. | 62 |
| M | R-10 | 15650 Indian Head Highway | Residence | 10/8/99 1:55 p.m. | 65 |
| | R-11 | 200 Jennifer Drive | Residence | 10/8/99 2:37 p.m. | 66 |
| | R-13 | 15508 Emily Court | Residence | 10/8/99 2:37 p.m. | 53 |
| N | R-2 | 15814 Livingston Road | Residence | 10/8/99 11:47 a.m. | 61 |
| | R-3 | 111 Biddle Street | Residence | 10/8/99 11:12 a.m. | 66 |
| | R-4 | 304 Biddle Street | Residence | 10/8/99 11:47 a.m. | 63 |
| | R-5 | 315 Biddle Street | Residence | 10/8/99 11:12 a.m. | 55 |
| | R-6 | 103 Whistling Wood Court | Residence | 10/8/99 1:55 p.m. | 60 |
| | R-8 | 15404 Whistling Oak Way | Residence | 10/8/99 1:15 p.m. | 59 |
| | R-9 | 15609 Blue Willow Lane | Residence | 10/8/99 1:15 p.m. | 56 |

## L. Existing Air Quality

The project area is located in Prince George's County, Maryland. This county is not designated as non-attainment for carbon monoxide (CO) or particulate matter ($PM_{10}$), but is designated as a serious non-attainment area for ozone ($O_3$). Since the project area is designated non-attainment for ozone, the region is subject to transportation control measures such as the Vehicle Emissions Inspections Program (VEIP).

A detailed micro scale air quality analysis has been performed to determine the local CO impact of the proposed project. The location of air quality sensitive receptors used in the analysis is shown on Tables III-15 and III-16 and Figures III-7A through III-7H. The results are summarized in Section IV.L. A copy of the technical analysis report is available at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

**TABLE III-11**
**AIR QUALITY RECEPTOR LOCATIONS INTERSECTION ANALYSIS**

| RECEPTOR | LOCATION |
|---|---|
| INT-A | MD 210 / Wilson Bridge Drive Intersection (Matrix of 14 receptors) |
| INT-B | MD 210 / Livingston Road / Kerby Hill Road Intersection (Matrix of 29 Receptors) |
| INT-C | MD 210 / Palmer Road / Livingston Road Intersection (Matrix of 37 Receptors) |
| INT-D | MD 210 / Old Fort Road North Intersection (Matrix of 32 Receptors) |
| INT-E | MD 210 / Fort Washington Road Intersection (Matrix of 35 Receptors) |
| INT-F | MD 210 / Livingston Road / Swan Creek Road Intersection (Matrix of 25 Receptors) |
| INT-G | MD 210 / Old Fort Road South Intersection (Matrix of 28 Receptors) |
| INT-H | MD 210 / Farmington Road Intersection (Matrix of 26 Receptors) |
| INT-I | MD 210 / MD 373 Intersection (Matrix of 28 Receptors) |

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## TABLE III-12
## AIR QUALITY RECEPTOR LOCATIONS - MAINLINE ANALYSIS

| RECEPTOR | LOCATION | RECEPTOR | LOCATION |
|---|---|---|---|
| R-2 | 15814 Livingston Road | R-41 | 10922 Service Road |
| R-3 | 111 Biddle Street | R-42 | 10000 Old Fort Road |
| R-4 | 304 Biddle Street | R-43 | 1001 Centennial Drive |
| R-5 | 315 Biddle Street | R-44 | 9410 Old Palmer Road |
| R-6 | 103 Whistling Wood Court | R-46 | 900 Palmer Road |
| R-8 | 15404 Whistling Oak Way | R-47 | 7707 Kay Dot Road |
| R-9 | 15609 Blue Willow Lane | R-48 | 9709 Kay Dot Road |
| R-10 | 15650 Indian Head Highway | R-49 | 8416 Service Road |
| R-11 | 200 Jennifer Drive | R-50 | 8223 Service Road |
| R-13 | 15508 Emily Court | R-51 | 8005 Murray Hill Road |
| R-14 | 701 Chatsworth Drive | R-52 | 8106 Murray Hill Road |
| R-15 | 700 Edelen Court | R-53 | 8353 Founder's Woods Way |
| R-17 | 14508 Foust Street | R-54 | 8317 Founder's Woods Way |
| R-18 | 14517 Foust Street | R-55 | 510 Winslow Road |
| R-19 | 14401 The Mall | R-56 | 8411 Indian Head Highway |
| R-20 | 14300 Foust Street | R-57 | 7525 Catone Court |
| R-21 | 1 Farmington Service Road | R-58 | 7518 Catone Court |
| R-22 | 14309 Farmington Service Rd. | R-59 | 7511 Catone Court |
| R-24 | 12308 Lampton Lane | R-60 | 7409 Roanne Drive |
| R-25 | 12411 Lampton Lane | R-61 | 7306 Roanne Drive |
| R-26 | 12504 Lampton Lane | R-62 | 7231 Roanne Drive |
| R-28 | 12709 Lampton Lane | R-63 | 713 Carson Avenue |
| R-29 | Ft Washington United Methodist Church | R-64 | 608 Carson Avenue |
| R-30 | 13208 Coldwater Drive | R-65 | Southlawn Park |
| R-31 | 13211 Coldwater Drive | R-67 | 7212 Abbington Road |
| R-32 | 13312 Coldwater Drive | R-68 | 7414 Abbington Road |
| R-33 | 1200 Jefferson Road | R-69 | 7801 Indian Head Highway |
| R-34 | 13452 Buchannon Drive | R-70 | 530 Wilson Bridge Drive |
| R-35 | 1200 Buchannon Circle | R-71 | 584 Wilson Bridge Drive |

| RECEPTOR | LOCATION | RECEPTOR | LOCATION |
|---|---|---|---|
| R-36 | 1219 Van Buren Drive | R-72 | 506 Wilson Bridge Drive |
| R-37a | Lexington Health Care Center (Northwest Corner) | R-73 | 7911 Indian Head Highway |
| R-37b | Lexington Health Care Center (Southeast Corner) | PC-1 | Piscataway Creek Stream Valley Park |
| R-38 | 11308 Service Road | FW-1 | Fort Washington Forest Local Park |
| R-39 | 10927 Flintlock Lane | BC-1 | Broad Creek Park |
| R-40 | 10920 Flintlock Lane | H-1 | Henson Creek Stream Valley Park |

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# IV. ENVIRONMENTAL CONSEQUENCES

## MD 210 MULTI-MODAL STUDY

# IV. ENVIRONMENTAL CONSEQUENCES

## A. Social, Economic and Land Use

### 1. Displacements and Property Impacts

Residential, business/commercial and religious facility property acquisition and relocations will be required in certain areas by SHA-Selected Alternative 5A Modified (as shown on Figures II-3 through II-17). All properties will be acquired in accordance with the requirements of the Uniform Relocation and Real Property Acquisition Act of 1970, as amended in 1987.

Alternative 5A Modified will require the displacement of fifteen residences, thirteen businesses and one religious facility, Shalom Ministries Worship Center at 515 Kerby Hill Road, within the project area.

Property acquisition required for Alternative 5A Modified includes both unimproved property not owned by SHA that does not require the acquisition of a structure and acquisitions that will require the displacement of a structure. Most of the residences are one-to-two story detached dwellings. Table IV-1 shows the number of relocations and estimated right-of-way requirements of the SHA-Selected Alternative.

Alternative 5A Modified would require fifteen residential displacements as a result of this alternative and property acquisition from 96 residential properties. This would allow for intersection improvements, roadside safety modifications and improved signalization. The cost of the residential displacements ranges from $157,000 to $448,000. In addition, 165.1 acres of property acquisition would be required.

Alternative 5A Modified would require thirteen commercial displacements as a result of this alternative and property acquisition from 40 commercial properties. The costs of the commercial displacements range from $297,000 to $2,163,000.

Additionally, 1.51 acres of additional right-of-way outside of existing right-of-way has been proposed for potential stormwater management facilities and 63.4 acres right-of-way outside of existing right-of-way has been proposed for mitigation sites.

Research to determine availability of housing in the study area was undertaken. As of November 2003, over 250 residential units were available in the Oxon Hill, Ft. Washington and Accokeek areas. The list price of housing ranged from $55,000 to $1,900,000.

## 2. Relocation Process

Relocation of any individuals, families, or businesses displaced by this project would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Polices Act of 1970 as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987, and would be executed in a timely and humane fashion (refer to *Appendix C,* Summary of the Relocation Assistance Program of the State Highway Administration of Maryland). In the event comparable replacement housing is not available for displaced persons, or available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing.

Summary of SHA's Equal Opportunity Program/Title VI Statement

*It is the policy of the Maryland State Highway Administration to ensure compliance with the provisions of the 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 disability or sexual orientation in all State Highway Administration projects funded in whole or part by the Federal Highway Administration. Title VI Statement requires federal agencies to ensure that their programs, policies and activities do not have the effect of excluding populations from the benefits of, or subject persons and populations to discrimination based on race, color or origin. The State Highway Administration will not discriminate in highway planning, design, or 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 to ensure 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.*

## 3. Effects on Elderly and Handicapped Groups

The average population of elderly residents for all 11 census tracts in the study area is 8.6%. Census tract 8013.09, in the Fort Washington portion of the study area, has the highest proportion of elderly residents at 13.0%. Therefore, adverse impacts to the elderly community are not anticipated as a result of the proposed improvements.

Although there are no known concentrations of elderly residents in the study area, there are known elderly residents and property owners who would be affected by the proposed SHA-Selected Alternative.

There are no known concentration of handicapped individuals in the study area, and adverse impacts to this population group are not anticipated by the Alternative 5A Modified. Facilitating pedestrian mobility would be an integral aspect of the Build Alternative. All sidewalks, crosswalks, pedestrian ramps, etc. would be in compliance with Americans with Disabilities Act (ADA).

Appropriate relocation advisory services would be offered to displaced elderly and handicapped individuals.

### 4. Environmental Justice

African-Americans are the predominant minority population in Prince George's County and the predominant population in the portion of the County comprising the MD 210 study area. African-Americans make up 71.7% of the study area population, which is 80.6% minority overall. No exclusive concentrations of minority residents are known to exist. Throughout the extensive community involvement, public meetings and Environmental Justice outreach processes, it has appeared that the study area is fairly well integrated with minority and non-minority populations

This information may not be indicative of the local racial population group composition where displacements are projected to occur. In a public outreach effort to supplement the census tract information, and Focus Group/Public Involvement, the SHA sent correspondence to over 100 area churches and community centers requesting their assistance in informing their members of the project and helping identify minority and low income concentrations in the project area. SHA also offered to meet with the churches to discuss the project.

As a result of the letter writing campaign to area churches, in request for a meeting was received from the Whitehall Baptist Church and few others requested information packets. A meeting was held on November 16, 2000 at the Whitehall Baptist Church located in the Accokeek community and was attended by ten people. An overview of the MD 210 project was presented and the project alternatives under consideration were described in detail, discussing the possibility of providing HOV facilities and attendees were encouraged to participate and provide comments at a planned public hearing scheduled for June 2001.

Some minority residential displacements would likely be required as a result of the proposed roadway improvements. The largest concentration of residential displacements that would occur as a result of the proposed improvements is associated with Alternative 5A Modified in the vicinity of the proposed Livingston Road/Kerby Hill Road interchange with MD 210. Of the nine residential displacements that would occur at the Kerby Hill Road location,

three of the residents have met with SHA representatives, including an additional resident who would be displaced under the Option C interchange configuration at Old Fort Road North. None, to date are of a minority or low income population.

On February 6, 2001, a meeting was held with the property owners of the proposed displacements that could result from the MD 210 project. Seventeen people attended the meeting and less than half of the attendees were minority. A description of the project was given and it was mentioned that, if constructed, the project would most likely start at the northern end and proceed south, down the corridor. Attendees were informed and encouraged to participate and provide comments at planned public hearing to be held in June 2001. Also, the project development process and the amount of time involved in the various steps was described.

On July 30, 2002, a second meeting was held with property owners of potential residential displacements associated with improvements to MD 210. The project and relocation process was described to the nine people in attendance including a presentation by SHA District III Office of Real Estate (ORE) explaining property owner's rights and benefits.

In general, Alternative 5A Modified will generate impacts, in terms of right-of-way and displacements, on minority communities within the study area (see Figures II-3 thru II-17 for Alternatives Mapping). The number of minority or low income displacements is not disproportionately high compared to the non-minority displacements. However, the impacts would be offset by improved traffic operations especially the proposed overpasses of MD 210, which would substantially improve community accessibility and connectivity from one side of MD 210 to the other, something that is inhibited by the existing heavily congested at-grade intersections. Each of the proposed overpasses would promote safe and efficient vehicular, bicycle and pedestrian passage across MD 210. The result would be improved and safer access to jobs, community facilities and services for the general public including minority and low income populations living in the study area.

As many as thirteen business displacements could occur as a result of Alternative 5A Modified and several of these appear to have minority ownership and/or operation but the number of minority displacements is not disproportionately high compared to the non-minority displacements. The business displacements consist of:

- Contractor (Kerby Hill Road)
- Shell Gas Station (Kerby Hill Road)
- Texaco Gas Station (Palmer/Livingston Road)

- Laundromat (Palmer/Livingston Road)
- Restaurant (Palmer/Livingston Road)
- Rental Business (Palmer/Livingston Road)
- Restaurant (Palmer/Livingston Road)
- Law Office (MD 210 Mainline)
- Unknown Business (MD 210 Mainline)
- Commercial Property-Currently Unknown Business (Fort Washington Road)
- Gas Station (Swan Creek Road)
- Auto Service Center (Swan Creek Road)
- Vacant Gas Station (Old Fort Road South)

There has been considerable discussion throughout the project planning study among the SHA, elected officials, the Focus Group, business owners and other citizens concerning the general impact of the proposed improvement alternative on businesses. In particular, there has been concern raised regarding potential adverse impact to the tenants of the various shopping centers as a result of reduced visibility, accessibility and lost parking spaces for the businesses if interchanges were to be built.

On October 20, 1999, a meeting was held between SHA Office of Planning and Preliminary Engineering Director Neil Pedersen and the late County Councilman Ike Gourdine to discuss the issues of visibility and accessibility to the Livingston Square Shopping Center. Councilman Gourdine was initially opposed to the interchange options at Old Fort Road North because the bridge and ramps would reduce shopping center visibility and make drivers less willing to leave the highway to patronize the shopping center.

On February 3, 2000, a meeting to present a description of the project was held among business owners and operators in the MD 210 project area. It was pointed out that for Livingston Square and several of the other shopping centers along MD 210 (e.g., Tantallon, Old Forte Village and Forest Plaza), accessibility would be improved by reducing the amount of delay to be experienced by motorists turning off of MD 210 to access the shopping centers, particularly for the left turn movements. Patrons of these shopping centers, of which repeat shoppers are a large majority, are familiar with the area. Therefore, if a loss of shopping center visibility does

occur as a result of bridges or ramps, little or no reduction in patronage should result. Design techniques to maintain visibility (e.g., keeping ramp profiles as low as possible) and signing to advise motorists as to how to access the various establishments, will be considered with the SHA-Selected Alternative. During the design process of the study, refinements will continue to be included in the SHA-Selected Alternative.

On August 12, 2002, a second meeting was held with business owners of potential displacements associated with the MD 210 project. Seven people were in attendance. A presentation included a project description and explanation of owner's rights and benefits.

The analysis of minority population groups and low income population groups in the study area indicates that no disproportionate amount of adverse impacts would occur as a result of the Alternative 5A Modified.

Appropriate relocation advisory services will be offered to all displaced persons including minority or low income persons, if required. Related environmental justice impacts will be addressed according to the provisions of Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low income Populations." Also, Title VI of the Civil Rights Act, as highlighted previously in the "Residential Displacements" discussion of this Chapter, ensures that no person will be discriminated against by actions of the SHA, relating to the project.

### 5. Effects on Community Facilities and Services

**Religious Facilities**

Three religious facilities would potentially be directly impacted by the SHA-Selected Alternative 5A Modified. They consist of the Shalom Ministries Worship Center, the Fort Washington Memorial Church and the Fort Washington United Methodist Church.

Shalom Ministries Worship Center

Relocation of the Shalom Ministries Worship Center would be required with the SHA-Selected Alternative. The proposed grade of Kerby Hill Road would need to be raised eight to twelve feet above the existing grade to facilitate the western approach to the overpass. Although retaining walls could be used to support the higher Kerby Hill Road grade without substantially impacting parking or the building location, the entrance to the parking area would need to be prohibitively steep (approximately 12%), and grading to support the entrance would impact several parking spaces. The cost of Shalom Ministries Worship Center displacement would be $1,419,000.

Fort Washington Memorial Church

Alternative 5A Modified would require property acquisition from the Fort Washington Memorial Church. Approximately 0.8 acre of right-of-way would be required. The cross located adjacent to the parking area would not require relocation. Access to the church would change, as the direct connection from MD 210 to the east side service road would be removed. Traffic from the south would have the choice of either using the service road which runs north-south from Livingston Road to the Church or the proposed Relocated Fort Washington Road interchange, which connects to the service road. Traffic from the west on Fort Washington Road would use Relocated Fort Washington Road to the bridge over MD 210 to the service road, which connects to the church parking area. Southbound MD 210 traffic would exit onto the ramp connecting to Relocated Fort Washington Road and travel across the bridge over MD 210 to the service road, which connects to the church parking area. Egress routes from the church would basically mirror the ingress routes.

Overall, the SHA-Selected Alternative would result in substantial access changes and travel distances would be somewhat longer as compared to existing conditions. Travel times would be the same or less due to shorter signal cycles along the route and fewer conflicts with other traffic.

Fort Washington United Methodist Church

SHA-Selected 5A Modified would require property acquisition from the Fort Washington United Methodist Church. Under Alternative 5A Modified, the proposed Ft. Washington Road Option D interchange requires approximately 0.62 acre of right-of-way from church property for the southbound MD 210 exit ramp and the higher grade necessary for Old Fort Road South. The higher grade would probably not necessitate the elimination of any church parking, but would require reconfiguration of the parking areas and entrance to be compatible with the higher grade on Old Fort Road South.

Other than a slightly reconfigured entrance, access to Fort Washington United Methodist Church would remain basically the same under the SHA-Selected Alternative.

**Publicly-Owned Public Parks**

Right-of-way acquisition would be required from one publicly-owned public park as part of the proposed SHA-Selected Alternative. Approximately 0.2 acre would be required from the Henson Creek Steam Valley Park for the construction of an interchange ramp for Palmer/Livingston Road Option E interchange. A new hiker/biker trail connection would be

constructed parallel to the new ramp. The right-of-way requirement would not impact or diminish any of the park activities. (Refer to chapter V Section 4(f) Evaluation for additional information.)

The Department of Transportation Act, 49 U.S.C. 303(c) requires a Section 4(f) evaluation of the use of land from a significant publicly-owned public park as part of a federally funded or approved transportation project. Any conversion of land acquired or developed under a State grant from Program Open Space requires approval of the Secretary of the Department of Natural Resources, the Secretary of the Department of Budget and Fiscal Planning and the Director of the Department of Planning, and requires replacement with land of at least equivalent area and of equal recreation or open space value.

**Other Community Facilities**

Of the major categories of community facilities included in the study inventories (indicated on Figures III-2A and Figures III-2B), and not otherwise discussed in this section, no libraries, police services, governmental facilities, or other points of interest would be displaced or require land acquisition by the proposed alternatives.

Right-of-way (11.97 acres) would be required from the Lexington Health Care Center for Alternative 5A Modified at Livingston Road/Swan Creek Road interchange to construct the northbound MD 210 exit ramp and northbound MD 210 entrance ramp. Neither accessibility nor parking would be affected.

Right-of-way (0.26 acre) would be required from Fort Washington Hospital for Alternative 5A Modified at Livingston Road/Swan Creek Road to construct the Swan Creek Road to Livingston Road Connector in the northwest quadrant and for improvements to Livingston Road in front of the hospital. Neither accessibility nor parking would be affected.

The SHA-Selected Alternative would require no school displacements or property acquisition from active schools. Right-of-way (0.93 acre) would be required from the Oxon Hill Staff Development Center to construct the proposed ramp connecting Livingston Road/Kerby Hill Road to northbound MD 210. Grading associated with this ramp would impact a portion of the parking lot immediately adjacent to MD 210, displacing 5 - 15 parking spaces and requiring some modification to parking lot circulation patterns.

### 6. Disruption of Neighborhoods and Communities

Effects to the existing level of community cohesion are anticipated with Alternative 5A Modified. Although this alternative will not physically bisect any communities not already

divided by MD 210 and the existing side roads, it would create residential relocations as previously identified in Tables IV-1 through IV-4 and would temporarily disrupt the cohesion of several communities by the construction phase of proposed work which may lead to increased travel times as detours and delays in flow of traffic are enacted with residences located on both sides of MD 210 in the study area. Ultimately, positive effects of the SHA-Selected Alternative would improve safety on the east and west side of MD 210 for motorists, bicyclists and pedestrians and provide safer community travel options.

Alternative 5A Modified has a median barrier incorporated into the design in several areas. The median barrier is a physical barrier, allowing right in/right out access to and from the existing roadway. The barrier would change access and travel patterns compared to the existing limited northbound and southbound access MD 210 currently provides. For example, a resident who lives on the northbound side of MD 210 and wants to go somewhere located on the southbound side would have to drive northbound to the nearest intersection or interchange and perform a U-turn.

Because of projected heavy traffic volumes causing safety concerns, interchanges are proposed at several intersections with Alternative 5A Modified mostly at the northern end of the study area. These proposed interchanges would create residential displacements thereby impacting several communities with residences located on both sides of MD 210. Five scattered residences east of MD 210 and nine residences west of MD 210, mostly clustered in the Kerby Hill Road area, would be impacted.

Because of median access closure, the Brookside Park Condominiums located at Wilson Bridge Drive would only have right in/right out access. Persons wanting to travel southbound would continue to use the existing configuration; however, persons wanting to travel northbound would, without entering MD 210 traffic, use a proposed Kerby Hill Road Interchange Option C Access Road. The access road is a two-lane roadway, which would upgrade the existing service road that runs parallel to MD 210, from the south end of the Brookside Park Condominiums into a proposed realigned Kerby Hill Road. (See Figures II-5 and II-6). The Wilson Towers Apartments, with access changed by the proposed interchange, would also have access to the proposed two-lane access road. Traffic wanting to travel northbound on MD 210 would cross over MD 210 eastbound using the grade separated structure to access a northbound interchange ramp.

Alternative 5A Modified includes a Kerby Hill Road Interchange Option C which would require the acquisition of nine residences, clustered mostly west of MD 210, the highest number of residential displacements out of all of the interchange options under consideration. East of

MD 210 along the relocated Kerby Hill Road and existing Murray Hill Road, the community cohesion would be temporarily disrupted by the construction phase of the proposed interchange which may lead to increased travel times as detours and delays in the flow of traffic are enacted to allow construction equipment access to the project area. Overall the proposed interchange would improve safety between neighborhoods on the east and west side of MD 210 for motorists, bicyclists and pedestrians, providing opportunities for better community cohesion because of improved and safer access to community facilities and services.

River View Townhomes, located east of MD 210 south of Kerby Hill Road, would have median access prohibited by a median barrier creating right in/right out access only. Motorists wanting to travel to southbound destinations would have to drive northbound to the proposed Kerby Hill Road Interchange to access southbound MD 210. This option may lead to increased travel times but would improve MD 210 mainline safety for motorists.

The Palmer/Livingston Road Interchange Option E for Alternative 5A Modified would require the acquisition of one residence on the east side of MD 210. The proposed northbound ramp to Palmer Road would temporarily cause disruption and inconvenience to the community with several driveways requiring relocation. Ultimately, the proposed interchange option would improve safety on the east and west side of MD 210 for motorists, bicyclists and pedestrians, providing opportunities for community cohesion.

The proposed ramp in the northeast quadrant of the proposed Old Fort Road North Interchange for Alternative 5A Modified would disrupt access to and from the Friendly Hills Community with the closure of the Old Palmer Road service road connection from the Broadview Road/Centennial Drive intersection to Old Fort Road North, necessitated by the proposed interchange ramp. Instead of using the existing Old Palmer Road connection, community residents would have to access MD 210 via the Broadview Road intersection with Old Fort Road North or the Old Palmer Road connection with Palmer Road. Several residents along Broadview Road and Centennial Drive have expressed concern with any option proposing removal of the existing service road. It is perceived by a few members of the community as a disruption to their established community and quality of life. Several design options were studied to alleviate the community concerns about the proposed closure of the existing service road by attempting to replicate the current connection, but it was determined they were not reasonable because of the high cost, right-of-way and environmental impacts and possible additional residential displacements. Residents of the affected community will retain two means of ingress/egress to and from their neighborhood.

The southwest quadrant of the proposed MD 210/Old Fort Road North intersection for Alternative 5A Modified would result in grading impacts in the vicinity of Kay Dot Road because of the vertical and horizontal relocation of Old Fort Road North necessitated by the proposed overpass. One residential displacement would be required. Kay Dot Road makes a loop, intersecting Old Fort Road North in two places, providing access to several properties. The easternmost access point would need to be closed; however, motorists could still use the second existing access point 350 linear feet to the west. The community would feel minimal travel time disruption.

Alternative 5A Modified includes a Fort Washington Road interchange Option D that would require acquisition of one residence west of MD 210, and the reconstruction of several residential driveways and a church entrance causing temporary impacts and inconvenience for the persons involved. Fort Washington Road Option D includes a 3/4 diamond interchange with a relocated Fort Washington flyover north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would flyover MD 210 and tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. The existing Fort Washington Road then becomes a right in/right out only intersection at MD 210. Motorists wanting to travel to southbound destinations, east and west of MD 210, would have to drive on relocated Fort Washington Road to a proposed access road, which ties into the existing Fort Washington Road. Persons wanting to travel northbound on MD 210, from west of MD 210, would have to access the relocated Fort Washington Road cross over MD 210, using the grade separated structure, to use an interchange ramp northbound. Tantallon Shopping Center would gain a new access from the relocated Fort Washington Road Option D at a new intersection just west of the proposed structure over MD 210. Overall, the proposed interchange, which has been presented at a public hearing, three public workshops and focus group meetings, would improve safety between neighborhoods on the east and west side of MD 210 for motorists, bicyclists and pedestrians, providing opportunities for better community cohesion.

The southwest quadrant of the Old Fort Road South interchange Option C for Alternative 5A Modified includes relocation of the existing service road entrance to opposite Lampton Lane moving it away from the proposed interchange ramps. The existing properties would be allowed to access the relocated road and drive northbound to the proposed Old Fort Road South intersection. Community cohesion would be temporarily disrupted by the construction phase of the proposed interchange which may lead to increased travel times as detours and delays in the flow of traffic are enacted.

East of MD 210 north of Farmington Road, residents of the White Hall community who use The Mall roadway to access MD 210 would have their access restricted to a right in/right out

only movement for Alternative 5A Modified, because of a proposed MD 210 mainline median barrier. The barrier would change access and travel patterns because this community currently has a median opening. These options would increase travel times but would improve MD 210 mainline safety for motorists. Some citizens of the White Hall Community have expressed their concern for maintaining the MD 210 median opening.

MD 210 is classified as an arterial highway with partial control of access. Therefore, given its functional classification, bicyclists and pedestrians are discouraged from using mainline MD 210 but will not be prohibited from using the outside shoulder as they do today. However, both pedestrians and bicyclists will continue to be able to use the various service roads and parallel County roads such as Oxon Hill Road and Livingston Road for north-south travel as exists today.

Bicycle and pedestrian access is included in the interchange designs to accommodate the crossings of MD 210.

All proposed crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. No shoulders are proposed on the crossroads. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design.

Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, cross-walks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. A bicycle/pedestrian meeting was held on July 23, 2002 with community representatives to discuss access associated with Alternative 5A Modified improvements. (Refer to Chapter VI Comments and Coordination for meeting minutes)

**Emergency Services**

MD 210 is the primary north/south route in southern Prince George's County. SHA has met with several emergency service providers in the area, as well as the Fort Washington Hospital, and received numerous written comments. According to the Prince George's County Director of Public Safety, in a letter dated May 30, 2000 (see DEIS Section VI Comments and Coordination, page VI-57), the current amount of traffic congestion has, at times, hampered the ability of emergency vehicles to respond to critical incidents in the MD 210 study area.

Representatives of the Fort Washington Hospital reported concern regarding the poor existing signing of the access to the hospital. They also expressed concern about accessibility to

the hospital under the Capacity Option 2 (interchange option) scenario with all alternatives. The concern was that an interchange at Livingston Road/Swan Creek Road would cut-off access to the hospital from northbound MD 210 and westbound Livingston Road approaching the MD 210 overpass. The Alternative 5A Modified interchange option at this location proposes a loop ramp from northbound MD 210, a single lane ramp from southbound MD 210 and a new access road, behind the existing Old Forte Village Shopping Center, from existing Swan Creek Road to the relocated Livingston Road. This connection will allow accessibility similar to existing conditions.

Upon review of the proposed alternatives, the Prince George's County Chief of Police stated that the completion of this project should reduce response time of emergency vehicles, although it is acknowledged that emergency response times may temporarily increase during the construction period due to traffic congestion, temporary roadway closings or detours. (See letter dated May 26, 2000, in DEIS Section VI Comments and Coordination, page VI-55.) It should be noted that during the construction phase, temporary roadway closings or detours may be required which would temporarily increase response times.

Comments by the Fire Chief of the Prince George's County Fire and EMS Department (see memorandum and brochure response form dated May 15, 2000, in DEIS Section VI Comments and Coordination, page VI-51) remain valid given the extent of similarity in emergency vehicle access for Detailed Alternatives presented in the DEIS, as compared to the SHA-Selected Alternative.

It is noted that plans are underway to expand the Silesia Fire Company #47 site on Fort Washington Road to include additional service bays. Ingress and egress to this station will be affected by Alternative 5A Modified Interchange Option D at Fort Washington Road. Coordination with representatives of Fire Company #47 will be maintained through SHA-Selected Alternative and Final Design process to maintain optimal emergency vehicle access.

Overall, response times throughout the MD 210 corridor would generally be reduced, especially during the peak hours, as emergency vehicles would not need to negotiate around long traffic queues at signalized intersections in the northern part of the corridor. Some of the proposed interchanges may slightly increase response distance; however, response times do not appear to be significantly impacted because fire and EMS vehicles will no longer have to negotiate dangerous intersections. With traffic signals and at-grade intersections eliminated on MD 210, there will be a reduction in motor vehicle crashes. Additionally the elimination of signals will result in less abuse to emergency vehicle apparatus since vehicles would not be subjected to the sudden stops and starts required under signalized conditions. Response times

could be slightly higher in the northern portion of the Brookside Park Condominium property as a result of the need to come into the property from Kerby Hill Road interchange instead of the previous entrance location, Wilson Bridge Drive. The distance that emergency responders would need to travel would only be approximately 500 feet longer than under current conditions; however speeds may be slightly lower. A proposed two-way access road, that is included with Alternative 5A Modified to provide access to the Brookside Park Condominiums from relocated Kerby Hill Road, has been designed to handle emergency equipment, as well as school and transit buses. (Refer to Chapter VI Comments and Coordination for EMS correspondence.)

### 7. Effects on Public Transportation Services

Public transportation in the project area is currently provided by the Maryland Transit Administration (MTA), in the form of long distance commuter service from LaPlata into Washington, D.C. and Washington Metropolitan Area Transit Authority (WMATA), in the form of local service into Washington, D.C.

Currently, commuter bus service utilizing MD 210 consists of one MTA route and one WMATA route. The MTA's 901 Route includes 49 trips (24 northbound morning trips and 25 southbound evening trips) that operate during morning and evening peak periods, with an average headway of 10 minutes. The average daily ridership is approximately 1,100 with no stops in Prince George's County. WMATA's W19 Route provides connections between the Southern Avenue Metro Station, on the Green Line, to Accokeek and several locations, along MD 210 in Charles County as far south as Indian Head. The W19 Route includes 14 northbound trips (four of which are reverse commute) and 15 southbound trips (five of which are reverse commute).

Of the two stops in the MD 210 project area, the W19 Route has one stop along MD 210, at the MD 373 intersection. The other project area W19 stop is at the recently completed Accokeek Village Park and Ride, just east of MD 210 off of MD 373. The effect to either of the commuter bus service routes resulting from the SHA-Selected Alternative would be decreased travel time savings, from MD 228 to Oxon Hill, of as much as approximately 13 minutes in the design year 2020.

Local bus service originating or utilizing MD 210 in the project area is provided by WMATA's Metrobus D13, D14, W15, W17, P17, P18 and P19 lines. These seven routes, five of which operate only during weekday peak hours, generate a total daily ridership of approximately 500. The "W" lines utilize MD 210 from Old Fort Road North to the northern project limit and include stops at the Former ABC Drive-In Park and Ride Lot and the Wilson Towers

Apartments. Several of the "W" lines originate at the Accokeek Park and Ride Lot at the MD 210/MD 373 intersection, but do not currently use the southern segment of MD 210.

The "P" lines originate at the Fort Washington Park and Ride Lot, on Swan Creek Road, west of MD 210 and use the local road network (e.g., Livingston Road, Fort Foot Road and Oxon Hill Road) to reach the Oxon Hill Park and Ride Lot.

Nearly all of the approximately 16 stops associated with the "D" and "W" Metrobus Routes in the project area would be impacted by the SHA-Selected Alternative. These 16 stops are generally located on both sides of MD 210 between Wilson Bridge Drive and Livingston Road/Palmer Road.

The SHA-Selected Alternative requires the elimination of the W15 bus stops on the east service roadway, along Route 210 north of Palmer Road in the vicinity of the former ABC Drive-In. In this case approximately twelve persons taking round trips on the typical weekday would be deprived of service due to the elimination of the break in the highway median that permits southbound buses to turn left from the main roadway to enter the north end of the service roadway. However, in view of the present and growing safety issue currently posed by the maneuvers required by buses to access the service roadway and return to the main roadway in both directions, WMATA has expressed the likelihood that Metrobus service will have to be withdrawn from this segment of service roadway at some point in the future for safety reasons, even if the median were not closed and MD 210 interchanges not constructed.

The Brookside Condominiums and Wilson Towers Apartments on the west side of Indian Highway between Wilson Bridge Drive and Kerby Hill Road average 74 boardings northbound and 64 boardings southbound daily on weekdays, primarily in the AM rush and PM rush respectively. In order to maintain service for these patrons with the SHA-Selected Alternative, WMATA recommends a diversion of the D13 and D14 routes. The route diversion would take northbound buses off of MD 210, over the new Livingston Road/Kerby Hill Road overpass, followed by a loop through the condominium/apartment complex utilizing the turnaround included in the SHA-Selected Alternative and return to MD 210 via the same interchange. This route would delay passengers already on the bus by an estimated six minutes and would lengthen the walk of some Brookside Condominium residents by up to 800 feet, as compared to current conditions. However, northbound patrons from the Brookside Condominiums and Wilson Towers Apartments would no longer need to cross MD 210 or stand along its shoulder, two increasingly unsafe situations. No diversion of southbound buses currently accessing the condominium and apartment complexes at Wilson Bridge Drive would be necessary, as buses can complete the U-turn inside the complex and return to southbound MD 210, as they do today.

Therefore, the southbound Wilson Bridge Drive stop can be retained but without a corresponding northbound stop. WMATA staff supports the use of Routes D13 and D14 to make these diversions, as that line provides seven-day-a-week service and is the only line in the area not operating during rush periods only. The W15 route could also be so diverted in order to provide more frequent service, although its capacity would not be needed.

Consideration of shuttle service in this area was dropped in lieu of route diversion based on WMATA analysis concluding that diversion of through service would be the less objectionable option. A short shuttle merely connecting Wilson Towers and the residential area to the north with D13/D14 and W15 would force a second transfer on patrons who are already transferring to Metrorail or to another bus, thus resulting in additional travel times and potential for missed connections. The use of such a shuttle would be expected to be minimal by persons with transportation choices.

Outside of the above-described stops associated with former ABC Drive-In, the Brookside Condominiums and the Wilson Towers Apartments, the Metrobus stops in the vicinity of MD 210 can be retained in-place, or with slight shifts in location to safely conform to the proposed Kerby Hill Road or Palmer Road interchange designs associated with the SHA-Selected Alternative.

All Route W19 stops in the North Accokeek area are planned to be retained with the SHA-Selected Alternative.

The MD 210 SHA-Selected Alternative does not affect any possible plans for metrorail expansion or stations in the Oxon Hill area being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project.

## B. Economic Environment

### 1. Effects on Regional Business Activities

MD 210 provides a critical link to the movement of goods and services between Washington, D.C. and southern Prince George's County or points south. Roadway improvements can be an incentive to businesses to relocate or remain in an area by providing a safer, more efficient transportation system.

Although there are no specific industries associated with the MD 210 study area, MD 210 is the primary access route for employees and customers of regional businesses. Employment in

the region is anticipated to grow substantially with the continued planned commercial development in the area, particularly the National Harbor. Commuting times to all businesses, attractiveness of regional businesses to patrons and safety would all be enhanced under the build alternatives.

### 2. Effects on Existing Businesses

The effects that Alternative 5A Modified would have on existing businesses in the project area can be summarized into three primary categories: displacement, fee simple right-of-way acquisition and modifications to accessibility/visibility.

Business/commercial property acquisition and relocation will be required in certain areas by Alternative 5A Modified (as shown on Figures II-3 through II-17). Business/commercial property acquisition includes unimproved property not owned by SHA that does not require the acquisition of a structure and acquisitions that will require the displacement of a structure. Table S-2 and S-3 show the number of relocations and estimated right-of-way cost.

Alternative 5A Modified would require property acquisition from 40 commercial properties. Thirteen commercial displacements would occur as a result of this alternative. The costs of the commercial displacements range from $297,000 to $2,163,000.

Table IV-1 provides a list of the thirteen possible business displacements with Alternative 5A Modified.

**TABLE IV-1**
**SUMMARY OF POTENTIALLY DISPLACED BUSINESSES**

| Business | Location |
|---|---|
| Contractor | Kerby Hill Road |
| Shell Gas Station | Kerby Hill Road |
| Texaco Gas Station | Palmer/Livingston Road |
| Laundromat | Palmer/Livingston Road |
| Restaurant | Palmer/Livingston Road |
| Rental Business | Palmer/Livingston Road |
| Restaurant | Palmer/Livingston Road |
| Law Office | MD 210 Mainline |
| Unknown Business | MD 210 Mainline |
| Vacant Business | Fort Washington Road |
| Gas Station | Swan Creek Road |
| Auto Service Center | Swan Creek Road |
| Vacant Gas Station | Old Fort Road South |

Including the thirteen possible displacements, the number of business properties from which in fee right-of-way acquisition would be 40 properties requiring 34.0 acres for Alternative 5A Modified. Except for the displaced businesses, the amount of right-of-way required for any individual business property would not result in an adverse effect on the viability of that business.

There are several business properties for which parking impacts will occur. Table IV-2 summarizes the anticipated parking impacts corresponding to Alternative 5A Modified.

**TABLE IV-2**
**PARKING IMPACTS**

| PROPERTY | SPACES ELIMINATED |
|---|---|
| Livingston Square Shopping Center | -25<br>+13 (replaced)<br>Net – 12 Spaces |
| Tantallon Shopping Center | -10<br>+ 3 (replaced)<br>Net –7 Spaces |
| Law Office<br>Fort Washington Road | -7 |
| Old Forte Village Shopping Center Northwest Quadrant Swan Creek Road | -50<br>(Spaces are located behind the shopping center and are seldom used) |
| Old Fort Square Professional Center | -14 Spaces Temporarily During Retaining Wall Construction |
| Forest Plaza Shopping Center | -45<br>+49 (replaced)<br>Net + 4 Spaces[1] |
| (MD 373)<br>Realty Office | -6 |
| Oxon Hill Development Center | -6 |
| Day Star Nursery | -11<br>+11 (replaced)[2]<br>Net 0 Spaces |

[1] If Exxon Gas Station being displaced property could be used for additional parking

[2] Parking lot reconstruction assumed

The indirect effects on existing businesses in the project area in terms of accessibility and visibility would vary somewhat according to location and type of business, but would generally be favorable. Travel times for patrons to local businesses would be substantially decreased under Alternative 5A Modified, as the elimination of traffic signals on MD 210 and the grade separation of side roads across MD 210 would greatly reduce delays for vehicles turning off of MD 210 (particularly left turns) and for those coming from the east side of MD 210.

Of specific concern in this study has been the economic effect to the four shopping centers immediately adjacent to MD 210 in the corridor: Livingston Square Shopping Center (Old Fort Road North), Tantallon Shopping Center (Fort Washington Road), Old Forte Village Shopping Center (Swan Creek Road) and Forest Plaza Shopping Center (Old Fort Road South).

Under Alternative 5A Modified at the Livingston Square Shopping Center, access patterns would be substantially different than under the No-Build Alternative. The proposed interchange would necessitate closure of the entrance adjacent to the McDonald's Restaurant, and an 80'± westerly shift of the main entrance off of Old Fort Road North. This would result in the net loss of approximately 12 parking spaces, as indicated in Table IV - 2. No change in the means of access for vehicles coming from southbound MD 210 or westbound Old Fort Road North would occur.

### 3. Tax Base Effects

Residential, commercial and institutional property will be displaced for this project by the SHA-Selected Alternative. An adverse effect on the tax base is not anticipated with the right-of-way acquisition and displacements associated with the proposed roadway improvements as it is anticipated that residential, business/commercial and church relocations would occur within the vicinity of the project area or within the county. The differences in traffic volumes would not be substantial enough between the No-Build and Alternative 5A Modified to affect the value of properties fronting the roadway or the tax base.

## C. Land Use

### 1. Existing Land Use in the Study Area

Existing land use would not be altered by the No-Build Alternative, but would be altered by the SHA-Selected Alternative. Current land use would be altered through the conversion of residential, business/commercial, parkland or recreational and public use to transportation use. Table IV-3 presents the additional right-of-way required by Alternative 5A Modified.

TABLE IV-3
ADDITIONAL RIGHT-OF-WAY REQUIRED

| Alternative | Additional Right-of-Way Required (Acres) | | | | | |
|---|---|---|---|---|---|---|
| | Residential | Business/ Commercial | Parkland or Recreational | Church/ School | Historic/ Archeological | TOTAL |
| 5A – Mod. | 126.7 | 34.0 | 0.2 | 4.0 | 0.2 | **165.1** |

## 2. Future Land Use in the Study Area

Prince George's County's population has grown from 660,567 in the year 1970 to an estimated 833,423 today, and is projected to grow to 933,500 by the year 2020. New residential development, businesses, community facilities and services will likely be needed to accommodate the anticipated growth in the County's population. There does not appear to be any planned development in the study area that is dependent on the SHA-Selected Alternative for access. Access to land areas adjacent to MD 210, which currently have access, will remain in place with all of the build alternatives. There is some median closures associated with converting MD 210 to a controlled access facility that would result in right in/right out access. No additional access points are available along MD 210 since there is a right-of-way line of through highway established.

The actual growth distribution will depend on the adherence to established land use controls, designed to focus potential growth into appropriate planned areas. The responsibility for administering such controls rests with the Maryland-National Park and Planning Commission.

Of the ten-mile long portion of MD 210 in the project area, all but approximately 1.3 miles is within a Priority Funding Area (PFA) designated by Prince George's County under the State's Priority Places Strategy. As shown on Figure IV-1, PFA gaps are present at two locations - between Old Fort Road North and Fort Washington Road, and at the crossing of Piscataway Creek. Some of the proposed MD 210 mainline and intersection improvements are located just outside the PFA. The Maryland Department of Planning has concurred (Documentation dated February 18, 2004 in Section VI) that the proposed project is consistent with the Linear Features Regulations and is Smart Growth consistent.

## D. Cultural Resources

Regulations 36 CFR 800 implement the requirements of the National Historic Preservation Act (NHPA) by regulating the Advisory Council on Historic Preservation and establishing the procedures for compliance with Section 106 of the NHPA.

If historic properties listed in or determined eligible for the National Register of Historic Places are identified (36 CFR 800.4), the agency must assess how its project will affect them. Throughout this assessment, the agency will work with the SHPO and consider the views of others, such as representatives of local governments, property owners, members of the public, and the Advisory Council. The agency's assessment will use the criteria found in the Advisory Council's regulations and guidance (36 CFR 800.5).

According to the current guidance, "An adverse effect is found when an undertaking may alter, directly or indirectly, and of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

Also, according to the current guidance, examples of adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.
- In considering the potential effects of the project on the identified resources, the agency may make one of the following three determinations:
- No historic properties affected,
- No historic properties adversely affected, or
- Historic properties adversely affected.

The agency has identified four historic properties in the APE for the project. It has consulted with the SHPO and others - Broad Creek Historic District Local Advisory Committee, the Oxon Hill Manor Foundation, the National Park Service, and the Prince George's County Historic Preservation Commission - to determine the potential effects of the project on the historic properties.

### 1. Historic Sites

#### a. Broad Creek Historic District (PG: 80-24)

Alternative 5A Modified would require the acquisition of 0.21 acres of grassy area within the Broad Creek Historic District for roadside grading associated with intersection improvements at Old Fort Road. This area is located entirely within Parcel 189, which the SHA has determined to be not contributing to the historic district. Based on this determination and consideration the proposed acquisition represents 0.035 percent of the overall land area of the historic district, the project will have no adverse effect on the Broad Creek Historic District. The SHPO has concurred with this determination. Because the impact occurs to a non-contributing element within the Broad Creek Historic District, evaluation under Section 4(f) of the United States Department of Transportation Act is not required.

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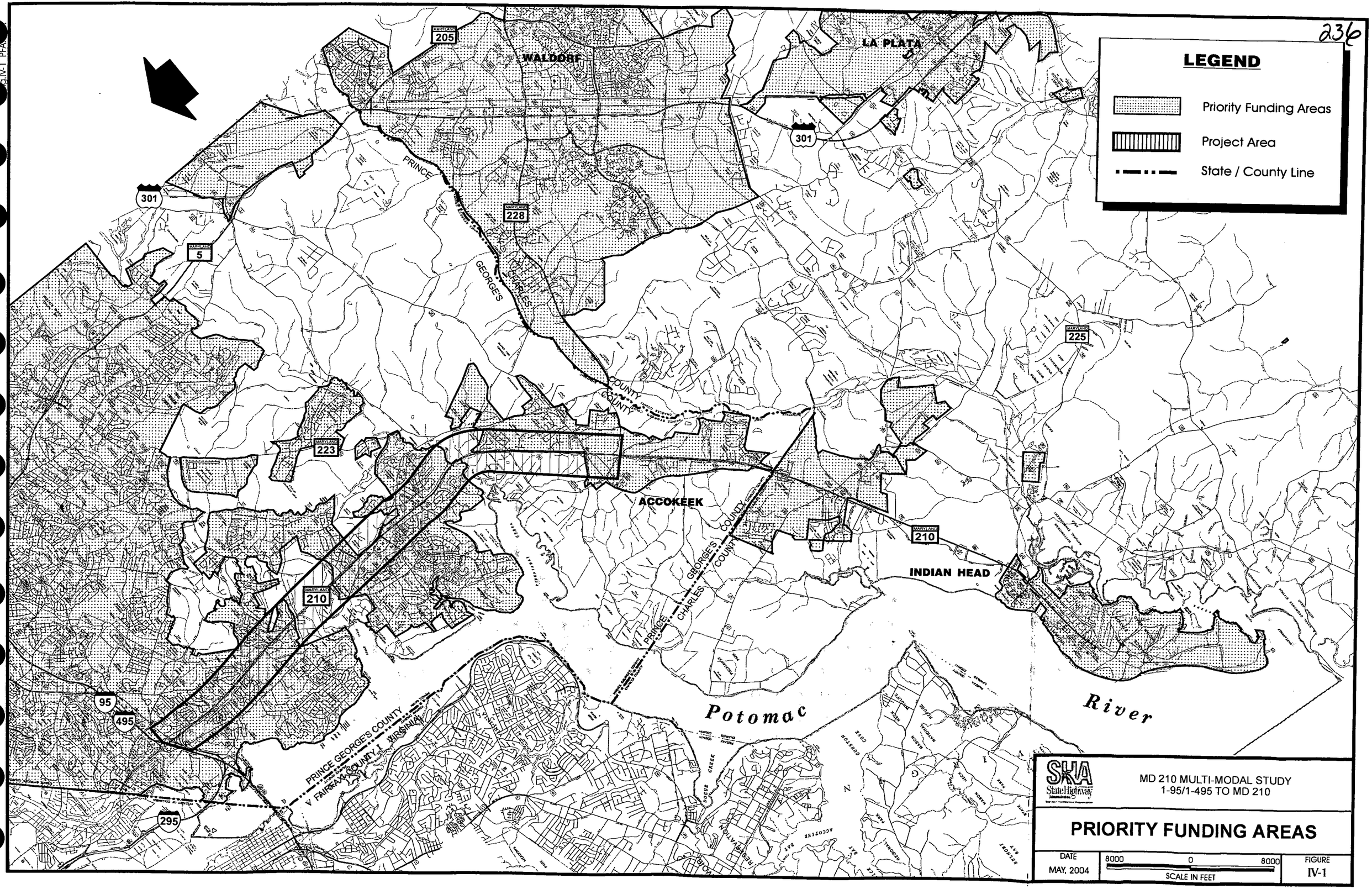

LEGEND
Priority Funding Areas
Project Area
State / County Line
WALDORF
LA PLATA
ACCOKEEK
INDIAN HEAD
Potomac
River
PRINCE GEORGES COUNTY
CHARLES COUNTY
PRINCE GEORGE'S COUNTY
FAIRFAX COUNTY, VIRGINIA
MARYLAND 205
MARYLAND 228
MARYLAND 5
MARYLAND 223
MARYLAND 210
MARYLAND 225
301
95
495
295
SHA
State Highway
MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210
PRIORITY FUNDING AREAS
DATE
MAY, 2004
8000 0 8000
SCALE IN FEET
FIGURE
IV-1

### b. Hovermale's Taste Best (PG: 80-25)

Alternative 5A Modified would require the reconfiguration of the existing Palmer/Livingston Road intersection as an interchange, and the resource, located on the west side of Livingston Road, will be in the area of potential effects. The Palmer/Livingston Road Interchange Option E, illustrated in Figure II-7, includes a new access road in front of the resource but will have no physical impact to the property. The interchange option will permit the continued visibility of the resource from MD 210 and Livingston Road and the new access road will enable the continued historic use of the property. Because the visibility of the property and the use of the property will be maintained throughout the project, Option E will not adversely affect the historic property. The SHPO has concurred (Documentation dated March 9, 2001 in Section VI) that the Palmer Road/Livingston Road Interchange Option E will have no adverse effect on the historic property provided that SHA provide the SHPO with a plan of the Selected Alternative at 60% completion for final review and approval regarding any changes in access to Hovermale's Taste Best.

### c. J.R. Lee Manning House (PG: 83-16)

The SHA-Selected Alternative includes limited intersection improvements at the southern end of the project. No construction activities will be visible from the J.R. Lee Manning House for Alternative 5A Modified. As a result, the project will have no effect on the historic property. The SHPO has concurred with this determination (Documentation dated March 9, 2001 in Section VI).

## 2. Archeological Sites

Identification and evaluation of archeological resources was completed in accordance with the requirements of 36 CFR 800.4 for the SHA-Selected Alternative.

No National Register eligible archeological resources would be impacted by the SHA-Selected Alternative, as concurred upon by the SHPO on April 23, 2004, and documented in Section VI, page VI-339G.

The design of the Parker Farm wetland creation area (see Sections IV.F. and IV.G.) includes measures to avoid the significant Late Woodland component of site 18PR622, and to provide a 50-foot buffer around the site. SHA will further ensure avoidance by erecting a temporary chain link fence during construction that prohibits any activity immediately adjacent to, or within, the fenced buffer.

The SHA-Selected Alternative will have no adverse effect on Broad Creek Historic District or Hovermale's Taste Best and will have no effect on the J.R. Lee Manning House. The SHA-Selected Alternative will have no impact on archeological resources along mainline MD 210 or areas slated for wetland mitigation and stream mitigation. FHWA has determined that no historic properties are adversely affected by the proposed project under Section 106. Furthermore, FHWA has determined that the project will not require the use of historic properties under Section 4(f). The SHPO has concurred with this determination on April 23, 2004.

## E. Effects on Geology, Topography and Soils

### 1. Geology and Topography

The SHA-Selected Alternative under consideration would alter the existing topography within the project area. None of the grades associated with the proposed SHA-Selected Alternative would exceed six percent, however, cutting and filling would be involved. Cut and fill slopes would not exceed a ratio of two horizontal to one vertical from the hinge point of the proposed typical section to the existing ground. The maximum depth cut associated with Alternative 5A Modified would be 75 feet and the maximum fill would be 25 feet.

### 2. Soils

The SHA-Selected Alternative would result in disturbance of soils, including erosion and increased runoff due to construction activities and loss of vegetation in the project area.

A majority of the soils in the study area occur on moderate and steep slopes and have a severe erosion hazard classification. Measures to protect soils from erosion would be implemented in accordance with an approved Erosion and Sediment control Plan prepared in accordance with the "Maryland Standards and Specifications for Soil Erosion and Sediment control." Control measures would include: utilizing vegetation to stabilize sediment, reducing the amount of time and the area of a surface exposed to erosion; and utilizing appropriately sized sediment traps and sediment basins. Additional protection of surface water quality from impacts due to soil erosion are reported for highway construction projects in Maryland due to the designation of construction contractors as co-permit tees on the NPDES Permit that is issued under Maryland's General Permit for construction activities, and implementation of a regular inspection program for construction site sediment control devices that includes penalties for inadequate maintenance.

### 3. Prime Farmland Soils and Soils of Statewide Importance

Alternative 5A Modified would result in impacts to prime farmland soils and soils of statewide importance. Alternative 5A Modified would impact 4.5 acres of prime farmland soils and 14.5 acres of soils of statewide importance.

None of the impacted prime farmland soils areas or soils of statewide importance areas are in areas zoned agriculturally or currently in agricultural use. A U.S. Department of Agriculture Farmland Conversion Impact Rating (Form AD-1006) was completed for this project and submitted to the Natural Resources Conservation Service for Prince George's County. The completed form is included in Section VI Comments and Coordination in the Draft Environmental Impact Statement and Section 4(f) Evaluation.

## F. Water Resources and Fish Fauna

Potential impact to water resources and fish fauna associated with Alternative 5A Modified would result from:

- Construction: These include impacts associated with physical disturbances, such as accidental spills, sediment spills, and reductions in base flow caused by paving and soil compaction.
- Facility Use: These include impacts associated with runoff quality and quantity such as chemical contamination, thermal loads from heated surfaces, increased erosive flows and reduced base flows.

The effects on water resources from spills, sedimentation, and leaks from construction equipment may be reduced by both structural and non-structural methods. Effective sediment and erosion control measures may help contain surface spills, sediment spills and leaks. Secondary containment for portable equipment fueling tanks may also help control accidental spills or leaks. Vegetation, when established rapidly, may attenuate and absorb contaminants from spills or leaks and serves to reduce sediment loads by stabilizing recently disturbed solid.

Construction operation and maintenance practices that prevent sediment releases are the most effective measures to prevent off site contamination. Well-controlled oil changing, lubrication, fueling operations, and immediate repair of any fuel or hydraulic fluid leaks may eliminate the source of potential hydrocarbon contamination. An intensive dust control program on construction travel ways may reduce off-site sedimentation from airborne particulates.

The deleterious effects of imperviousness, reductions in groundwater recharge and associated stream base flow; increases in the peaks, duration, and frequencies of erosive flows; increases in chemical contaminant mass in runoff; and increases in runoff temperature extremes, may be mitigated to various degrees by Stormwater management. The minimal technique would consist of 12 or 24-hour extended detention. However, advanced Stormwater quality and quantity controls, including Low Impact Development techniques, are available that can more effectively mitigate the effects of the build alternative. Optimal techniques involve simple, well-designed facilities that require low maintenance and, commonly, include infiltration. These designs, founded on sound geotechnical data, may function well in mitigating quality and quantity impacts.

### 1. Surface Water Resources

Alternative 5A Modified would impact surface water resources, to varying degrees, in the study area. Most of the stream impacts that would result from the SHA-Selected Alternative are due to culvert extensions and grading for proposed fill slopes. A new ditch will be cut where a proposed fill slope would impact an existing ditch/stream. Approximately 1,160 linear feet (LF) of stream relocation would be necessary. 500 LF at Carey Branch for the Kerby Hill Road Interchange Option C ramp acceleration lane widening to MD 210 and 660 LF at Broad Creek for Ft. Washington Road interchange Option D ramp and grading associated with Alternative 5A Modified.

The additional impervious surface from Alternative 5A Modified could affect stream base flows by increasing peak flows and reducing the rate and quantity of infiltration. The effects would be most pronounced in the smaller sub watersheds where the area of reduced recharge is proportionately larger. Stream temperature and quality can be adversely affected by new paved surfaces and decreased shading along disturbed areas. The temperature changes primarily depend on the stream size, the existing temperature regime, the amount and temperature of stream base flow, and the degree of shading. Although the road surfaces from the SHA-Selected Alternative occasionally will generate intensively heated runoff, stormwater management incorporating infiltration can mitigate any temperature effects on the receiving waters. Since the area affected by the SHA-Selected Alternative is relatively small compared to the drainage areas, peak flows at the crossings are only minimally affected. Mitigation of these effects with stormwater management design will reduce adverse effects.

All potentially affected streams are designated Use Classification I (Refer to Table IV-4). Instream work within the Henson Creek mainstem will be restricted from March 1 through June 15 of any year. If instream work is to involve construction of cofferdams, installation and

dismantling of cofferdams within the stream will be restricted from the closure period appropriate to the stream impacted by the work. Should cofferdams be utilized, the diversion channel established by the cofferdam will be sized according to hydraulic requirements.

Wherever possible, SHA will maintain at least 50% of the width of the stream open to allow for the passage of migratory fish. Width of the stream will be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season. During the design phase of the project, studies will be undertaken to assess potential secondary impacts to the lower portion of the watershed resulting from proposed stream relocation included in the project. SHA will make every attempt to replicate the sinuosity and stream channel length in order to ensure that stream bank erosion and channel incising will not be exacerbated in downstream areas. If replication is not feasible, other measures such as instream structures (e.g., J-Hooks, cross vanes) will be considered.

In order to minimize adverse changes to in stream hydrology and avoid excessive export of nutrients and sediments to downstream areas, mitigative measures will be employed. Tree and shrub removal in the work zone will be minimized and the cutting of the canopy provided by larger trees will be avoided wherever possible. In addition, protective fencing will be installed around individual trees or groups of trees that are to be conserved so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment.

Best Management Practices will be used during all actions affecting instream waters.

No impacts within the Chesapeake Bay Critical Area (CBCA) would occur under Alternative 5A Modified.

Table IV-4 lists the stream impacts associated with the MD 210 Alternative 5A Modified.

**Riparian Zone Impacts**

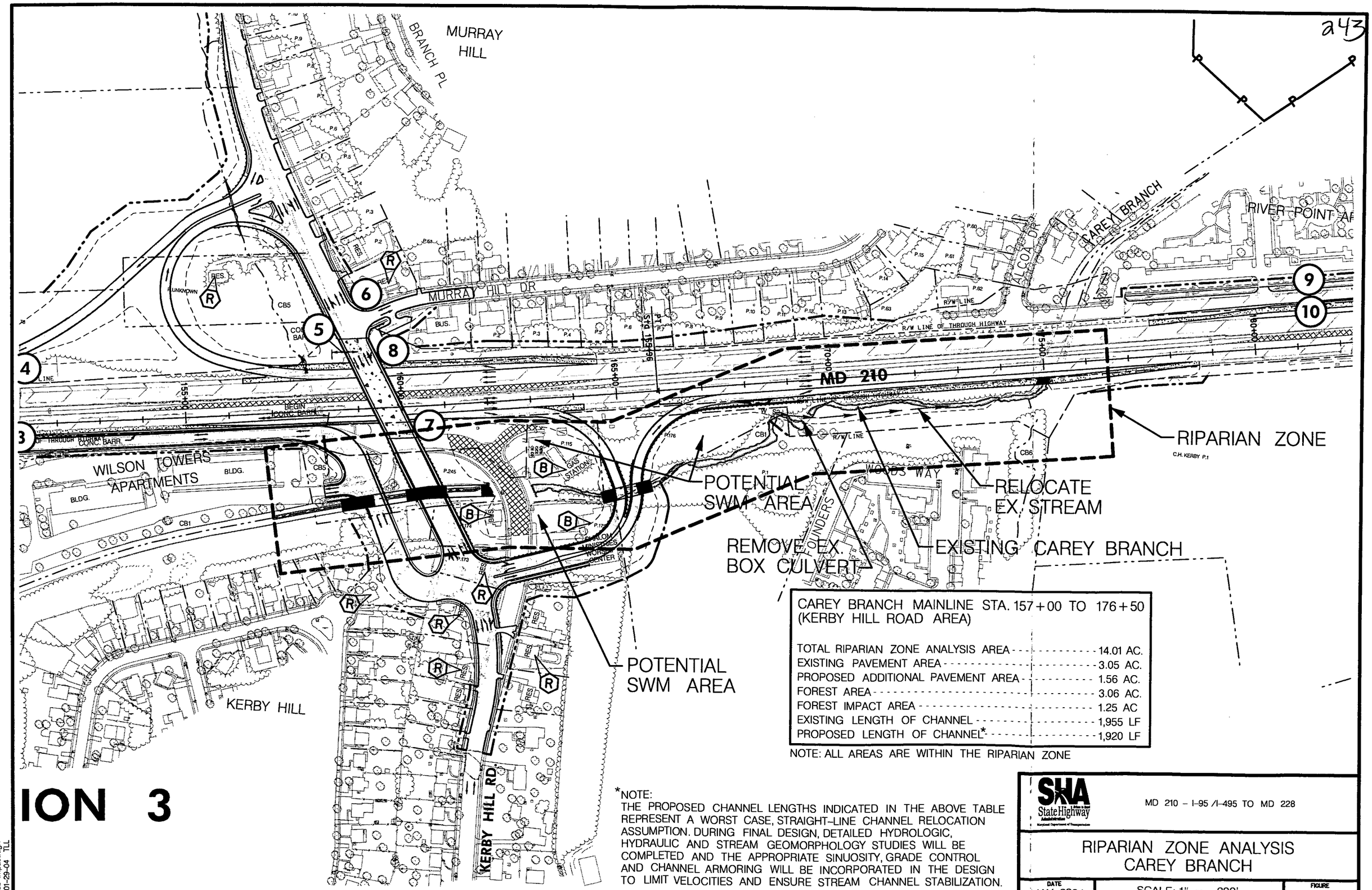
Through coordination with the U.S. Fish & Wildlife Service, the National Marine Fisheries Service and the U.S. Army Corps of Engineers, stream reaches that will require relocation or substantial bridging or culverting with the SHA-Selected Alternative have been evaluated in terms of riparian zone impacts. Three riparian zones were identified in the project area, as follows:

1. Carey Branch – west of and parallel to MD 210 from approximately 500 feet north of Kerby Hill Road to the entrance of the existing box culvert under MD 210, approximately 1,500 feet south of Kerby Hill Road (See Figure IV-2).

2. Henson Creek – just north of Palmer Road/Livingston Road from approximately 350 feet east of MD 210 to 250 feet west of MD 210 (See Figure IV-3).

3. Broad Creek – from the west side of MD 210, near the entrance to the concrete arch culvert under MD 210, approximately 3,000 feet north of Fort Washington Road, to a point approximately 700 feet north of Fort Washington Road (See Figure IV-4).

The analysis first consisted of the delineation of a riparian zone analysis area for each of the three impacted riparian zones in the project area. The riparian zones analysis area was defined as a band, approximately 300 feet wide, centered on the main stream channel. The length of the analysis area extended such that the 300-foot wide band covered any proposed MD 210 improvements associated with the SHA-Selected Alternative, other than resurfacing.




| CAREY BRANCH MAINLINE STA. 157+00 TO 176+50 (KERBY HILL ROAD AREA) | |
|---|---|
| TOTAL RIPARIAN ZONE ANALYSIS AREA | 14.01 AC. |
| EXISTING PAVEMENT AREA | 3.05 AC. |
| PROPOSED ADDITIONAL PAVEMENT AREA | 1.56 AC. |
| FOREST AREA | 3.06 AC. |
| FOREST IMPACT AREA | 1.25 AC |
| EXISTING LENGTH OF CHANNEL | 1,955 LF |
| PROPOSED LENGTH OF CHANNEL* | 1,920 LF |

NOTE: ALL AREAS ARE WITHIN THE RIPARIAN ZONE

*NOTE:
THE PROPOSED CHANNEL LENGTHS INDICATED IN THE ABOVE TABLE REPRESENT A WORST CASE, STRAIGHT-LINE CHANNEL RELOCATION ASSUMPTION. DURING FINAL DESIGN, DETAILED HYDROLOGIC, HYDRAULIC AND STREAM GEOMORPHOLOGY STUDIES WILL BE COMPLETED AND THE APPROPRIATE SINUOSITY, GRADE CONTROL AND CHANNEL ARMORING WILL BE INCORPORATED IN THE DESIGN TO LIMIT VELOCITIES AND ENSURE STREAM CHANNEL STABILIZATION.

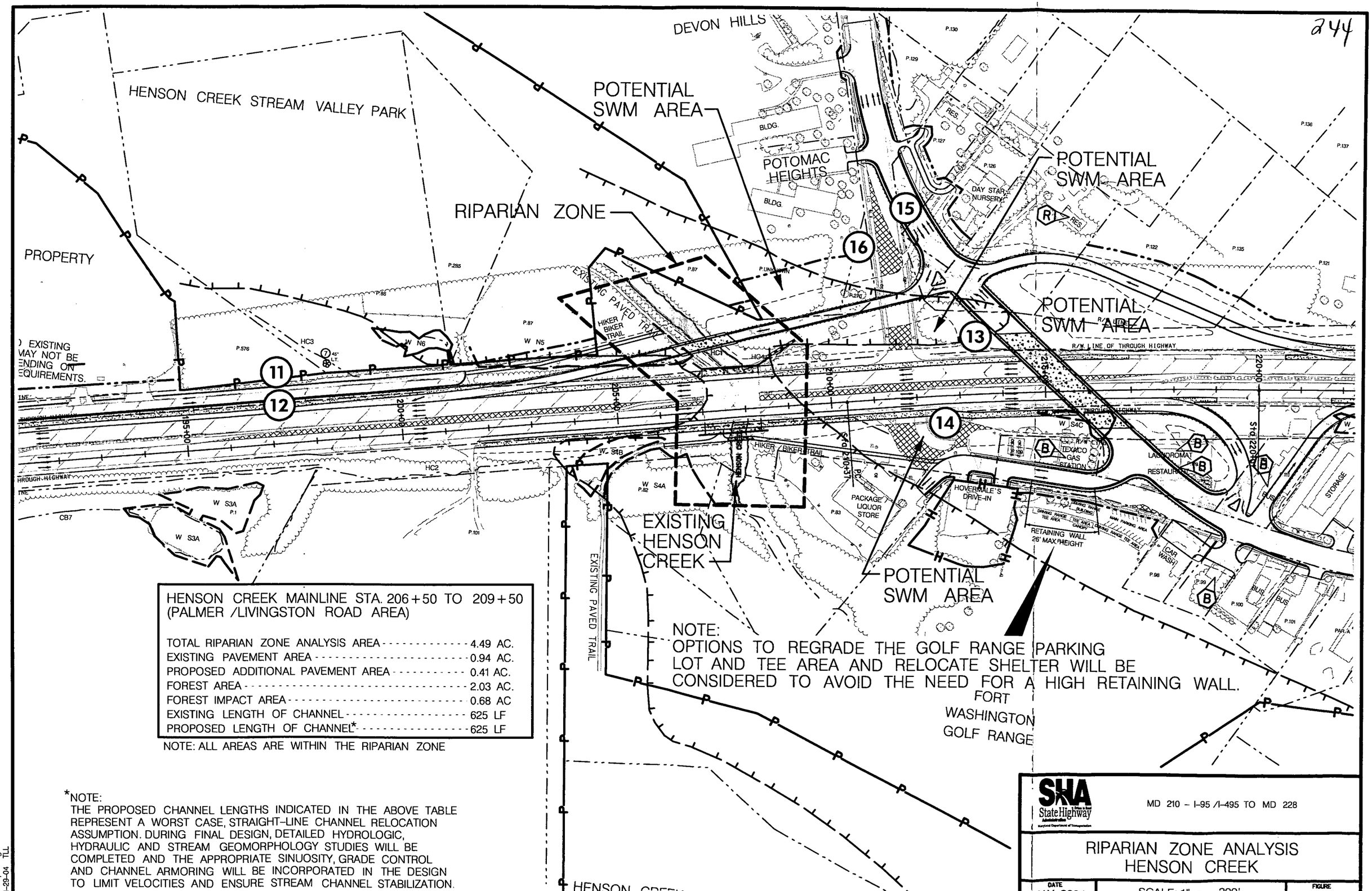
SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

RIPARIAN ZONE ANALYSIS
CAREY BRANCH

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 200' | IV-2 |

cb-Impact.dgn
01-29-04 TLL




HENSON CREEK MAINLINE STA. 206+50 TO 209+50
(PALMER /LIVINGSTON ROAD AREA)

| | |
|---|---|
| TOTAL RIPARIAN ZONE ANALYSIS AREA | 4.49 AC. |
| EXISTING PAVEMENT AREA | 0.94 AC. |
| PROPOSED ADDITIONAL PAVEMENT AREA | 0.41 AC. |
| FOREST AREA | 2.03 AC. |
| FOREST IMPACT AREA | 0.68 AC |
| EXISTING LENGTH OF CHANNEL | 625 LF |
| PROPOSED LENGTH OF CHANNEL* | 625 LF |

NOTE: ALL AREAS ARE WITHIN THE RIPARIAN ZONE

*NOTE:
THE PROPOSED CHANNEL LENGTHS INDICATED IN THE ABOVE TABLE REPRESENT A WORST CASE, STRAIGHT-LINE CHANNEL RELOCATION ASSUMPTION. DURING FINAL DESIGN, DETAILED HYDROLOGIC, HYDRAULIC AND STREAM GEOMORPHOLOGY STUDIES WILL BE COMPLETED AND THE APPROPRIATE SINUOSITY, GRADE CONTROL AND CHANNEL ARMORING WILL BE INCORPORATED IN THE DESIGN TO LIMIT VELOCITIES AND ENSURE STREAM CHANNEL STABILIZATION.

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

RIPARIAN ZONE ANALYSIS
HENSON CREEK

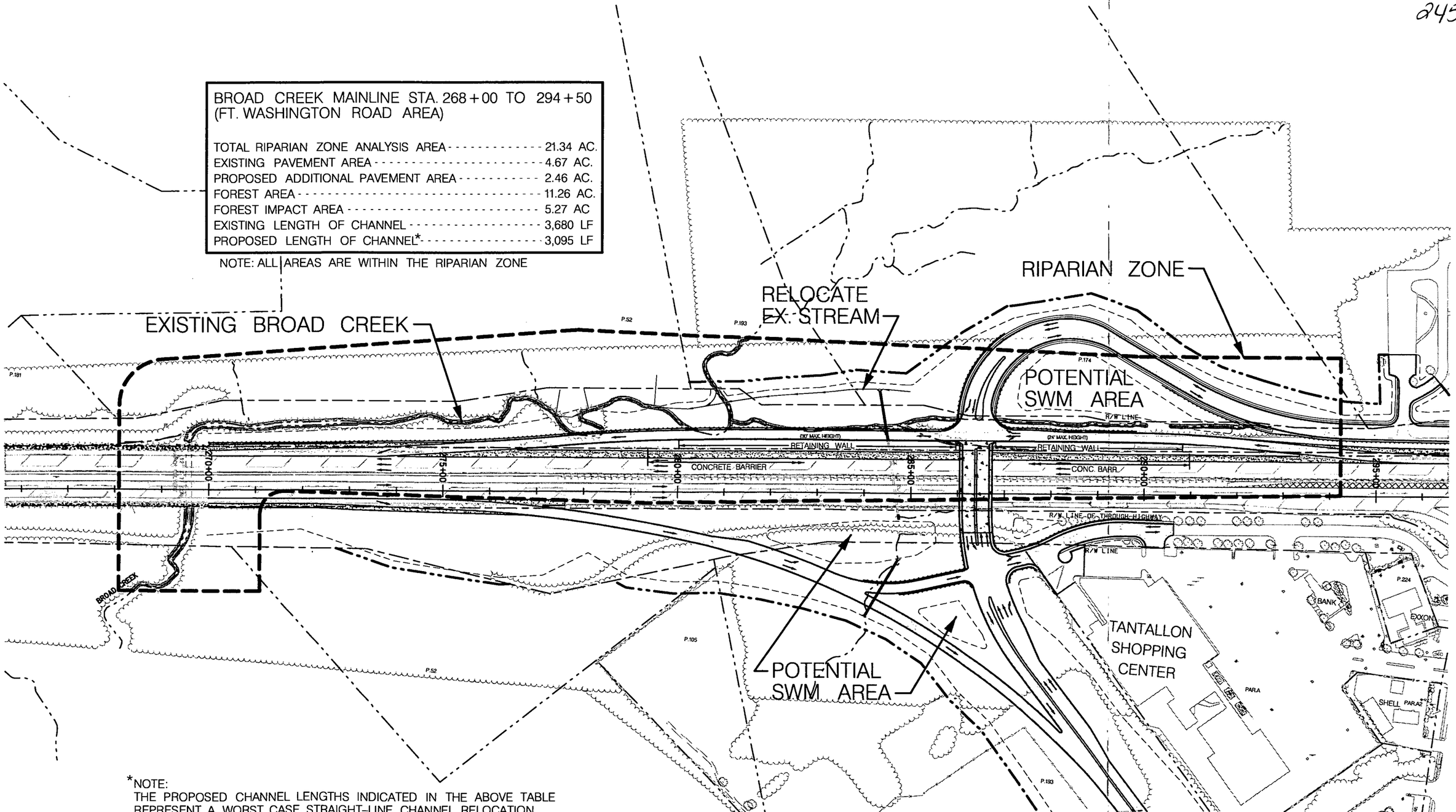
| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 200' | IV-3 |

hc-impact dgn
01-29-04 TLL

BROAD CREEK MAINLINE STA. 268+00 TO 294+50
(FT. WASHINGTON ROAD AREA)

| | |
|---|---|
| TOTAL RIPARIAN ZONE ANALYSIS AREA | 21.34 AC. |
| EXISTING PAVEMENT AREA | 4.67 AC. |
| PROPOSED ADDITIONAL PAVEMENT AREA | 2.46 AC. |
| FOREST AREA | 11.26 AC. |
| FOREST IMPACT AREA | 5.27 AC |
| EXISTING LENGTH OF CHANNEL | 3,680 LF |
| PROPOSED LENGTH OF CHANNEL* | 3,095 LF |

NOTE: ALL AREAS ARE WITHIN THE RIPARIAN ZONE




*NOTE:
THE PROPOSED CHANNEL LENGTHS INDICATED IN THE ABOVE TABLE REPRESENT A WORST CASE, STRAIGHT-LINE CHANNEL RELOCATION ASSUMPTION. DURING FINAL DESIGN, DETAILED HYDROLOGIC, HYDRAULIC AND STREAM GEOMORPHOLOGY STUDIES WILL BE COMPLETED AND THE APPROPRIATE SINUOSITY, GRADE CONTROL AND CHANNEL ARMORING WILL BE INCORPORATED IN THE DESIGN TO LIMIT VELOCITIES AND ENSURE STREAM CHANNEL STABILIZATION.

LIVINGSTON ROAD COMMUNITY PARK

SHA State Highway Administration
Maryland Department of Transportation

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

RIPARIAN ZONE ANALYSIS
BROAD CREEK

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 200' | IV-4 |

bc-impact.dgn
01-29-04 TLL

# TABLE IV-4
## SUMMARY OF STREAM IMPACTS (LF)

| Location | Waters of the U.S. Designation | Total Stream Impacts (LF) | Length of Impacted Ephemeral Streams (LF) | Impact Requiring Mitigation (LF) |
|---|---|---|---|---|
| Alt 5A Mainline | BC-4 | 40 | --- | 40 |
| | BC-5 | 30 | --- | 30 |
| | HM-1 | 40 | --- | 40 |
| | CB-7 | 350 | --- | 350 |
| | CB-2 | 245 | 145 | 100 |
| **Mainline Subtotal** | | **705** | **145** | **560** |
| Kerby Hill Road | CB-1 | 830 | --- | 830 |
| | CB-3 | 50 | --- | 50 |
| | CB-5 | 325 | --- | 325 |
| **Kerby Hill Road Subtotal** | | **1,205** | **0** | **1,205** |
| Palmer/Livingston Road | HC-1 | 75 | --- | 75 |
| | HC-4 | 75 | --- | 75 |
| | HC-5 | 510 | --- | 510 |
| **Palmer/Livingston Road Subtotal** | | **660** | **0** | **660** |
| Old Fort Road North | BC-1 | 230 | --- | 230 |
| | BC-2 | 810 | 810 | --- |
| | HM-2 | 420 | --- | 420 |
| | HM-2 | 140 | 140 | --- |
| **Old Fort Road North** | | **1,600** | **950** | **650** |
| Fort Washington Road | BC-2 | 1,840 | 440 | 1,400 |
| | BC-3 | 310 | 210 | 100 |
| **Fort Washington Road Subtotal** | | **2,150** | **650** | **1,500** |
| Swan Creek Rd – Option G | BC-6 | 935 | 200 | 735 |
| **Swan Creek Rd – Opt. G Subtotal** | | **935** | **200** | **735** |
| Old Fort Road South | BC-10 | 90 | --- | 90 |
| | PC-4 | 1,465 | 1,090 | 375 |
| **Old Fort Road South Subtotal** | | **1,555** | **1,090** | **465** |
| Farmington Road | PC-8 | 110 | --- | 110 |
| **Farmington Road Subtotal** | | **110** | **0** | **110** |
| MD 373 | PC-12 | 220 | 220 | --- |
| **MD 373 Subtotal** | | **220** | **220** | **0** |
| **TOTAL ALTERNATIVE 5A MODIFIED (LF)** | | **9,140** | **3,255** | **5,885** |

**BC = Broad Creek CB = Carey Branch PC = Piscataway Creek**
**HM = Hunters Mill Creek HC=HensonCreek**

Various characteristics and impact parameters were evaluated within the analysis area are summarized as follows:

**TABLE IV-5**
**RIPARIAN ZONE IMPACTS**

| | Carey Branch | Henson Creek | Broad Creek |
|---|---|---|---|
| Riparian Zone Analysis Area | 14.01 acre | 4.49 acre | 21.34 acre |
| Existing Pavement Area | 3.05 acre | 0.94 acre | 4.670 acre |
| Proposed Additional Pavement Area | 1.56 acre | 0.41 acre | 2.46 acre |
| Forest Area | 3.06 acre | 2.03 acre | 11.26 acre |
| Forest Impact Area | 1.25 acre | 0.68 acre | 5.27 acre |
| Existing Length of Channel | 1,955 LF | 625 LF | 3,680 LF |
| Proposed Length of Channel | 1,920 LF | 625 LF | 3,095 LF |

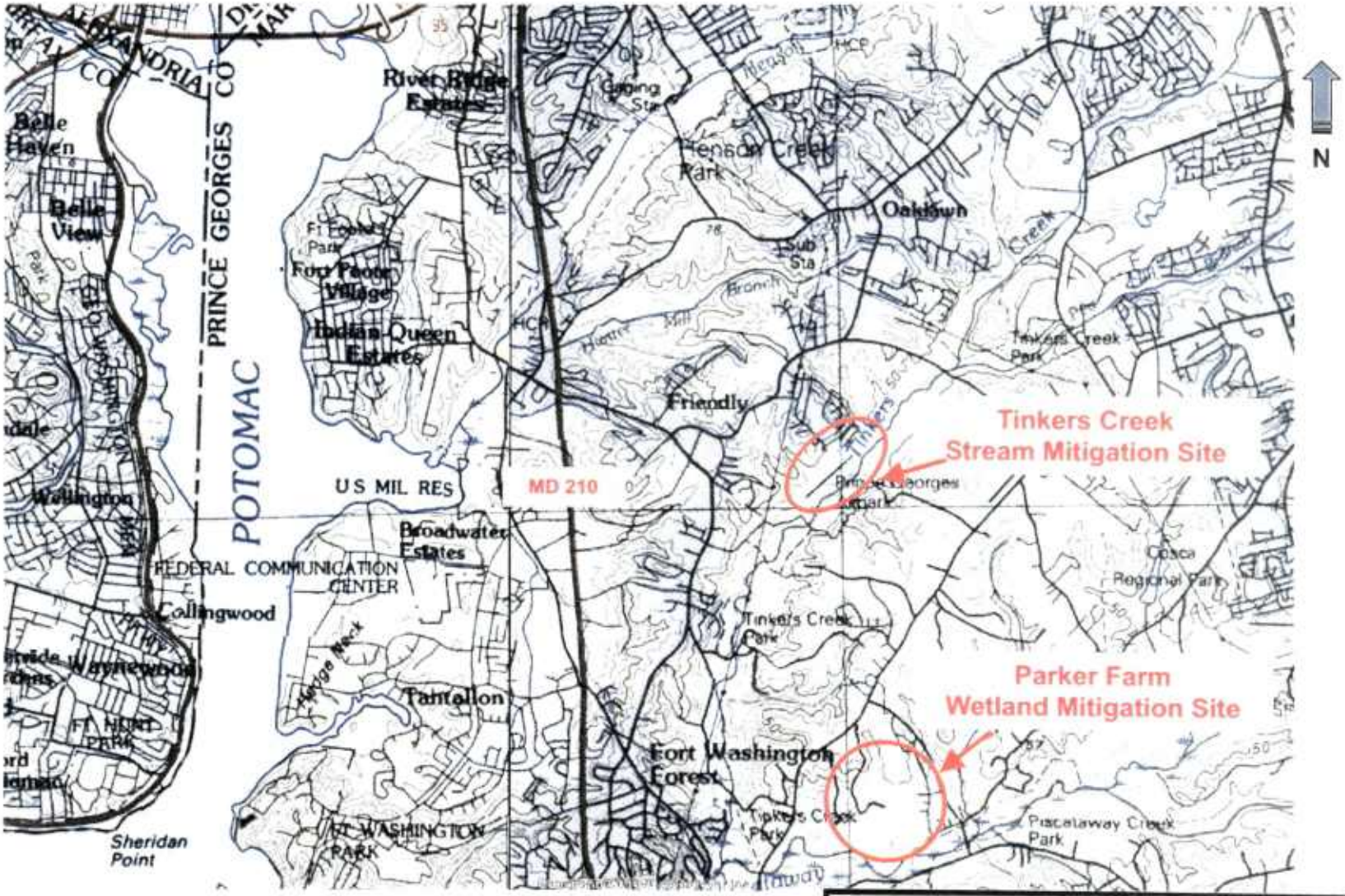
The proposed channel lengths indicated in the above table represent a worst case, straight-line channel relocation assumption. During final design, detailed hydrologic, hydraulic and stream geomorphology studies will be completed and the appropriate sinuosity, grade control and channel armoring will be incorporated in the design to limit velocities and ensure stream channel stabilization.

**Mitigation** (refer to Section VI. D for Agency Correspondence)

Stream Mitigation Project – Site SR-1, Tinkers Creek at Potomac Airfield

SHA-Selected Alternative 5A Modified would impact 9,140 lf of stream, 3,255 lf of which are ephemeral. A stream mitigation site search was undertaken for this project. Several sites were presented during an interagency field meeting in April 2003. The field meeting attendees approved the Potomac Airfield property, located east of MD 210 in the Piscataway Creek watershed. The SHA proposed and subsequently selected the restoration of approximately 2,200 linear feet of Tinkers Creek along the Potomac Airfield (See Figure IV-5 and IV-6) as mitigation for the proposed stream impacts associated with Alternative 5A Modified.

The proposed mitigation reach approximately spans more than half the length of the Potomac Airfield property. This site was recommended by the Maryland-National Capital Park and Planning Commission (M-NCPPC) as a good candidate. M-NCPPC advised that restoration and subsequent protection of Tinkers Creek along the Potomac Airfield property would serve as




SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# MITIGATION SITE LOCATION MAP

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | IV-5 |


Geomorphic Analysis Cross Sections
Proposed Tinkers Creek Restoration Alignment
Existing Tinkers Creek Alignment
Potential Staging Area
Potential Stream Restoration Area
Proposed Access Route

Existing Storm Sewer Alignment
Proposed Storm Sewer Alignment
Exposed Sanitary Sewer Line Fish Blockage

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# TINKERS CREEK STREAM MITIGATION CONCEPT PLAN

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | IV-6 |

a valuable linkage between already protected stream corridors located upstream and downstream of the property. The combination of protection offered by the previous M-NCPPC and SHA efforts and the proposed restoration along Potomac Airfield provides Tinkers Creek with a "targeted watershed" status. This type of comprehensive approach is generally favored for overall environmental restoration as opposed to implementation of many small individual projects.

As Tinkers Creek flows into the area along the boundary between the Potomac Airfield and the Edenlen properties, its banks are devoid of woody vegetation, particularly on the right (west) bank where the airfield is located. Because there is no woody bank vegetation, the stream was able to incise and is now quickly widening and eroding the banks that consist of sand on top of a silt/clay layer and an underlying gravel layer. The pink to red clay layer that occurs low in the vertical bank profile throughout this reach is the Marlboro Clay. This formation is well documented in Maryland geological studies and its exposure in the bed of Tinkers Creek has slowed the relatively rapid erosion that appears to have taken place in recent years. As a result of the lack of woody vegetation, Tinkers Creek is experiencing severe lateral erosion for approximately 2,200 linear feet. Numerous exposed vertical banks eight to ten feet tall exist throughout the reach. The bank erosion is not an immediate threat to any buildings or airport runways. However, the severe erosion does appear to be serving as a significant source of sediment to the downstream system. The exposed gravel layer is likely the abandoned streambed and the source for the large gravel bars throughout the downstream reach. Past incision and current widening has created a planform that is out-of-phase; alternating gravel bars, pools, and riffles do not follow the pattern of a natural channel. Streams that are out-of-phase are in a transition state until a more stable pattern is established. The severe erosion also has destabilized a storm drain outfall channel that drains runoff from the nearby Rose Valley Estates residential area. Downstream of the study area, Tinkers Creek flows through the Aquia Greensand sediments that underlie the Marlboro Clay. In this area, the stream returns to a more stable state as evidenced by the information of stable floodplain terraces and an extensive riparian forest.A geomorphic assessment of the study area was performed, and data at six cross-sections were collected. In order to develop conceptual restoration measures, the reference reaches were used to estimate stable planform, discharge and geometry characteristics.

A review of historic aerial photographs of the study area from 1948 through 2002 was also performed to review past causes of the current channel instabilities. These photographs were also used to determine the historic belt width of Tinkers Creek, which is often a good indicator of the required conservation easement needed for protection of the mitigation project. These photographs also provided valuable observations of changing land use over the past fifty years. In particular, the removal of riparian forest cover within the past ten years appears to have

been a major destabilizing factor along Tinkers Creek near Potomac Airfield. Additionally, the extensive degree of surface disturbance from gravel mining and the increase in impervious area through urbanization of the watershed were evident from the aerial photographs.

During final design of the stream mitigation project, the designer will develop a more detailed understanding of the causes of instability than is possible or needed at the conceptual level. At this stage, it appears that the causes of the instability include urbanization, riparian buffer disturbance and large sources of gravel from upstream mining. Final design studies will determine if the channel incision has reached its final elevation or if grade control measures are required. More importantly, at final design the severe bank erosion and sediment transport discontinuity will also be taken into account. SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation. However, final design commitments on any of these project elements would not be appropriate until further detailed assessment and property ownership issues are investigated.

Due to the unique geology in this area and the presence of groundwater seeps in the stream banks, detailed restoration concepts required a more comprehensive field assessment than is usually required at this early phase. The airfield property would likely be used as the primary construction access and staging area for any restoration efforts. Proposed restoration goals and measures include:

- Reconnecting the stream with historic floodplain by grading the stream banks above the bank full elevation and increasing the flood prone width;
- Creating a natural channel plan form by realigning portions of the stream to a more stable pattern;
- Enhancing the riparian buffer and strengthening and stabilizing the stream banks by installing riparian and stream bank plantings;
- Stabilizing the storm drain outfall channel by realigning the outfall to direct the flow downstream and grading and stabilizing the banks around the channel; and
- Providing fish passage (i.e., double wing deflector to narrow the channel, grade control to create backwater) over the exposed sanitary sewer line located at the downstream end of the project.

Coordination with the FWS and the DNR indicates that no state rare or federal listed threatened or endangered species are known to exist in the Tinkers Creek stream mitigation study

area. However, the forested area on the site contains Forest Interior Dwelling Bird species. DNR has documented the spawning activities of anadromous fish species in Tinkers Creek. These fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources. An effect determination has been obtained from the SHPO for inclusion in this Final Environmental Impact Statement. An initial field assessment and regulatory review indicates that there are no hazardous material issues with this mitigation project.

Carey Branch, located south of the Kerby Hill Road and MD 210 intersection, will be impacted by Alternative 5A Modified. The stream impact at this location is estimated to be 1,205 linear feet. The segment of Carey Branch is characterized by poor channel definition and substantial erosion. The stream has migrated close to the existing edge of MD 210, exposing an underground utility pipe culvert. In addition, an abandoned box culvert remains in the middle of the channel that once accommodated a driveway access to a property on the west side of the stream. The environmental agencies stated at a field meeting on April 22, 2003 that SHA could improve this reach of stream by providing better channel stability and removal of the abandoned box culvert. This mitigation would be considered in-kind 1:1 mitigation for this reach of Carey Branch.

None of the stream relocation proposed in the vicinity of the Fort Washington Road interchange is assumed to count as mitigation.

In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. SHA is proceeding with advance acquisition of the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions.

A list of the proposed stream impacts and associated mitigation is shown below.

**Proposed Stream Impacts and Proposed Mitigation**

| Proposed Impacts (LF) | Proposed Mitigation |
|---|---|
| 1,205 (Carey Branch) | 1205 LF (on-site, in-kind mitigation) |
| 3,255 (Ephemeral) | No mitigation proposed for ephemeral impacts |
| 2,200 | 2,200 LF mitigation at Tinkers Creek |
| 2,480 | Swan Creek Wetland purchase & protection (out-of-kind mitigation) |

**Total: 9,140 LF**

**Stormwater Management (SWM)**

A preliminary study has been completed to identify potential stormwater management areas that will be required for the SHA-Selected Alternative. The study followed the methodology set forth in the *Maryland Stormwater Management Guidelines for State and Federal Projects, July* 2001, which states the procedures for determining sizes and types of measures to mitigate the environmental impacts of roadway construction with respect to both water pollution (quality treatment) and increased runoff (quantity treatment). The analysis results were used to determine the treatment requirements and approximate areas to set aside for stormwater management. The stormwater management requirements associated with SHA-Selected Alternative 5A Modified consist of treating 61.7 acres of new impervious area and 13.3 acres of reconstructed impervious area. The preliminary study has concluded that treatment requirements can be met using 24 proposed stormwater management facilities. The exact type(s) of facilities will be selected during the final design stage following an analysis of Best Management Practices, which could include extended detention ponds, dry swales, bioretention areas, filtration methods and proprietary filtration systems. Approximately, 1.51 acres of additional right-of-way outside of existing R/W has been proposed.

## 2. Groundwater Resources

Alternative 5A Modified has the potential to contribute to groundwater contamination. Cuts can remove the natural soils needed to attenuate contaminants. Infiltration without effective pretreatment or without filtration through natural soil materials would constitute a threat to groundwater quality. Existing water supplies, from groundwater sources, may be affected by water-borne chemicals in runoff. Impacts may occur from contaminants in watersheds up gradient from sources, including recharge areas for groundwater supplies. There are domestic supply wells in use that could be affected. Effective sediment and erosion and stormwater management, previously discussed, will reduce potential changes to these supplies.

The primary impact is the potential reduction in groundwater recharge. Mitigation measures include the stormwater management planned for Alternative 5A Modified.

Groundwater base flow in the study area is critical to maintaining aquatic habitats and for water supply. The quantity of groundwater available for maintenance of base flow may be affected by reduced groundwater recharge from new pavement and from soil compaction by construction activities. Stormwater management involves techniques that capture and temporarily store runoff before allowing it to infiltrate into the soil over a period of time. Infiltration practices are an excellent technique for meeting recharge requirements and may also provide stormwater detention and channel protection. These techniques usually involve the use

of grass channels, grass filter strips, sand layers, filter fabric, and gravel. Properly constructed and maintained stormwater management facilities can reduce or eliminate base flow impacts. Best Management Practices (BMP) for stormwater management will be tailored to meet localized site conditions, depending upon the sensitivity of local resources. Because of existing regulations and BMP's, it is anticipated that the potential for groundwater contamination is low.

### 3. Fish Fauna

The SHA-Selected Alternative may have an impact on the fish fauna, as impacts to the fish fauna are dependent on the effectiveness of the stormwater management for this project.

Short-term impacts associated with temporary turbidity increases, reduced water flow, and low-level pollutant loads are likely to be minor due to the elasticity (the ability of a system to recover after a stress is applied) of the study area streams. This stems largely from the general occurrence throughout the area by fish assemblage. The widespread nature of most species' distribution and the extent of available habitat throughout the study area suggest that the major stream systems operate as met populations (population sources for re-colonization). Should fishes become displaced or destroyed, there is a large colonizing pool and sufficient avenues of dispersal to repopulate the region.

Fishes that may be affected in the longer term include those species that are intolerant of reduced water quality and/or habitat degradation. These species require clean water of ample flow velocity. High sedimentation loads may pose the greatest danger by limiting foraging and spawning substrates, effectively displacing the fishes that feed mainly on bottom-dwelling macro invertebrates and the fishes that require clean sediment for spawning. Following MDE sediment and erosion control regulations can reduce impacts. Silt fence, stabilized construction entrances, diversion swales and berms, and sediment traps are a few of the techniques that will be utilized to reduce impact to water quality and the associated aquatic fauna. In-stream construction restrictions from March 1 to June 15 inclusive, reduce impact to fisheries by protecting the spawning season.

## G. Wetlands Including Waters of the U.S.

A jurisdictional wetland field delineation, conducted jointly with the COE et.al. in April 2000, and a supplemental jurisdictional review in August 2000, identified twenty-seven (27) wetlands within the project area, namely WS-1B, WS-2, WS-3A, WS-4A, WS-4B, WS-4C, WS-4D, WS-5, WS-5A, WS-6, WS-7, WS-8, WS-9/9A, WS-10, WN-4, WN-5, WN-6, WN-BC, WN-BC2, WS-11, WS-12, WS-13, WN-1A, WN-1, WN-2, WN-A and WN-3A/B.

The SHA-Selected Alternative, Alternative 5A Modified, has been designed with the intention of avoiding or minimizing harm to these wetlands, in accordance with Executive Order 11990. The SHA-Selected Alternative will impact 12 non-tidal wetlands with a total impact of approximately 1.3 acres. The impacted wetlands and avoidance and minimization measures are described below. Federal, state, and local regulations require the mitigation and/or compensation for the unavoidable loss of wetland habitats. A joint federal and state Section 404 Corps of Engineers permit is required for any disturbance to wetlands associated with the alternatives.

Conceptual wetland mitigation has been coordinated with the U.S. Army Corps of Engineers, Maryland Department of Environment, Natural Resources Conservation Service, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and the U.S. Environmental Protection Agency. (Refer to Section VI Comments and Coordination) This coordination will continue through the design phase.

**Resource WS-2 (PEM Wetland) - Figure II-6**

This resource is a small roadside wetland associated with Carey Branch. It is located west of MD 210 and south of Kerby Hill Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Juncus effusus* and *Carex lurida* these plants are either OBL or FACW for Maryland. The soil consists of an A layer from 0-4 inches with a matrix color of 10 YR 3 chroma 1 with a silt clay texture over a B layer of sandy gravel.

Alternative 5A Modified would impact 0.01 acre of WS-2, resulting from proposed roadway ramp grading.

**Avoidance**

Avoidance of wetland WS-2, other than a no-build option, would require a cantilevered structure having a length of 130 linear feet at a total cost of $800,000.

**Minimization**

A 0.005 acre reduction in impacts to WS-2 could be accomplished by eliminating the Kerby Hill Road to MD 210 SB ramp's proposed eight-foot closed section shoulder on the MD 210 mainline and constructing a retaining wall having a length of 130 linear feet, with an average height of four feet, at a cost of $85,000.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable from an engineering and safety perspective since it would eliminate a shoulder in a high-speed merge area.

**Resource WS-4B (PEM Wetland) - Figure II-7**

This resource is part of a large wetland system within the floodplain of Henson Creek. It is located west of MD 210 and north of Livingston Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.98, water quality 0.86, wildlife habitat 0.87, uniqueness and heritage 1.0. The dominant vegetation includes *Impatiens capensis, Typha latifolia, Juncus effusus* and *Carex lurida* these plants range from OBL to FACW for Maryland. The soil consists of an $A_1$ layer from 0-10 inches with a matrix color of 10 YR 3 chroma 4 with a silt clay texture over an $A_2$ layer from 10 inches down with a matrix color of 10 YR 3 chroma 3 and a silt clay texture.

Alternative 5A Modified would impact 0.06 acre of WS-4B, resulting from the proposed roadway widening and grading.

**Avoidance**

Avoidance of Wetland WS-4B, other than a no-build option, would require shifting the MD 210 mainline to the east resulting in possible impacts to W-N5, W-N6, 100-year floodplain and Henson Creek Stream Valley Park on the east side of MD 210.

**Minimization**

A 0.05 acre reduction in impacts to WS-4B could be accomplished by constructing a retaining wall having a length of 200 linear feet, with an average height of eleven feet, at a cost of $326,000.

The avoidance option is not considered practicable because of the potential for additional environmental impacts. The minimization option is not considered practicable because of cost.

**Resource WS-4C (PEM/PFO Wetland) - Figures II-7**

This resource is a small wetland associated with an unnamed tributary to Henson Creek. It is located west of MD 210 and south of Livingston Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Fraxinus pennsylvanica, Rosa multiflora, Ambrosia artemisifolia,* and *Graminae spp.* These plants range from OBL to FACU for Maryland. The soil consists of an O layer from 0-6 inches with a matrix color of 10 YR 3 chroma 2 with an organic texture over an $A_1$ layer from 6 inches down with a matrix color of 10 YR 4 chroma 2 and a gravely clay loam texture.

Alternative 5A Modified would impact 0.10 acre of WS-4C, resulting from the proposed Relocated Palmer/Livingston Road over MD 210 and a proposed two-lane exit ramp with grading.

**Avoidance**

Avoidance of wetland WS-4C for Alternative 5A Modified, other than a no-build option, would require shifting the MD 210 mainline to the east resulting in possible impacts to the 100 year floodplain, Henson Creek Stream Valley Park and would require additional widening to the proposed structure over Henson Creek. Additionally, the proposed Palmer/Livingston Road structure over MD 210 would have to be lengthened to span the wetland.

**Minimization**

A 0.07 acre reduction in impacts to WS-4C for Alternative 5A Modified could be accomplished by constructing a retaining wall having a length of 190 linear feet, with an average height of six feet, at a cost of $266,000 and lengthening the proposed Palmer/Livingston Road structure over MD 210, at an additional cost of $718,000.

The avoidance option is not considered practicable because of potential additional environmental impacts and from an engineering perspective due to the difficulties associated with shifting the MD 210 mainline. The minimization option is not considered practicable because of cost.

**Resource WS-4D (PFO Wetland) – Figure II-7**

This resource is a small wetland associated with an unnamed tributary to Henson Creek. It is located west of MD 210 and south of Livingston Road. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Acer rubrum, Toxicodendron radicans, Juncus effusus,* and *Impatiens capensis.* These plants range from FACE+ to FAC for Maryland. The soil consists of an $A_1$ layer from 0-4 inches with a matrix color of 10 YR 3 chroma 2 with an organic clay texture over an $A_2$ layer from 4 inches down with a matrix color of 10 YR 4 chroma 2 with a clay texture.

Alternative 5A Modified would impact 0.04 acre of WS-4D, resulting from a one-lane ramp to MD 210 with grading.

**Avoidance**

Avoidance of Wetland WS-4D, other than a no-build option, would require construction of a retaining wall having a length of 160 linear feet, with an average height of 10.75 feet, at a

cost of $279,000. There would be a temporary construction impact (<0.01 acre construction easement) to construct the retaining wall.

**Minimization**

A 0.02 acre reduction in impacts to WS-4D could be accomplished by steepening the grading slopes from 2:1 to a 1:1 ratio. This may require the use of geotextiles to mechanically stabilize the slopes.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable because of the difficulties from an engineering perspective associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

**Resource WS-5 (PFO Wetland) - Figures II-7**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Smilax rotundifolia* and *Acer rubrum*. These plants are FAC for Maryland. The soil consists of an $A_1$ layer from 0-4 inches with a matrix color of 10 YR 3 chroma 2 with an organic clay texture over an $A_2$ layer from 4 inches down with a matrix color of 10 YR 4 chroma 2 with a clay texture.

Alternative 5A Modified would impact 0.02 acre of WS-5, resulting from a proposed one-lane entrance ramp with grading.

**Avoidance**

Avoidance of WS-5, other than a no-build option, would require a retaining wall having a length of 180 linear feet, with an average height of six feet, at a cost of $235,000. There would be a temporary construction impact (<0.01 acre) to construct the retaining wall.

**Minimization**

A 0.005 acre reduction in impacts to WS-5 could be accomplished by steepening the grading slopes from 2:1 to a 1:1 ratio for Alternative 5A Modified. This may require the use of geotextiles to mechanically stabilize the slopes.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable because of the difficulties from an engineering perspective

associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

**Resource WS-5A (PEM/PFO Wetland) - Figures II-8**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and north of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Acer negundo, Fraxinus pennsylvanica, Leersia oryzoides, Impatiens capensis,* and *Polygonum sagittatum.* These plants range from OBL to FACW for Maryland. The soil consists of an organic muck layer over a layer of confining silt clay.

Alternative 5A Modified would impact 0.08 acre of wetland WS-5A, resulting from proposed ramp grading. The wetland limits extend beyond the limits of the available mapping, consequently only the delineated portion of WS-5A was totaled.

**Avoidance**

Avoidance of WS-5A, other than a no-build option, would require construction of a retaining wall having a length of 200 linear feet, with an average height of 24.5 feet, at a cost of $700,000 for Alternative 5A Modified.

**Minimization**

A 0.05 acre reduction in impacts to WS-5A could be accomplished by steepening the grading slopes from 2:1 to a 1:1 ratio for Alternative 5A Modified. This may require the use of geotextiles to mechanically stabilize the slopes.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable because of the difficulties from an engineering perspective associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

**Resource WS-6 (PFO Wetland) - Figures II-8**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Liquidambar styraciflua, Acer rubrum,* and *Smilax rotundifolia.* These plants are FAC for Maryland. The soil consists of an organic muck layer over a confining layer of gravel.

Alternative 5A Modified would impact 0.04 acre, resulting from proposed MD 210 grading.

**Avoidance**

Avoidance of WS-6, other than a no-build option, would require construction of a retaining wall having a length of 160 linear feet, with an average height of nine feet, at a cost of $244,000 for Alternative 5A Modified. There would be a temporary construction impact (<0.01 acre construction easement) to construct the retaining wall.

**Minimization**

A 0.01 acre reduction in impacts could be accomplish by steepening the grading slopes from 2:1 to a 1:1 ratio, possibly requiring geotextile to mechanically stabilize the slopes for Alternative 5A Modified.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable because of the difficulties from an engineering perspective associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

**Resource WS-7 (PFO Wetland) - Figures II-9**

This resource is a small wetland associated with an unnamed tributary to Broad Creek. It is located west of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation includes *Arisaema triphyllum, Toxicodendron radicans,* and *Ulmus rubra.* These plants range from FACW to FAC for Maryland. The soil consists of an A layer from 0-8+ inches with a matrix color of 10 YR 3 chroma 3 and a silt loam texture.

Alternative 5A Modified would impact 0.11 acre of Wetland WS-7, resulting from proposed MD 210 grading.

**Avoidance**

Avoidance of Wetland WS-7, other than a no-build option, would require construction of a retaining wall having a length of 220 linear feet, with an average height of ten feet, at a cost of $363,000 for Alternative 5A Modified.

**Minimization**

A 0.07 acre reduction in impacts to WS-7 could be accomplished by steepening the grading slopes from 2:1 to a 1:1 ratio. This may require the use of geotextiles to mechanically stabilize the slopes for Alternative 5A Modified.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable because of the difficulties from an engineering perspective associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

**Resource WS-9/9A (PFO and PEM Wetland) - Figures II-11**

This resource is a large wetland system associated with an unnamed tributary to Broad Creek. WS-9 is located west of MD 210 south of Swan Creek Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.75, water quality 0.95, wildlife habitat 0.36, uniqueness and heritage 0.9. The dominant vegetation includes *Acer rubrum, Quercus palustris, Ulmus rubra, Lindera benzoin, Viburnum dentatum, Alnus serrulata, Lonicera japonica, Liquidambar styraciflua, Impatians capensis, Sambucus canadensis,* and *Cinna arundinacea*. These plants range from OBL to FAC for Maryland. The soil consists of an $A_1$ layer from 0 - 4 inches with a matrix color of 10 YR 3 chroma 3 with a loam texture over an $A_2$ layer from 4 - 6 inches with a matrix color of 10 YR 5 chroma 4 with a clay loam texture over a B layer from 6 inches down with a matrix color of 2.5 Y 5 chroma 2 with a clay texture.

Alternative 5A Modified would impact 0.04 acre of wetland WS-9, resulting from MD 210 mainline widening.

**Avoidance**

Avoidance of Wetland WS-9, for Alternative 5A Modified, other than a no-build option, would require construction of a retaining wall having a length of 300 linear feet, with an average height of eight feet, at a cost of $419,000.

**Minimization**

A 0.02 acre reduction in impacts to WS-9 could be accomplished by steepening the grading slopes from a 2:1 to a 1:1 ratio for Alternative 5A Modified. This may require geotextiles to mechanically stabilize the slopes.

The avoidance option is not considered practicable because of cost. The minimization option is not considered practicable because of the difficulties from an engineering perspective

associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

WS-9A is located west of MD 210, north of Swan Creek Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.48, water quality 0.86, wildlife habitat 0.56, and uniqueness and heritage 0.9. The dominant vegetation includes *Acer rubrum, Liquidambar styraciflua, Vaccinium corymbosum, Lindera benzoin, Viburnum dentatum, Smilax rotundifolia, Lonicera japonica, Toxicodendron radicans, Symplocarpus foetidus, Claytonia virginiana, Typha latifolia, Glyceria striata, Juncus effuses,* and *Carex luridas.* These plants range from OBL to FAC for Maryland. The soil consists of an $A_1$ layer from 0 - 4 inches with a matrix color of 2.5 Y 6 chroma 3 with a silt clay texture over an $A_2$ layer from 4 - 10+ inches with a matrix color of 2.5 Y 6 chroma 2 with large distinct mottles of 7.5 YR 4 chroma 6 of a clay texture.

Alternative 5A Modified would impact 0.15 acre of wetland WS-9A, resulting from proposed access road construction and grading.

**Avoidance**

Avoidance of WS-9A would require relocation of the proposed access road to the east resulting in greater impact to the parking and delivery truck access for the Olde Forte Village Shopping Center.

**Minimization**

A 0.02 acre reduction in impacts to WS-9A could be accomplished by steepening the grading slopes from a 2:1 to a 1:1 ratio for Alternative 5A Modified. This may require geotextiles to mechanically stabilize the slopes.

The avoidance option is not considered practicable due to the extent of parking and accessibility impacts to the Old Forte Village Shopping Center. The minimization option is not considered practicable because of the difficulties from an engineering perspective associated with constructing geotextile installations and maintaining slopes steeper than a 2:1 ratio.

**Resource WN-3A/B (PEM/PFO Wetland) - Figures II-10, 11**

This resource is a large wetland system within the Broad Creek watershed. It is located east of MD 210 and north of Livingston Road. Functions and values were assessed and functional capacity indices follow: sediment stabilization 1.0, water quality 0.8, wildlife habitat 0.865, uniqueness and heritage 0.9. The dominant vegetation includes *Liquidambar styraciflua,*

*Acer rubrum, Viburnum dentatum, Toxicodendron radicans, Leersia oryzoides, Cephalanthus occidentalis,* and *Carex lurida.* These plants range from OBL to FAC for Maryland. The soil consists of an $A_1$ layer from 0 - 6 inches with a matrix color of 2.5 Y 5 chroma 2 with a silty clay texture over an $A_2$ layer from 6 inches down with a matrix color of 2.5 Y 6 chroma 2 with a clay texture. A second sampling point revealed soils consisting of an A layer from 0 - 12+ inches with a matrix color of 10 YR 6 chroma 2 with a silt clay loam texture.

Alternative 5A Modified would impact 0.15 acre of wetland WN-3A/B.

**Avoidance**

Avoidance of wetland WN-3B for Alternative 5A Modified would include eliminating the MD 210 NB to Swan Creek/Livingston Road ramp and relocating the proposed access road to the south avoiding WN-3B.

**Minimization**

A 0.03 acre reduction in impacts to WN-3B could be accomplished by constructing a retaining wall having a length of 230 linear feet, with an average height of five feet, at a cost of $234,000. There would be a temporary construction impact (<0.01 acre construction easement) to construct the retaining wall.

The avoidance option is not considered practicable because it would disregard business, community and focus group requests to provide an exit ramp north of the existing Swan Creek/Livingston Road and MD 210 intersection. The proposed exit ramp would allow northbound MD 210 motorists to see the Old Forte Village Shopping Center before exiting MD 210 maintaining viability of the existing businesses. The minimization option is not considered practicable because of cost.

**Resource WN-BC2 (PFO Wetland) - Figures II-8**

This resource is a small wetland system within the floodplain of Broad Creek. It is located east of MD 210 and south of Old Fort Road North. Because this resource is less than one acre in size, functions and values were not assessed. The dominant vegetation is *Platanus occidentalis, Liquidambar styraciflua, Lindera benzoin, Lonicera japonica,* and *Acer rubrum.* These plants range from FACW- to FAC- for Maryland. The soil consists of an $A_1$ layer from 0 - 3 inches with a matrix color of 2.5 Y 3 chroma 1 with a loam texture over an $A_2$ layer from 3 inches down with a matrix color of 2.5 Y 4 chroma 3 with a sandy clay texture.

Alternative 5A Modified would impact 0.15 acre of Wetland WN-BC2, resulting from proposed interchange ramp grading.

**Avoidance**

Avoidance of WN-BC2 for Alternative 5A Modified would involve shifting the proposed southeast quadrant ramp 50 feet± towards the MD 210 mainline and constructing retaining walls on the left and right sides of the ramp. The retaining walls on the left hand side of the proposed ramp would have a length of 300 linear feet with an average height of 16 feet, at a cost of $470,000. The retaining wall on the right side of the proposed ramp would have a length of 200 linear feet, with an average height of 25 feet, at a cost of $636,000. With this proposed ramp shift, to avoid having an offset intersection, the proposed northeast quadrant ramp would also need to be shifted towards MD 210 and retaining walls constructed between the ramp and MD 210 and to the outside of the ramp to avoid a possible residential displacement.

**Minimization**

A 0.09 acre reduction in impacts to WN-BC2 could be achieved for Alternative 5A Modified with construction of a retaining wall having a length of 250 linear feet, with an average height of 28 feet, at a cost of $869,000.

The avoidance and minimization options are not considered practicable because of cost and because of the difficulties from an engineering perspective and aesthetic concerns associated with constructing high retaining walls adjacent to the MD 210 mainline.

**Resource WN-5 (PFO Wetland) - Figures II-7**

This resource is a large wetland within the floodplain of Henson Creek. It is located east of MD 210 and north of Henson Creek. Functions and values were assessed and functional capacity indices follow: sediment stabilization 0.83, water quality 0.80, wildlife habitat 0.72, uniqueness and heritage 1.0. The dominant vegetation includes *Fraxinus pennsylvanica, Acer negundo, Asimina triloba, Luzula sp.,* and *Polygonum japonica.* These plants range from FACW to FACU+ for Maryland. The soil consists of a silty clay from 0 - 12+ inches with a matrix color of 2.5 Y 5 chroma 2.

Alternatives 5A Modified would impact 0.35 acre of Wetland WN-5, resulting from proposed ramp grading.

**Avoidance**

Avoidance of WN-5, for Alternate 5A Modified, would require eliminating the Palmer/Livingston Road to MD 210 NB ramp and replacing with a loop ramp in the southeast quadrant (similar to dropped option C or D) resulting in one additional business displacement.

**Minimization**

A 0.08 acre reduction in impacts to wetland WN-5 could be achieved, for Alternative 5A Modified, by constructing a retaining wall having a length of 300 linear feet, with an average height of twelve feet, at a cost of $562,000. There would be a temporary construction impact (0.01 acres) to construct the retaining wall.

The avoidance option is not considered practicable because of the potential additional business displacement. The minimization option is not considered practicable because of cost.

Based on the previous wetlands impact descriptions, Table IV-6 has been comprised to indicate the maximum impact to each wetland that would result from the Alternative 5A Modified, assuming an impact area extending ten-feet beyond the grading limits.

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**TABLE IV-6**
**MAXIMUM WETLAND IMPACT TABLE**

| Wetland Symbol/Watershed | Wetland Size (Acres) | Impact (Acres) | | | |
|---|---|---|---|---|---|
| | | PEM | PSS | PFO | Total |
| WS-1B/HC | 0.09 | 0 | 0 | 0 | 0 |
| WS-2/HC | 0.01 | 0.01 | 0 | 0 | 0.01 |
| WS-3A/HC | 0.82 | 0 | 0 | 0 | 0 |
| WS-4A/HC | 0.59+ | 0 | 0 | 0 | 0 |
| WS-4B/HC | 0.24 | 0.06 | 0 | 0 | 0.06 |
| WS-4C/HC | 0.11 | 0 | 0 | 0.10 | 0.10 |
| WS-4D/HC | 0.08 | 0 | 0 | 0.04 | 0.04 |
| WS-5/HC | 0.05 | 0 | 0 | 0.02 | 0.02 |
| WS-5A/HC | 0.21+ | 0 | 0 | 0.08 | 0.08 |
| WS-6/HC | 0.08 | 0 | 0 | 0.04 | 0.04 |
| WS-7/HC | 0.11 | 0 | 0 | 0.11 | 0.11 |
| WS-8/HC | 0.62+ | 0 | 0 | 0 | 0 |
| WS-9/9A/HC | 6.48 | 0 | 0 | 0.19 | 0.19 |
| WS-10 | 0.19 | 0 | 0 | 0 | 0 |
| WN-4/HC | 0.75+ | 0 | 0 | 0 | 0 |
| WN-5/HC | 0.81+ | 0 | 0 | 0.35 | 0.35 |
| WN-6/HC | 0.15 | 0 | 0 | 0 | 0 |
| WN-BC/HC | 0.60 | 0 | 0 | 0 | 0 |
| WN-BC2/HC | 0.58 | 0 | 0 | 0.15 | 0.15 |
| HC Watershed - Total | NA | 0.07 | 0 | 1.08 | 1.15 |
| WS-11/PC | 0.03 | 0 | 0 | 0 | 0 |
| WS-12/PC | 3.31+ | 0 | 0 | 0 | 0 |
| WS-13/PC | 0.65 | 0 | 0 | 0 | 0 |
| WN-1A/PC | 0.27 | 0 | 0 | 0 | 0 |
| WN-1/PC | 0.33 | 0 | 0 | 0 | 0 |
| WN-2/PC | 5.25+ | 0 | 0 | 0 | 0 |
| WN-A/PC | 0.03 | 0 | 0 | 0 | 0 |
| WN-3A/B/PC | 3.82+ | 0 | 0 | 0.15 | 0.15 |
| PC Watershed – Total | NA | 0.00 | 0.00 | 0.15 | 0.15 |
| **Total Watershed Impact** | **NA** | **0.07** | **0.00** | **1.23** | **1.30** |

**Mitigation** (refer to Section VI. D for Agency Correspondence)

For those impacts, which cannot be avoided or minimized, compensatory mitigation will provide for the replacement of resources lost to permanent impacts. Every effort will be made to mitigate impacts in-kind and in-watershed. For example, forested wetland impacts in the Piscataway Creek watershed will be replaced by forested wetland mitigation in the same watershed if possible.

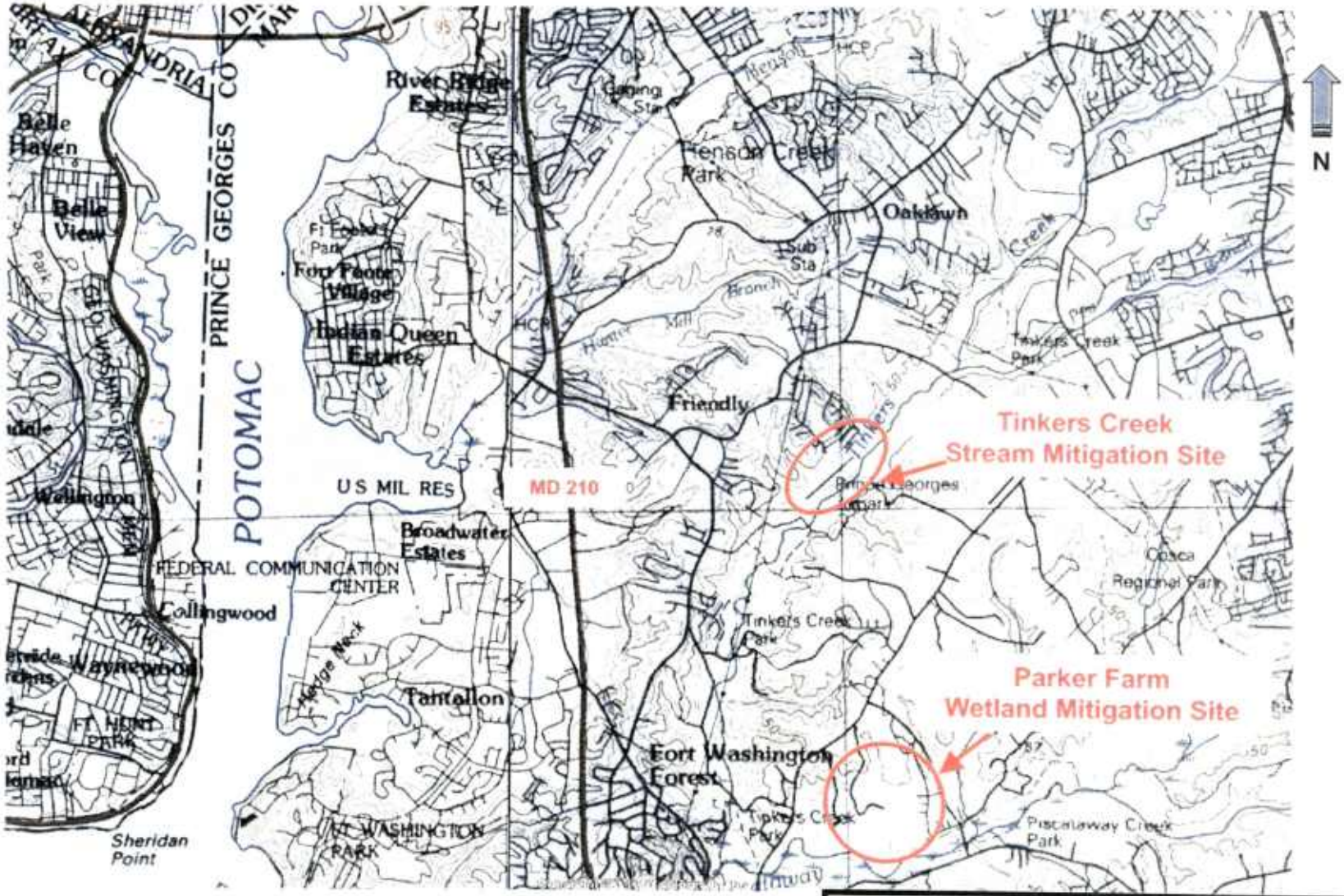
Replacement ratios for unavoidable wetland impacts are based on the Maryland Compensatory Guidance (1994) and agency coordination on a project-by-project basis, but impacts are generally mitigated according to the following ratios:

- Forested Wetlands 2:1
- Scrub/Shrub 2:1
- Emergent 1:1

**Wetland Mitigation Project – Site P-15, Parker Farm Property**

SHA-Selected Alternative 5A Modified would impact 1.3 acres of non-tidal wetlands, consisting of 1.23 acres of PFO and 0.07 acre of PEM acres, within the Henson Creek watershed. A mitigation site search was conducted and six sites were presented during an interagency field meeting in August 2001. The Parker Farm, located east of MD 210 in the Piscataway Creek watershed (See Figure IV-7), was chosen as the most favorable wetland mitigation site. A majority of the site lies within the floodplain of Piscataway Creek and is used for production of row crops. The Parker Farm mitigation site could be used for approximately seven acres of wetland creation, one acre of wetland restoration, and sixteen acres of wetland preservation (Figure IV-8); 2.6 acres of wetland mitigation would be accomplished on the site for impacts to wetlands resulting from Alternative 5A Modified. The SHA is investigating potential future projects with mitigation needs that fall within the Middle Potomac watershed for the remaining mitigation credit. If future projects are identified, SHA will request environmental agency concurrence to use the site as mitigation for the specified future projects.

Soils on the site are mapped as Woodstown sandy loam and Fallsington sandy loam, which are moderately well-drained and poorly drained, respectively. The Fallsington soils are classified as hydric, and are located within a broad swale that contains subsurface tile drains. The proposed mitigation plan would eliminate the tile drains to restore wetland hydrology.

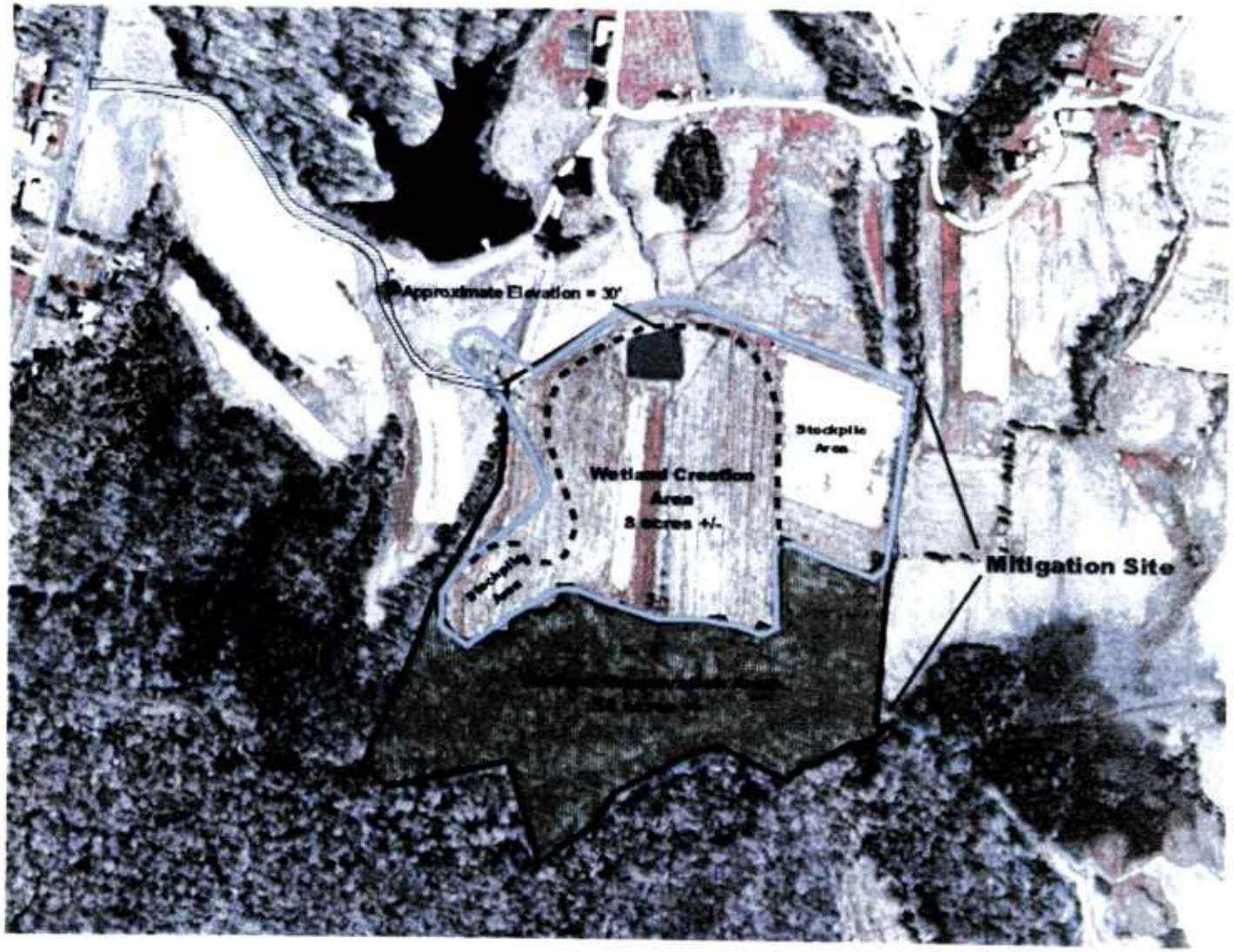



SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# MITIGATION SITE LOCATION MAP

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | IV-7 |



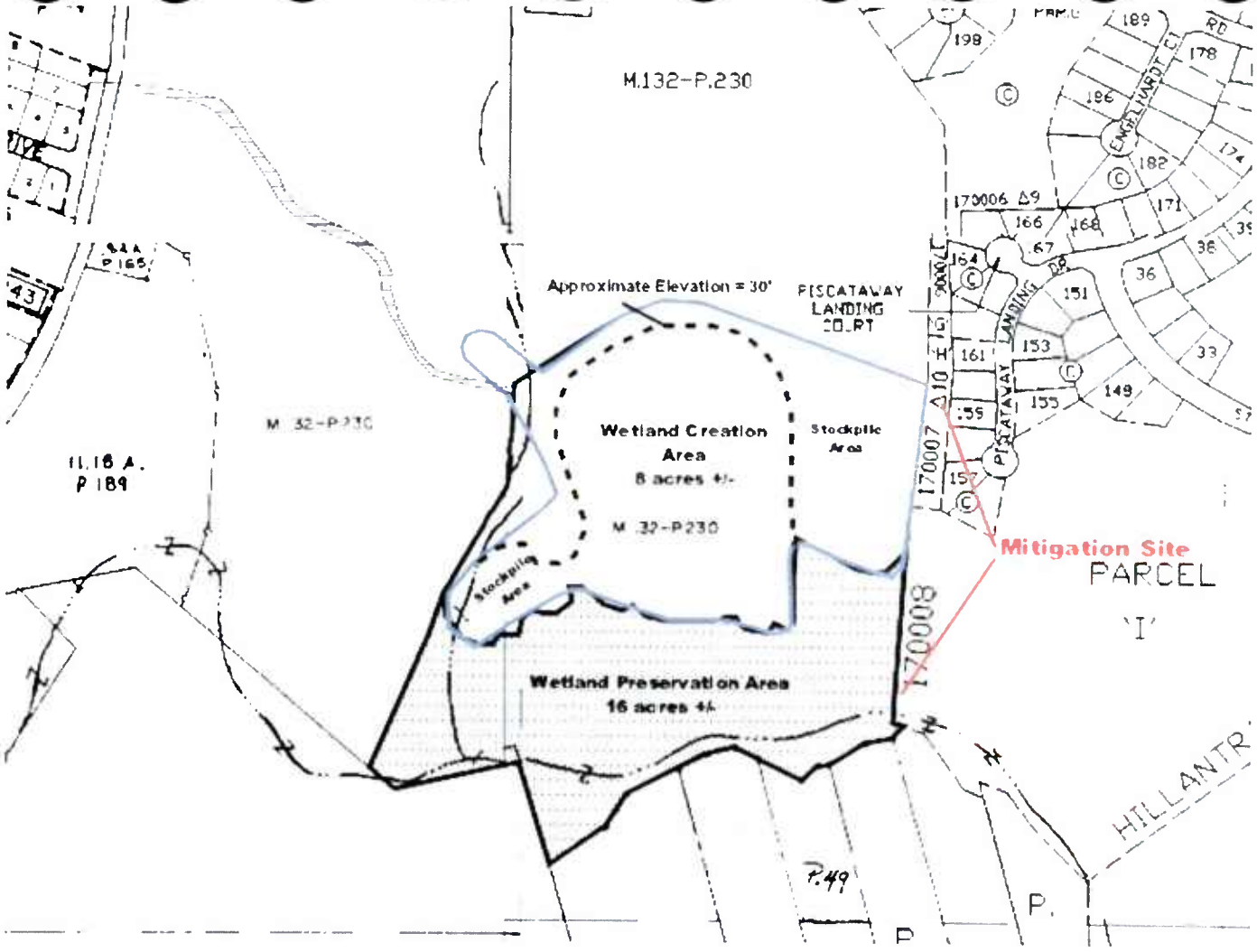

Proposed Access
Proposed LOD

SHA State Highway

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# PARKER FARM WETLAND MITIGATION CONCEPT PLAN

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | IV-8 |




Proposed Access
Proposed LOD

SHA State Highway Administration

MD 210 MULTI-MODAL STUDY
1-95/1-495 TO MD 210

# PARKER FARM WETLAND MITIGATION SITE - CONCEPT PLAN ON PRINCE GEORGE'S COUNTY TAX MAPS 132, 133, 142 & 143

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | IV-9 |

The mitigation site is located in a landscape position that is capable of replacing the wetland functions associated with the impacted wetlands and is large enough to meet the entire mitigation requirement for this project, with an average cut of three feet to achieve a design elevation of 25 to 30 feet. Groundwater monitoring wells will be installed to determine appropriate design parameters, and existing wetlands in the area will be surveyed and shown on final design plans.

Wetland hydrology in the mitigation area would be provided by groundwater and surface water runoff from a 100-acre watershed. Several groundwater seeps emerge along the toe-of-slope, at the upper limit of the mitigation site. A small farm pond has been constructed in one of the primary seepage areas. In addition, storm flow could be diverted from an intermittent stream to provide additional water during the summer months. A large farm pond has impounded the intermittent stream, and storm flow could be diverted near the outlet of the pond into the mitigation site.

The goal of the mitigation project will be to replace the functions of the impacted wetlands, which include wildlife habitat, groundwater discharge, sediment trapping and stabilization, and nutrient retention and removal. Expanding on the existing riparian forest and implementing grading and planting plans that maximize species diversity will replace habitat functions identified in the FEIS. Furthermore, the site is under development pressure as shown on the tax map provided in Figure IV-9 and would expand on the existing stream valley protection corridor that is owned by the Maryland-National Capital Park and Planning Commission.

## H. Effects on Hazardous Materials/Waste Sites

Eleven sites have been identified that, according to SHA's Project Impact Ranking Criteria, have a high or medium/high project impact rating and would be impacted with Alternative 5A Modified. The sites are listed in Table IV-7 along with the degree of impact for Alternative 5A Modified. The impacts are broken down as either a business relocation (i.e., total take) or a right of way acquisition (i.e. fee simple impact).

During the final design phase of the project, the site plans for the potential hazardous waste sites impacted by Alternative 5A Modified will be investigated thoroughly to determine the presence and location of the hazardous waste within the parcel and determine the best course of action for each impacted hazardous materials/waste site.

TABLE IV-7
AFFECTED HAZARDOUS MATERIALS/WASTE SITES

| I.D. No. | Hazardous Materials/Waste Site With High or Medium/High Impact Ratings | Alternative 5A Modified |
|---|---|---|
| 2, 35 | Shell Service Station – 8005 Indian Head Highway | R |
| 11, 40 | Texaco Service Station - 9100 Livingston Road | R |
| 38 | Fort Laundromat/Eddies Food – 9116 Livingston Road. | R |
| 39 | Oxon Hill Rentals – 9120 Livingston Road | R |
| 37 | Day Star Nursery – 915 Palmer Road | T |
| 67 | Pride of America Fuel - 11800 Indian Head Highway | R |
| 70 | National Tire & Battery (Changed Name) - 11700 block Livingston Rd. | R |
| 17, 51 | Exxon Co. USA #25687 (Vacant) – 12800 Old Fort Road | R |
| 31 | Oxon Hill Staff Dev. Center - 7711 Livingston Rd. | T |
| 64 | Clagett Realty – 16001 Indian Head Highway | T |
| 33, 34 | Wilson Towers Apartments – 7907, 7911 Indian Head Highway | T |
| | **R=Relocation of Business (Total Take) - Total** | **7** |
| | **T=Right of Way Take (Fee Simple) - Total** | **4** |
| | **Total** | **11** |

## I. Floodplains

Construction of the SHA-Selected Alternative would impact 3.4 acres of the 100-year floodplain associated with Piscataway and Henson Creeks. The estimated impact was based on preliminary structure lengths. Final determination of structure length will be made during the design phase of the project.

Pursuant to the Flood Hazard Management Act of 1976 and in accordance with the Executive Order 11988, Floodplain Management, federal funds may not be used to support incompatible floodplain development unless no practical alternate exists.

The estimated impact to the 100-year floodplain, results from constructing new ramps for the Palmer Road/Livingston Road interchange and widening MD 210 structures over Piscataway

Creek and Henson Creek. Because of the need to provide an interchange at Palmer Road/Livingston Road and widen MD 210 in the vicinity of Piscataway Creek and Henson Creek, impacts to 100-year floodplains cannot be avoided.

The State Highway Administration will prepare a detailed hydrologic and hydraulic study for the Selected Alternative during final design to identify the existing 100-year storm discharge and floodplain. Stormwater management will be provided and all hydraulic structures will be designed as per roadway classification.

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.

In accordance with the requirements of FHPM 6-7-3-2, which is a FHWA guideline for ensuring compliance with Executive Order No. 11988, the impacts of each encroachment have been evaluated to determine if it is a significant encroachment. 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.

Preliminary analyses indicate that no significant floodplain impacts are expected to occur as a result of Alternative 5A Modified.

## J. Terrestrial Ecosystem

### 1. Flora

Alternative 5A Modified would impact flora. The SHA-Selected Alternative would impact 58.2 acres in direct losses of woodlands. Impacts to flora include direct losses associated

with clearing within the footprint of the Alternative 5A Modified and changes in plant community structure and composition.

Changes in plant community structure and composition result from creating edge habitats or ecotones. Edge habitats admit greater incidence of light to forest floors causing changes in micro-climates. The result is replacement or partial replacement of moist, mesic forest conditions with brighter, drier micro-habitants. The greater incidence of light usually results in a greater profusion of herbaceous and woody under story species. Stem densities are higher and the probability of invasion by exotic species such as Japanese honeysuckle, tear thumb, multiform rose, etc. is increased.

Wildflower planting would be included in the construction of the SHA-Selected Alternative. The amount of wildflower planting would be 0.25 percent of the landscaping being provided.

It is anticipated that all reforestation requirements will be met within the proposed right-of-way for Alternative 5A Modified.

### 2. Specimen Trees

The SHA-Selected Alternative would require the removal of six specimen trees. Table IV-8 presents the impacts to specimen trees for Alternative 5A Modified.

**TABLE IV-8**
**SUMMARY OF SPECIMEN TREES**

| I.D. No. | Diameter at Breast Height | Species | Alternative 5A Modified | Location |
|---|---|---|---|---|
| 9 | 31.4" | Northern Red Oak | 1 | Old Fort Road North |
| 11 | 80.2" | Yellow Poplar | 1 | Fort Washington Road |
| 12 | 40.0" | Yellow Poplar | 1 | Fort Washington Road |
| 13 | 39.0" | White Oak | 1 | Fort Washington Road |
| 19 | 33.0" | Yellow Poplar | 1 | Old Fort Road South |
| 21 | 30.5" | White Oak | 1 | Old Fort Road South |
| TOTAL | | | 6 | |

### 3. Fauna

Alternative 5A Modified would impact fauna in the study area. Direct and indirect impacts of the SHA-Selected Alternative on fauna include:

- habitat loss and alteration;
- habitat fragmentation;
- changes in animal populations and communities;
- gene pool fragmentation;
- contamination from roadway pollutants;
- changes in wildlife usage due to noise and other disturbances;
- mortality from wildlife-vehicular collisions.

Habitat loss would be the most significant impact of construction on fauna. Alteration of existing habitats rendering them unsuited to their original faunal assemblages is also considered habitat loss (USFWS 1987). Construction activities associated with the SHA-Selected Alternative would result in actual acreage losses of habitats and habitat alterations.

Forest dwelling wildlife would lose 58.2 acres from construction of Alternative 5A Modified. Scrub/shrub and old field dwelling species would lose 0.11 acres from the SHA-Selected Alternative but wildlife species inhabiting agricultural lands would not be impacted.

The fragmentation of habitats is another impact that is expected of the SHA-Selected Alternative. Some species require large blocks of contiguous habitat. For example, some neotropical migrant birds are forest interior nesters. Forests that are fragmented by roads into small units may expose these species to nest predators. The smaller parcels may no longer be viable habitat for these birds. Impacts from the SHA-Selected Alternative on Forest Interior Dwelling Bird Species are expected to be limited because most impacts are within the existing edge habitat. However, forest clearing and construction along the existing roadway may, in some areas, cause the further extension of edge habitat into nearby existing forest interior areas.

Many wildlife species require suitable corridors connecting parts of their range to avoid predators and exposure to climatic extremes (Stearns 1973). Interconnecting travel corridors along streams are an important factor in maintaining the viability of small tracts of land as

wildlife habitat (USFWS 1987). Alternative 5A Modified would, in some cases, fragment these corridors, magnifying the effects of habitat loss for many species.

Overpopulation and consequent over-utilization of available food sources can occur in some wildlife species if a barrier, such as MD 210, prevents dispersal (Smith 1980). This results in habitat deterioration and can contribute to population declines.

Roadsides increase the probability of habitat fragmentation and disruption of travel corridors can negatively affect gene pool variability of less mobile wildlife species, such as amphibians, reptiles, and small mammals. Roads such as MD 210, can act as barriers separating populations of some wildlife species, especially in urbanized areas. A reduction in intermixing of genetic material can result in reduced population viability.

Heavy metals, deicing compounds, petrochemicals, and other pollutants common to road usage and maintenance often contaminate roadside vegetation and soils. (Oxley et al. 1974). Shaheen (1975) has noted heavy metal deposition in the roadside environment. The metals are derived from normal wear of automobile parts and from automotive emissions. Gish and Christiansen (1973) quantified the presence of lead and zinc in earthworms along two Maryland highways. These levels may be lethal to earthworm eating animals including amphibians, reptiles, birds and mammals.

Trainer and Karstad (1960) diagnosed salt poisoning in rabbits, pheasants, and quail populations in Wisconsin. This poisoning was caused by salt used to melt ice on highways. Sodium ferrocyanide is used as an anti-caking additive in some de-icing compounds. This substance is water soluble and can potentially generate cyanide in the presence of sunlight. Twenty parts per million is the minimum required level of sodium ferrocyanide to ensure the anti-caking function is maintained. Test results have indicated that up to 128 ppm may be present. No maximum safe level has been established, therefore impacts cannot be quantified.

Pesticides are widely used in the maintenance of roadside vegetation. These compounds can cause declines in insect numbers and diversity, resulting in diminished food supplies for many wildlife species (Geradi 1974). Pollutants from a contaminated environment can accumulate in wildlife tissues causing negative health effects.

A Memphis State University study (1971) showed that noise may have a negative effect on the breeding efficiency of birds that utilize vocal communications during the breeding season.

Roadside and median vegetative plantings can be attractive food sources and/or cover for some wildlife species. De-icing compounds that accumulate in roadside soils can serve as attractive "salt-licks". The attraction of wildlife to these salt-licks can lead to increased wildlife

mortality due to collisions with vehicles. Many studies have shown that increases in wildlife mortality result from the construction and operation of roads (Michael 1975, Oxley et al. 1974, Campbell 1973, and Hancock 1963).

**Impacts on Herpetofauna** (For a discussion of impacts to Herpetofauna, please refer to DEIS Section IV.J.3. page IV-75)

**Mitigation of Adverse Impacts to Herpetofauna** (For a discussion of mitigation to Herpetofauna, please refer to DEIS Section IV.J.3. page IV-76) Mitigation of adverse impacts to Herpetofauna can be achieved through standard environmental mitigation efforts such as wetland creation, stream and wetland buffer protection, and restoration.

**Impacts on Birds** (For a discussion of impacts to Birds, please refer to DEIS Section IV.J.3. page IV-77)

**Mitigation of Adverse Impacts to Birds** (For a discussion of mitigation to Birds, please refer to DEIS Section IV.J.3. page IV-79)

**Impacts on Mammals** (For a discussion of Impact to Mammals, please refer to DEIS Section IV.J.3. page IV-80)

**Mitigation of Adverse Impacts to Mammals** (For a discussion of Mitigation to Mammals, please refer to DEIS Section IV.J.3. page IV-81)

### 4. Rare, Threatened or Endangered Species

Coordination with the USFWS and MDNR indicates that there are recent records for species of concern known to occur within the vicinity of the project site. There are no federally listed threatened or endangered species known to occupy the project area. The species of concern could potentially occur on the project site itself, especially if the appropriate habitat exists. They are as follows:

| Scientific Name | Common Name | State Status |
|---|---|---|
| *Juncus torreyi* | Torrey's Rush | Endangered |
| *Nemophila aphylla* | Small-flowered Baby-blue-eyes | Highly Rare |

Subsequent to completion of the DEIS, at the request of MDNR, SHA conducted a field survey in search of Torrey's rush and Small-flower-baby-blue-eyes. Torrey's rush was not

identified in the project area. Small-flower-baby-blue-eyes was identified near the project area but not within the project grading limits.

## K. Noise Quality

### 1. Introduction

Seventy-two (72) receptor sites are located within the Study Area as indicated in Table III- 12 and shown on Figures III-7A through III-7H. The sites were grouped into fourteen (14) Noise Sensitive Areas (NSA). Receptors were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise. A summary of impacts and mitigation measures is presented in this section.

The complete Noise Analysis Technical Report is available at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

### 2. Predicted Noise Levels

The method used to model and predict noise levels in this study was developed by the Federal Highway Administration (FHWA). The computer model, called the FHWA Traffic Noise Model ® (TNM), computes highway traffic noise levels at user-defined receivers, and aids in the design of highway noise barriers. TNM® includes a database of speed-related noise emission levels for five (5) vehicle types (automobiles, medium trucks, heavy trucks, buses, and motorcycles) under cruise (constant speed) conditions. An adjustment is first applied to account for the numbers of each vehicle type and their speed as defined by the user. In addition, TNM contains a database of noise levels that accounts for the effects of accelerating vehicles for use when traffic is affected by stop signs, signals, toll booths, on-ramps, and roadway upgrades. Sound propagation is computed taking into account the effects of atmospheric absorption, divergence (i.e. geometric spreading of sound energy over distance), intervening ground types and their acoustical characteristics, topography, man-made barriers, vegetation, and rows of buildings. To improve accuracy, all TNM databases and calculations are based on 1/3 octave band (i.e. data is broken down into individual frequency bands), then the results are recombined to give noise levels in the standard units used in highway noise analysis.

In this study, noise levels are presented in terms of the A-weighted equivalent sound level, abbreviated here as $L_{eq}$. $L_{eq}$ is a single number representation of the actual fluctuating sound level that accounts for all the sound energy during a given period of time. The units of $L_{eq}$ are A-weighted decibels, or dBA. The A-weighting means that the sound is measured by a method that approximates the response of the human ear, with de-emphasis of the low and very

high frequencies, and emphasis on the mid-frequency noise level range. In order to give a sense of perspective to the noise levels discussed; a quiet rural night would register about 40-dBA, a quiet suburban night about 60-dBA, a noisy day about 80-dBA, a gas lawn mower at 100 feet about 70-dBA and a diesel truck at 50 feet about 85-dBA. Under typical field conditions, noise level changes of 2 to 3-dBA are barely perceptible, while a change of 5-dBA is readily noticeable. A 10-dBA increase in noise levels is judged by most people as a doubling of sound loudness. Predicted noise levels for this project are summarized in Table IV-10. For the design year 2020, predicted noise levels range from 52 to 80-dBA for the Build Alternative.

The existing traffic volumes and speed along MD 210 used for model calibration were developed from volumes obtained during ambient measurement sessions. SHA developed the 2020 traffic volumes used for impact assessment and mitigation, while the 2020 traffic speeds were calculated through the use of HCS computer software. A summary of the traffic volumes used is included in Section II. Intersections provided capacity constraint, which is alleviated by the interchange options, resulting in increase traffic volume between interchanges.

The noise levels given in this section are for the noisiest hour of the day. For the No-Build alternative there are nine signalized major intersections in this Study Area, causing vehicles to queue at the traffic lights. Groups of vehicles advance from one intersection to another creating less noise than a lower volume, steadier flow of traffic. In this study area, the noisiest hour usually preceded peak traffic hour. The associated travel speed along with the traffic volumes were included in this analysis.

The worst-case noise scenario was found to be in the PM hours. Predicted Build noise levels along with projected No-Build levels and measured ambient noise levels are shown in Table IV-10. All ambient and predicted noise levels are A-weighted exterior Leq Noise levels. Noise criteria is approached or exceeded at 13 NSAs.

In general, the Build traffic noise levels are slightly (not perceptibly) greater than the No-Build noise levels. However, because many of the residences were constructed prior to the existing 6-lane divided roadway configuration, with the roadway being either 2-lane undivided or 4-lane divided, there are increases in the Build noise levels over the baseline noise levels. The baseline noise level is defined as the maximum noise level for the roadway configuration in place at the time a residence was constructed.

## 3. Impact Assessment and Abatement Consideration

### a. Impact Assessment and Feasibility of Noise Control

The determination of traffic noise impacts is based on the relationship between the ambient noise levels, the predicted peak hour traffic noise levels and the established noise abatement criteria in the project area. The effects of noise from the SHA-Selected Alternative are judged in accordance with the Federal Highway Administration's guidelines as established by 23 Code of Federal Regulations (CFR) Part 772 and current SHA Sound Barrier Policy. The FHWA criteria shown in Table IV-9 are based on specific land uses and are used in determining the need for studying noise attenuation measures. All locations within this study area are of land use Category B with a design noise level of 67-dBA ($L_{eq}$). Mitigation measures were investigated where the peak hour noise levels approached or exceeded the 67-dBA Federal Noise Abatement Criterion for residential areas. Based on current SHA Sound Barrier Policy, 66-dBA is considered as approaching the criteria. Additionally, the criteria requires that mitigation measures be considered where build levels are equal to or greater than 57-dBA and exceed the ambient levels by 10-dBA or more. The results of this study are shown in Table IV-10, and are described in detail in this section. Where mitigation was modeled, additional criteria were examined to determine if mitigation is feasible and reasonable.

This evaluation was also completed in accordance with the SHA's Sound Barrier Policy, dated May 1998. The MD 210 project is a Type I noise project as defined in 23 CFR, Part 772. A Type I project provides evaluation of noise mitigation for new highways or significant modification of existing roadways that increase highway capacity, or brings traffic closer to existing residences. For the SHA-Selected Alternative, although the existing roadway configuration is unchanged for much of its length, the replacement of signalized intersections with interchanges brings traffic closer to some residences, and removes capacity restraints which permits the existing MD 210 roadway configuration to operate close to design capacity. When mitigation is investigated, feasibility and reasonableness criteria established by SHA's Sound Barrier Policy must be met in order for a barrier to be considered eligible for construction. These criteria are summarized below:

**Feasibility Criteria**

- Noise levels can be reduced by 7 to 10-dBA at receptors with the highest noise levels.
- Placement of barrier does not restrict vehicular or pedestrian access.
- Barrier does not cause any safety or maintenance problems.

- Barrier can be constructed given topography, drainage, utilities, etc.
- There are no non-highway noise sources that would reduce or limit barrier effectiveness.

**Reasonableness Criteria**

- The majority of impacted receptors receive a 7 to 10-dBA noise reduction.
- At least 75% of the impacted residents approve of the proposed noise abatement.
- A 3-dBA or greater change in design year noise levels over design year no-build. Noise levels are expected to result from the proposed action.
- The cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3-dBA.
- Build levels are equal to or greater than 72-dBA and there is any increase in noise levels between no-build and build alternatives.
- The barrier should not have significant negative visual impact, such as a high barrier close to residences.
- The cost of noise abatement must be equal to or less than $50,000 per residence benefited
- The average cost per residence for the entire project will also be considered. Project cost averaging would be considered for any NSA with a cost exceeding $50,000 per residence, but less than $100,000 per residence.
- There are special Section 4(f) circumstances (e.g., areas with historical, recreational, or cultural significance).

### b. Noise Abatement Criteria

The study of noise abatement measures considers the size of the impacted areas, the number and distribution of noise sensitive sites within that area, the predominant activities being performed and their vulnerability to noise disturbances, and the visual impact and economic feasibility of the noise attenuation methods.

An assessment of reasonable cost for sound barriers is based on the following assumptions: an effective barrier should, in general, extend in both directions for four times the distance between receiver and roadway (source) and provide a 7 to 10-dBA reduction in the noise level at the most severely affected residences. The effective barrier height was considered to be the height at which this reduction was achieved. A second consideration was that the barriers block the line of sight to all vehicles from every location. The cost per residence is determined by dividing the total barrier cost by the number of benefited residences. A unit cost of $16.54 per square foot is used to determine the cost of the barrier when evaluating economic feasibility. An impacted residence is considered benefited when it experiences a minimum 3-dBA reduction in noise with mitigation. Also a residence that is not impacted is considered benefited if it receives a 5-dBA reduction from the mitigation. When determining the cost per residence, the SHA policy has assumed that a church or school or historic area has the value of ten equivalent residences. An historic site is considered as 2 residences and an historic district is considered as 10 residences.

The effects of noise from each alternative are judged in accordance with the FHWA's activity/criteria relationship published in 23 CFR, Part 772 and subsequent memorandum. The FHWA criteria are based on specific land uses and are used in determining the need for studying noise attenuation measures. All locations within this Study Area are of land use Category B, which has a design noise level of 67-dBA (Leq).

This evaluation was also completed in accordance with the SHA's Sound Barrier Policy. This is a Type I noise project as defined in 23 CFR, Part 772. A Type I project provides evaluation of noise mitigation for projects that propose construction of a highway on a new location or the expansion or reconstruction of an existing highway that substantially changes the highway's horizontal or vertical alignment or increases the number of through traffic lanes.

TABLE IV-9
FEDERAL NOISE ABATEMENT CRITERIA

| LAND USE CATEGORY | DESIGN NOISE LEVEL – Leq | DESCRIPTION OF LAND USE CATEGORY |
|---|---|---|
| A | 57-dBA (exterior) | Tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue its intended purpose. Such areas could include amphitheaters, particular parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. |
| B | 67-dBA (exterior) | Residences, motels, hotels, public meeting (exterior) rooms, schools, churches, libraries, hospitals or picnic areas, playgrounds, active sports areas and parks. |
| C | 72-dBA (exterior) | Developed lands, properties or activities not included in category A or B above. |
| D | None Prescribed | Land which is undeveloped on the date of public knowledge of the project, and on which no known future development is planned. |
| E | 52-dBA (interior) | Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums. |

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### c. Cumulative Noise Effects

In the assessment of the No-Build to Build noise level change, consideration is given to the cumulative effects of interim highway improvements made after the original highway construction. If the cumulative increase in design-year build noise level is equal to or greater than 3-dBA, noise abatement could be considered reasonable.

MD 210 was constructed in 1945 as a 2-lane undivided highway. Since then, the SHA has undertaken a series of widening projects, several of which occurred prior to NEPA and the requirements for traffic noise investigations. The noise levels resulting from these previous roadway configurations are referred to as the 'Baseline' noise levels. Each of these improvements resulted in a small increase in noise levels for receptors in existence at the time of the roadway improvements. Individually these increases would not have warranted noise mitigation during the planning and design phase of this project. The purpose of this analysis is to determine whether these small increases, when combined, would meet SHA's Policy Reasonableness Criterion 3, which states:

"In the assessment of the No-Build to Build noise level change, consideration will be given to the cumulative effects of highway improvements made after the original highway construction. If the cumulative increase in design year build noise levels...is equal to or greater than 3 decibels, noise abatement could be considered reasonable."

The residences (i.e., receptors) in the study area were constructed over many years. A comparison of dates of roadway improvements against construction dates revealed that construction of many of the study area residences preceded certain MD 210 improvements. Previous configurations of the roadway can be separated into 5 separate cases:

- **Case 1 (1949-1966):** Two-lane undivided roadway
- **Case 2 (1966-1986):** Two-lane undivided highway from MD 373 to Fort Washington Road. Four-lane divided roadway north of Fort Washington Road
- **Case 3 (1986-1992):** Four-lane divided roadway
- **Case 4 (1992 to 1996):** Four-lane divided roadway MD 373 to Fort Washington Road. Six-lane divided roadway north of Fort Washington Road

- **Case 5 (1996 to Present)**: Six-lane divided highway for the entire length of roadway in the study area.

Receptors that were constructed after 1996 (Case 5) or after 1992 north of Fort Washington Road (Case 4) have not experienced any MD 210 interim improvements since their construction. Thus, a comparison of the No-Build to the Build noise levels will provide an accurate assessment of the reasonableness of noise abatement at these locations; no cumulative effects analysis is required.

### d. Mitigation Measures

In acoustical analysis, various methods of noise abatement are possible: noise attenuation through a barrier or berm placed between the source and the receptor; traffic flow restrictions or controls; and attenuation of noise generated by the vehicles.

Several types of sound barriers including reflective walls and earth berms can be used to reduce noise levels at sensitive receptors. Because berms would require a significant amount of additional right-of-way, only concrete walls were analyzed in this study.

While NSA's were selected wherever noise sensitive land use occurs, 2020 noise levels from the SHA-Selected Alternative at some NSA's do not equal or exceed FHWA and SHA criteria noise levels, and mitigation was not investigated at those NSA's. Mitigation was also not investigated in those residential neighborhoods where access required for driveways and sidewalks would make construction of effective barriers impossible. At all impacted locations where mitigation is not feasible or reasonable, investigations will be made during final design to determine whether landscaping buffer schemes, or other options that would soften the effects of the proposed improvements and minimize noise impacts, could be utilized in a cost effective way. At locations where barriers are determined to be feasible or reasonable, these options could also be considered as a way to improve the effectiveness of the mitigation design.

The following is a description of the mitigation measures analyzed to protect impacted residences. The barrier locations were separated into three different classifications:

- **Classification 1** locations include any part of a barrier designed to protect residences nearest to proposed roadway construction which consists of capacity improvements or brings traffic closer to residences.

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- **Classification 2** locations include any part of a barrier that extend in front of residences within the same 'community' as the residences blocked by an adjacent Classification 1 segment;

- **Classification 3** locations include areas where there is no construction, or construction which does not consists of capacity improvements or does not bring traffic closer to residences. Pavement overlays are an example of this type of locations. Mitigation was not analyzed at Classification 3 locations

Barriers are proposed for the six NSA's in which noise mitigation was necessary. Of these, five barriers are those in which the cost of noise abatement meets the reasonableness criteria of costing no more than $50,000 per benefited residence. In addition, one barrier is proposed where its individual cost was greater than $50,000 per residence, but when averaged for the entire project, the cost was less than $50,000. Below is a summary of each NSA:

**Noise Sensitive Area A**

NSA A consists of single family residences on the east side of MD 210, at the northern limit of the study, and is a Classification 3 location. The residences are located from Catone Court, north to Southlawn Park and are represented by receptors R-57 through R-65. The projected 2020 build and no-build noise levels for the SHA-Selected Alternative equal or exceed 66-dBA; however, a barrier was not analyzed because there are no adjacent roadway capacity improvements, nor does traffic come closer to residences.

**Noise Sensitive Area B**

NSA B consists of single family residences on the west side of MD 210; represented by receptor R-55 and receptors R-67 through R-73. The residences are located near Wilson Bridge Drive and are on both the east and west sides of Carey Branch. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA. This is a Classification 1 & 2 location because there are adjacent improvements, which bring traffic closer to the residences in a portion of the community. There is also at least a 3-dBA increase between Build and No-Build noise levels, considering cumulative effects.

To protect the impacted residences of NSA B, two barriers were investigated. The barriers run from the I-295/I-495 Ramp south to Kerby Hill Road. The first barrier is to the north of Wilson Bridge Drive and the second is to the south. All impacted residences receive at least a 3-dBA insertion ~~lost~~ loss and the most severely affected residences receive more than 10-dBA

insertion loss. Therefore, all impacted residences are considered to be benefited. Because the barrier would cost less than $50,000 per benefited residence and because there is also at least a 3-dBA increase between Build and No-Build noise levels considering cumulative effects, both barriers meet current criteria for further consideration.

| **Barrier** | NSA B: Classification 1 & 2 | | |
|---|---|---|---|
| **Length (ft)** | 4,770 | **Total Residences Benefited** | 250 |
| **Area (sq ft)** | 90,630 | | |
| **Avg. Ht. (ft)** | 19 | | |
| **Insertion Loss** | 4-14 dBA | **Cost Per Benefited Residence** | $5,872 |
| **Total Cost** | $1,468,000 | | |

## Noise Sensitive Area C

NSA C consists of single family residences adjacent to MD 210; represented by receptors R-49 through R-52. The residences are located between Henson Creek Stream Valley Park and Livingston Road on the east side of the roadway, and include the Indian Hill Manor and Murray Hill developments. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA. This is a Classification 1 & 2 location because there are adjacent improvements, which bring traffic closer to the residences in a portion of the community. There is also at least a 3-dBA increase between Build and No-Build noise levels, considering cumulative effects.

To protect the impacted residences of NSA C, a barrier was investigated. The barrier is located from Livingston Road southward (in the direction of Palmer Road) to approximately the end of the River View community. All impacted residences receive at least a 3-dBA insertion lost 10dB and the most severely affected residences receive more than 10-dBA insertion loss. Therefore, all impacted residences are considered to be benefited. Because the barrier would cost less than $50,000 per benefited residence and because there is also at least a 3-dBA increase between Build and No-Build noise levels considering cumulative effects, this barrier meets current criteria for further consideration.

| **Barrier** | **NSA C: Classification 1 & 2** | | |
|---|---|---|---|
| **Length (ft)** | 1,810 | **Total Residences Benefited** | 37 |
| **Area (sq ft)** | 30,770 | | |
| **Avg. Ht. (ft)** | 17 | | |
| **Insertion Loss** | 6 to 12-dBA | **Cost Per Benefited Residence** | $13,784 |
| **Total Cost** | $510,000 | | |

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## Noise Sensitive Area D

NSA D consists of single family residences on the west side of MD 210; represented by receptors R-53, R-54 and R-56. The residences are located between Henson Creek Stream Valley Park and Kerby Hill Road. The residence at R-56 is abandoned and not considered in the analysis. At the remaining residences, the projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA. This is a Classification 1 location because there are adjacent improvements, which bring traffic closer to all residences in the community. However a barrier was not analyzed because there is not at least a 3-dBA increase between Build and No-Build noise levels, considering cumulative effects.

## Noise Sensitive Area E

NSA E consists of single family residences and an apartment complex on the east side of MD 210. The residences are located between Broad Creek and Henson Creek. The NSA is represented by receptors R-42 through R-46; however, it has been determined that the residence represented by R-42 will be removed by construction. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA. This is a Classification 1 location because there are adjacent improvements, which bring traffic closer to the residences in the community. There is also at least a 3-dBA increase between Build and No-Build noise levels, considering cumulative effects.

In order to protect impacted receptors of NSA E, three barriers were investigated. The first barrier runs from Palmer Road north to Henson Creek to provide noise reduction for the Potomac Heights apartment complex. The second barrier is located between Old Palmer Road and Palmer Road. The third barrier is located between Old Fort Road North and Hunters Mill Creek. Although the barrier would cost more than $50,000 per benefited residence, the combined barriers do meet current criteria for further consideration when their cost is averaged with the entire project.

| **Barrier** | **NSA E: Classification 1 & 2** | | |
|---|---|---|---|
| **Length (ft)** | 2,718 | **Total Residences Benefited** | 22 |
| **Area (sq ft)** | 71,275 | | |
| **Avg. Ht. (ft)** | 20.4 | | |
| **Insertion Loss** | 4 to 11-dBA | **Cost Per Benefited Residence** | $53,586 |
| **Total Cost** | $1,178,900 | | |

## Noise Sensitive Area F

NSA F consists of two parks and single family residences on the west side of MD 210. The NSA covers the area between Broad Creek and Henson Creek Stream Valley Park. The NSA is represented by residences on Old Fort Road North (R-47, R-48), R-H1 (Henson Creek Park) and R-BC1 (Broad Creek Park). At Henson Creek Stream Valley Park and Broad Creek Stream Valley Park the projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA; however, because there are no recreational uses for which quiet is required to maintain the recreational function, mitigation was not investigated. Mitigation at residences adjacent to Old Fort North (R-47 & R-48) is not warranted because the only impacted residence is being relocated under the SHA-Selected Alternative.

## Noise Sensitive Area G

NSA G consists of single family residences and two churches east of MD 210; represented by receptors R-38 through R-41. The residences are located between Livingston Road and Fort Washington Road. The two impacted churches are Grace Lutheran Church and Fort Washington Memorial Church. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA. The northern portion of this NSA is a Classification 1 & 2 location because there are adjacent improvements, which bring traffic closer to the residences in a portion of the community. There is also at least a 3-dBA increase between Build and No-Build noise levels, considering cumulative effects. South of the Grace Lutheran Church is a Classification 3 location because there are no roadway improvements which increase capacity or bring traffic closer to the residences in this area.

To protect residences of NSA G, a barrier was investigated. The barrier runs from Fort Washington Memorial Church southward to Aragona Boulevard. Because the barrier would cost less than $50,000 per benefited residence and because there is also at least a 3-dBA increase between Build and No-Build noise levels considering cumulative effects, this barrier meets current criteria for further consideration.

| **Barrier** | **NSA G: Classification 1 &2** | | |
|---|---|---|---|
| **Length (ft)** | 1,680 | **Total Residences Benefited** | 23 |
| **Area (sq ft)** | 34,400 | | |
| **Avg. Ht. (ft)** | 20.5 | | |
| **Insertion Loss** | 8 to 10-dBA | **Cost Per Benefited Residence** | $24,957 |
| **Total Cost** | $574,000 | | |

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## Noise Sensitive Area H

NSA H consists of single family residences and one church west of MD 210; represented by receptors R-23 through R-29. The residences are located between Old Fort Road South and Swan Creek Road, adjacent to Lampton Lane. The church, Fort Washington United Methodist Church, is located immediately north of Old Fort Road South. Investigation of a sound barrier in this location is warranted in front of Fort Washington United Methodist Church (R-29) and between Tantallon Drive and Swan Creek Road (R-23 to R-26), because the projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA in these two areas. These areas of the NSA are Classification 1 & 2 locations because there are adjacent roadway improvements, which bring traffic closer to portions of the community. There is also at least a 3-dBA increase between Build and No-Build noise levels, considering cumulative effects. The portion of the community south of Tantallon Drive (R-27 & R-28) is protected by an existing berm and the 66-dBA noise criterion is not exceeded.

Within NSA H behind residences and the church, two barriers were investigated. Because these barriers would cost less than $50,000 per benefited residence and because there is also at least a 3-dBA increase between Build and No-Build noise levels considering cumulative effects, these barriers meet current criteria for further consideration.

| **Barrier** | **NSA H: Classification 1 & 2** | | |
|---|---|---|---|
| **Length (ft)** | 2,130 | **Total Residences Benefited** | 34 |
| **Area (sq ft)** | 51,120 | | |
| **Avg. Ht. (ft)** | 24 | | |
| **Insertion Loss** | 1 to 10-dBA | **Cost Per Benefited Residence** | $23794 |
| **Total Cost** | $809,000 | | |

## Noise Sensitive Area I

NSA I consists of single family residences, a Health Center, and a park adjacent to the east side of MD 210; represented by receptors R-33 through R-37 and receptor R-FW1 for the Fort Washington Local Forest Park. The residences are located in two sections: the first between Piscataway Creek Stream Valley Park and Fort Washington Forest Local Park, and the second between Old Fort Road South and Livingston Road. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA at the Lexington Health Center (R-37) and the park (R-33, R-FW1). Because there are no active uses in the park, or outside activities at the Health Center, investigation of sound barriers at these locations is not warranted. Also because the projected 2020 noise levels for the SHA-Selected Alternative do not equal or exceed 66-dBA

at the residences (R-34 to R-36), investigation of sound barriers at these locations is also not warranted.

**Noise Sensitive Area J**

NSA J consists of single family residences west of MD 210; represented by receptors R-30, R-31 and R-32. The residences are located along Coldwater Drive. Because the existing terrain acts to shield the residences, the projected 2020 noise levels for the SHA-Selected Alternative do not exceed or equal 66-dBA and are not equal to or more than 10-dBA above ambient noise levels. Therefore, investigation of a sound barrier is not warranted for the SHA-Selected Alternative.

**Noise Sensitive Area K**

NSA K consists of single family residences on the east side of MD 210; represented by receptors R-14, R-15, R-16, R-18, R-19 and R-20. The residences are located between White Hall Forest and Piscataway Park Creek. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA; however, this is a Classification 3 location because there is no roadway construction which consists of capacity improvements or brings traffic closer to residences. Therefore, mitigation was not analyzed at this location.

**Noise Sensitive Area L**

NSA L consists of single family residences and Piscataway Creek Park (R-PC1) west of MD 210; represented by receptors R-21, R-22 and R-PC1. The residences are located between Farmington Road and Piscataway Creek Park. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA; however, this is a Classification 3 location because there is no roadway construction of capacity improvements nor is traffic brought closer to residences. Therefore, mitigation was not analyzed at this location.

**Noise Sensitive Area M**

NSA M consists of single family residences east of MD 210; represented by receptors R-10, R-11 and R-13. The residences are located between MD 373 and Tree View Estates. The projected 2020 noise levels for the SHA-Selected Alternative equal or exceed 66-dBA; however, this is a Classification 3 location because there is no roadway construction which consists of capacity improvements or brings traffic closer to residences. Therefore, mitigation was not analyzed at this location.

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## Noise Sensitive Area N

NSA N consists of single family residences adjacent to MD 210; represented by receptors R-2 through R-9. The residences are located west of MD 210 between MD 228 and Farmington Road. The projected 2020 noise levels for SHA-Selected Alternative equal or exceed 66-dBA only in the Biddle Road area (R3, R-4, R-5), which is a Classification 1 area. Therefore, investigation of a sound barrier in this location is only warranted in the area between MD 228 and MD 373.

To protect the impacted residences of NSA N, one barrier of category Classification 1 was investigated. The barrier is located between MD 373 and MD 228. Because this barrier would cost less than $50,000 per benefited residence and because there is also at least a 3-dBA increase between Build and No-Build noise levels considering cumulative effects, this barrier meets current criteria for further consideration.

| **Barrier** | NSA N: Classification 1 | | |
|---|---|---|---|
| **Length (ft)** | 1,450 | **Total Residences Benefited** | 13 |
| **Area (sq ft)** | 21,025 | | |
| **Avg. Ht. (ft)** | 14.5 | | |
| **Insertion Loss** | 1 to 10-dBA | **Cost Per Benefited Residence** | $26,923 |
| **Total Cost** | $350,000 | | |

### e. Summary of Results

Below is a summary of the proposed barriers. All barriers examined meet current criteria for reasonableness and feasibility, when considered on a project average basis.

| NSA | Cost | Benefited Res. | Cost/Res. |
|---|---|---|---|
| B | $1,468,000 | 250 | $5,872 |
| C | $510,000 | 37 | $13,784 |
| E | $1,178,900 | 22 | $53,586 |
| G | $574,000 | 23 | $24,957 |
| H | $809,000 | 34 | $23,794 |
| N | $350,000 | 13 | $26,923 |
| Total | $4,889,900 | 379 | $12,902 |

### 4. Construction Impacts

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project would probably employ the following pieces of equipment that would likely be sources of construction noise:

- Bulldozer and Earth Movers
- Graders
- Front End Loaders
- Dump and other Diesel Trucks
- Compressors
- Pile Drivers

Construction noise level specifications, especially relating to nighttime periods in more sensitive areas, will be coordinated with Prince George's County.

Temporary fencing will be considered, where feasible, to screen construction activities from view.

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

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## L. Air Quality

### 1. Objectives and Type of Analysis

This analysis will serve as support documentation for the project and has been prepared in accordance with the U.S. Environmental Protection Agency (US EPA), Federal Highway Administration (FHWA), and Maryland State Highway Administration (MD SHA) guidelines.

Carbon monoxide (CO) impacts are analyzed as the accepted indicator of vehicle-generated air pollution.

The EPA CAL3QHC dispersion model is used to predict carbon monoxide (CO) concentrations for air quality sensitive receptors for both the build year (2010) and design year (2020). The detailed analyses predict air quality impacts from CO vehicular emissions for both the No-Build Alternative and the Build Alternative at each receptor location. Modeled 1-hour and 8-hour average CO concentrations are added to background CO concentrations for comparison to the State and National Ambient Air Quality Standards (S/NAAQS).

### 2. Construction Impacts

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Standard Specifications for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

The Maryland Air and Radiation Management Administration 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 Air and Radiation Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03 D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area.

# Table IV-10

## MD 210/ Alternative 5A

## NOISE ANALYSIS SUMMARY

| NSA | RECEPTOR | DATE BUILT CASE/DATE/LANES* | PEAK AMBIENT | 2020 BUILD LEVEL | BASELINE ** NOISE LEVEL | CHANGE OVER BASELINE | 2020 NO-BUILD | CHANGE OVER 2020 NO-BUILD | BUILD WITH BARRIER | INSERTION LOSS*** | | BARRIER ANALYSIS: IMPACTED @ 66 dBA | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | R-57 | 5/after 1996/6L | 69 | 72 | N/A | N/A | 71 | 1 | 61 | 11 | | | |
| | R-58 | " | 58 | 59 | N/A | N/A | 58 | 1 | 54 | 5 | | Classification 3 | |
| | R-59 | " | 70 | 73 | N/A | N/A | 71 | 2 | 60 | 13 | | | |
| | R-60 | 2/1966-1986/4L | 74 | 77 | 76 | 1 | 76 | 1 | 64 | 13 | | There are no capacity | |
| A | R-61 | " | 63 | 65 | 64 | 1 | 64 | 1 | 57 | 8 | | improvements or | |
| | R-62 | 1/before 1966/2L | 72 | 74 | 63 | 11 | 73 | 1 | 64 | 10 | | construction that brings | |
| | R-63 | " | 65 | 66 | 60 | 6 | 65 | 1 | 55 | 11 | | traffic closer to receptor | |
| | R-64 | " | 64 | 66 | 56 | 10 | 65 | 1 | 56 | 10 | | | |
| | R-65 | N/A | 64 | 65 | N/A | N/A | 64 | 1 | 58 | 7 | | | |
| | | | | | | | | | | | | L= 4,770' | |
| | | | | | | | | | | | | Average HT= 19' | |
| | R-55 | 1/before 1966/2L | 65 | 67 | 59 | 8 | 66 | 1 | 63 | 4 | | COST= $ 1,468,000 | |
| | R-67 | " | 61 | 64 | 58 | 8 | 63 | 1 | 54 | 10 | | | |
| | R-68 | " | 63 | 64 | 58 | 6 | 62 | 2 | 59 | 5 | | Impacted @ 66dBA = 223 | |
| B | R-69 | " | 73 | 77 | 71 | 6 | 76 | 1 | 63 | 14 | | Imp. & Ben. @ 3dBA = 223 | |
| | R-70 | 2/1966-19864L | 72 | 73 | 72 | 1 | 72 | 1 | 62 | 11 | | Not Imp. & Ben. @ 5dBA= 27 | |
| | R-71 | " | 73 | 74 | 72 | 2 | 73 | 1 | 64 | 10 | | Total Benefited = 250 | |
| | R-72 | " | 73 | 78 | 76 | 2 | 77 | 1 | 65 | 13 | | | |
| | R-73 | 1/before 1966/2L | 73 | 75 | 68 | 7 | 74 | 1 | 63 | 12 | | Cost per Benefited | |
| | | | | | | | | | | | | Residence = $ 5,872 /RES. | |
| | | | | | | | | | | | | L= 1,810' | |
| | | | | | | | | | | | | Averege HT= 17' | |
| | | | | | | | | | | | | COST= $ 510,000 | |
| | R-49 | 1/before 1968/2L | 73 | 73 | 64 | 9 | 73 | 0 | N/A | N/A | | | |
| C | R-50 | 2/1966-1986/4L | 73 | 74 | 69 | 5 | 75 | -1 | 64 | 10 | | Impacted @ 66dBA = 34 | |
| | R-51 | 1/before 1966/2L | 74 | 77 | 65 | 12 | 76 | 1 | 65 | 12 | | Imp. & Ben. @ 3dBA = 34 | |
| | R-52 | " | 64 | 66 | 58 | 8 | 65 | 1 | 60 | 6 | | Not Imp. & Ben. @ 5dBA= 3 | |
| | | | | | | | | | | | | Total Benefited = 37 | |
| | | | | | | | | | | | | Cost per Benefited | |
| | | | | | | | | | | | | Residence = $ 13,784 /RES. | |
| | | | | | | | | | | | | Classification 1 | |
| | R-53 | 5/after 1996/6L | 70 | 70 | N/A | N/A | 70 | 0 | 63 | 7 | | Less than 3 dBA increase | |
| D | R-54 | " | 60 | 63 | N/A | N/A | 62 | 1 | 60 | 3 | | in No-build/ Build noise levels | |
| | R-56 | 1/before 1966/2L | 70 | 75 | 68 | 7 | 74 | 1 | N/A | N/A | | | |
| | R-56 is abandoned | | | | | | | | | | | | |

* Date Built is when the residence was constructed. No. Lanes is the number of roadway lenes in use et the time of residence construction
** Beseline is the maximum noise using roadway configuretion when receptor was built. N/A indicates no-build end baseline ere the seme
*** N/A mitigation not warranted or not feasible et specified receptor



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# Table IV-10 (Cont)

## MD 210/ Alternative 5A

## NOISE ANALYSIS SUMMARY

| NSA | RECEPTOR | DATE BUILT CASE/DATE/LANES* | PEAK AMBIENT | 2020 BUILD LEVEL | BASELINE** NOISE LEVEL | CHANGE OVER BASELINE | 2020 NO-BUILD | CHANGE OVER 2020 NO-BUILD | BUILD WITH BARRIER | INSERTION LOSS*** | BARRIER ANALYSIS: IMPACTED @ 66 dBA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| E | R-42 | 1/before 1966/2L | 72 | 76 | 67 | 9 | 75 | 1 | N/A | N/A | L= 2,718'<br>Average HT= 20.4'<br>Impacted @ 66dBA = 23<br>COST= $ 1,178,900<br><br>Imp. & Ben. @ 3dBA = 22<br>Not Imp. & Ben. @ 5dBA= 0<br>Total Benefited = 22<br><br>Cost per Benefited<br>Residence = $ 53,586 /RES. |
| | R-43 | 2/1966-1986/4L | 66 | 71 | 68 | 3 | 70 | 1 | N/A | N/A | |
| | R-44 | 1/before 1966/2L | 63 | 69 | 59 | 10 | 68 | 1 | N/A | N/A | |
| | R-45 | " | 63 | 66 | 58 | 8 | 65 | 1 | N/A | N/A | |
| | R-46 | 2/1966-1986/4L | 68 | 66 | 65 | 1 | 65 | 1 | N/A | N/A | |
| F | R-47 | 1/before 1966/2L | 57 | 59 | 50 | 9 | 58 | 1 | N/A | N/A | No active park use<br>Impacted residence being relocated |
| | R-48 | " | 59 | 66 | 59 | 7 | 64 | 2 | N/A | N/A | |
| | R-H1 | N/A | 69 | 74 | N/A | N/A | 73 | 1 | N/A | N/A | |
| | R-BC1 | N/A | 68 | 70 | N/A | N/A | 68 | 2 | N/A | N/A | |
| G | R-38 | 2/1966-1986/2L | 70 | 72 | 64 | 8 | 71 | 1 | 58 | 14 | L= 1680'<br>Average HT= 20.5'<br>Cost= $ 574,000<br>Impected @ 66-dBA = 23<br>Imp. & Ben. @ 3-dBA = 23<br>Not Imp. & Ben. @ 5-dBA= 0<br>Total Benefited = 23<br>Cost per Benefited<br>Residence = $ 24,957 /RES. |
| | R-39 | 3/1992-1996/4L | 68 | 71 | 68 | 3 | 71 | 0 | 60 | 11 | |
| | R-40 | " | 64 | 65 | 62 | 3 | 64 | 1 | 59 | 6 | |
| | R-41 | 2/1966-1986/2L | 71 | 74 | 67 | 7 | 74 | 0 | 64 | 10 | |
| H | R-23 | 2/1966-1986/2L | 60 | 61 | 55 | 6 | 60 | 1 | 59 | 2 | L= 2,130'<br>Average HT= 24'<br>COST= $ 809,000<br>Impacted @ 66-dBA = 20<br>Imp. & Ben. @ 3-dBA = 20<br>Not Imp. & Ben. @ 5-dBA= 14<br>Total Benefited = 34<br>Cost per Benefited<br>Residence = $ 23,794 /RES. |
| | R-24 | " | 65 | 66 | 61 | 5 | 65 | 1 | 56 | 10 | |
| | R-25 | " | 62 | 64 | 58 | 6 | 62 | 2 | 56 | 8 | |
| | R-26 | " | 61 | 66 | 61 | 6 | 65 | 1 | 56 | 10 | |
| | R-27 | " | 55 | 56 | 51 | 5 | 55 | 1 | 56 | 0 | |
| | R-28 | " | 54 | 52 | 47 | 5 | 51 | 1 | 51 | 1 | |
| | R-29 | " | 61 | 66 | 61 | 5 | 64 | 2 | 66 | 0 | |
| I | R-33 | 4/1992-1996/4L | 61 | 66 | 60 | 8 | 66 | 0 | N/A | N/A | No active outside uses at park and health center<br>Residences not impacted |
| | R-34 | 2/1966-1986/2L | 56 | 53 | 48 | 5 | 53 | 0 | N/A | N/A | |
| | R-35 | " | 69 | 64 | 58 | 8 | 63 | 1 | N/A | N/A | |
| | R-36 | " | 63 | 64 | 58 | 8 | 64 | 0 | N/A | N/A | |
| | R-37 | " | 67 | 71 | 64 | 7 | 70 | 1 | N/A | N/A | |
| | R-FW1 | N/A | 69 | 73 | N/A | N/A | 73 | 0 | N/A | N/A | |

* Dete Built is when the residence was constructed. No. Lanes Is the number of roedway lanes in use at the time of residence construction
** Beseline is the maximum noise using roadway configuration when receptor was built. N/A indicates no-build and baseline are the same
*** N/A mitigation not warranted or not feasible et specified receptor

# Table IV-10 (Cont)

## MD 210/ Alternative 5A

## NOISE ANALYSIS SUMMARY

| NSA | RECEPTOR | DATE BUILT CASE/DATE/LANES* DATE BUILT | PEAK AMBIENT LEVEL | 2020 BUILD LEVEL | BASELINE** NOISE LEVEL | CHANGE OVER BASELINE | 2020 NO-BUILD | CHANGE OVER 2020 NO-BUILD | BUILD WITH BARRIER | INSERTION LOSS*** | BARRIER ANALYSIS: IMPACTED @ 66 -dBA BARRIERS SCENARIO 1 | BARRIERS SCENARIO 2 | BARRIERS SCENARIO 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | R-30 | 2/1966-1986/2L | 61 | 61 | 55 | 6 | 61 | 0 | N/A | N/A | Not Impacted<br>No barrier was required in NSA J. | | |
| | R-31 | " | 56 | 56 | 51 | 5 | 56 | 0 | N/A | N/A | | | |
| | R-32 | " | 61 | 62 | 54 | 8 | 61 | 1 | N/A | N/A | | | |
| K | R-14 | 4/1992-1996/4L | 66 | 66 | 66 | 0 | 65 | 1 | 58 | 8 | | Classification 3<br>There are no capacity improvements or construction that brings traffic closer to receptor | |
| | R-15 | " | 58 | 63 | 61 | 2 | 63 | 0 | 58 | 5 | | | |
| | R-16 | 5/after 1996/6L | 62 | 65 | N/A | N/A | 65 | 0 | N/A | N/A | | | |
| | R-18 | 4/1992-1996/4L | 70 | 74 | 67 | 7 | 73 | 1 | 62 | 12 | | | |
| | R-19 | " | 71 | 72 | 66 | 6 | 72 | 0 | 68 | 4 | | | |
| | R-20 | 2/1966-1986/2L | 66 | 67 | 59 | 8 | 66 | 1 | 59 | 8 | | | |
| L | R-21 | 2/1966-1986/2L | 66 | 68 | 61 | 7 | 67 | 1 | N/A | N/A | Classification 3<br>There are no capacity improvements or construction that brings traffic closer to receptor | | |
| | R-22 | " | 66 | 68 | 62 | 6 | 68 | 0 | N/A | N/A | | | |
| | R-PC1 | N/A | 66 | 69 | N/A | N/A | 68 | 1 | N/A | N/A | | | |
| M | R-10 | 2/1966-1986/2L | 66 | 67 | 62 | 5 | 66 | 1 | 57 | 10 | | Classification 3<br>There are no capacity improvements or construction that brings traffic closer to receptor | |
| | R-11 | 4/1992-1996/4L | 70 | 70 | 68 | 2 | 70 | 0 | 59 | 11 | | | |
| | R-13 | " | 57 | 58 | 57 | 1 | 58 | 0 | 53 | 5 | | | |
| N | R-2 | 2/1966-1986/2L | 61 | 61 | 57 | 4 | 61 | 0 | 60 | 1 | | L= 1,450'<br>Average HT= 14.5'<br>COST= $ 350,000<br><br>Impacted @ 66-dBA = 6<br>Imp. & Ben. @ 3-dBA = 6<br>Not Imp. & Ben. @ 5-dBA= 7<br>Total Benefited = 13<br><br>Cost per Benefited Residence = $ 26,9230 /RES. | |
| | R-3 | " | 70 | 72 | 66 | 6 | 72 | 0 | 62 | 10 | | | |
| | R-4 | 5/after 1996/6L | 67 | 70 | N/A | N/A | 70 | 0 | 60 | 10 | | | |
| | R-5 | 2/1966-1986/2L | 59 | 59 | 56 | 3 | 59 | 0 | 53 | 6 | | | |
| | R-6 | 5/efter 1996/6L | 64 | 64 | N/A | N/A | 64 | 0 | N/A | N/A | | | |
| | R-8 | " | 61 | 81 | N/A | N/A | 61 | 0 | N/A | N/A | | | |
| | R-9 | " | 59 | 61 | N/A | N/A | 60 | 1 | N/A | N/A | | | |

* Date Built is when the residence was constructed. No. Lanes is the number of roadway lanes in use at the time of residence construction
** Baseline is the maximum noise using roadway configuration when receptor was built. N/A indicates no-build and baseline are the same
*** N/A mitigation not warrented or not feasible at specified receptor; numeric value only applies when nearest barrier is present (i.e. most inclusive Scenario)



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### 3. Receptor Site Locations

Seventy (70) air quality receptors were selected to represent air quality sensitive locations within the study area. All of the receptor sites chosen for these receptors are residences, places of worship, or medical centers. In addition, 254 air quality receptors were used to analyze nine (9)-signalized intersections in the study area. At these intersections, receptors were placed at the edge of right-of-way along roadways where queue lengths form. The CO concentration listed for the intersection is the maximum concentration from the receptors used to analyze the intersection.

The locations of the receptors are described in Section III.L. and are presented on Tables III-11 and 12 and Figures III-7A through III-7H.

### 4. Results of Microscale Analysis

A summary of the CO concentrations is shown in Tables IV-11 and 12. The CO concentrations at all air quality receptors and all signalized intersections for the No-Build and the Build Alternative are below the State and National Ambient Air Quality Standards in the one-hour and eight-hour analyses.

A comparison between the No-Build and the Build Alternative show that CO concentrations generally decrease at the northern end of the project due to the elimination of the signalized intersections on MD 210. CO concentrations at receptors from Old Fort Road North to Old Fort Road South generally increase for the Build Alternative. The increases in CO concentrations can be attributed to moving roadways closer to the receptor sites and longer queue lengths at the signalized intersections due to the elimination of the signals at the northern end. CO concentrations south of Old Fort Road South generally increase slightly due to moving roadways closer to the receptor sites.

### 5. Conformity with Regional Air Quality Planning

The MD 210 project is located in Prince George's County, Maryland. This county is not designated as non-attainment for carbon monoxide (CO) or particulate matter ($PM_{10}$), but is designated as a serious non-attainment area for ozone ($O_3$). Since the project is located in an ozone non-attainment area, conformity to the State Implementation Plans (SIP's) is determined through a regional air quality analysis performed on the Transportation Improvement Plan (TIP) and transportation plan. This project (STIP No. 163440) conforms to the SIP as it originates from a conforming TIP and transportation plan. Ozone conformity is determined through a regional air quality analysis performed on the TIP by the Metropolitan Washington Council of

Governments (MWCOG). The project conforms to the SIP $O_3$ levels since it is included in a conforming TIP. Ozone cannot be modeled on a project specific basis, since it is formed by chemical reactions in the atmosphere. CO can be done on a project specific (microscale) basis and will determine if there are any "hot spot" violations.

### 6. Analysis Input

#### a. Traffic Data

The traffic data used for this air quality analysis included average daily traffic volumes (ADTs), design hour volume (DHV), percent daily distributions (diurnal traffic curves), for both the Build and No-Build Alternatives. Traffic speeds were determined by using *LOS Criteria for Basic Freeway Sections* in Chapter 3 of the 1997 Highway Capacity Manual. The maximum speed for roadway segment was limited to the posted speed limit. LOS F speed was assumed to be 30 mph. Traffic in the vicinity of signalized intersections was assumed to be 30 mph on MD 210. Traffic volumes and diurnal curves provided by the MD SHA and Rummel, Klepper, and Kaul Inc. (RK&K) for the MD 210 project. This data was compiled for each alternative and each year of study.

#### b. Vehicular Emissions

Mobile source emission factors were obtained for use in the CO prediction models using the latest version of the (EPA) Mobile Source Emission Factors Model, MOBILE5b, released September 14, 1996. The emission rates of individual vehicles are influenced by factors such as ambient air temperature, engine temperature, operating mode, average speed, and maintenance. The average emission rate for a fleet of vehicles operating on a highway is further influenced by the composition of the fleet, vehicle type, and vehicle age. The Metropolitan Washington Council of Governments (MWCOG) provided assumptions for these factors used in the MD 210 Mobile5b models.

Vehicle CO emissions rates increase with decreasing ambient temperature. An ambient temperature of 46.5°F was used to determine both one-hour and eight-hour impacts. Engine operating temperature is included in the emission rate calculation as the fraction of vehicles operating in the cold or hot modes. MWCOG models four different operating modes: Federal Test Procedure (FTP), 100% stabilized mode, 100% cold start mode, and 100% hot start mode. The FTP operating mode (20.6% non-catalytic cold start vehicles, 27.3% catalytic hot start vehicles, and 20.6% catalytic cold start vehicles) was used to represent emissions from vehicles for MD 210. Vehicle maintenance is factored into the emissions rate calculation as the rate of compliance with the Maryland Vehicle Emissions Inspection Program (VEIP). The default

Mobile5b vehicle miles traveled was assumed. Since Maryland has opted into the National Low Emission Vehicle (NLEV) program starting in 1999, the phase-in of Low Emitting Vehicles (LEV) was modeled using Mobile5 Information Sheet #6 (*Effect of New National Low Emission Vehicles Standard for Light-Duty Gasoline Fueled Vehicles).* One set of trip length distributions and registration distributions by age was supplied by MWCOG and was used.

Assumptions for the fuel parameters used in Mobile5b were provided by MWCOG. The fuel volatility is class B and volatility limits of 7.8-psi were assumed for both phases 1 and 2. The first calendar year for period 2 is 2020. Wintertime reformulated gasoline rules were assumed. MWCOG assumes no additional correction factors for humidity, air conditioner usage, and trailer towing. Refueling emission rates were calculated reflecting the mandatory onboard vapor recovery system.

### c. Meteorological Factors

For direct comparison to the S/NAAQS, CO concentrations were estimated for worst-case one-hour and eight-hour periods. The meteorological conditions that would result in the maximum one-hour concentrations are (1) conditions of very light wind speeds (1.0 m/sec) and (2) very stable atmospheric conditions (Stability F). The wind direction that results in the maximum receptor concentration is dependent upon roadway/receptor geometry. In general, for receptors near free flow links, wind angles nearly parallel to the roadway yield the highest CO concentrations.

The worst case 1-hour average analyses conducted for this study were performed using the highest one-hour traffic volumes, Stability Class F, and a 1.0 m/sec. wind speed. Both a.m. and p.m. peaks were analyzed. The maximum one-hour CO impact was obtained for each air quality sensitive receptor by adding the background concentration to the one-hour CO receptor-specific concentration.

To estimate the maximum eight-hour average CO concentration, daily traffic distributions (diurnal curves) were used to breakdown the ADT's into hourly traffic volumes. Hourly time segments were analyzed to determine the receptor-specific CO concentrations. The worst consecutive eight hours were averaged and added to the background CO concentration to obtain the 8-hour average CO concentration.

### d. CAL3QHC Analysis

The mathematical model used to estimate future air quality concentrations was the current version of the EPA's CAL3QHC dispersion model, released in June 1993. The CAL3QHC dispersion model is a microcomputer-based modeling methodology developed to

predict the level of CO or other inert pollutant concentrations from motor vehicles traveling near roadway intersections. The CAL3QHC model is a consolidation of the CALINE3 line source dispersion model and an algorithm that internally estimates the length of the queues formed by idling vehicles at signalized intersections. Based on the assumption that vehicles at an intersection are either in motion or in an idling state, the program is designed to predict air pollution concentrations by combining the emissions from both moving and idling vehicles. By including emissions from idling vehicles, CAL3QHC represents a more reliable tool then CALINE3 alone for predicting CO concentrations near signalized intersections where idling vehicles interact with moving vehicles in complex configurations. Predictions of free flow traffic volumes using either CALINE3 or CAL3QHC would yield equivalent results.

The CAL3QHC program requires the roadways to be broken down into segments known as links. Links can be either free flow links (for vehicles moving at a constant velocity) or queue links (for idling vehicles). The required inputs for each link are the endpoints, traffic volume (vehicles/hour), and the emission factor (g/veh*mile for free flow links and g/hr for queue links). Additional inputs only for queue links are the average cycle length (seconds), saturation flow rate (vehicles/hour), signal type (pre-timed, actuated, or semi-actuated), and arrival rate (worst, below average, above average, or best progression). 1,600 vehicles/hour was assumed for the saturation flow rate. All signals were assumed pre-timed, with an average arrival rate, and a clearance time of 2.0 seconds.

A free flow link is defined as a straight segment of roadway having a constant width, height, traffic volume, traffic speed, and vehicle emission factor. A change in any of these factors requires a new link to be coded. The width of a free flow link is equal to the roadway width plus 10 feet on each side of the roadway to account for the dispersion of the plume generated by the wake of moving vehicles. For roadways where the median is less than 20 feet wide, free-flow link widths are the shoulder to shoulder width plus 20 feet. The traffic volumes used were the combined traffic volume in both directions traveling along the free-flow links. The roadways where the median width is greater than 20 feet, free-flow links were used to model separate roadways.

CAL3QHC also requires the input of meteorological factors. These factors are averaging time (minutes), surface roughness coefficient (cm), settling velocity (cm/s), deposition velocity (cm/s), wind speed (m/s), and mixing height (m). The values used for these factors were held constant throughout the analysis and are presented as follows:

| VARIABLE | VALUE |
|---|---|
| Averaging Time | 60 minutes |
| Surface Roughness Coefficient | 108 cm (Suburban Area) |

| | |
|---|---|
| Settling Velocity | 0.0 cm/second |
| Deposition Velocity | 0.0 cm/second |
| Mixing Height | 1,000 meters |
| Scale Factor | 0.3048 meters/foot |
| Source Height | 0.0 feet |

CAL3QHC calculates the CO concentration at each receptor for a given wind direction. The wind direction was varied through a full 360 degrees in five-degree increments in this study. The results for all wind directions for each receptor are placed in a matrix, and CAL3QHC determines the wind direction that caused the worst CO concentration at each receptor.

### e. Background Levels

In order to calculate the total concentration of CO that occurs at a particular receptor site during worst cast meteorological conditions; the background levels are considered in addition to the levels directly attributable to the facility under consideration.

The background levels were derived from the application of rollback methodology to on-site monitoring conducted by the Maryland Air and Radiation Management Administration at their Bladensburg site in Prince George's County during the period of 1999.

**Background CO, PPM***

| Year | 1 Hour | 8 hour |
|---|---|---|
| 2010 | 7.5 | 4.3 |
| 2020 | 7.5 | 4.3 |

* Parts Per Million

Data obtained from Maryland Air Quality Data Report 1999
Maryland Department of the Environment
Air and Radiation Management Administration
2500 Broening Highway
Baltimore, Maryland 21224

## 7. Conclusion

Based on the predicted CO concentrations obtained using the EPA CAL3QHC dispersion model for the No-Build and the Build Alternatives, there would be no violation of the 1-hour

standard (35 ppm) and 8-hour standard (9 ppm) set forth in the State and National Ambient Air Quality Standards.

## M. Secondary and Cumulative Effects Analysis

In compliance with the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) regulations (40 CFR 1508.25(c)), the following analysis examines the secondary and cumulative effects on the environment which may result from this project. The CEQ regulations and guidelines entitled "Considering Cumulative Effects Under the National Environmental Policy Act" define secondary and cumulative effects as follows:

Secondary (Indirect) Effects: "Effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." (40CFR 1508.8(b))

Cumulative Impacts: "Impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal/non-federal) or person undertakes such other actions." (40 CFR 1508.7)

The SHA Selected Alternative 5A Modified is addressed by this secondary and cumulative effects analysis (SCEA).

# TABLE IV-11
## CO CONCENTRATION (ppm) in 2005
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| INT-A | 10.9 | 5.9 | 9.8 | 5.5 | - | - | - | - | - | - | 9.8 | 5.5 | - | - | - | - | - | - | - | - |
| INT-B | 13.6 | 7.7 | 10.4 | 5.7 | - | - | - | - | - | - | 10.4 | 5.7 | - | - | - | - | - | - | - | - |
| INT-C | 10.6 | 6.4 | 9.4 | 5.1 | 9.1 | 5.1 | 10.0 | 5.5 | 10.0 | 5.5 | 9.4 | 5.1 | 9.1 | 5.1 | 10.0 | 5.5 | 9.5 | 5.4 | - | - |
| INT-D | 11.3 | 6.5 | 13.3 | 7.1 | - | - | - | - | - | - | - | - | - | - | 8.6 | 4.9 | 8.6 | 4.9 | - | - |
| INT-E | 11.5 | 6.6 | 10.8 | 6.3 | 10.7 | 6.2 | - | - | - | - | - | - | - | -- | - | - | 9.5 | 5.2 | 8.9 | 5.0 |
| INT-F | 12.8 | 6.3 | 12.0 | 6.2 | - | - | - | - | - | - | 8.9 | 5.0 | - | - | - | - | - | - | - | - |
| INT-G | 10.1 | 5.7 | 10.7 | 5.7 | - | - | - | - | - | - | - | - | - | - | 9.1 | 5.1 | 9.2 | 5.1 | - | - |
| INT-H | 9.3 | 5.2 | 9.2 | 5.2 | - | - | - | - | - | - | 9.2 | 5.2 | - | - | - | - | - | - | - | - |
| INT-I | 12.1 | 8.3 | 12.3 | 7.6 | - | - | - | - | - | - | 12.3 | 7.6 | - | - | - | - | - | - | - | - |
| R-2 | 8.9 | 5.3 | 8.9 | 4.9 | - | - | - | - | - | - | 8.9 | 4.9 | - | - | - | - | - | - | - | - |
| R-3 | 9.4 | 5.8 | 9.4 | 5.3 | - | - | - | - | - | - | 9.4 | 5.3 | - | - | - | - | - | - | - | - |
| R-4 | 8.6 | 5.2 | 8.5 | 4.8 | - | - | - | - | - | - | 8.5 | 4.8 | - | - | - | - | - | - | - | - |
| R-5 | 8.0 | 4.5 | 8.1 | 4.4 | - | - | - | - | - | - | 8.1 | 4.4 | - | - | - | - | - | - | - | - |
| R-6 | 8.3 | 4.8 | 8.2 | 4.6 | - | - | - | - | - | - | 8.2 | 4.6 | - | - | - | - | - | - | - | - |
| R-8 | 8.3 | 4.9 | 8.3 | 4.7 | - | - | - | - | - | - | 8.3 | 4.7 | - | - | - | - | - | - | - | - |
| R-9 | 7.8 | 4.5 | 7.8 | 4.4 | - | - | - | - | - | - | 7.8 | 4.4 | - | - | - | - | - | - | - | - |
| R-10 | 8.3 | 4.8 | 8.3 | 4.7 | - | - | - | - | - | - | 8.3 | 4.7 | - | - | - | - | - | - | - | - |
| R-11 | 8.3 | 4.9 | 8.3 | 4.7 | - | - | - | - | - | - | 8.3 | 4.7 | - | - | - | - | - | - | - | - |
| R-13 | 7.8 | 4.5 | 7.8 | 4.4 | - | - | - | - | - | - | 7.8 | 4.4 | - | - | - | - | - | - | - | - |
| R-14 | 8.7 | 4.8 | 8.7 | 4.7 | - | - | - | - | - | - | 8.7 | 4.7 | - | - | - | - | - | - | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.



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## TABLE IV-11 (cont)
## CO CONCENTRATION (ppm) in 2005
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| R-15 | 8.1 | 4.5 | 8.0 | 4.5 | - | - | - | - | - | - | 8.0 | 4.5 | - | - | - | - | - | - | - | - |
| R-17 | 8.1 | 4.5 | 8.1 | 4.5 | - | - | - | - | - | - | 8.1 | 4.5 | - | - | - | - | - | - | - | - |
| R-18 | 8.8 | 4.9 | 8.8 | 4.9 | - | - | - | - | - | - | 8.8 | 4.9 | - | - | - | - | - | - | - | - |
| R-19 | 8.6 | 4.8 | 8.6 | 4.7 | - | - | - | - | - | - | 8.6 | 4.7 | - | - | - | - | - | - | - | - |
| R-20 | 8.3 | 4.7 | 8.3 | 4.6 | - | - | - | - | - | - | 8.3 | 4.6 | - | -- | - | - | - | - | - | - |
| R-21 | 9.1 | 5.2 | 9.0 | 5.2 | - | - | - | - | - | - | 9.0 | 5.2 | - | - | - | - | - | - | - | - |
| R-22 | 8.0 | 4.6 | 8.0 | 4.6 | - | - | - | - | - | - | 8.0 | 4.6 | - | - | - | - | - | - | - | - |
| R-24 | 8.6 | 4.9 | 8.7 | 4.9 | - | - | - | - | - | - | 8.1 | 4.6 | - | - | - | - | - | - | - | - |
| R-25 | 8.1 | 4.5 | 8.1 | 4.6 | - | - | - | - | - | - | 7.8 | 4.5 | - | - | - | - | - | - | - | - |
| R-26 | 8.3 | 4.7 | 8.3 | 4.7 | - | - | - | - | - | - | 8.2 | 4.7 | - | - | - | - | - | - | - | - |
| R-28 | 8.2 | 4.6 | 8.2 | 4.6 | - | - | - | - | - | - | - | - | - | - | 8.2 | 4.7 | 8.1 | 4.7 | - | - |
| R-29 | 9.1 | 5.1 | 9.3 | 5.2 | - | - | - | - | - | - | - | - | - | - | 8.6 | 4.9 | 8.6 | 4.9 | - | - |
| R-30 | 8.7 | 4.7 | 8.7 | 4.8 | - | - | - | - | - | - | - | - | - | - | 8.4 | 4.8 | 8.4 | 4.8 | - | - |
| R-31 | 8.2 | 4.5 | 8.3 | 4.6 | - | - | - | - | - | - | - | - | - | - | 8.1 | 4.6 | 8.0 | 4.6 | - | - |
| R-32 | 8.5 | 4.7 | 8.5 | 4.7 | - | - | - | - | - | - | - | - | - | - | 8.5 | 4.8 | 8.5 | 4.8 | - | - |
| R-33 | 8.5 | 4.8 | 8.6 | 4.8 | - | - | - | - | - | - | - | - | - | - | 8.3 | 4.7 | 8.3 | 4.7 | - | - |
| R-34 | 8.3 | 4.6 | 8.1 | 4.6 | - | - | - | - | - | - | - | - | - | - | 7.9 | 4.5 | 7.9 | 4.5 | - | - |
| R-35 | 7.9 | 4.5 | 8.0 | 4.5 | - | - | - | - | - | - | - | - | - | - | 8.0 | 4.6 | 8.0 | 4.6 | - | - |
| R-36 | 8.8 | 4.8 | 8.6 | 4.8 | - | - | - | - | - | - | - | - | - | - | 9.0 | 5.2 | 9.0 | 5.2 | - | - |
| R-37a | 9.2 | 5.2 | 9.2 | 5.1 | - | - | - | - | - | - | 8.4 | 4.7 | - | - | - | - | - | - | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.



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## TABLE IV-11 (cont)
## CO CONCENTRATION (ppm) in 2005
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| R-37b | 8.2 | 4.7 | 8.2 | 4.6 | - | - | - | - | - | - | 8.1 | 4.6 | - | - | - | - | - | - | - | - |
| R-38 | 8.7 | 4.8 | 8.5 | 4.7 | - | - | - | - | - | - | 8.4 | 4.8 | - | - | - | - | - | - | - | - |
| R-39 | 8.7 | 4.8 | 8.7 | 4.8 | - | - | - | - | - | - | 8.6 | 4.8 | - | - | - | - | - | - | - | - |
| R-40 | 8.2 | 4.7 | 8.2 | 4.6 | 8.3 | 4.6 | - | - | - | - | - | - | - | - | - | - | 8.0 | 4.6 | 8.0 | 4.6 |
| R-41 | 9.7 | 5.4 | 9.5 | 5.3 | 9.5 | 5.2 | - | - | - | - | - | - | - | -- | - | - | 8.5 | 4.9 | 8.6 | 4.9 |
| R-42 | 9.3 | 5.3 | 9.9 | 5.4 | - | - | - | - | - | - | - | - | - | - | 8.7 | 5.1 | 8.7 | 5.1 | - | - |
| R-43 | 9.0 | 5.2 | 10.2 | 5.5 | - | - | - | - | - | - | - | - | - | - | 8.5 | 4.9 | 8.4 | 4.8 | - | - |
| R-44 | 9.1 | 5.3 | 10.4 | 5.4 | - | - | - | - | - | - | - | - | - | - | 8.7 | 5.0 | 8.7 | 5.0 | - | - |
| R-46 | 9.5 | 5.4 | 8.3 | 4.7 | 8.3 | 4.7 | 9.3 | 5.1 | 9.3 | 5.1 | 8.3 | 4.7 | 8.3 | 4.7 | 9.3 | 5.1 | 9.1 | 5.2 | - | - |
| R-47 | 8.5 | 4.7 | 8.8 | 4.9 | - | - | - | - | - | - | - | - | - | - | 7.9 | 4.5 | 7.9 | 4.5 | - | - |
| R-48 | 10.6 | 6.2 | 12.3 | 6.9 | - | - | - | - | - | - | - | - | - | - | 8.4 | 4.8 | 8.4 | 4.7 | - | - |
| R-49 | 8.8 | 5.1 | 8.9 | 4.9 | - | - | - | - | - | - | 8.9 | 4.9 | - | - | - | - | - | - | - | - |
| R-50 | 9.3 | 5.2 | 8.9 | 5.0 | - | - | - | - | - | - | 8.9 | 5.0 | - | - | - | - | - | - | - | - |
| R-51 | 10.3 | 6.0 | 8.9 | 5.0 | - | - | - | - | - | - | 8,9 | 5.0 | - | - | - | - | - | - | - | - |
| R-52 | 8.9 | 5.1 | 8.3 | 4.7 | - | - | - | - | - | - | 8.3 | 4.7 | - | - | - | - | - | - | - | - |
| R-53 | 8.9 | 5.1 | 8.8 | 4.9 | - | - | - | - | - | - | 8.8 | 4.9 | - | - | - | - | - | - | - | - |
| R-54 | 8.2 | 4.7 | 8.7 | 4.8 | - | - | - | - | - | - | 8.7 | 4.8 | - | - | - | - | - | - | - | - |
| R-55 | 9.1 | 5.3 | 8.6 | 4.8 | - | - | - | - | - | - | 8.6 | 4.8 | - | - | - | - | - | - | - | - |
| R-56 | 8.8 | 5.0 | 9.6 | 5.3 | - | - | - | - | - | - | 8.4 | 5.3 | - | - | - | - | - | - | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.

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## TABLE IV-11 (cont)
## CO CONCENTRATION (ppm) in 2005
### MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| R-57 | 9.4 | 5.3 | 9.2 | 5.0 | - | - | - | - | - | - | 9.2 | 5.0 | - | - | - | - | - | - | - | - |
| R-58 | 8.7 | 4.9 | 8.7 | 5.0 | - | - | - | - | - | - | 8.7 | 5.0 | - | - | - | - | - | - | - | - |
| R-59 | 9.4 | 5.4 | 9.8 | 5.4 | - | - | - | - | - | - | 9.8 | 5.4 | - | - | - | - | - | - | - | - |
| R-60 | 9.2 | 5.3 | 9.0 | 5.0 | - | - | - | - | - | - | 9.0 | 5.0 | - | - | - | - | - | - | - | - |
| R-61 | 8.5 | 4.8 | 8.2 | 4.7 | - | - | - | - | - | - | 8.2 | 4.7 | - | -- | - | - | - | - | - | - |
| R-62 | 9.0 | 5.1 | 8.8 | 5.1 | - | - | - | - | - | - | 8.8 | 5.1 | - | - | - | - | - | - | - | - |
| R-63 | 9.6 | 5.5 | 9.7 | 5.4 | - | - | - | - | - | - | 9.7 | 5.4 | - | - | - | - | - | - | - | - |
| R-64 | 8.1 | 4.5 | 8.0 | 4.6 | - | - | - | - | - | - | 8.0 | 4.6 | - | - | - | - | - | - | - | - |
| R-65 | 8.1 | 4.7 | 8.1 | 4.6 | - | - | - | - | - | - | 8.1 | 4.6 | - | - | - | - | - | - | - | - |
| R-67 | 8.3 | 4.7 | 8.6 | 4.8 | - | - | - | - | - | - | 8.6 | 4.8 | - | - | - | - | - | - | - | - |
| R-68 | 8.5 | 4.9 | 8.2 | 4.7 | - | - | - | - | - | - | 8.2 | 4.7 | - | - | - | - | - | - | - | - |
| R-69 | 9.7 | 5.5 | 9.3 | 5.2 | - | - | - | - | - | - | 9.3 | 5.2 | - | - | - | - | - | - | - | - |
| R-70 | 9.9 | 5.4 | 9.1 | 5.2 | - | - | - | - | - | - | 9.1 | 5.2 | - | - | - | - | - | - | - | - |
| R-71 | 9.9 | 5.2 | 9.5 | 5.2 | - | - | - | - | - | - | 9.5 | 5.2 | - | - | - | - | - | - | - | - |
| R-72 | 10.4 | 5.8 | 9.6 | 5.3 | - | - | - | - | - | - | 9.6 | 5.3 | - | - | - | - | - | - | - | - |
| R-73 | 10.6 | 6.1 | 9.2 | 5.1 | - | - | - | - | - | - | 9.2 | 5.1 | - | - | - | - | - | - | - | - |
| PC-1 | 8.2 | 4.7 | 8.2 | 4.7 | - | - | - | - | - | - | 8.2 | 4.7 | - | - | - | - | - | - | - | - |
| FW-1 | 9.2 | 5.0 | 8/8 | 4.9 | - | - | - | - | - | - | - | - | - | - | 8.4 | 4.8 | 8.4 | 4.8 | - | - |
| BC-1 | 8.4 | 4.8 | 8.7 | 4.8 | 8.6 | 4.8 | - | - | - | - | - | - | - | - | - | - | 8.5 | 4.8 | 8.7 | 4.9 |
| H-1 | 9.3 | 5.4 | 8.9 | 5.0 | 8.9 | 5.0 | 9.1 | 5.0 | 9.2 | 5.1 | 8.9 | 5.0 | 8.9 | 5.0 | 9.1 | 5.0 | 8.9 | 5.1 | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.



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# TABLE IV-12
## CO CONCENTRATION (ppm) in 2020
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| INT-A | 11.6 | 6.0 | 10.3 | 5.7 | - | - | - | - | - | - | 10.3 | 5.7 | - | - | - | - | - | - | - | - |
| INT-B | 13.3 | 8.1 | 10.8 | 6.0 | - | - | - | - | - | - | 10.8 | 6.0 | - | - | - | - | - | - | - | - |
| INT-C | 10.8 | 6.3 | 9.4 | 5.3 | 9.3 | 5.2 | 10.2 | 5.7 | 10.2 | 5.7 | 9.5 | 5.3 | 9.3 | 5.2 | 10.2 | 5.7 | 10.2 | 5.7 | - | - |
| INT-D | 11.0 | 6.5 | 14.2 | 7.0 | - | - | - | - | - | - | - | - | - | - | 8.7 | 4.9 | 8.8 | 4.9 | - | - |
| INT-E | 11.4 | 7.0 | 10.9 | 6.6 | 10.8 | 6.5 | - | - | - | - | - | - | - | -- | - | - | 9.6 | 5.2 | 9.1 | 5.2 |
| INT-F | 12.5 | 6.6 | 12.7 | 6.4 | - | - | - | - | - | - | 9.1 | 4.8 | - | - | - | - | - | - | - | - |
| INT-G | 10.7 | 5.9 | 11.8 | 6.0 | - | - | - | - | - | - | - | - | - | - | 9.7 | 5.5 | 9.7 | 5.3 | - | - |
| INT-H | 9.6 | 5.7 | 9.7 | 5.4 | - | - | - | - | - | - | 9.7 | 5.4 | - | - | - | - | - | - | - | - |
| INT-I | 11.8 | 7.3 | 12.2 | 7.7 | - | - | - | - | - | - | 12.2 | 7.7 | - | - | - | - | - | - | - | - |
| R-2 | 8.9 | 5.1 | 9.0 | 5.1 | - | - | - | - | - | - | 9.0 | 5.1 | - | - | - | - | - | - | - | - |
| R-3 | 9.4 | 5.4 | 9.5 | 5.4 | - | - | - | - | - | - | 9.5 | 5.4 | - | - | - | - | - | - | - | - |
| R-4 | 8.4 | 4.9 | 8.4 | 5.0 | - | - | - | - | - | - | 8.4 | 5.0 | - | - | - | - | - | - | - | - |
| R-5 | 8.0 | 4.5 | 8.0 | 4.5 | - | - | - | - | - | - | 8.0 | 4.5 | - | - | - | - | - | - | - | - |
| R-6 | 8.1 | 4.7 | 8.1 | 4.8 | - | - | - | - | - | - | 8.1 | 4.8 | - | - | - | - | - | - | - | - |
| R-8 | 8.3 | 4.8 | 8.3 | 4.8 | - | - | - | - | - | - | 8.3 | 4.8 | - | - | - | - | - | - | - | - |
| R-9 | 7.8 | 4.5 | 7.8 | 4.5 | - | - | - | - | - | - | 7.8 | 4.5 | - | - | - | - | - | - | - | - |
| R-10 | 8.2 | 4.7 | 8.2 | 4.7 | - | - | - | - | - | - | 8.2 | 4.7 | - | - | - | - | - | - | - | - |
| R-11 | 8.3 | 4.8 | 8.3 | 4.8 | - | - | - | - | - | - | 8.3 | 4.8 | - | - | - | - | - | - | - | - |
| R-13 | 7.7 | 4.4 | 7.7 | 4.4 | - | - | - | - | - | - | 7.7 | 4.4 | - | - | - | - | - | - | - | - |
| R-14 | 8.8 | 5.1 | 8.8 | 4.9 | - | - | - | - | - | - | 8.8 | 4.9 | - | - | - | - | - | - | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.

## TABLE IV-12 (cont)
## CO CONCENTRATION (ppm) in 2020
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| R-15 | 8.2 | 4.6 | 8.1 | 4.6 | - | - | - | - | - | - | 8.1 | 4.5 | - | - | - | - | - | - | - | - |
| R-17 | 8.1 | 4.7 | 8.1 | 4.6 | - | - | - | - | - | - | 8.1 | 4.6 | - | - | - | - | - | - | - | - |
| R-18 | 8.8 | 5.3 | 9.1 | 5.1 | - | - | - | - | - | - | 9.1 | 5.1 | - | - | - | - | - | - | - | - |
| R-19 | 8.5 | 4.9 | 8.5 | 4.9 | - | - | - | - | - | - | 8.7 | 4.8 | - | - | - | - | - | - | - | - |
| R-20 | 8.4 | 4.8 | 8.5 | 4.7 | - | - | - | - | - | - | 8.5 | 4.7 | - | -- | - | - | - | - | - | - |
| R-21 | 9.1 | 5.6 | 9.2 | 5.5 | - | - | - | - | - | - | 9.4 | 5.4 | - | - | - | - | - | - | - | - |
| R-22 | 8.0 | 4.7 | 8.0 | 4.6 | - | - | - | - | - | - | 8.1 | 4.6 | - | - | - | - | - | - | - | - |
| R-24 | 8.8 | 5.0 | 9.2 | 5.0 | - | - | - | - | - | - | 8.4 | 4.6 | - | - | - | - | - | - | - | - |
| R-25 | 8.1 | 4.6 | 8.3 | 4.6 | - | - | - | - | - | - | 7.9 | 4.5 | - | - | - | - | - | - | - | - |
| R-26 | 8.3 | 4.8 | 8.5 | 4.8 | - | - | - | - | - | - | 8.3 | 4.6 | - | - | - | - | - | - | - | - |
| R-28 | 8.2 | 4.8 | 8.4 | 4.7 | - | - | - | - | - | - | - | - | - | - | 8.4 | 4.8 | 8.4 | 4.8 | - | - |
| R-29 | 9.0 | 5.3 | 9.7 | 5.4 | - | - | - | - | - | - | - | - | - | - | 8.8 | 5.1 | 8.8 | 5.0 | - | - |
| R-30 | 8.8 | 5.0 | 8.9 | 5.0 | - | - | - | - | - | - | - | - | - | - | 8.6 | 5.0 | 8.6 | 4.9 | - | - |
| R-31 | 8.5 | 4.7 | 8.3 | 4.7 | - | - | - | - | - | - | - | - | - | - | 8.2 | 4.8 | 8.1 | 4.7 | - | - |
| R-32 | 8.6 | 4.9 | 8.7 | 4.9 | - | - | - | - | - | - | - | - | - | - | 8.6 | 5.0 | 8.6 | 4.9 | - | - |
| R-33 | 8.7 | 4.9 | 8.9 | 4.9 | - | - | - | - | - | - | - | - | - | - | 8.5 | 4.9 | 8.5 | 4.8 | - | - |
| R-34 | 8.3 | 4.7 | 8.2 | 4.7 | - | - | - | - | - | - | - | - | - | - | 8.2 | 4.7 | 8.2 | 4.7 | - | - |
| R-35 | 7.9 | 4.5 | 8.1 | 4.6 | - | - | - | - | - | - | - | - | - | - | 8.1 | 4.7 | 8.1 | 4.6 | - | - |
| R-36 | 8.8 | 5.0 | 8.8 | 4.9 | - | - | - | - | - | - | - | - | - | - | 9.2 | 5.3 | 9.2 | 5.4 | - | - |
| R-37a | 9.4 | 5.4 | 9.6 | 5.3 | - | - | - | - | - | - | 8.8 | 4.6 | - | - | - | - | - | - | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.



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## TABLE IV-12 (cont)
## CO CONCENTRATION (ppm) in 2020
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| R-37b | 8.3 | 4.7 | 8.6 | 4.8 | - | - | - | - | - | - | 8.2 | 4.5 | - | - | - | - | - | - | - | - |
| R-38 | 8.4 | 4.9 | 8.6 | 4.9 | - | - | - | - | - | - | 8.6 | 4.7 | - | - | - | - | - | - | - | - |
| R-39 | 8.5 | 4.9 | 8.9 | 5.0 | - | - | - | - | - | - | 8.8 | 4.8 | - | - | - | - | - | - | - | - |
| R-40 | 8.2 | 4.8 | 8.4 | 4.8 | 8.5 | 4.8 | - | - | - | - | - | - | - | - | - | - | 8.1 | 4.6 | 8.1 | 4.6 |
| R-41 | 9.6 | 5.7 | 9.8 | 5.5 | 9.9 | 5.4 | - | - | - | - | - | - | - | -- | - | - | 8.6 | 4.9 | 8.6 | 5.0 |
| R-42 | 9.3 | 5.4 | 9.9 | 5.5 | - | - | - | - | - | - | - | - | - | - | 9.0 | 5.1 | 8.9 | 5.1 | - | - |
| R-43 | 8.9 | 5.3 | 10.0 | 5.5 | - | - | - | - | - | - | - | - | - | - | 8.5 | 4.8 | 8.6 | 4.8 | - | - |
| R-44 | 9.1 | 5.3 | 10.2 | 5.6 | - | - | - | - | - | - | - | - | - | - | 8.9 | 5.0 | 8.9 | 5.0 | - | - |
| R-46 | 9.5 | 5.5 | 8.6 | 4.8 | 8.6 | 4.8 | 9.5 | 5.3 | 9.5 | 5.3 | 8.6 | 4.8 | 8.6 | 4.8 | 9.5 | 5.3 | 9.5 | 5.3 | - | - |
| R-47 | 8.4 | 4.8 | 8.9 | 4.9 | - | - | - | - | - | - | - | - | - | - | 8.0 | 4.5 | 8.0 | 4.5 | - | - |
| R-48 | 10.3 | 6.2 | 12.6 | 6.7 | - | - | - | - | - | - | - | - | - | - | 8.6 | 4.9 | 8.6 | 4.8 | - | - |
| R-49 | 8.8 | 5.1 | 9.1 | 5.1 | - | - | - | - | - | - | 9.1 | 5.1 | - | - | - | - | - | - | - | - |
| R-50 | 9.3 | 5.4 | 9.0 | 5.1 | - | - | - | - | - | - | 9.0 | 5.1 | - | - | - | - | - | - | - | - |
| R-51 | 10.2 | 6.2 | 9.1 | 5.1 | - | - | - | - | - | - | 9.1 | 5.1 | - | - | - | - | - | - | - | - |
| R-52 | 8.9 | 5.2 | 8.3 | 4.7 | - | - | - | - | - | - | 8.3 | 4.7 | - | - | - | - | - | - | - | - |
| R-53 | 9.0 | 5.2 | 9.0 | 5.1 | - | - | - | - | - | - | 9.0 | 5.1 | - | - | - | - | - | - | - | - |
| R-54 | 8.3 | 4.8 | 8.8 | 4.9 | - | - | - | - | - | - | 8.8 | 4.9 | - | - | - | - | - | - | - | - |
| R-55 | 9.1 | 5.4 | 8.8 | 4.9 | - | - | - | - | - | - | 8.8 | 4.9 | - | - | - | - | - | - | - | - |
| R-56 | 8.7 | 5.1 | 9.8 | 5.5 | - | - | - | - | - | - | 9.8 | 5.5 | - | - | - | - | - | - | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration include a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm.



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## TABLE IV-12 (cont)
## CO CONCENTRATION (ppm) in 2020
## MD 210: From I-95/I-495 to MD 228

| Receptor | Alternative 5A | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Build | | Opt. 1A | | Opt. 1B | | Opt. 1C | | Opt. 1D | | Opt. 2A | | Opt. 2B | | Opt. 2C | | Opt. 2D | | Opt. 2E | |
| | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR | 1-HR | 8-HR |
| R-57 | 9.7 | 5.5 | 9.5 | 5.2 | - | - | - | - | - | - | 9.5 | 5.2 | - | - | - | - | - | - | - | - |
| R-58 | 8.6 | 5.0 | 8.9 | 5.1 | - | - | - | - | - | - | 8.9 | 5.1 | - | - | - | - | - | - | - | - |
| R-59 | 9.3 | 5.6 | 10.1 | 5.7 | - | - | - | - | - | - | 10.1 | 5.7 | - | - | - | - | - | - | - | - |
| R-60 | 9.5 | 5.4 | 9.1 | 5.1 | - | - | - | - | - | - | 9.1 | 5.1 | - | - | - | - | - | - | - | - |
| R-61 | 8.5 | 4.8 | 8.4 | 4.7 | - | - | - | - | - | - | 8.4 | 4.7 | - | -- | - | - | - | - | - | - |
| R-62 | 9.5 | 5.1 | 9.1 | 5.1 | - | - | - | - | - | - | 9.1 | 5.1 | - | - | - | - | - | - | - | - |
| R-63 | 9.9 | 5.5 | 9.9 | 5.6 | - | - | - | - | - | - | 9.9 | 5.6 | - | - | - | - | - | - | - | - |
| R-64 | 8.2 | 4.5 | 8.0 | 4.6 | - | - | - | - | - | - | 8.0 | 4.6 | - | - | - | - | - | - | - | - |
| R-65 | 8.3 | 4.7 | 8.2 | 4.7 | - | - | - | - | - | - | 8.2 | 4.7 | - | - | - | - | - | - | - | - |
| R-67 | 8.5 | 4.7 | 8.6 | 4.9 | - | - | - | - | - | - | 8.6 | 4.9 | - | - | - | - | - | - | - | - |
| R-68 | 8.6 | 4.9 | 8.3 | 4.7 | - | - | - | - | - | - | 8.3 | 4.7 | - | - | - | - | - | - | - | - |
| R-69 | 9.5 | 5.7 | 9.7 | 5.3 | - | - | - | - | - | - | 9.7 | 5.3 | - | - | - | - | - | - | - | - |
| R-70 | 10.8 | 5.3 | 9.6 | 5.4 | - | - | - | - | - | - | 9.6 | 5.4 | - | - | - | - | - | - | - | - |
| R-71 | 10.3 | 5.2 | 9.8 | 5.4 | - | - | - | - | - | - | 9.8 | 5.4 | - | - | - | - | - | - | - | - |
| R-72 | 10.7 | 5.9 | 9.8 | 5.6 | - | - | - | - | - | - | 9.8 | 5.6 | - | - | - | - | - | - | - | - |
| R-73 | 10.4 | 6.4 | 9.4 | 5.3 | - | - | - | - | - | - | 9.4 | 5.3 | - | - | - | - | - | - | - | - |
| PC-1 | 8.2 | 4.9 | 8.2 | 4.8 | - | - | - | - | - | - | 8.3 | 4.8 | - | - | - | - | - | - | - | - |
| FW-1 | 9.2 | 5.2 | 9.0 | 5.1 | - | - | - | - | - | - | - | - | - | - | 8.7 | 5.0 | 8.9 | 5.0 | - | - |
| BC-1 | 8.2 | 4.8 | 8.7 | 4.9 | 8.7 | 4.9 | - | - | - | - | - | - | - | - | - | - | 8.9 | 4.9 | 8.8 | 5.0 |
| H-1 | 9.2 | 5.5 | 9.2 | 5.1 | 9.0 | 5.1 | 9.1 | 5.1 | 9.4 | 5.2 | 9.2 | 5.1 | 9.0 | 5.1 | 9.2 | 5.1 | 9.4 | 5.2 | - | - |

**NOTES:** 1-hour average CO concentrations include a 7.5-ppm background concentration. Worst case (a.m. or p.m.) shown.
8-hour average concentration includes a 4.3-ppm background concentration.
The S/NAAQS for the 1-hour average is 35.0 ppm.
The S/NAAQS for the 8-hour average is 9.0 ppm



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## 1. Scoping for the SCEA

### a. Description of the Resources Addressed by the SCEA

An initial step in the SCEA process is to identify the resources for which secondary and cumulative effects are to be assessed. The list of resources considered in this SCEA is primarily based on those resources which would be directly impacted by the build alternatives under consideration and includes surface waters, 100-year floodplains, wetlands, woodlands, prime farmland and parklands.

### b. Description of the SCEA Boundary

The geographic boundary for secondary and cumulative effects analyses, referred to as the SCEA boundary, is based on a number of sub-boundaries. The sub-boundaries that were considered in establishing the SCEA boundary for this project are shown on Figures IV-10 to IV-13 along with the SCEA boundary. The following sub-boundaries were considered: the project area (the extent of the SHA-Selected Alternative under consideration), the area of traffic influence, census tracts and block groups, planning areas and watersheds/sub-watersheds.

The concept behind "the area of traffic influence" can be explained as follows. The geographic extent to which a project would affect traffic levels on the nearby roadways defines the overall area in which the project would have an influence on the traffic. The Area of Traffic Influence for the MD 210 Multi-Modal Study encompasses an area approximately 60 square miles in size, bordered roughly by the Potomac River on the west, the Capital Beltway on the north, the Charles County line on the south and a line on the east side that is parallel to and approximately three miles west of MD 5. The area is defined using Traffic Analysis Zones (TAZ) included in the Metropolitan Washington Council of Governments (MWCOG) Regional Travel Demand Model. Six zones (1183, 1185, 1186, 1187, 1260 and 1261) were selected based on review of general model output generated as part of the MD 210 Multi-Modal study for the No-Build Alternative and Alternative 5B (since dropped from consideration). Model output for these two alternatives were analyzed, and any TAZ within which a coded roadway (i.e., arterial or collected) indicated a 10% and 1,000 vehicle per day traffic volume difference between the two alternatives was considered part of the Area of Traffic Influence.

The overall SCEA boundary is a synthesis of the aforementioned sub-boundaries. The project's SCEA boundary encompasses the project area, as well as the area of traffic influence. Portions of areas where sewer and/or water service is not planned are contained within the SCEA

boundary. The sewer and water service sub-boundary did not have a major influence when synthesizing all of the sub-boundaries considered in establishing the SCEA boundary.

The SCEA boundary lies within Subregions V and VII in Prince George's County and extends into the northern portion of Charles County. The following rationale was applied in determining the limits of the SCEA boundary. A detailed description of the boundary is provided afterwards (Refer to Figures IV-10 to IV-13). The northern portion of the SCEA boundary follows census tract boundaries which also coincide with the northern limit of the area of traffic influence. By selecting this as the northern limit, the SCEA boundary encompasses the northern project limits and synthesizes with the Potomac River Watershed boundary. The western portion of the SCEA boundary again follows census tract boundaries, coinciding with the western limit of the area of traffic influence. This western limit encompasses the portion of the Potomac River receiving runoff from the project area's watersheds. The southern portion of the SCEA boundary follows the Mattawoman Creek watershed boundary, a project area watershed. This portion also encompasses the northern portion of Charles County where MD 210 terminates. The eastern portion of the SCEA boundary is a synthesis of census tract and census block group boundaries, the eastern limit of the area of traffic influence and Prince George's County planning area boundaries. The area of traffic influence has a major influence in establishing the eastern limit of the SCEA boundary. The project's SCEA boundary is described in detail below (Refer to Figures IV-10 to IV-13).

- Beginning at the northeastern extremity of the SCEA boundary, at I-95/I-495, the SCEA boundary runs southwesterly, following the boundaries of 1990 Census Tracts 8017.02, 8014.05 and 8014.03 along the Capital Beltway.

- It then runs southerly then westerly, following the boundaries of Census Tracts 8014.03 and 8013.98 along the western shore of the Potomac River.

- Continuing southwesterly into Charles County, the SCEA boundary follows the boundaries of Census Tracts 8501.00 and 8502.02 and crosses the Potomac River to Indian Head following the boundaries of Census Tracts 8502.02 and 8502.01.

- It then continues southwesterly, following the Mattawoman Creek watershed boundary along the Potomac River shoreline.

- Leaving the Potomac River shoreline, the SCEA boundary runs northeasterly, in general, following the Mattawoman Creek watershed boundary to Census Tract boundary 8507.3 at Waldorf, outside the area of traffic influence.

- It then runs northeasterly along the boundaries of Census Tracts 8507.03 and 8507.02 to the boundary of Census Block Group 8507.02.1.

- The SCEA boundary then runs northwesterly and northerly, following the boundaries of Census Block Groups 8507.02.1 and 8507.02.3 to the Charles County line.

- Continuing northerly into Prince George's County, the SCEA boundary follows the boundary of Census Tract 8013.01, runs along the boundary of the area of traffic influence for a short distance, then follows the boundary of Census Tract 8013.01 to the boundary of Planning Area 81B.

- It then runs northerly, in general, following the boundary of Planning Area 81B to the boundary of Census Block Group 8012.04.2.

- The SCEA boundary continues northwesterly to the beginning point, following the boundaries of Census Block Group 8012.04.2 and Census Tracts 8014.01, 8017.01 and 8017.02.

### c. Temporal Limits of the SCEA

As part of the scoping process, a time frame is defined for the analysis of secondary and cumulative effects. The following events were considered in establishing the time frame for the SCEA which begins in 1966 and is projected through the design year 2020.

- 1945 - MD 210 was constructed as a 2-lane roadway.

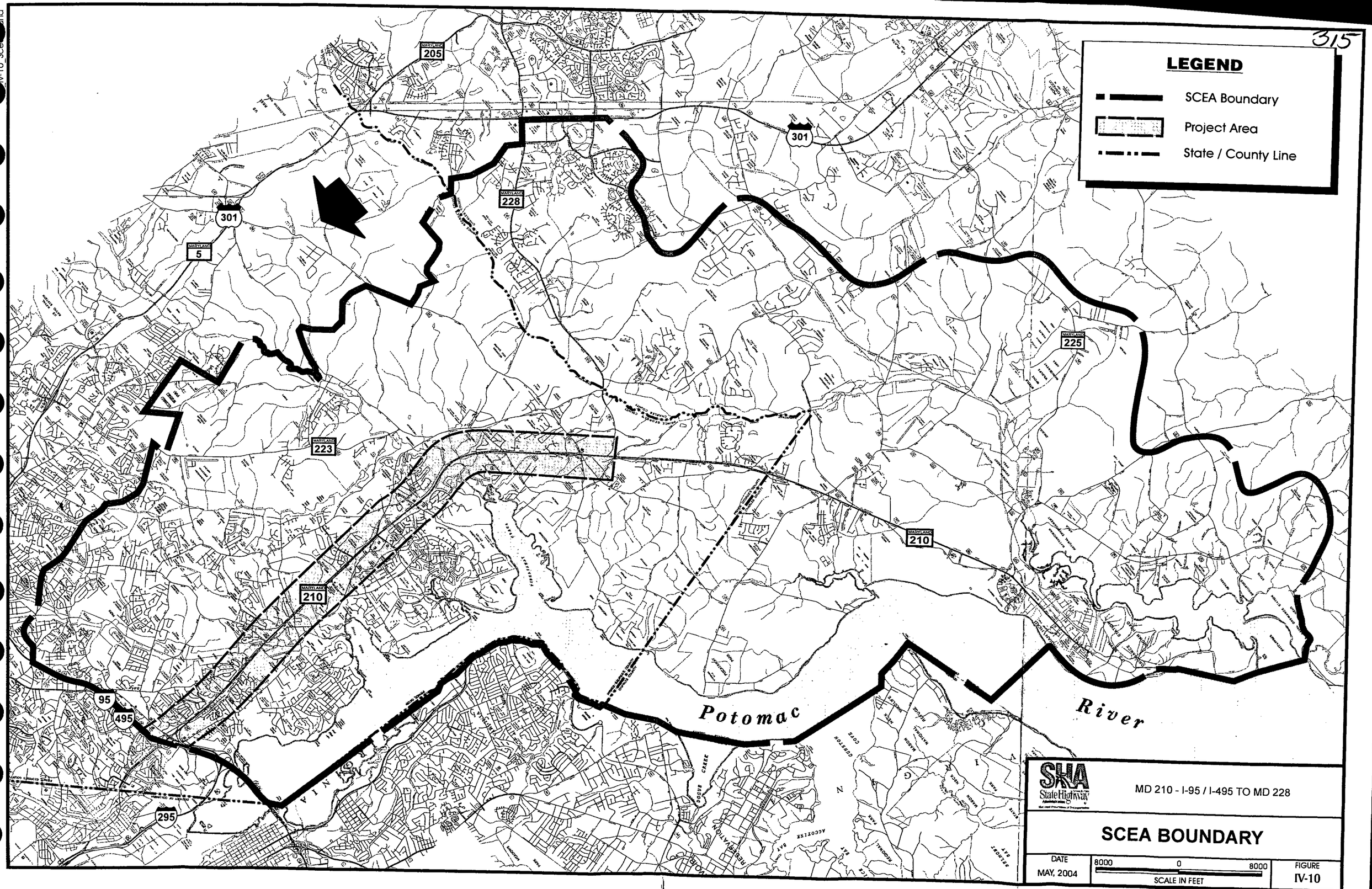
- 1966 - The northern portion of MD 210, from Fort Washington Road to the north, was dualized to 4-lanes.

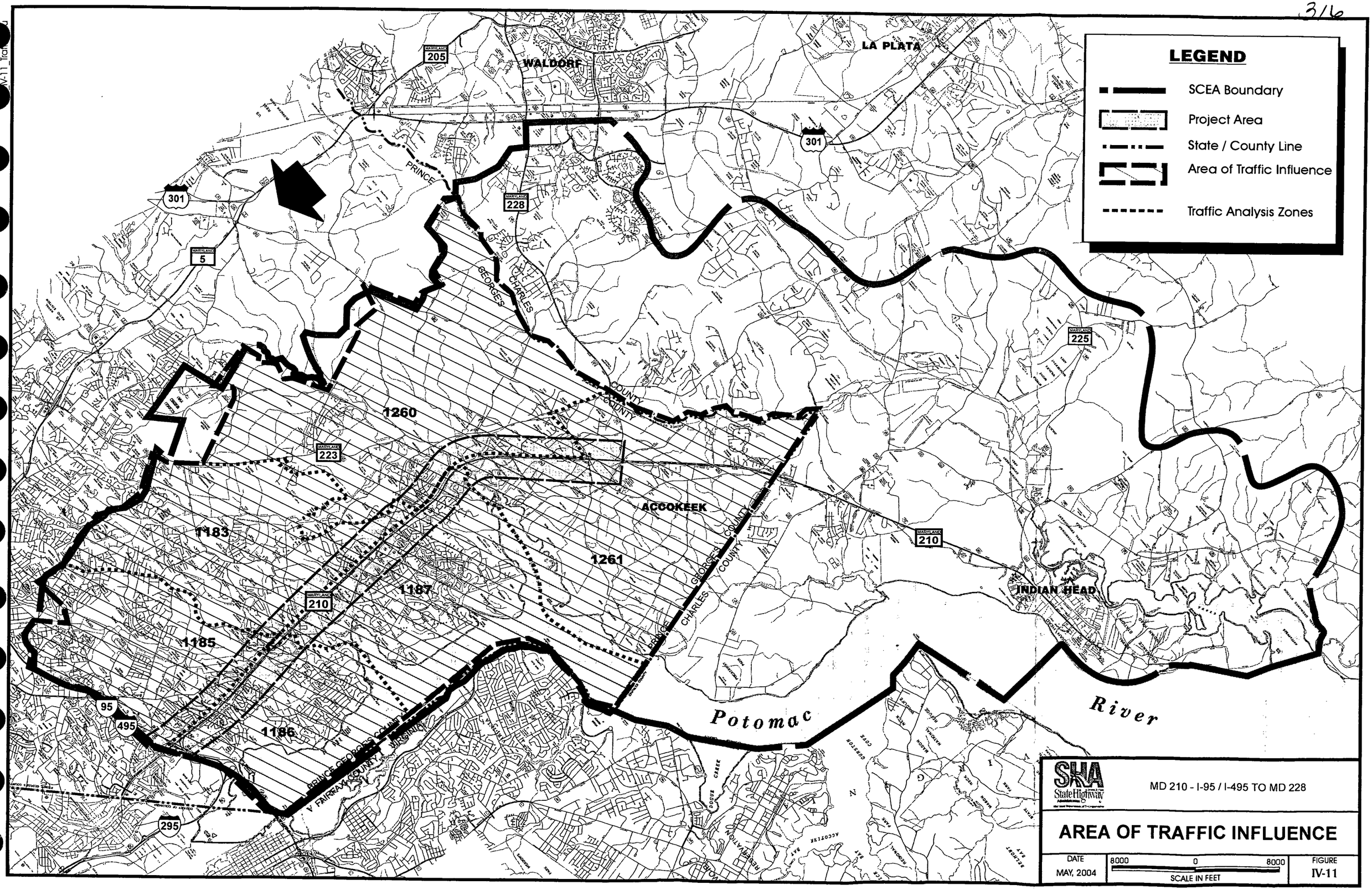
- 1986 - The portion of MD 210, from Fort Washington Road to MD 373, was dualized to 4-lanes.

- 1989 - The interchanges were upgraded at I-95/I-495 and MD 210, and at I-95/I-495 and I-295.

- 1992 - The portion of MD 210, from Old Fort Road North to the north, was widened to 6-lanes.

- 1996 - The portion of MD 210, from Old Fort Road North to MD 228, was widened to 6-lanes.


LEGEND
SCEA Boundary
Project Area
State / County Line
MARYLAND 205
MARYLAND 228
MARYLAND 5
MARYLAND 223
MARYLAND 210
MARYLAND 225
301
95
495
295
Potomac
River
SHA
State Highway
Administration
MD 210 - I-95 / I-495 TO MD 228
SCEA BOUNDARY
DATE
MAY, 2004
8000
0
8000
SCALE IN FEET
FIGURE
IV-10

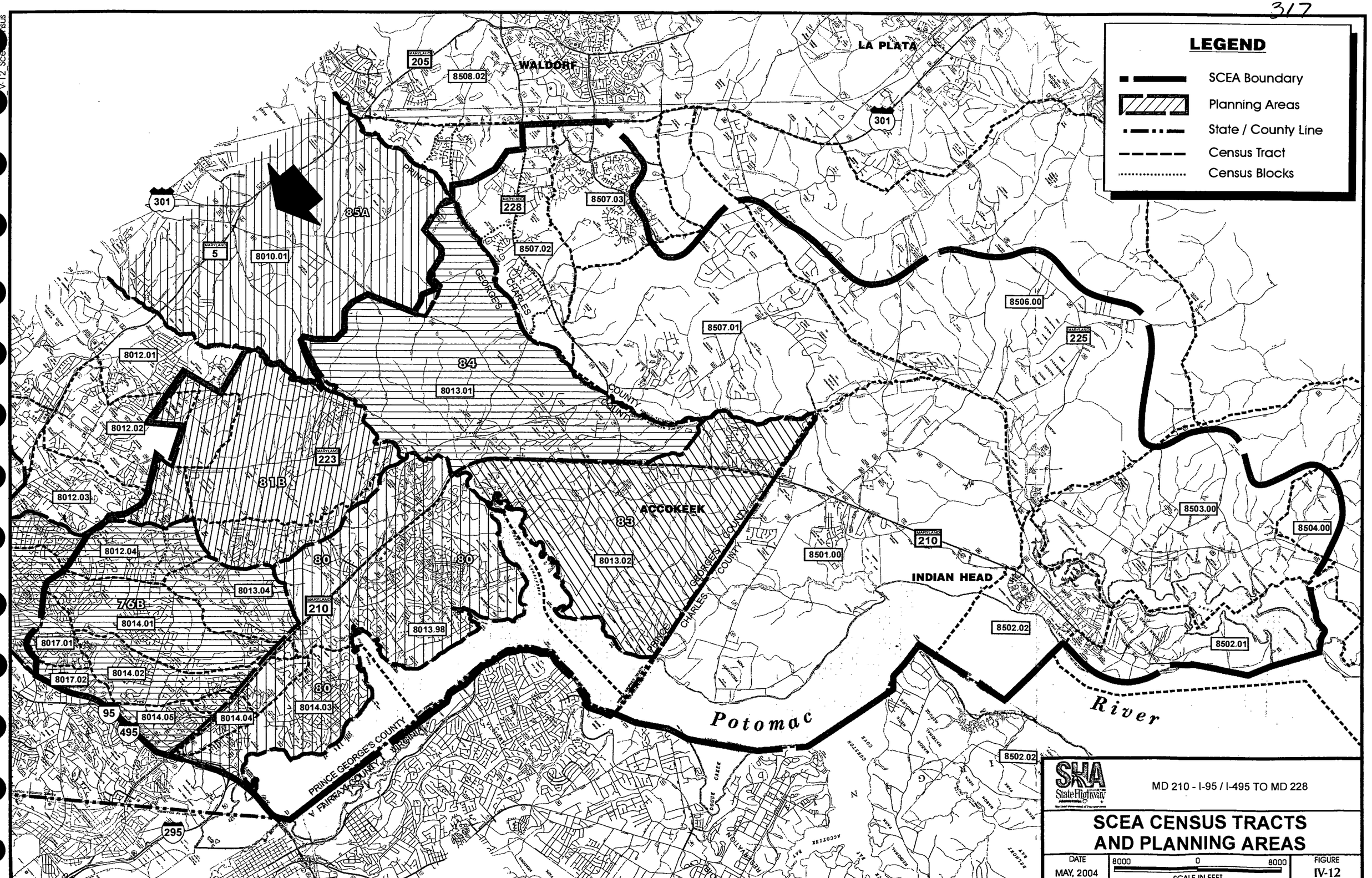


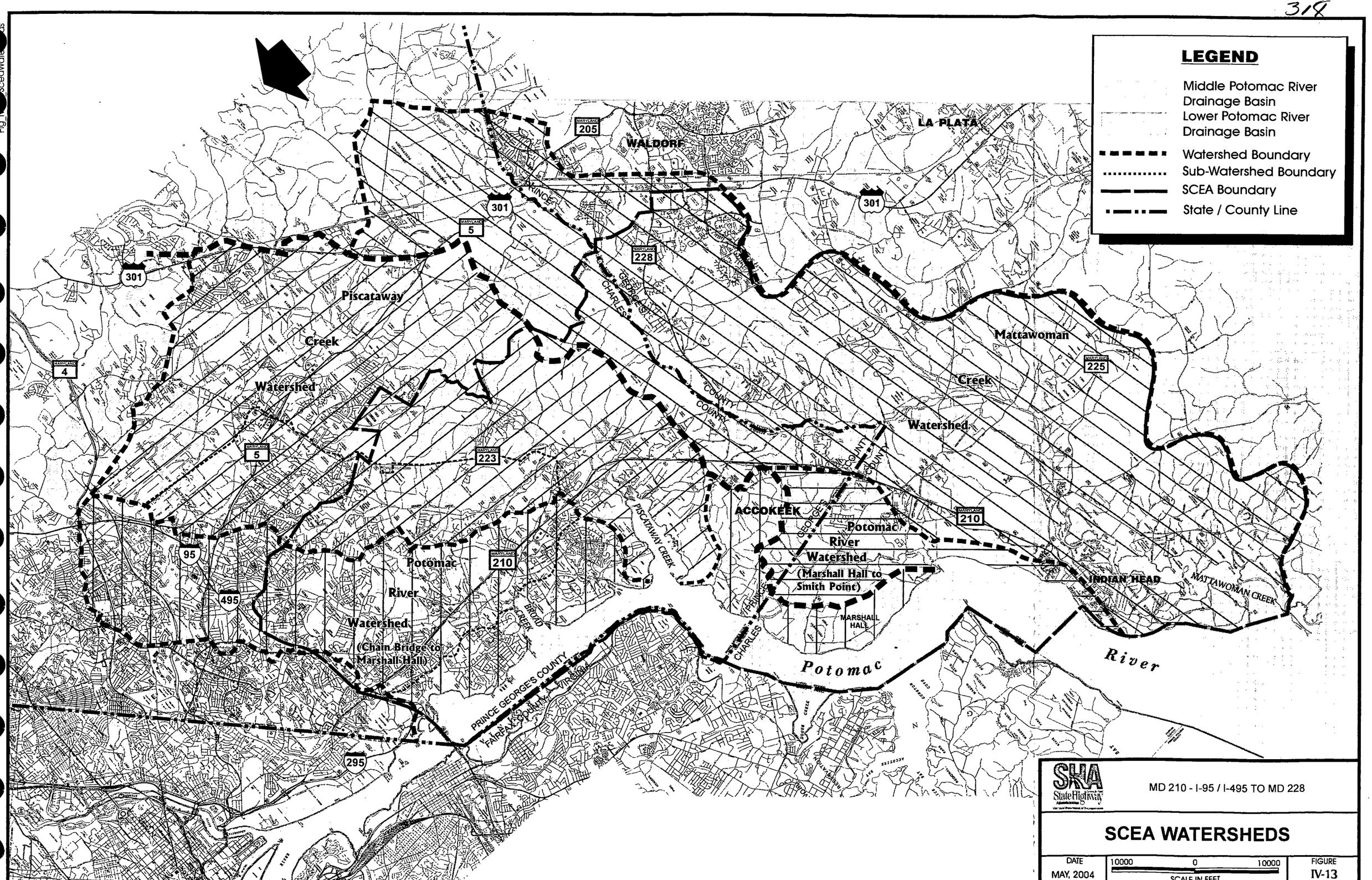

SHA State Highway Administration

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

# AREA OF TRAFFIC INFLUENCE

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 8000 0 8000 SCALE IN FEET | IV-11 |


LEGEND
SCEA Boundary
Planning Areas
State / County Line
Census Tract
Census Blocks
WALDORF
LA PLATA
INDIAN HEAD
ACCOKEEK
Potomac
River
PRINCE GEORGE'S COUNTY
CHARLES COUNTY
FAIRFAX COUNTY
VIRGINIA
MARYLAND
205
228
5
223
210
225
301
95
495
295
85A
84
81B
83
80
76B
8508.02
8507.03
8507.02
8507.01
8506.00
8010.01
8012.01
8012.02
8012.03
8012.04
8013.01
8013.02
8013.04
8013.98
8014.01
8014.02
8014.03
8014.04
8014.05
8017.01
8017.02
8501.00
8502.01
8502.02
8503.00
8504.00
SHA State Highway Administration
MD 210 - I-95 / I-495 TO MD 228
SCEA CENSUS TRACTS AND PLANNING AREAS
DATE
MAY, 2004
8000 0 8000
SCALE IN FEET
FIGURE
IV-12




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

## SCEA WATERSHEDS

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 10000 0 10000 | IV-13 |

Population data were also reviewed using information compiled by election district. Population data by election district were used since information in this format, dating back to 1930, was readily available from the Maryland Department of Planning (MDP). The following election districts were used: Oxon Hill and Piscataway in Prince George's County; Waldorf (White Plains), Pomonkey and Potomac Heights, and Marbury in Charles County. The geographic area covered by these election districts is comparable to the geographic area within the SCEA boundary. An analysis of the population data during the period 1930 - 1990 revealed the following information:

- The population of the Oxon Hill Election District more than tripled, from 6,429 to 23,530 people, during the period 1950 - 1960. However, of the six decades analyzed, the largest absolute change in population, from 23,530 to 55,965 people, an increase of 32,435 people, occurred during the period 1960 - 1970.

- The population of the Piscataway Election District more than doubled, from 7,301 to 16,705 people, during the period 1960 - 1970.

- The population of the Waldorf (White Plains) Election District more than doubled, from 5,036 to 12,607 people, during the period 1960 - 1970, and again during the period 1970 - 1980, from 12,607 to 26,460 people.

- Of the decades analyzed, the largest absolute change in the total population of the five election districts analyzed (Oxon Hill, Piscataway, Waldorf (White Plains), Pomonkey and Potomac Heights, and Marbury), from 47,328 to 98,912 people, an increase of 51,584 people, occurred during the period 1960 - 1970.

Table IV-13 shows population data during the period 1930 – 1990 for the election districts that are representative of the area within the SCEA boundary.

**TABLE IV-13**
**ELECTION DISTRICT POPULATION DATA**

| Election District | 1930 | 1940 | % Change 1930-1940 | 1950 | % Change 1940-1950 | 1960 | % Change 1950-1960 | 1970 | % Change 1960-1970 | 1980 | % Change 1970-1980 | 1990 | % Change 1980-1990 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oxon Hill | 1,809 | 2,802 | +54.9 | 6,429 | +129.4 | 23,530 | +266.0 | 55,965 | +137.8 | 62,882 | +12.4 | 67,290 | +7.0 |
| Piscataway | 2,297 | 2,666 | +16.1 | 3,903 | +46.4 | 7,301 | +87.1 | 16,705 | +128.8 | 23,545 | +40.9 | 27,780 | +18.0 |
| Waldorf (White Plains) | 1,729 | 2,215 | +28.1 | 2,788 | +25.9 | 5,036 | +80.6 | 12,607 | +150.3 | 26,460 | +109.9 | 47,382 | +79.1 |
| Pomonkey & Potomac Heights | 2,671 | 3,142 | +17.6 | 6,761 | +115.2 | 9,252 | +36.8 | 10,687 | +15.5 | 11,028 | +3.2 | 11,589 | +5.1 |
| Marbury | 1,398 | 1,552 | +11.0 | 1,624 | +4.6 | 2,209 | +36.0 | 2,948 | +33.5 | 3,563 | +20.9 | 3,413 | -4.2 |
| | | | | | | | | | | | | | |
| **TOTAL** | **9,904** | **12,377** | **+25.0** | **21,505** | **+ 73.7** | **47,328** | **+120.1** | **98,912** | **+109.0** | **127,478** | **+ 28.9** | **157,454** | **+23.5** |

Source: "Maryland Population, 1930 - 1970", Maryland Department of State Planning
Maryland Office of Planning

Changes in the total amount of developed land in Prince George's County and Charles County were also reviewed. According to information from MDP, the amount of developed land in Prince George's County grew by 4.5 percent during the period 1973 - 1981 and then grew by 17.0 percent during the period 1981 - 1990. In Charles County, the amount of developed land grew by 22.3 percent during the period 1973 - 1981 and then grew by 52.9 percent during the period 1981 - 1990. Total development in Prince George's County and Charles County is summarized in Table IV-14.

**TABLE IV-14**
**DEVELOPED LAND (ACRES)**

| Jurisdiction | 1973 | 1981 | 1990 | % Change 1973-1981 | % Change 1981-1990 |
|---|---|---|---|---|---|
| Prince George's County | 82,556 | 86,307 | 101,008 | +4.5 | +17.0 |
| Charles County | 20,244 | 24,754 | 37,840 | +22.3 | +52.9 |

Source: "Maryland's Land, 1973 - 1990, A Changing Resource", Maryland Office of Planning

In light of the above information, the past time frame for the project's SCEA is 1966. This coincides with the idealization of the northern portion of MD 210 which occurred during a decade (1960 - 1970) when the population in the area within the SCEA boundary was increasing at a rapid pace. The future time frame for the SCEA is the year 2020 which is the design year for the MD 210 Multi-Modal project.

## 2. Analysis

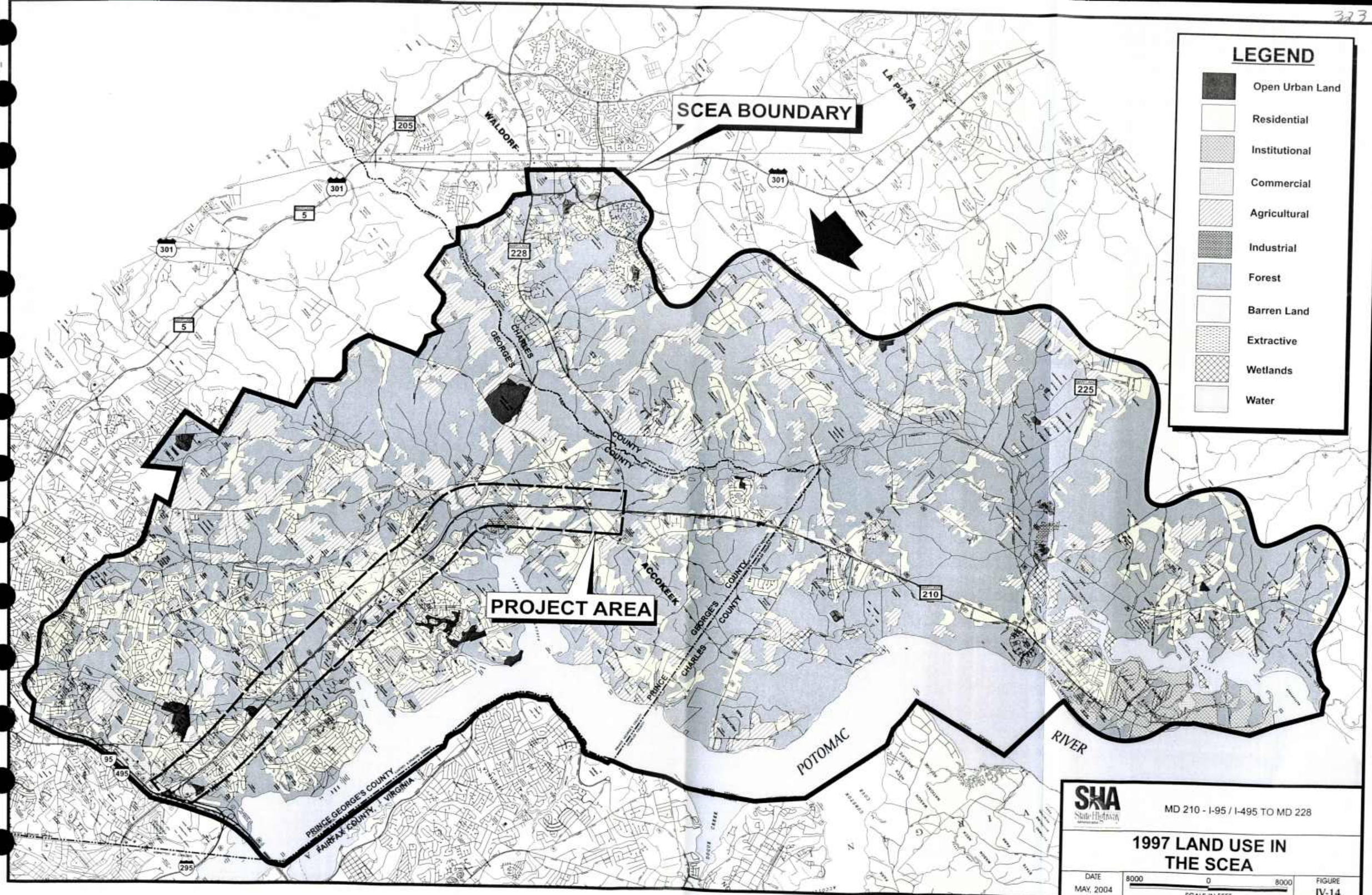
### a. Methodologies

Various methodologies are used to assess secondary and cumulative effects to each SCEA resource considered. Quantified data is used if readily available but for the most part, the SCEA is presented qualitatively.

For cumulative impacts from past actions, information is provided on past impacts to the resource and trends, if available. Various data sources were used to gather this information, including published literature and mapping from local, state and federal government offices. Past land uses are compared to present land uses and related to impacts to a particular resource over time. For cumulative effects from future actions, a qualitative discussion of impacts to resources based on the future land use scenario within the SCEA boundary is provided in the context of the current regulatory framework.

### b. Past, Present and Future Land Use Within the SCEA Boundary

Within the SCEA time frame (1966 - 2020), past, present and future land use within the SCEA boundary is identified. Land use/land cover data from the Maryland Office of Planning (MDP) was used to develop past and present land use scenarios. The earliest land use data available from MDP is for the year 1973 and this is used to represent the past time frame for the SCEA. Land use data for the year 1997 is used to represent the present time frame and land use in 1981 is also identified to provide an intermediate condition between the past and present . Information from the land use plans contained in the master plans for Subregions V and VII in Prince George's County, along with information from the land use plan contained in the Charles County Comprehensive Plan, form the basis for the future land use scenario (2020) for the SCEA. Land uses within the SCEA boundary include the following: residential, commercial, industrial, institutional, employment, public/quasi-public, mixed use, military, town center, rural conservation district, open space, parkland, agriculture and forest. Countywide land use in Prince George's County and Charles County in 1973, 1981 and 1990 is also identified based on information from the MDP publication, "Maryland's Land, 1973 - 1990, A Changing Resource". Tables IV-15 and IV-16 depict countywide land use and Table IV-17 summarizes land use within the SCEA boundary. Present (1997) land use within the SCEA boundary is shown on Figure IV-14.




SHA State Highway Administration

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**1997 LAND USE IN THE SCEA**

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 8000 0 8000 | IV-14 |

## TABLE IV-15
## LAND USE IN PRINCE GEORGE'S COUNTY

| Land Use | 1973 (Acres) | 1981 (Acres) | 1990 (Acres) | % Change 1973-1981 | % Change 1981-1990 |
|---|---|---|---|---|---|
| Low Density Residential | 8,568 | 9,048 | 16,884 | +5.6 | +86.6 |
| Medium/High Density Residential | 44,592 | 46,577 | 49,965 | +4.5 | +7.3 |
| Commercial/Industrial | 11,835 | 13,012 | 14,469 | +9.9 | +11.2 |
| Institutional/Open | 14,731 | 14,540 | 14,402 | -1.3 | -0.9 |
| Bare Ground | 2,830 | 3,130 | 5,288 | +10.6 | +68.9 |
| Agriculture | 65,647 | 65,180 | 59,410 | -0.7 | -8.9 |
| Forest | 158,276 | 155,018 | 145,714 | -2.1 | -6.0 |
| Extractive/Barrier | 2,119 | 2,093 | 2,281 | -1.2 | +9.0 |
| Wetland | 3,324 | 3,324 | 3,337 | 0 | +0.4 |
| Water | 7,929 | 7,929 | 8,101 | 0 | +2.2 |
| **TOTAL** | **319,851** | **319,851** | **319,851** | | |

Source: "Maryland's Land, 1973 - 1990, A Changing Resource", Maryland Office of Planning

## TABLE IV-16
## LAND USE IN CHARLES COUNTY

| Land Use | 1973 (Acres) | 1981 (Acres) | 1990 (Acres) | % Change 1973-1981 | % Change 1981-1990 |
|---|---|---|---|---|---|
| Low Density Residential | 11,154 | 14,406 | 22,764 | +29.2 | +58.0 |
| Medium/High Density Residential | 3,815 | 4,469 | 7,172 | +17.1 | +60.5 |
| Commercial/Industrial | 2,048 | 2,350 | 2,989 | +14.7 | +27.2 |
| Institutional/Open | 3,034 | 3,336 | 4,255 | +10.0 | +27.5 |
| Bare Ground | 193 | 193 | 660 | 0 | +242.0 |
| Agriculture | 66,319 | 64,615 | 62,281 | -2.6 | -3.6 |
| Forest | 201,672 | 198,725 | 187,751 | -1.5 | -5.5 |
| Extractive/Barren | 754 | 844 | 978 | +11.9 | +15.9 |
| Wetland | 6,726 | 6,777 | 6,789 | +0.8 | +0.2 |
| Water | 116,215 | 116,215 | 116,291 | 0 | +0.1 |
| **TOTAL** | **411,930** | **411,930** | **411,930** | | |

## TABLE IV-17
## LAND USE WITHIN THE SCEA BOUNDARY

| Land Use[1] | 1973 (Acres) | | | 1981 (Acres) | | | 1997 (Acres) | | | 2020 (Acres) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Prince George's Co. | Charles Co. | Total | Prince George's Co. | Charles Co. | Total | Prince George's Co. | Charles Co. | Total | Prince George's Co. | Charles Co. | Total |
| Residential | 7,413 | 5,066 | 12,479 | 8,007 | 5,897 | 13,904 | 13,255 | 8,174 | 21,429 | 32,490 | 28,714 | 61,204 |
| Commercial | 602 | 250 | 852 | 672 | 260 | 932 | 1,046 | 336 | 1,382 | 350 | 679 | 1,029 |
| Industrial | 130 | 0 | 130 | 130 | 60 | 190 | 165 | 60 | 225 | * | * | * |
| Institutional | 365 | 1,597 | 1,962 | 380 | 1,607 | 1,987 | 605 | 1,800 | 2,405 | * | * | * |
| Extractive | 0 | 50 | 50 | 0 | 50 | 50 | 28 | 27 | 55 | * | * | * |
| Employment | * | * | * | * | * | * | * | * | * | 786 | 839 | 1,625 |
| Public/Quasi-Public | * | * | * | * | * | * | * | * | * | 1,944 | * | 1,944 |
| Mixed Use | * | * | * | * | * | * | * | * | * | 531 | 1,531 | 2,062 |
| State Land | * | * | * | * | * | * | * | * | * | * | 2,024 | 2,024 |
| Military | * | * | * | * | * | * | * | * | * | * | 2,395 | 2,395 |
| Town Center | * | * | * | * | * | * | * | * | * | * | 2,652 | 2,652 |
| Rural/Conservation District | * | * | * | * | * | * | * | * | * | * | 8,759 | 8,759 |
| Open Urban Land | 359 | 20 | 379 | 308 | 20 | 328 | 680 | 23 | 703 | * | * | * |
| Open Space | * | * | * | * | * | * | * | * | * | * | 3,231 | 3,231 |
| Private Open Space | * | * | * | * | * | * | * | * | * | 182 | * | 182 |
| Parkland | * | * | * | * | * | * | * | * | * | 6,930 | * | 6,930 |
| Agriculture | 7,281 | 7,058 | 14,339 | 7,465 | 6,540 | 14,005 | 6,175 | 6,262 | 12,437 | * | * | * |
| Forest | 28,067 | 36,006 | 64,073 | 27,285 | 35,713 | 62,998 | 21,160 | 32,987 | 54,147 | * | * | * |
| Water | 5,393 | 7,708 | 13,101 | 5,393 | 7,589 | 12,982 | 5,349 | 7,720 | 13,069 | 5,313 | 7,830 | 13,143 |
| Wetlands | 119 | 646 | 765 | 119 | 665 | 784 | 117 | 632 | 749 | * | * | * |
| Barren Land | 60 | 0 | 60 | 30 | 0 | 30 | 297 | 119 | 416 | * | * | * |
| **TOTAL** | **49,789** | **58,401** | **108,190** | **49,789** | **58,401** | **108,190** | **48,877** | **58,140** | **107,017** | **48,526** | **58,654** | **107,180** |

Source: 1973, 1981 and 1997 Land Use - Land Use/Land Cover Maps, Maryland Office of Planning
2020 Land Use - Subregion V Master Plan, 1993
Subregion VII Master Plan, 1981
Charles County Comprehensive Plan, 1997

[1]The various data sources identify specific land uses as differing categories.
[2]Totals vary due to the differences in the level of detail provided by the various data sources.
*The land use element was not categorized by the data source.



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Based on the above data for land use within the SCEA boundary, developed land (residential, commercial, industrial, institutional, extractive) increased by 10.3 percent (1,590 acres), from 15,473 to 17,063 acres, during the period 1973 - 1981. During the period 1981 - 1997, developed land within the SCEA boundary increased by 49.4 percent (8,433 acres), from 17,063 to 25,496 acres. The 2020 developed land (residential, commercial, employment, public/quasi-public, mixed use, State land, military, town center) totals 74,935 acres. Although different data sources are used for 1997 and 2020 land uses, by comparison, the amount of developed land within the SCEA boundary is projected to nearly triple, from 25,496 to 74,935 acres, during the period 1997 - 2020.

As part of the assessment of cumulative effects, a number of other projects which have recently been completed, are currently underway or are planned in the reasonably foreseeable future are identified within the SCEA boundary. Direct impacts from these projects in combination with the impacts from the MD 210 Multi-Modal project add to the cumulative effects within the SCEA boundary. The identified projects are discussed below and indicated on Figure IV-15 by their corresponding number.

## Other Projects Within the SCEA Boundary

1. **Woodrow Wilson Bridge Project:** This project by FHWA, SHA, Virginia Department of Transportation and District of Columbia Department of Transportation will enhance mobility along I-95/I-495 from west of Telegraph Road to east of MD 210 in the vicinity of the Woodrow Wilson Memorial Bridge and is currently under construction. Alternative 4A (Side-by-Side Drawbridges) presented in the project's September 1997 Final Environmental Impact Statement (FEIS)/Section 4(f) Evaluation was identified as the selected alternative for design and construction in the November 1997 Record of Decision. Because of design refinements to the selected alternative, a Final Supplemental Environmental Impact Statement (Final SEIS), April 2000, was prepared to address the design changes that are reflected in the Current Design Alternative 4A. The project includes replacing the existing Woodrow Wilson Bridge with two new parallel drawbridges (one for eastbound traffic and the other for westbound traffic) and reconstruction of the I-95/I-495 interchanges with Telegraph Road, US 1, I-295 and MD 210. The basic lane configuration for Current Design Alternative 4A remains the same as 1997 FEIS Alternative 4A. This configuration consists of eight general use lanes to match the existing Capital Beltway, two HOV/express bus/transit lanes to match those under consideration on connecting systems, and two merging/diverging lanes (one in each direction between the interchanges) to ease traffic entering and exiting the Capital Beltway, particularly on the Potomac River crossing between the US 1 and I-295

interchanges. The lanes would be configured in a divided express/local roadway system allowing for the physical separation of local and through traffic.

Environmental impacts that would result from the Woodrow Wilson Bridge project (Current Design Alternative 4A) are indicated in the Final SEIS and include the following:

| | |
|---|---|
| Noise Impacts (dwelling units): | 636 |
| Violations of Carbon Monoxide S/NAAQS Standards (1 hour/8 hour): | 0/0 |
| Number of Public Parks Impacted: | 4 |
| Potential Hazardous Material Sites: | 6 |
| **Waters of the U.S. Permanent Impacts (Acres)** | |
| Tidal Wetlands: | 14.10 |
| Nontidal Wetlands: | 4.80 |
| Tidal Mudflats: | 1.10 |
| Tidal Riverine/Open Water: | 9.00 |
| Tidal Vegetated Shallows (Submerged Aquatic Vegetation): | 31.70 |
| Tidal/Nontidal Wetlands*: | 1.30 |
| Nontidal Riverine/Open Water: | 2.60 |
| **TOTAL:** | **64.60** |
| **Waters of the U.S. Temporary Impacts (Acres)** | |
| Nontidal Wetlands: | 0.70 |
| Tidal Wetlands: | 1.10 |
| Tidal Mudflats: | 1.40 |
| Tidal Riverine/Open Water: | 7.30 |
| Nontidal Riverine/Open Water: | 1.20 |
| **TOTAL:** | **11.70** |
| 100-Year Floodplains (Acres): | 82.1 |
| Dredged Material (Cubic Yards): | 550,000 |
| Woodlands (Acres) | 109.2 |
| Threatened and Endangered Species Potentially Affected: | 3 |
| Adverse Effect to Historic Sites: | 4 |
| Adverse Effect to Archeological Sites: | 3 |

**Tidal/nontidal wetlands are wetlands identified as tidal by Federal regulatory authority and nontidal by the State regulatory authority.*

The Final SEIS also identifies potential construction staging areas where construction related impacts to the environment might occur. It is possible that not all, or even none of these sites will be used. Of the 17 potential sites identified, six are located within the

MD 210 SCEA boundary. Of the potential sites located within the SCEA boundary, if either site H-2 (located south of I-95/I-495, just west of MD 210) or site K (located on the eastern shore of the Potomac at Rosalie Island, on the south side of I-95/I-495) is chosen for construction staging, archeological investigations will be needed in accordance with the Woodrow Wilson Bridge project Memorandum of Agreement (MOA). To avoid impact to bald eagles, site K and the northern portion of site G-2 (located south of the I-95/I-495 interchange with I-295, on the eastern shore of the Potomac) will be available for use only after July 15, 2001.

Also included in the Woodrow Wilson Bridge project's Final SEIS, is information on impacts resulting from dredging operations associated with the bridge. A quantity of approximately 550,000 cubic yards is anticipated to be dredged as part of the project. Dredging in any given construction year will be limited to the time period from October 16 to February 14. The dredging quantity includes dredging required for bulkheads and access channels associated with construction staging areas, minor dredging associated with the Jones Point Park canoe/kayak dock, minor dredging for a submarine cable between the bascule piers and dredging associated with the proposed pedestrian bridge at the Potomac River Waterfront Community Park. Of the 53.0 acres of the Potomac River that would need to be dredged to provide construction access for barges, 31.7 acres of dredging will take place within Submerged Aquatic Vegetation (SAV) beds. In order to offset the unavoidable SAV impact, 20.0 acres of SAV transplanting is proposed as mitigation. Removal of fish passage blockages is proposed as an additional mitigation measure to replace impacted functions by reopening historic spawning areas and habitat for anadromous and resident fish. Dredging would also permanently affect the macroinvertebrate species composition and abundance within the dredge areas. However, it is anticipated that recolonization by macroinvertebrates would occur within the dredged areas within one to two growing seasons. Increased turbidity and suspension of sediment is also common with dredging, through the implementation of time-of-year restrictions will be used to minimize potential impact to spawning and migrating fish species. Turbidity and suspension of sediment influences on water quality is anticipated to be temporary in nature due to the limited work window for dredging. Dredged material will be placed on barges for transport to the Port Tobacco at Weanack Dredged Material Placement Site, the preferred placement site for the Woodrow Wilson Bridge project, located in Charles City County, Virginia.

The Woodrow Wilson Bridge project schedule proposes completion of all construction activities by 2011. However, this end date could be extended in the future due to funding considerations, additional litigation, or other factors. In that case, the impacts would be

of the same type described but they may be less concentrated and dispersed over a longer period.

2. **National Harbor:** The National Harbor development is located south of I-95/I-495, between the Potomac River and Oxon Hill Road, north of Fort Foote Road and Rosier Drive. The National Harbor Plan would blend hotel, retail, entertainment and office uses. It would contain up to 200,000 square feet of office space, up to 1,000 hotel rooms and a major retail facility. According to the National Harbor 1999 FEIS, the project will have positive impacts on pedestrian and bicycle uses, marine transportation, employment, economic issues and environmental justice issues. The positive and negative impacts include the following:

- The project will create an estimated 12,350 new jobs at build-out.
- An estimated 12 million visitors are expected annually.
- There will be a positive impact of $29 million annually in new tax revenue at project build-out in Prince George's County.
- There will be a disturbance of seven known archeological sites that are eligible or potentially eligible for listing.
- There may be minor long-term surface erosion impacts, but there will be no impacts to water-producing aquifer zones within a 2 mile radius.
- 98 acres of woodlands will be lost.
- There will be short-term suspension of bottom sediment and increased turbidity resulting from construction activity.
- There will be adverse impacts to 0.10 acres of federally regulated tidal wetlands due to fill and shading and 0.42 acres and 3,132 linear feet of state-regulated, nontidal wetlands and intermittent streams due to fill on expanded site.
- There will be adverse impacts to SAV habitat (2.96 acres), intertidal areas (1.59 acres), and deep water areas (23.08 acres) as a result of filling.
- There is a potential for long-term increased turbidity due to suspension of bottom sediments caused by waterfront activity (water taxis and 80 boat slips) and shoreline treatment (5,252 feet of vertical bulkhead).

- There will be a net reduction in the 100-year floodplain due to shoreline treatment.
- There may be minor impacts to fish species due to dredging and loss of shallow water habitat.
- Short-term adverse impacts on air quality and noise will result from construction activities at the site, and long-term operational impacts from traffic on air quality and noise would contribute to existing adverse conditions at some area roadways and intersections.
- There will be positive impacts on Marine Transportation due to the addition of a waterfront destination for recreational boaters and the potential for a water-taxi service.

3. **Potomac River Federal Navigation Project:** The U.S. Army Corps of Engineers (USACOE) has completed interim maintenance dredging, which began in December 1999, of the Potomac navigation channel in three areas; along the Alexandria waterfront, at Hunting Creek Bar just downstream of the Woodrow Wilson Bridge and at Mattawoman Bar, just south of Indian Head, Maryland, which resulted in improving the minimum depths in the authorized 24 foot channels to 21 to 22 foot depths. However, maintenance dredging to return the entire river to its authorized 24 foot project depth has not been completed. Approximately 564,000 cubic yards of material was dredged from seven miles of channel: 104,000 cubic yards from Alexandria Waterfront, 96,000 cubic yards from Hunting Creek Bar, and 364,000 cubic yards from Mattawoman Bar. Dredge material was disposed of at a deep hole location in Gunston Cove, near Fort Belvoir in Virginia. As presented in the Environmental Assessment prepared for the project, the effects of the project included minor short-term turbidity at dredging and placement sites, temporary displacement of fish species, and removal of sessile aquatic organisms from the channel and burial of sessile organisms at the placement site.

4. **MD 228 Extended and MD 210 Widening:** A Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation was prepared in 1987 for this SHA project which involves widening existing MD 228 west from U.S. 301, construction of an extension of MD 228 over to MD 210, and widening MD 210 from the extension of MD 228 north to Old Fort Road. The DEIS examined four alternates, not including the No-Build alternate and indicated impacts to resources that included the following:

| | |
|---|---|
| Public Recreational Lands Affected (Acres): | 0 to 0.5 |

| | |
|---|---|
| Historic Sites Affected: | 0 |
| Archeological Sites Affected: | 0 to 5 |
| Woodlands Affected (Acres): | 73.0 to 94.6 |
| Floodplains Affected (Acres): | 11.2 to 26.5 |
| Prime Farmland Soils Affected (Acres): | 6.5 to 20.5 |
| Air Quality Sites Exceeding S/NAAQS: | 0 |
| Noise Sensitive Areas Exceeding Federal Noise Abatement Criteria: | 7 to 9 |

A U.S. Army Corps of Engineers permit and a Maryland Nontidal Wetlands and Waterways permit were issued to SHA in August, 1993 based on plans for the dualization of MD 228 from west of Sharperville Road to Bealle Hill Road in Charles County, realignment of MD 228 from Bealle Hill Road to MD 210, and median widening of MD 210 from MD 228 to south of Old Fort Road in Prince George's County. The permits' expiration date for completing the work has been extended to December 31, 2006. Impacts to wetlands and Waters of the U.S. resulting from activities authorized by the permits include the following:

- The project impacts a total of 8.01 acres of wetlands which drain Piney Branch, Mattawoman Creek, Piscataway Creek and their tributaries.
- The extension of dual 17' x 19' box culverts carrying Piney Branch under MD 228 impacts 0.139 acres of Waters of the U.S. and the widening of the dual bridges on MD 210 over Piscataway Creek impacts 0.013 acres of Waters of the U.S.

5. **Cross County Connector:** This project by Charles County involves the study of alternative alignments for an intermediate arterial roadway between Middletown Road and MD 210, in the Billingsley Road corridor. A wetlands delineation report was prepared in May, 1996 for the Charles County Department of Planning and Growth Management. The information in the report serves as a tool for the analysis of alternatives in accordance with the NEPA - 404 process. The report concludes that of the total wetland acreage, approximately 17.4 acres, identified for the Cross County Connector Corridor, a total wetland impact of approximately 5.0 acres is anticipated.

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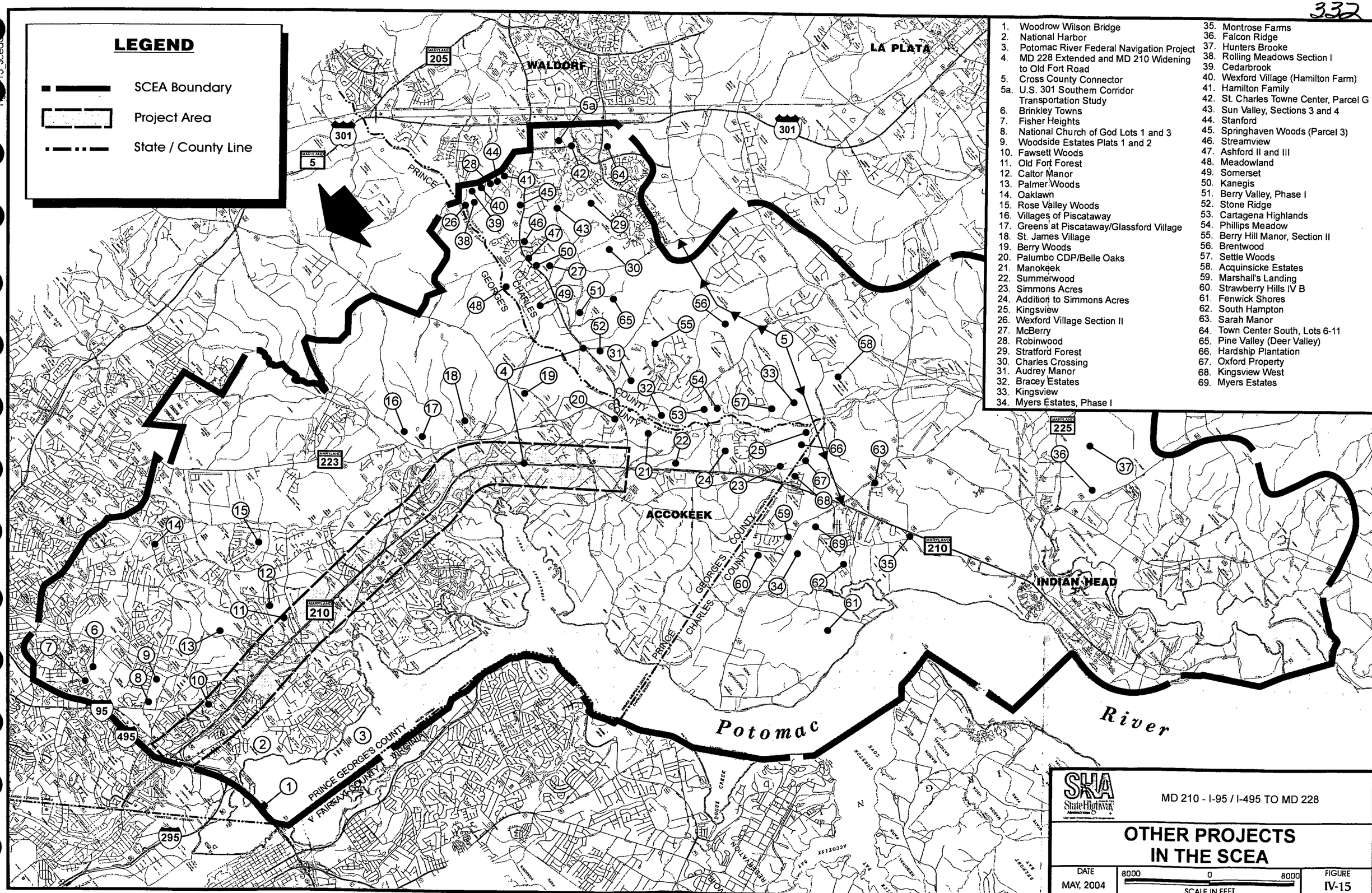


1. Woodrow Wilson Bridge
2. National Harbor
3. Potomac River Federal Navigation Project
4. MD 228 Extended and MD 210 Widening to Old Fort Road
5. Cross County Connector
5a. U.S. 301 Southern Corridor Transportation Study
6. Brinkley Towns
7. Fisher Heights
8. National Church of God Lots 1 and 3
9. Woodside Estates Plats 1 and 2
10. Fawsett Woods
11. Old Fort Forest
12. Caltor Manor
13. Palmer Woods
14. Oaklawn
15. Rose Valley Woods
16. Villages of Piscataway
17. Greens at Piscataway/Glassford Village
18. St. James Village
19. Berry Woods
20. Palumbo CDP/Belle Oaks
21. Manokeek
22. Summerwood
23. Simmons Acres
24. Addition to Simmons Acres
25. Kingsview
26. Wexford Village Section II
27. McBerry
28. Robinwood
29. Stratford Forest
30. Charles Crossing
31. Audrey Manor
32. Bracey Estates
33. Kingsview
34. Myers Estates, Phase I
35. Montrose Farms
36. Falcon Ridge
37. Hunters Brooke
38. Rolling Meadows Section I
39. Cedarbrook
40. Wexford Village (Hamilton Farm)
41. Hamilton Family
42. St. Charles Towne Center, Parcel G
43. Sun Valley, Sections 3 and 4
44. Stanford
45. Springhaven Woods (Parcel 3)
46. Streamview
47. Ashford II and III
48. Meadowland
49. Somerset
50. Kanegis
51. Berry Valley, Phase I
52. Stone Ridge
53. Cartagena Highlands
54. Phillips Meadow
55. Berry Hill Manor, Section II
56. Brentwood
57. Settle Woods
58. Acquinsicke Estates
59. Marshall's Landing
60. Strawberry Hills IV B
61. Fenwick Shores
62. South Hampton
63. Sarah Manor
64. Town Center South, Lots 6-11
65. Pine Valley (Deer Valley)
66. Hardship Plantation
67. Oxford Property
68. Kingsview West
69. Myers Estates

SHA State Highway Administration

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

# OTHER PROJECTS IN THE SCEA

| DATE | SCALE IN FEET | FIGURE |
|---|---|---|
| MAY, 2004 | 8000 0 8000 | IV-15 |

5a. **US 301 Southern Corridor Transportation Study (Waldorf Area):** Only a portion of this transportation study is located within the SCEA boundary. This SHA study examines several alternatives to upgrade US 301 through the Waldorf area of Charles County, as well as, two bypass corridor alternatives, one to the west and one to the east of US 301, both of which begin at T.B. in Prince George's County and extend southward into Charles County tying back into US 301 near Turkey Hill Road. Several optional alignments are included within both the west and east corridors. In addition, the study includes a No-Build Alternative and a Transportation System Management (TSM)/Transportation Demand Management (TDM) Alternative. To provide a smoother flow of traffic, the upgrade alternatives include making improvements to US 301 such as, constructing grade separated interchanges, adding general purpose lanes to increase capacity, and upgrading US 301 to a six-lane fully access controlled highway supported by frontage roads. The bypass alignments consist of four general use lanes throughout their entire length, two HOV lanes (one in each direction) along the northern portion of the alignments and several new interchanges. A preliminary DEIS for the study is in preparation. Following is a summary of the impacts that would result from the upgrade alternatives and the bypass corridor alternatives:

| | Upgrade Alternatives | Western Bypass | Eastern Bypass |
|---|---|---|---|
| Wetlands Disturbed (Acres) | 4.2 to 6.0 | 33.0 to 52.0 | 33.0 to 59.0 |
| Number of Stream Crossings | 5 | 13 to 19 | 11 to 13 |
| 100-Year Floodplain Disturbed (Acres) | 3.8 to 5.39 | 15.4 to 22.2 | 13.8 to 22.2 |

In addition to the above projects, information regarding development activity within the SCEA boundary has been obtained through the planning departments of Prince George's County and Charles County. Based on existing readily available information, Table IV-18 lists the developer's projects identified and potential impacts:

**TABLE IV-18**
**SCEA DEVELOPMENT ACTIVITY**

| MAP I.D. | DEVELOPMENT | POTENTIAL IMPACTS | | | |
|---|---|---|---|---|---|
| | | WATERSHED LOCATION | FEMA 100-YEAR FLOODPLAIN PRESENT | NWI WETLANDS PRESENT | PARKLANDS PRESENT |
| | ***Subdivisions Approved in Prince George's County Within the SCEA Boundary*** | | | | |
| 6. | **Brinkley Towns:** 84 dwelling units | Potomac River (Chain Bridge to Marshall Hall) | X | X | |
| 7. | **Fisher Heights:** 154 dwelling units (pending) | " | | X | |
| 8. | **National Church of God Lots 1 and 3:** 60 dwelling units (went to final plat) | " | | | |
| 9. | **Woodside Estates Plats 1 and 2:** 59 dwelling units | " | X | | X |
| 10. | **Fawsett Woods:** 16 dwelling units | " | | | |
| 11. | **Old Fort Forest:** 41 acres, 10 dwelling units | " | | X | |
| 12. | **Caltor Manor:** 35 acres, 23 dwelling units | " | | X | |
| 13. | **Palmer Woods:** 32 dwelling units | " | | | |
| 14. | **Oaklawn:** 40 dwelling units | Piscataway Creek | | X | |
| 15. | **Rose Valley Woods:** 150 dwelling units | " | | X | X |
| 16. | **Villages of Piscataway:** 1,100 dwelling units | " | | X | |
| 17. | **Greens at Piscataway/Glassford Village:** 241 lots | " | | X | |
| 18. | **St. James Village:** 400 acres, 800 dwelling units | " | X | X | |
| 19. | **Berry Woods:** 219 lots | " | | X | |
| 20. | **Palumbo CDP/Belle Oaks:** 109 dwelling units (pending) | Mattawoman Creek | X | X | |
| 21. | **Manokeek:** 242 acres, 106 lots (went to final plat) | " | X | X | |
| 22. | **Summerwood:** 116 acres, 163 lots | " | | | |
| 23. | **Simmons Acres:** 379 acres, 533 lots (mostly built) | " | X | X | |
| 24. | **Addition to Simmons Acres:** 138 acres, 182 lots | " | X | X | X |
| 25. | **Kingsview:** 350 dwelling units | " | X | X | |
| | ***Subdivisions with Valid Preliminary Plans in Charles County Within the SCEA Boundary*** | | | | |
| 26. | **Wexford Village Section II:** 98.9 acres, 251 lots | " | X | X | |
| 27. | **McBerry:** 12.5 acres, 46 singled family detached units (SFD) | " | | | |
| 28. | **Robinwood:** 3.36 acres, 8 SFD | " | | X | |
| 29. | **Stratford Forest:** 127.8 acres 275 SFD | " | | X | |
| 30. | **Charles Crossings:** 219.2 acres, 373 SFD, 78 townhouse units (TH) | " | | X | |

TABLE IV-18 (cont)
SCEA DEVELOPMENT ACTIVITY

| MAP I.D. | DEVELOPMENT | POTENTIAL IMPACTS | | | |
|---|---|---|---|---|---|
| | | WATERSHED LOCATION | FEMA 100-YEAR FLOODPLAIN PRESENT | NWI WETLANDS PRESENT | PARKLANDS PRESENT |
| 31. | **Audrey Manor:** 26.18 acres, 26 SFD | Mattawoman Creek | | | |
| 32. | **Bracey Estates:** 69.91 acres, 40 SFD | " | X | X | |
| 33. | **Kingsview:** 427.0 acres, 640 lots | " | | X | |
| 34. | **Myers Estates, Phase I:** 15.0 acres, 41 SFD | Potomac River (Marshall Hall to Smith Point) | | | |
| 35. | **Montrose Farms:** 7.73 acres, 7 SFD | Mattowoman Creek | | X | |
| 36. | **Falcon Ridge:** 117.3 acres, 184 SFD | " | | X | |
| 37. | **Hunters Brooke:** 191.07 acres, 319 SFD | " | | X | |
| | ***Major Subdivisions with Final Plat Approval in Charles County Within the SCEA Boundary*** | " | | | |
| 38. | **Rolling Meadows Section 1:** 6.70 acres, 40 SFD | " | | X | |
| 39. | **Cedarbrook:** 12.02 acres, 36 SFD | " | | X | |
| 40. | **Wexford Village (Hamilton Farm):** 63.20 acres, 174 SFD | " | | X | |
| 41. | **Hamilton Family:** 24.38 acres, 22 SFD | " | | X | |
| 42. | **St. Charles Town Center, Parcel G:** 10.77 acres commercial | " | | X | |
| 43. | **Sun Valley, Sections 3 and 4:** 10.0 acres, 85 SFD | " | X | X | |
| 44. | **Stanford:** 17.27 acres, 109 TH | " | | X | |
| 45. | **Springhaven Woods (Parcel 3):** 67.52 acres, 127 SFD | " | | X | |
| 46. | **Streamview:** 83.4 acres, 198 SFD | " | | | |
| 47. | **Ashford II and III:** 119.0 acres, 289 SFD | " | | | |
| 48. | **Meadowland:** 45.97 acres, 94 SFD | " | X | X | |
| 49. | **Somerset:** 242.0 acres, 234 lots | " | | X | |
| 50. | **Kanegis:** 28.4 acres, 60 SFD | " | | | |
| 51. | **Berry Valley Phase I:** 97.49 acres, 94 SFD, 208 TH | " | X | X | |
| 52. | **Stone Ridge:** 24.0 acres, 39 SFD | " | | | |
| 53. | **Cartegena Highlands:** 40.8 acres, 37 SFD | " | X | X | |

**TABLE IV-18 (cont)**
**SCEA DEVELOPMENT ACTIVITY**

| MAP I.D. | DEVELOPMENT | POTENTIAL IMPACTS | | | |
|---|---|---|---|---|---|
| | | WATERSHED LOCATION | FEMA 100-YEAR FLOODPLAIN PRESENT | NWI WETLANDS PRESENT | PARKLANDS PRESENT |
| 54. | **Phillips Meadow:** 54.9 acres, 33 SFD | Mattawoman Creek | X | X | |
| 55. | **Berry Hill Manor, Section II:** 81.57 acres, 81 SFD | " | | | |
| 56. | **Brentwood:** 185.0 acres, 323 SFD | " | | X | |
| 57. | **Settle Woods:** 145.9 acres, 120 SFD | " | | X | |
| 58. | **Acquinsicke Estates:** 44.0 acres, 6 SFD | " | | X | |
| 59. | **Marshall's Landing:** 12.11 acres, 36 lots | Potomac River (Marshall Hall to Smith Point) | | | |
| 60. | **Strawberry Hills IV B:** 111.48 acres, 203 SFD | " | | X | |
| 61. | **Fenwick Shores:** 264.03 acres, 61 SFD | Potomac River (Chain Bridge to Marshall Hall) | | X | |
| 62. | **South Hampton:** 260.82 acres, 205 SFD | Potomac River (Marshall Hall to Smith Point) | | X | |
| 63. | **Sarah Manor:** 4.15 acres, 8 SFD | Mattawoman Creek | | | |
| | ***Projects Pending Planning Commission Approval in Charles County Within the SCEA Boundary*** | " | | | |
| 64. | **Town Center South, Lots 6 - 11:** 12.71 acres commercial | " | | X | |
| 65. | **Pine Valley (Deer Valley):** 29.86 acres, 46 SFD | " | | X | |
| 66. | **Hardship Plantation:** 101.88 acres, 13 SFD | " | X | X | |
| 67. | **Oxford Property:** 36.09 acres, 66 SFD | " | | | |
| 68. | **Kingsview West:** 200.18 acres, 299 SFD | " | | | |
| 69. | **Myers Estates:** 34.50 acres, 153 SFD | Potomac River (Marshall Hall to Smith Point) | | | |



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## 3. Cumulative Impacts

### a. Surface Waters

Surface waters included with the SCEA boundary are located in the Middle Potomac River Basin, also known as the Washington Metro Area Sub-Basin, and the Lower Potomac River Basin. Watersheds associated with the SCEA surface waters are: the Potomac River, from Chain Bridge to Marshall Hall (generally called the upper tidal Potomac River), which includes the sub-watersheds of Henson Creek and Broad Creek; Piscataway Creek which includes Tinkers Creek sub-watershed; Potomac River, from Marshall Hall to Smith Point; and Mattawoman Creek (Figure IV–13).

The tidal Potomac River has a well-documented history of water quality degradation and has been the target of concern and clean-up efforts since the 1800s. Up until the 1900s, pollution concerns were largely seasonal or caused by periodic events. According to information from the Maryland Washington Council of Governments (MWCOG), as regional population grew during the 20th century, the amount of untreated wastewater being directly discharged into the Potomac increased. The U.S. Public Health Service, in 1925, declared that the river was unsafe for swimming as a result of high levels of bacteria and the danger of catching water-borne diseases. By 1940, health concerns prompted the construction of wastewater treatment plants which provided primary treatment of all of the region's wastewater. However, water quality degradation accelerated when the effluent volumes exceeded the assimilative capacity of the river. In 1951, large scale summer fish kills resulted from low dissolved oxygen levels. From 1950 to the 1970's the Potomac River became increasingly degraded as regional wastewater discharges increased, leading to swimming bans, low dissolved oxygen and massive algae blooms (MWCOG 1989). During this same period, federal, state and local governments began coordinated efforts to address the poor condition of the river including establishment of water quality standards and recommendations for upgrades and increased capacity at regional wastewater treatment plants. In the early 1970's following passage of the Clean Water Act, many of the point source water quality protections recommended during the 1950's and 1960's were in place or were planned for implementation. Over the next decade, the river recovery efforts began to produce encouraging improvements in the river. In 1978, MWCOG reported that severe algal blooms had not been observed in the upper Potomac estuary since the late 1960's. By 1979, a major change in the health of the river was illustrated through a rising interest in permitting some water contact sports in the Washington area.

As treatment of wastewater continued to improve in the region during the 1980's, it became clear that the river was also being heavily influenced by non-point sources of

degradation such as sedimentation and agricultural and urban runoff. As report by MWCOG, by 1986, point-source discharges contributed less than 1 percent of suspended solids and only 8 percent of total phosphorous loads to the tidal Potomac. At the same time, non-point source nutrient runoff to the tidal Potomac was estimated at about 14 - 15 percent for total nitrogen and total phosphorous. Regional efforts to lower non-point source pollutant loading to the Potomac and the Chesapeake Bay have resulted in the implementation of sediment and erosion controlled, stormwater management and agricultural best management practices in much of the Potomac watershed.

Despite steady increases in population in the Potomac watershed, MWCOG reported an encouraging positive trend in overall water quality in the vicinity of the Woodrow Wilson Bridge in its 1993 publication, "Potomac River Quality 1990: Conditions and Trends in the Washington Metropolitan Area." From 1983 to 1990, phosphorous and nitrogen levels declined at the bridge, dissolved oxygen (DO) remained consistently above state standards and bacteria levels also continued to show improvement, although summer levels remained above those allowable for swimming. Downstream of the Woodrow Wilson Bridge, water quality improvements have not been quite as consistent, most likely due to less advanced wastewater treatment and increasing population. However, despite persistent water quality problems, downstream water quality in the lower estuary remains much improved over historic levels.

The Maryland Department of Natural Resources (DNR) publication, "Maryland Water Quality, 1993 - 1995", reports that water quality is fair in the segment of the Potomac from Chain Bridge to Marshall Hall. The publication states that in the lower mainstem segment above Marshall Hall and off the mouth of Piscataway Creek, elevated bacteria and high nutrient levels were observed as a result of urban runoff, sediment releases and upstream sources. Water quality data collected during the period 1984 - 1994 from the Potomac River segment from Chain Bridge to Marshall Hall show that these waters had relatively high nitrogen levels and relatively low phosphorous levels. Also, chlorophyll levels were not high, algal blooms were infrequent and high turbidity levels reduced light penetration beyond the critical limit for growth of submerged aquatic vegetation (SAV). Oxygen levels declined each summer but were not below the state water quality criterion of 5 milligrams per liter. In 1996, Skelly, et al. reported that during the previous five years, overall water quality conditions had improved and declining trends in phosphorous and chlorophyll levels were continuing. Bioassessment of sites on Henson and Broad Creeks indicated moderately impaired habitat and biological community (Primrose, 1995). The DNR publication reports that water quality is fair in the Piscataway Creek. Primarily due to river inflow and urban runoff, there were high bacteria, nutrient and suspended sediment levels. Seasonal algal blooms with low DO and high pH levels were the result of nutrient enrichment of the tidal portion of Piscataway Creek according to the DNR publication. In the

lower free-flowing creek, high bacteria and phosphorous levels were observed. Bacteria levels declined and nitrogen nutrient levels increased in the tidal portion of Piscataway Creek. The publication states that low pH and DO levels were frequently observed in the free-flowing segment of the stream and occurred naturally as a result of drainage from a wetland area just upstream of the monitoring site. Bioassessment of sites on lower Tinkers Creek and lower Piscataway Creek indicated some apparent water quality impact as moderately impaired biological communities were identified in moderately impaired habitat conditions (Primrose, 1995). The DNR publication titled, "Potomac Washington Metro Basin, Environmental Assessment of Stream Conditions", September 1999, states, "The major impacts to non-tidal streams in the basin appear to be nutrient enrichment, stream bank instability, and lack of functional riparian buffers. Overall, the major impacts to non-tidal streams in the Potomac Washington Metro basin are stream alterations that result from urban activities". It is evident from the data presented in Section IV.M.2.b. that residential, commercial, industrial and institutional land uses increased during the period 1973 - 1997 within the SCEA boundary while agricultural and forest land have decreased. Thus, there has been a trend toward urbanization, converting land within the SCEA boundary to developed uses. This trend is expected to continue into the future based on 2020 land use which indicates that developed land within the SCEA boundary is projected to nearly triple during the period 1997 - 2020.

As reported in the DNR publication, "Maryland Water Quality, 1993 - 1995", for the portion of the Potomac from Marshall Hall to Smith Point, water quality varies from fair in the upper segment to good in the lower segment. According to the publication, at Potomac River monitoring stations off Indian Head and Moss Point, high nutrient levels and elevated ammonia levels were observed. Also, elevated bacteria levels were observed in the upper third of the tidal river. High nutrient levels were the result of agricultural runoff, sediment release, poor flushing characteristics and upstream sources while elevated suspended sediment levels were due to agricultural runoff and erosion. Water quality data collected during the period 1984 - 1994 show that these waters had relatively high nitrogen levels. Also, chlorophyll levels were not high, algal blooms were infrequent and high turbidity levels reduced light penetration above the critical limit for SAV growth. Oxygen levels declined each summer but were not below the state water quality criterion of 5 milligrams per liter. In 1996, Skelly, et al. reported that overall water quality conditions had improved during the previous eleven years and declining trends in phosphorous and chlorophyll levels were continuing. The DNR publication also reports that algal blooms were observed in the Potomac from Marshall Hall to south of Mattawoman Creek. The publication states that water quality in the Mattowoman Creek varies from good in the upper portion to fair in the lower tidal portion of the creek. At a monitoring station in the lower free-flowing portion of the creek, high bacteria and total phosphorous levels and very low DO and pH levels were observed. Also, high nutrient levels and elevated pH levels were observed in the

lower tidal portion of the Mattawoman Creek. As reported in the DNR publication, elevated bacteria and nutrient levels were due to agricultural and urban runoff. Myrtle Grove Lake, located within the SCEA boundary in the Mattawoman Creek watershed, experiences water quality problems as a result of elevated nutrients and sediments from upstream agricultural areas. In a 1989 survey of regional DNR biologists and a 1991 statewide lake assessment program, the lake, which covers 23 acres, was classified as an eutrophic lake.

Cumulative impacts to surface waters within the SCEA boundary result from the addition of direct impacts resulting from Alternative 5A Modified to the impacts to surface waters from other past, present and future actions. The SHA-Selected Alternative has the potential to negatively affect surface water quality through increased runoff generated from new impervious surfaces associated with the roadway improvements, as well as erosion and sedimentation resulting from the exposure of soils during construction. Uncontrolled runoff from impervious surfaces has been linked to thermal and chemical pollution, as well as loss of stream stability and aquatic habitat (Schueler 1987). These impacts are primarily caused by increases in the level of peak discharges in receiving streams and by the introduction of pollutants such as particulates, petroleum-based fuels, metals, deicing salts and other contaminants that typically accumulate on road surfaces and become mobilized during rain events. These effects would be mitigated through compliance with stormwater management and sediment and erosion control requirements, including water quality treatment, regulated by the Maryland Department of the Environment (MDE). Future planned development indicated in Section IV.M.2.b, would add to past and current surface water impacts through increased impervious areas and stormwater runoff. During the period 1997 - 2020, the amount of developed land within the SCEA boundary is projected to nearly triple. The growth in development will increase the overall percentage of impervious area in the watershed. The loss of natural land cover results in increased stormwater runoff and reduced groundwater infiltration which affects a stream's ability to support aquatic life. There are fewer groundwater seeps discharging into the streams to sustain the baseflow between periods of rainfall and the streams become more flashy when it rains, quickly swelling from the increased runoff. The increase in runoff volume results in greater erosion of streambanks. The sediment coming from eroding streambanks is now believed to be a greater source of sediment in streams than that which comes from outside the streams. Stormwater management can help to control the runoff entering streams, however, the combination of numerous stormwater management facilities discharging in the same watershed can result in a peak discharge being sustained over a longer period of time. Future planned development will also have an effect on the amount of nutrients entering the surface waters within the SCEA boundary. According to 1997 land cover data from MDP, approximately 51 percent of the area within the SCEA boundary is covered by forests. Stormwater runoff from forest land has much lower levels of nitrogen and phosphorus than runoff from agricultural land, pasture, urban land

or land transitioning from agricultural uses to urban uses. As forest land within the SCEA boundary is developed, the increase in nitrogen and phosphorus in the runoff will be significant. Stormwater management practices cannot be expected to intercept and treat all of the nitrogen and phosphorus in the stormwater runoff from developed land. As a result, degradation of water quality can be expected due to additional nutrients entering the streams. However, the current regulatory framework for stormwater management and sediment and erosion control requirements administered by MDE would help to minimize the impacts to surface waters from development under the future land use scenario.

### b. Floodplains

The 100-year floodplains within the SCEA boundary indicated on Flood Insurance Rate Maps from the Federal Emergency Management Agency (FEMA) occur along the following waterways: the Potomac River, Henson Creek, Carey Branch (a tributary to Henson Creek), Hunters Mill Branch (a tributary to Henson Creek), Broad Creek, Tinkers Creek, Pea Hill Branch (a tributary to Tinkers Creek), Swan Creek, Piscataway Creek, Butler Branch (a tributary to Piscataway Creek), Burch Branch (a tributary to Piscataway Creek), Mattawoman Creek, Piney Branch (a tributary to Mattawoman Creek), Pomonkey Creek, Pomonkey Mill Swamp (a tributary to Pomonkey Creek), Old Womans Run (a tributary to Mattawoman Creek), Pole Branch (a tributary to Old Womans Run), and Marbury Run (a tributary to Mattawoman Creek).

Floodplain areas of the Potomac and its tributaries have been historically impacted by urban development. As far back as the early 1800s, dredging within the Potomac was conducted to create navigable channels. In the early 1900s, channel dredging and land reclamation increased, creating much of the current shoreline. The majority of the reclaimed areas were then built upon, adding to overall risk to life and property from flooding.

Past stresses to the floodplains of waterways within the SCEA boundary, other than the Potomac River, have also occurred. Any unregulated encroachments on the 100-year floodplain from development would have occurred prior to the passing of the Non-Tidal Wetlands Act in 1989 which affords protection to floodplains. As indicated in Section IV.M.2.b., with the SCEA boundary, during the period 1973 - 1981, developed land (residential, commercial, industrial, institutional, extractive) increased by more than 10 percent. Flood studies of Henson Creek and Piscataway Creek prepared in 1986 by Prince George's County Stormwater Management Technical Group indicated that 68 houses were located in the floodwaters of the 100-year floodplain along Henson Creek or its tributaries and 73 houses and one commercial establishment were located in the floodwaters of the 100-year floodplain along Piscataway Creek or its tributaries. Roadway construction associated with development has also impacted the

100-year floodplain at road crossings. Current Maryland, federal and local regulations discourage development in floodplains and a Waterways Construction Permit is required for any floodplain encroachment which includes grading, filling or placing structures in the 100-year floodplain.

Past alterations to floodplains within the SCEA boundary, such as the previously described channel dredging and land reclamation along the Potomac and encroachment by residential areas in the Henson Creek and Piscataway Creek floodplains, have eliminated or reduced some of the valuable functions associated with floodplains. Stream valley parkland acquired by Prince George's County along streams such as Henson Creek, Piscataway Creek and Tinkers Creek has helped mitigate impacts to stream floodplains.

Direct impacts to the 100-year floodplain are quantified in Section IV for Alternative 5A Modified. The impact for the SHA-Selected Alternative is 3.4 acres. Cumulative impacts to the 100-year floodplain within the SCEA boundary result from the addition of the direct impacts resulting from Alternative 5A Modified combined with other past, present and future actions. Future development anticipated within the SCEA boundary, as indicated in Section IV.M.2.b., would add to past and present impacts to the 100-year floodplain. However, effects to floodplains under the future land usc scenario are expected to be minimal as a result of the current regulatory framework and given that portions of the floodplains within the SCEA boundary are located in parkland or planned to be set aside as parkland.

### c. Wetlands

Based on National Wetland Inventory (NWI) mapping, the wetlands located within the SCEA boundary include the following types: palustrine forested, palustrine emergent, palustrine open water, palustrine scrub-shrub, palustrine unconsolidated bottom, estuarine intertidal emergent, estuarine intertidal scrub-shrub and riverine tidal emergent. Ecological functions provided by wetlands include filtering pollutants in surface runoff, maintaining base flow in streams and slowing floodwaters.

The United States Fish and Wildlife Service (USFWS) reported that from the mid-1950's to the late 1970's approximately 24,000 acres of wetlands were lost in Maryland. The causes of these losses include draining and clearing for agriculture, urban development and natural forces. For areas within the Chesapeake Bay Watershed, USFWS has determined that Maryland experienced a net loss of 4,810 acres of wetlands during the period 1982 - 1989 (Tiner et. al. 1994). According to the MDP publication, "Maryland's Land, 1973 - 1990, A Changing Resource," the area of wetlands in Prince George's County totaled 3,324 acres in 1973 and also in 1981 and then increased slightly to 3,337 acres in 1990. In Charles County, the MDP

publication reports the area of wetlands totaled 6,726 acres in 1973, 6,777 acres in 1981 and 6,789 acres in 1990. According to MDP Land Use/Land Cover Maps, within the SCEA boundary, the area of wetlands increased slightly from a total of 765 acres in 1973 to 784 acres in 1981 and then decreased to 749 acres in 1997. Thus, variations have occurred in wetland trends, losses and gains, depending on the type of data analyzed regional or local. The loss of wetlands within the SCEA boundary during the period 1981 - 1997 occurred at the same time developed land within the SCEA boundary increased by 49.4 percent as indicated in Section IV.M.2.b.

Direct impacts to wetlands that would result from Alternative 5A Modified are quantified in Section IV. The SHA-Selected Alternative would impact 1.3 acres. Cumulative impacts to wetlands within the SCEA boundary result from the addition of direct impacts resulting from Alternative 5A Modified combined with other past, present and future actions. Future development within the SCEA boundary, indicated in Section IV.M.2.b., would add to past and present impacts to wetlands. However, given the current federal and state regulatory framework contained in Section 404 of the Clean Water Act, the Maryland Nontidal Wetlands Protection Act and the "no net loss" wetlands policies, impacts to wetlands under the future land use scenario would be minimized.

### d. Woodlands

Forested areas within the SCEA boundary identified by 1997 MDP Land Use/Land Cover mapping include deciduous, evergreen and mixed forests, as well as, brush areas. These forested areas are widespread and account for approximately 51 percent of the entire area within the SCEA boundary. Forest habitats are essential for a wide variety of animals, birds, and plants, with riparian forests providing critical habitat for over half of the terrestrial wildlife species in the region (USDA 1996). Streamside forests are also important for aquatic organisms that use decaying organic matter and downed woody debris for shelter and that benefit from temperature regulation, and other water quality benefits provided by forests.

According to the MDP publication, "Maryland's Land, 1973 - 1990, A Changing Resource," the area of forests in Prince George's County decreased by 2.1 percent, from 158,276 to 155,018 acres, during the period 1973 - 1981, and further decreased by 6.0 percent, to 145,714 acres, during the period 1981 - 1990. The area of forests in Charles County decreased by 1.5 percent, from 201,672 to 198,725 acres, during the period 1973 - 1981, and further decreased by 5.5 percent, to 187,751 acres, during the period 1981 - 1990. Within the SCEA boundary, based on MDP land use/land cover mapping, the area of forests decreased by 1.7 percent, from 64,073 to 62,998 acres, during the period 1973 - 1981, and further decreased by 14.0 percent, to 54,147

acres, during the period 1981 - 1997. As indicated in Section IV.M.2.b., during the period 1973 - 1997, the amount of developed land (residential, commercial, industrial, institutional, extractive land uses) within the SCEA boundary increased substantially by 64.8 percent.

A loss of forest area results in a loss of the valuable ecological functions associated with forests which include stabilizing soils, filtering nutrients and sediment, and regulating stormwater and stream flow. Maryland forest resources have been afforded protection through regulations of the Chesapeake Bay Critical Area Protection Law of 1984 and the Forest Conservation Act of 1991. Both of these regulations are state-mandated programs, administered at the county level. Critical Area regulations limit the amount of clearing permitted within 1,000 feet of tidal waters and require mitigation in the form of reforestation for impacts to forests. The regulations give additional protection to the preservation and/or creation of forested shoreline buffers within a 100-foot distance from tidal waters. The Maryland Forest Conservation Act and Reforestation Law apply to lands outside the Critical Area. The Act sets allowable clearing thresholds for development dependant upon local zoning designations. The Act also requires reforestation when thresholds are exceeded. Or, if no forest is present on a development site, a percentage of the land must be planted with trees. Certain highway projects may be exempted from the Forest Conservation Act provided there is compliance with the Maryland Reforestation Law, Natural Resource Article 5-103. The Reforestation Law requires replacement of the forest cleared by highway projects on an equal basis on public property. These restrictions on forest clearing and the requirements for reforestation provide a strong incentive for forest conservation.

The Maryland Reforestation Law requires that when highway construction using state funds causes the cutting or clearing of forests in the size of one acre or more, replacement is required on an acre-for-acre (1:1) basis and must be accomplished on public land. Priority areas for mitigation include onsite or within the same county and watershed as the impact. If an appropriate mitigation site cannot be identified, a fee-in-lieu of mitigation must be deposited into the Reforestation Fund at ten cents per square for of impact ($4,356/acre). Mitigation must be completed within on year or two growing seasons after the highway construction has been completed.

Direct impacts to woodlands that would result from Alternative 5A Modified are quantified in Section IV. The impact would be 58.2 acres to woodlands. Cumulative impacts to woodlands within the SCEA boundary result from the addition of direct impacts as a result of Alternative 5A Modified to the impacts to woodlands combined with other past, present and future actions. Future development within the SCEA boundary, indicated in Section IV.M.2.b., would add to past and present impacts to woodlands. The amount of developed land within the SCEA boundary is projected to nearly triple during the period 1997 - 2020. With approximately

51 percent of the area within the SCEA boundary covered by forests, based on 1997 land cover data from MDP, there is the potential for substantial impacts to woodlands from future planned development. However, impacts to woodlands would be regulated under the Maryland Forest Conservation Act, the Maryland Reforestation Law and the Chesapeake Bay Critical Area Protection Law, and effects would be offset through reforestation requirements. Since enactment of the Reforestation Law in 1989, 2,130.8 acres of forested land have been cleared by highway construction and 2,433.7 acres have been replanted with fee-in-lieu monies.

### e. Parklands

There are numerous parklands and recreation areas within the SCEA boundary. An inventory of the parklands and recreation areas identified within the SCEA boundary is provided below. SHA-Selected Alternative 5A Modified would result in direct impacts to Henson Creek Stream Valley Park, requiring 0.2 acre of right of way, from the publicly owned public park. While there is potential for impacts to occur to parklands listed below as a result of other future actions, impacts to parklands within the SCEA resulting from other future actions, combined with the SHA-Selected Alternative impacts, including future development, are expected to be minimal since it would be extremely rare, if at all, that development would be permitted on public parkland. Also, use of land from a significant publicly owned public park as part of a federally funded or approved transportation project would require a Section 4(f) evaluation to document that there are no feasible and prudent alternatives to the use of land from the park, and that the project includes all possible planning to minimize harm to the park.

Parklands and Recreation Areas Within the SCEA Boundary

| | |
|---|---|
| J. Frank Dent Neighborhood Park/School | Valley View Community Park |
| Southlawn Neighborhood Park/School | Windbrook Neighborhood Park |
| Leyte Drive Neighborhood Playground | Livingston Road Community Park |
| Henson Creek Stream Valley Park | Harmony Hall Recreation Center |
| Henson Creek Golf Course | Riverview Community Park |
| Webster Lane Neighborhood Park | Potomac River Waterfront Conservation Area |
| Oxon Hill Manor Historic House | Tantallon North Neighborhood Park |
| Betty Blume Neighborhood Park | Franklin Square Neighborhood Park |
| Potomac River Waterfront Community Park | |

| | |
|---|---|
| Fort Foote Neighborhood Recreation Center | Tantallon South Neighborhood Park |
| Fort Foote Historic Site | Potomac Landing Neighborhood Park |
| Jones Point Park | Tantallon Country Club |
| Tucker Road Recreation Center | Tantallon Neighborhood Park |
| Apple Grove Neighborhood Park/School | Fort Washington Park |
| Lynnaian Neighborhood Playground | Piscataway National Park |
| Hunters Mill Community Park. | Piscataway Park Scenic Easement |
| Tinkers Creek Stream Valley Park | Accokeek Neighborhood Park. |
| Allentown Road Aquatic Facility Park | Southview Golf Course |
| Fort Washington Forest Neighborhood Park/School | Mattawoman Watershed |
| Piscataway Creek Stream Valley Park | Piscataway Park |
| Rose Valley Neighborhood Park/School | Ruth B. Swan Memorial Park |
| Friendly Neighborhood Park | General Smallwood State Park |
| Louise F. Cosca Regional Park | Mattawoman Natural Environment Area |
| | Myrtle Grove Wildlife Management Area |

### f. Agricultural Land

The amount of land used for farming in Maryland has been declining. The 1992 Census of Agriculture reports that 2,223,000 acres were being farmed at that time which signified a decline of more than 350,000 acres in ten years. According to MDP's publication, "Maryland's Land, 1973 - 1990", agricultural land use in Prince George's County dropped to 59,410 acres in 1990, a decline of 6,237 acres during the period 1973 - 1990. In Charles County, agricultural land use dropped to 62,281 acres in 1990, a decline of 4,038 acres during the period 1973 - 1990. The Atlas of Agricultural Land Preservation in Maryland (AALPM) indicates that many large areas of Maryland's prime and productive agricultural land are being fragmented by development. The SHA-Selected Alternative under consideration would directly impact prime farmland soils as discussed in Section IV.E.3. and later in this section.

The agricultural land zoned Residential-Agricultural, located generally between Piscataway Creek and the Charles County line, can be impacted by future development since the zoning classification allows low density residential development. Based on information

contained in the AALPM, the agriculturally zoned land in both Prince George's and Charles Counties is rated "least protective", the lowest category with regard to level of protection for preserving farmland, based on the number of residential units that are permitted to be built on the property. Agricultural zoning that permits one unit per fewer than ten acres is rated "least protective". Prince George's County does not actually have a zone with the primary purpose of preserving agricultural land use. However, the AALPM treats the Residential-Agricultural zone as agricultural since it encourages the retention of agriculture as a primary land use although its primary purpose is to provide for large lot single-family detached residential subdivisions. Within the SCEA boundary, the agriculturally zoned land is, for the most part, located in Prince George's County situated in several areas, generally between the Piscataway Creek and the Charles County line. There is an area of agricultural land that is protected by private conservation easement that is located west of MD 210, just south of Piscataway Creek in Prince George's County, with a small portion extending into Charles County. Based on mapping contained in the AALPM, the greater portion of the land area within the SCEA boundary is land that is developed or zoned/planned for development. A small portion is publicly owned land such as parks. The AALPM refers to Prince George's County as the most heavily urbanized county in the state. Approximately three-fourths of the land within the SCEA boundary in Charles County is located in the area designated as the Development District.

According to land use/land cover mapping from MDP, agricultural land use within the SCEA boundary dropped by 2.3 percent, from 14,339 to 14,005 acres, during the period 1973 - 1981, and further decreased by 11.2 percent, to 12,437 acres, during the period 1981 - 1997. As indicated in Section IV.M.2.b., the amount of developed land within the SCEA boundary increased by 10.3 percent during the period 1973 - 1981 and further increased by 49.4 percent during the period 1981 - 1997.

Direct impacts to prime farmland soils that would result from Alternative 5A Modified are quantified in Section IV.E.3. The prime farmland impact would be 4.5 acres. Cumulative impacts to agricultural land within the SCEA boundary result from Alternative 5A Modified combined with other past, present and future actions. Future development within the SCEA boundary, indicated in Section IV.M.2.b., would add to past and present impacts to agricultural land. However, the greater portion of the land area within the SCEA boundary is land that is developed or zoned/planned for development. There is only one isolated area of agricultural land identified within the SCEA boundary that is protected by private conservation easement. Thus, impacts by future development to agricultural land within the SCEA boundary that is not zoned/planned for development are expected to be minimal.

## 4. Secondary Effects

Secondary effects are indirect effects which "may include growth inducing effects and other effects related to induced changes in the pattern of land use".

Area master plans define the pattern of land use envisioned for the area within the SCEA boundary. Land use plans contained in the area master plans represent ultimate conditions when public facilities recommended in the master plans such as, roadway improvements and adequate water and sewer systems, are provided. The improvements proposed by the MD 210 project are in keeping with the transportation recommendations that are contained in the area master plans. The MD 210 improvements would therefore, support the land use recommended in the area master plans and would not induce changes in the type of development that would occur. There does not appear to be any development in the study area that is dependent on the SHA-Selected Alternative for access.

Adequate public facilities (APF), in terms of transportation, in Prince George's County are based on level of service thresholds at the intersection that would be affected by proposed development. Compliance with the APF thresholds is a requirement which precludes land development. These thresholds are defined differently for signalized and unsignalized intersections. At signalized intersections, a critical lane volume of 1,450 vehicles per hour or less is required in order to meet the APF. If the critical lane volume would exceed 1,450 vehicles per hour as a result of the traffic generated by the proposed development, then specific improvements would be required to lower the critical lane volume to the required threshold. In special cases, such as when the existing conditions already exceed the APF threshold, mitigation might be allowed in the form of providing improvements so that the traffic generated by the proposed development would not worsen the existing situation. At an unsignalized intersection, the level of service threshold is based on delay - a delay greater than 50 seconds is considered a failing intersection. If traffic generated by the proposed development would result in creating delays in excess of 50 seconds at an unsignalized intersection, then the applicant is required to perform a traffic signal warrant study. If the study indicates a traffic signal is required, the applicant must obtain the necessary approvals and permits to provide the traffic signal. When APF thresholds are complied with or improvements provided to come into compliance with the required level of service threshold, then the property can be developed in accordance with its zoning. Thus, APF requirements limit when land can be developed in accordance with its zoning, but the type of development would remain consistent with the master plans.

By addressing traffic congestion and level of service on MD 210, Alternative 5A Modified would address APF requirements affecting when development could occur. By

improving capacity on MD 210, the stress placed on local roads from commuters who divert to these roadways to avoid traffic congestion along MD 210 would be reduced or eliminated. The Build Alternative would affect the rate of development but would be in accordance with the zoning and land use supported by improvements to MD 210 as envisioned by the area master plans. Therefore, the Build Alternative under consideration would not affect the type of development that would occur but would affect when development in accordance with planned land use could occur.

### 5. Conclusions

Direct impacts on the environment from Alternative 5A Modified are added to other past, present and future actions to arrive at cumulative impacts. Alternative 5A Modified would result in direct impacts to surface waters, 100-year floodplains, wetlands, woodlands, parklands and prime farmland. A description of direct impacts to the SCEA resources has been included in the previous discussion of cumulative impacts. Direct impacts have been quantified in detail in Sections IV.E. to IV.J.

Secondary effects in terms of induced changes in the type of development that would occur in the MD 210 corridor are not expected. The SHA-Selected Alternative is in-keeping with transportation recommendations contained in the area master plans which would support the land use recommended in the master plans. The Prince George's County Adequate Public Facilities (APF) Ordinance limits the timing and extent to which land can be developed in accordance with its zoning, and it dictates the extent of infrastructure improvement necessary to facilitate such development. Transportation capacity is one element of APF. Regarding transportation, before a new subdivision can be approved by the Planning Board, county regulations require that the Planning Board determine that transportation facilities in the vicinity of the subdivision will be adequate to serve it. The Planning Board determines adequacy on the basis of information submitted by the subdivider as well as agencies responsible for building the required facilities, such as the SHA and the County Department of Public Works and Transportation. Alternative 5A Modified would enhance intersection capacity affecting when development could occur and thus the rate of development; however, the SHA-Selected Alternative would not affect the type of development that would occur.

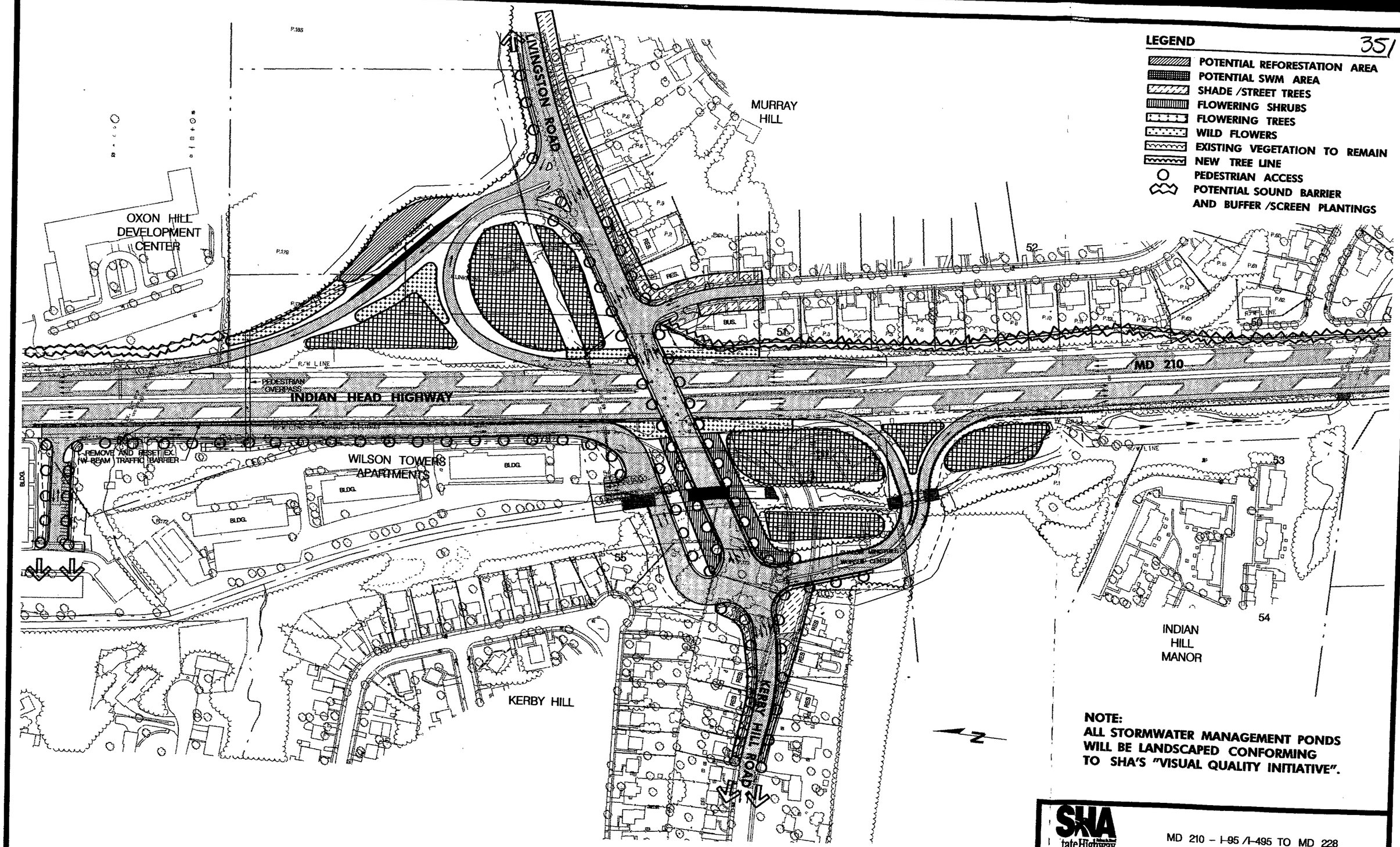
Cumulative effects to natural resources within the SCEA boundary are the result of impacts to resources from other past, present and future actions in addition to the direct impacts that would result from Alternative 5A Modified. Surface waters, floodplains, wetlands, woodlands and prime farmland have all historically been impacted by development within the SCEA boundary and would be further impacted by Alternative 5A Modified. Impacts to these

resources from other future actions within the SCEA boundary would add to the overall cumulative effect. Impacts to surface waters from other future actions can be expected in light of projected increases in developed land and impervious surfaces. Greater streambank erosion is likely to occur from increased runoff volume, along with degradation of water quality from additional nutrients entering the streams. However, the current regulatory framework for stormwater management and sediment and erosion control requirements would help to minimize the impacts to surface waters from development under the future land use scenario. Floodplain impacts from other future actions within the SCEA boundary are expected to be minimal given that portions of the floodplains are located in parklands or planned to be set-aside as parklands. Impacts to wetlands from other future actions are expected to be minimal as a result of the current regulatory framework and "no net loss" policies. In light of projected increases in developed land and the vast forested areas contained within the SCEA boundary, there is the potential for substantial impacts to woodlands from other future actions. However, impacts to woodlands would be regulated through forest conservation and reforestation requirements. Impacts to parklands from future development within the SCEA boundary are expected to minimal. The greater portion of undeveloped land within the SCEA boundary is land that is zoned for development. Thus, impacts by future development to agricultural land that is not zoned for development are expected to be minimal.

Overall, in the context of the current federal, state and local regulatory framework, future cumulative effects to resources, particularly floodplains, wetlands, parklands and agricultural land, are expected to be minor while impacts to surface waters from other future actions would be minimized and woodland impacts would be offset through conservation and reforestation. Protection of natural resources would be facilitated through permitting, planning and zoning, and approval processes that are conducted by those agencies that regulate potential effects to resources.

## N. Visual Quality

The SHA-Selected Alternative 5A Modified will maintain MD 210 as a six lane, partially controlled access highway, making use of the existing horizontal and vertical alignments for mainline MD 210; however, six grade separated interchanges will be implemented, each including an overpass of MD 210. These interchanges will change the visual environment of MD 210 for travelers on existing roads and for residential and commercial occupants of immediately adjacent properties. The bridge structures themselves will be considered for aesthetic design treatments that would be architecturally compatible with the surrounding community or would be part of an overall theme for the MD 210 corridor. Other structures such as noise walls and retaining walls will be necessary to mitigate the impacts of the proposed




**NOTE:**
**ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".**

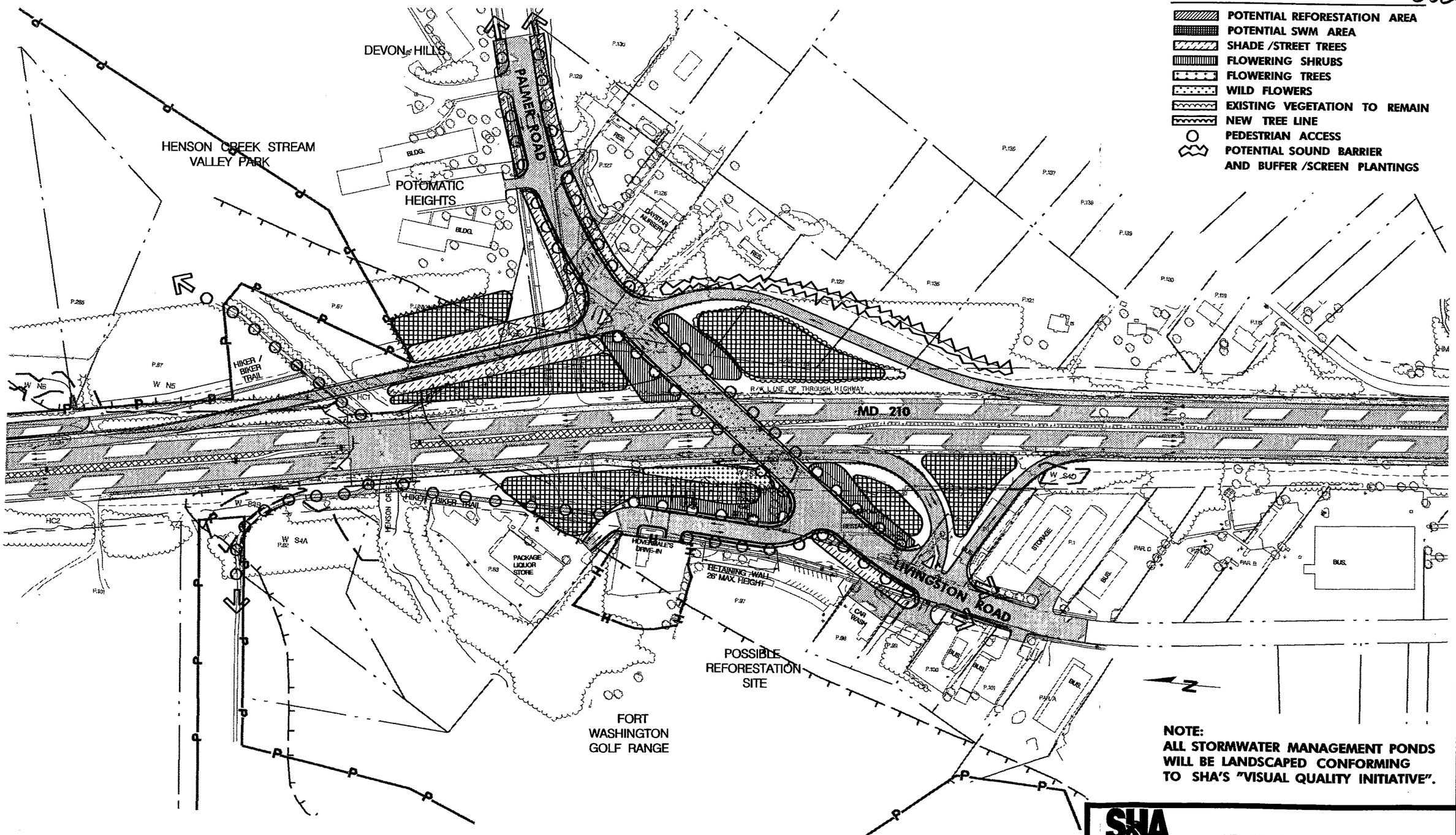
SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN
KERBY HILL RD /LIVINGSTON RD INTERCHANGE

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 200' | IV-16 |

concept1.dgn




**NOTE:**
**ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".**

SHA State Highway Administration

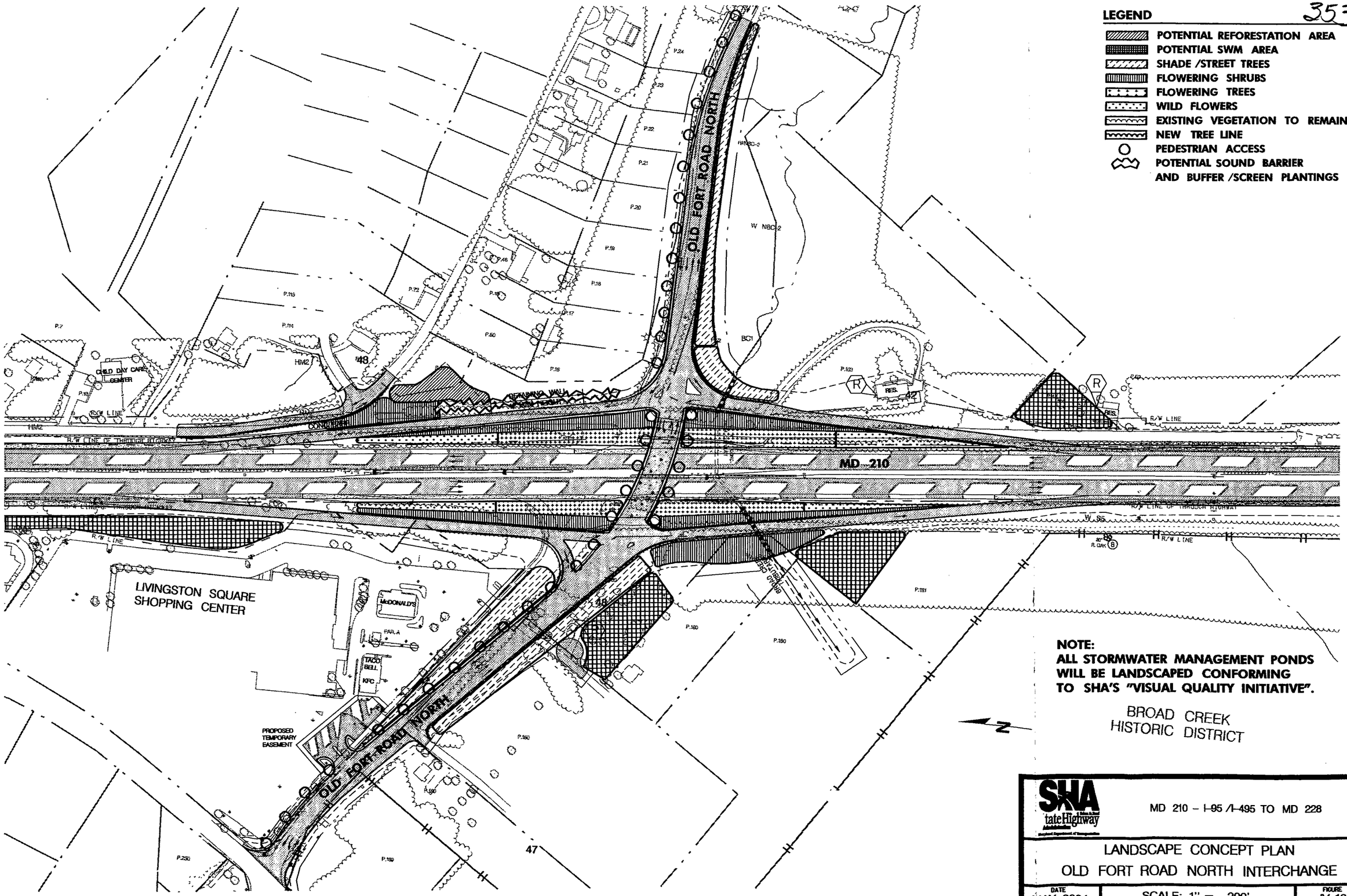
MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN

LIVINGSTON RD /PALMER RD INTERCHANGE

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 200' | IV-17 |

concept2.dgn




SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN

OLD FORT ROAD NORTH INTERCHANGE

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 200' | IV–18 |

omcept3.dgn

354

W NBC

CONCRETE BARRIER

CONC. BARR.

MD 210

RET. WALL 14' MAX. HEIGHT

TANTALLON SHOPPING CENTER

PROSPECT SQUARE

HISTORIC BOUNDARY

LIVINGSTON ROAD COMMUNITY PARK

PARKLAND BOUNDARY

FORT WASHINGTON ROAD

FIRE COMPANY

LAW OFFICE

MATCH LINE THIS SHEET

MATCH LINE THIS SHEET

**LEGEND**

- POTENTIAL REFORESTATION AREA
- POTENTIAL SWM AREA
- SHADE /STREET TREES
- FLOWERING SHRUBS
- FLOWERING TREES
- WILD FLOWERS
- EXISTING VEGETATION TO REMAIN
- NEW TREE LINE
- PEDESTRIAN ACCESS
- POTENTIAL SOUND BARRIER AND BUFFER /SCREEN PLANTINGS

**NOTE:**
**ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".**

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN
FORT WASHINGTON RD INTERCHANGE

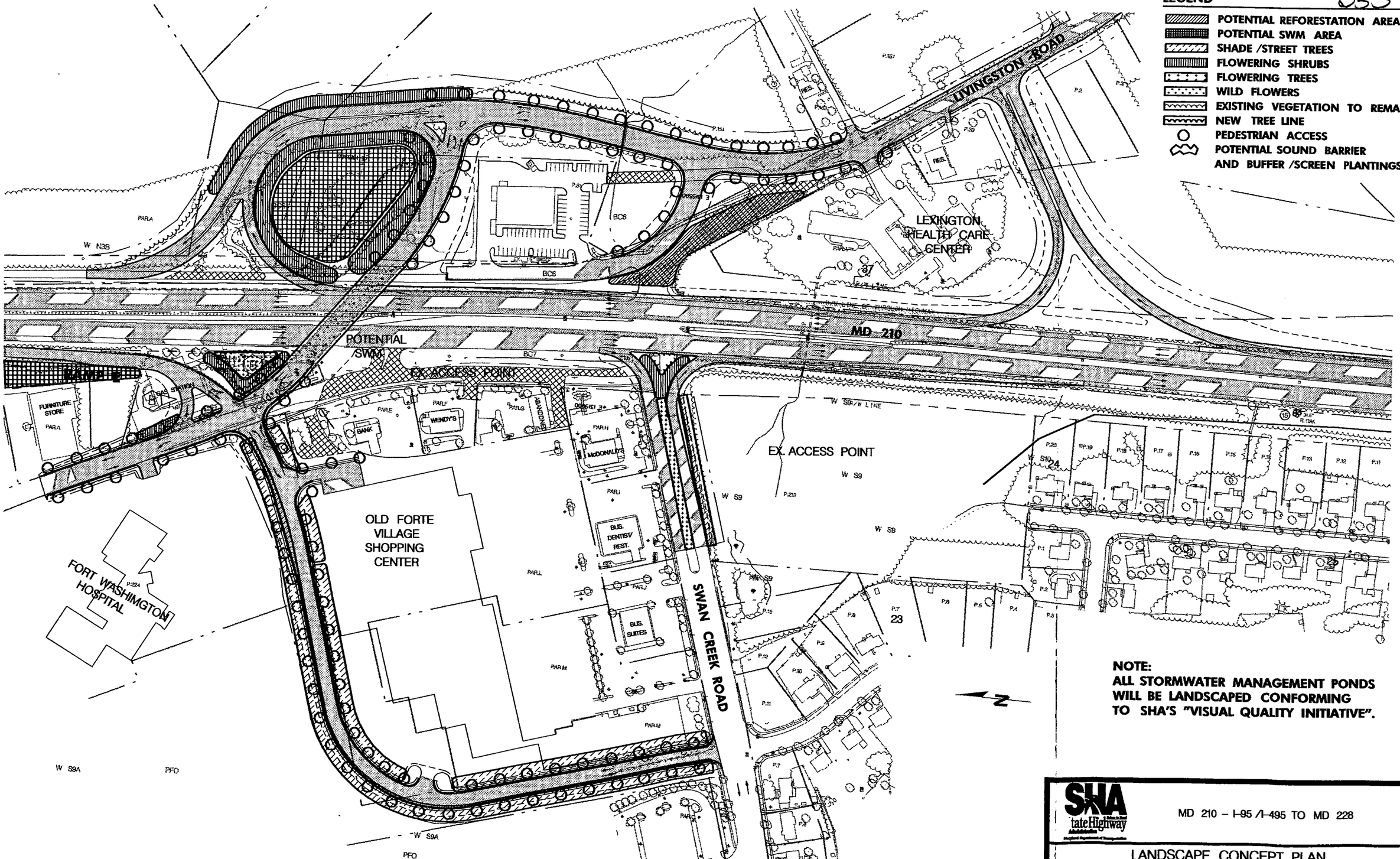
| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 200' | IV–19 |

concept4.dgn

355

**LEGEND**

- POTENTIAL REFORESTATION AREA
- POTENTIAL SWM AREA
- SHADE /STREET TREES
- FLOWERING SHRUBS
- FLOWERING TREES
- WILD FLOWERS
- EXISTING VEGETATION TO REMAIN
- NEW TREE LINE
- PEDESTRIAN ACCESS
- POTENTIAL SOUND BARRIER AND BUFFER /SCREEN PLANTINGS




**NOTE:**
**ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".**

SHA State Highway Administration

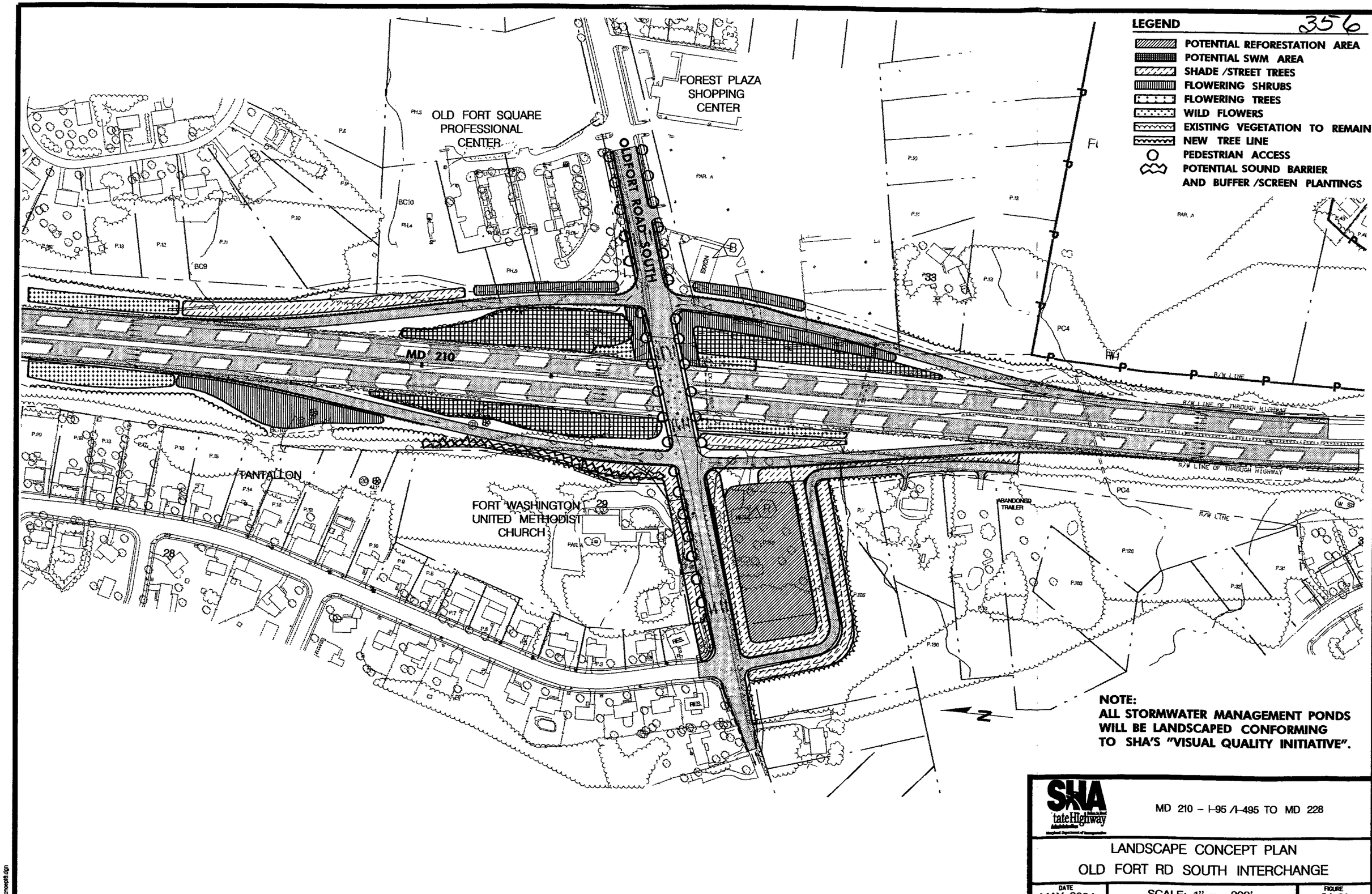
MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN
SWAN CREEK RD /LIVINGSTON RD INTERCHANGE

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 200' | IV–20 |

conceptb.dgn

356




NOTE:
ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".

SHA State Highway Administration
Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN
OLD FORT RD SOUTH INTERCHANGE

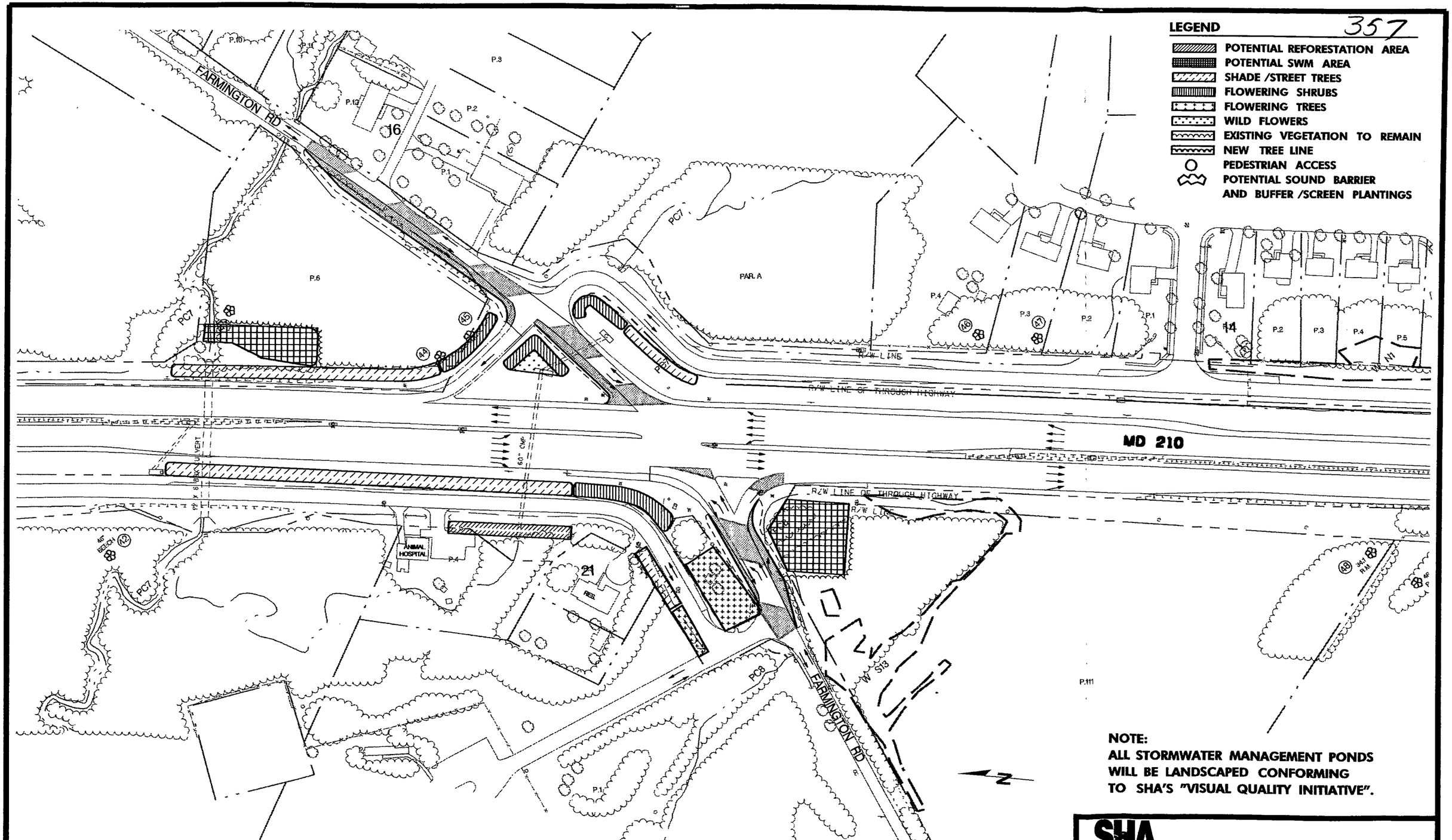
| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 200' | IV–21 |

conceptb.dgn

357

**LEGEND**

- POTENTIAL REFORESTATION AREA
- POTENTIAL SWM AREA
- SHADE /STREET TREES
- FLOWERING SHRUBS
- FLOWERING TREES
- WILD FLOWERS
- EXISTING VEGETATION TO REMAIN
- NEW TREE LINE
- PEDESTRIAN ACCESS
- POTENTIAL SOUND BARRIER AND BUFFER /SCREEN PLANTINGS




**NOTE:**
**ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".**

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN
FARMINGTON RD INTERSECTION

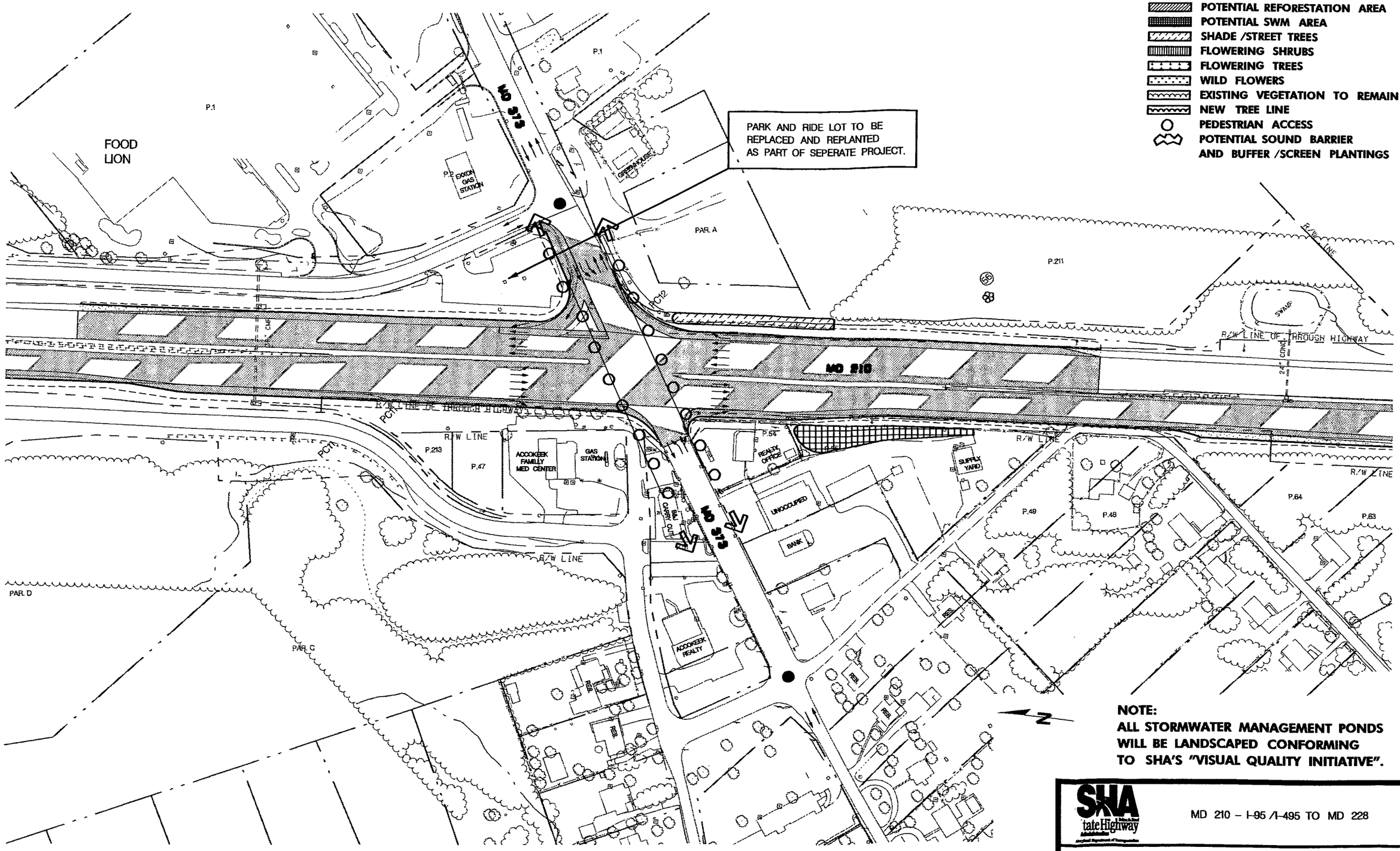
| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 200' | IV-22 |

conceptf.dgn

358

**LEGEND**

- POTENTIAL REFORESTATION AREA
- POTENTIAL SWM AREA
- SHADE /STREET TREES
- FLOWERING SHRUBS
- FLOWERING TREES
- WILD FLOWERS
- EXISTING VEGETATION TO REMAIN
- NEW TREE LINE
- PEDESTRIAN ACCESS
- POTENTIAL SOUND BARRIER AND BUFFER /SCREEN PLANTINGS




**NOTE:**
**ALL STORMWATER MANAGEMENT PONDS WILL BE LANDSCAPED CONFORMING TO SHA'S "VISUAL QUALITY INITIATIVE".**

SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

LANDSCAPE CONCEPT PLAN
MD 373 INTERSECTION

| DATE | SCALE | FIGURE |
|---|---|---|
| MAY, 2004 | 1" = 200' | IV–23 |

concept8.dgn

interchanges and will also incorporate aesthetic treatments to the extent practicable and agreeable to community residents. Three of the existing intersections, in the project area (Wilson Bridge Drive, Farmington Road and MD 373) are proposed to be expanded with the existing traffic signals to remain at Farmington Road and MD 373. Crosswalks, clearly identified at intersections, will define areas that are meant for pedestrian use.

Preliminary concept plans have been developed for the SHA-Selected Alternative indicating potential landscaping measures that will be among the considerations investigated during final design. These concepts are shown on Figures IV-16 through IV-23.

Measures to be taken in addressing visual impacts for the MD 210 mainline, proposed interchanges and expanded intersections could include the use of earth berms where practicable and rounding of grading on cut and fill slopes, reforestation and landscaping including the use of native materials, and revegetation on cleared slopes. Privacy screen fencing could also be considered. Direct coordination and communication with the affected communities would be provided.

Additionally, construction activity and some of the materials stored for the project may be displeasing to residents in the immediate vicinity of the project. This visual impact will be temporary and should pose no substantial problem in the long-term.

## O. Construction Impacts

Construction activities for the proposed MD 210 mainline Alternative 5A Modified and the various interchange and intersection options will have temporary impacts to resources, residences, and travelers within the immediate vicinity of the project. These impacts will include traffic detours, potential air and fugitive dust emissions, increased noise levels, natural resources, and visual quality.

### 1. Traffic Detours

Detours and road closures during construction will create temporary inconveniences for residents, business owners and travelers. Maintenance and protection of traffic plans will be developed during final design to mitigate access impacts and to minimize delays throughout the project. These plans will include appropriate signs, pavement markings, and media announcements. Access to all businesses and residences will be maintained through construction scheduling.

### 2. Air Emissions

The operation of heavy equipment would have minor, temporary impacts on air quality during construction of the alternatives. The primary source of impact would be windblown soil and dust in active construction zones, and secondarily from increased levels of exhaust pollutants.

Measures will be taken to reduce fugitive dust and other emissions generated during construction by wetting disturbed soils, staging soil-disturbing activities, and prompt revegetation of disturbed areas. Emissions from construction equipment will be controlled by the contractors in accordance with state and federal regulations.

### 3. Construction Noise Impacts

Temporary noise impacts will occur in the study area during the construction of any of the build alternatives. Sources of this noise would include earth moving equipment, vibratory rollers, pavers, trucks, jackhammers, and compressors. In most cases, the effects of increased noise levels associated with construction equipment are limited to within 300 feet of the source. These effects would typically be limited to weekday, daylight hours in accordance with local ordinances.

Several mitigation procedures can be followed to assist in minimizing the temporary impacts of construction noise. Adjustments to the equipment, the provision of temporary noise barriers, varying the construction activity areas to redistribute noise events, good communication with the public, and monetary incentives to the contractor could be considered to lessen the temporary noise impacts. These mitigation measures will be examined during final design to minimize public impacts and annoyances during construction.

Construction noise impacts are also discussed in Section IV.K.4.

### 4. Natural Resources

Temporary construction-related impacts to soils, surface waters, and wetlands are anticipated to occur as the result of this project. Temporary and permanent impacts to these resources have been addressed in throughout Chapter IV.

Temporary impacts to soils include increased erosion potential from areas cleared of vegetation for construction activities. Standard sediment and erosion control measures will be implemented in accordance with state and local regulations to minimize adverse impacts.

Temporary construction-related impacts to wetlands include increased sedimentation, in-stream and in-wetland work for the construction of abutments and other structures, and temporary construction crossings. The use of surface mats, clean rock fills, and other measures to be determined at final design, will be used to minimize temporary impacts to wetlands. Original grades will be restored as needed in temporary wetland impact areas and native vegetation will be re-established.

Temporary impacts to surface water resources are also anticipated from construction-related activities. Temporary impacts would result from temporary stream crossing, dikes and coffer dams, temporary channel relocations, and suspended solids from increased erosion and sedimentation. Runoff from disturbed areas may contain high sediment loads, which can reduce both the diversity and numbers of organisms in the aquatic environment. Physical impacts such as temporary stream crossings and coffer dams, disrupt the stream substrate and could affect fish migrations through these areas. This will eliminate benthic macroinvertebrate populations in this portion of the stream during the construction period, and for a short period after construction until migration and drift allow for the re-colonization of the area. Changes to the channel widths resulting from coffer dam construction may generate excessive scouring of the substrate and generate sediment impacts immediately downstream of the construction area.

### 5. Visual Quality

Construction activity and some of the materials stored for the project may be displeasing to residents in the immediate vicinity of the project. This visual impact will be temporary and should pose no substantial problem in the long-term.

## P. Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

The long-term benefits of the SHA-Selected Alternative would occur at the expense of short-term construction impacts in the immediate vicinity of project area. These short-term effects would include localized noise and air pollution, and minor traffic delays. With proper controls, they would not have a lasting effect on the environment.

The local short-term impacts by the construction of the Build Alternative are consistent with the maintenance and enhancement of long-term productivity for the local area, state, and region. The Prince George's County Subregion V Master Plan and Subregion VII Master Plan both recommend major improvements to MD 210. The transportation improvements addressed in this document have been considered in accordance with the master plans.

## Q. Irreversible and Irretrievable Commitments of Resources Which Would be Involved in the Proposed Action

The construction of the SHA-Selected Alternative and intersection and interchange options involve the irreversible and irretrievable commitment of various natural, human, and fiscal resources. The alternative and options would require the commitment of land to new highway construction, which is considered an irreversible commitment during the time period that the land is used for a highway facility. If a greater need for the land be proven, or the highway proven to be no longer necessary, it is possible to re-convert the property to another use. It is not anticipated, however, that either of these two situations will occur.

Fossil fuels, labor, and construction materials will be used in considerable quantities for the SHA-Selected Alternative. In addition, labor and natural resources are also used in the quarrying, manufacturing, mixing, and transporting of construction materials. The materials used in the highway construction process are irretrievable, however, they are not in short supply and their use should not have an adverse effect on continued availability of these resources.

Construction of Alternative 5A Modified would require an irretrievable commitment of state and federal funds for right of way acquisition, materials, and construction. Funds for annual maintenance would also be required. The loss of tax revenues from private land taken for highway use would be an irretrievable revenue loss for Prince George's County.

The commitment of these resources is established on the premise that the local and regional residents, commuters, and business communities will benefit from the proposed highway improvements. Benefits which are anticipated to outweigh the loss of these resources would include increased safety, accident reduction, improvements to traffic flow, and reduction in travel time.

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# V. SECTION 4(f) EVALUATION

## MD 210 MULTI-MODAL STUDY

# V. SECTION 4(f) EVALUATION

## A. Introduction

Section 4(f) of the Department of Transportation Act, 49 U.S.C. 303 (c), permits the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or historic site (as determined by the officials having jurisdiction over the resource) as part of a federally funded or approved transportation project only if there is no feasible and prudent alternate to the use, and that the proposed action includes all possible planning to minimize harm to the property. This documentation has been prepared in accordance with 23CFR771.135 and is consistent with the criteria for a Section 4(f) Evaluation discussed therein.

This evaluation of impacts to one publicly owned public park, namely Henson Creek Stream Valley Park, is required as a result of proposed improvements to MD 210 that are being studied to relieve congestion and improve safety in the project area.

## B. Description of Proposed Action/Purpose and Need

MD 210, also known as Indian Head Highway, connects Washington, D.C. at its northern terminus with the town of Indian Head, in Charles County, approximately 20 miles south of the Prince George's County/Washington, D.C. line. The project area lies within Prince George's County and extends approximately ten miles along MD 210, from I-95/I-495 (the Capital Beltway) to MD 228 (Figure S-1). The following eleven signalized intersections with MD 210 are located in the project area: Oxon Hill Road, Wilson Bridge Drive, Kerby Hill/Livingston Road, Livingston/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek/Livingston Road, Old Fort Road South, Farmington Road, MD 373, and MD 228. However, the intersections at Oxon Hill Road and MD 228 are being addressed by other projects and are not included in this study.

The purpose of this study is to improve traffic operations and safety conditions along the segment of MD 210 from the Capital Beltway to MD 228. The need for this project is demonstrated by the peak hour delays and congestion that have become particularly prevalent at the eleven signalized intersections along this segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from the side roads. Nearly half of all traffic accidents on MD 210 between Fort Washington Road and the I-95/I-495 Interchange areas occurred at intersections with the average accident rate being higher (in some instances significantly) than the statewide accident rate average. A more detailed discussion of the purpose and need for the project is provided in Section I of this document.

The SHA has chosen Alternative 5A Modified as the selected alternative to improve traffic operations and safety conditions along MD 210 between the Capital Beltway and MD 228. Alternative 5A Modified would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges). Although no HOV lanes would be constructed, the median would be widened to provide the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the Alternative 5C footprint, but the mainline lanes would generally coincide with the existing roadway pavement, as feasible, between the interchanges. Where needed, the right-of-way would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout the project area.

Designated bike lanes within the roadway, as well as sidewalks behind the curb, are included with all the proposed overpasses with SHA-Selected Alternative 5A Modified. Bike travel along MD 210 would be accommodated under the SHA-Selected Alternative in the same manner as with current conditions, through various county projects and public information campaigns, north-south bike travel will also be encouraged on parallel county facilities, such as Oxon Hill Road and Livingston Road.

## C. Description of 4(f) Resources

All park acreage owned by Maryland National Capital Parks and Planning Commission (M-NCPPC) serves a current or future function of "significance" for passive recreational use, open space, floodplain and stream valley protection, and historic preservation. M-NCPPC has indicated that all of the active recreational components in their developed parks are well used and the land associated with the stream valley parks is extensively used by hikers, on and off trails, and bikers, on trails.

### Henson Creek Stream Valley Park (Figure V-1)

Henson Creek Stream Valley Park is located in the northern portion of the study area and is traversed by MD 210 just north of the Palmer Road/Livingston Road intersection. Henson Creek Stream Valley Park is a publicly-owned public park under the jurisdiction of M-NCPPC and is comprised of multiple parcels of land totaling 888 acres according to the Subregion VII Master Plan. The section of park in the vicinity of MD 210 is undeveloped except for Henson Creek Trail. Henson Creek Trail, which is a paved trail, provides a scenic recreational route through Henson Creek Stream Valley Park for hiking, biking, jogging, horseback riding, and in-line skating. M-NCPPC does not record data for the frequency of park

usage. POS funds were utilized in the purchase of several of the parcels and construction of Henson Creek Trail. Any conversion of land acquired or developed under a State grant from Program Open Space requires approval of the Secretary of the Department of Natural Resources, the Secretary of the Department of Budget and Fiscal Planning and the Director of the Department of Planning, and requires replacement with land of at least equivalent area and of equal recreation or open space value.

## D. Impacts to 4(f) Property

The SHA-Selected Alternative would not require the acquisition of property from Leyte Drive Neighborhood Park as discussed in the draft section 4(f) evaluation. In addition, there would be no 4(f) use of any of the historic sites identified in the study area as a result of the SHA-Selected Alternative.

### Henson Creek Stream Valley Park

Construction of Alternative 5A Modified would require the acquisition of 0.20 acre of undeveloped wooded land from within the park boundary of Henson Creek Stream Valley Park, east of MD 210. Right of way would be required from the park to accommodate the proposed northeast quadrant interchange ramp grading and supporting slopes. Impacts to the trail would not be within the Henson Creek Stream Valley Park. A 450 LF portion of existing Henson Creek Trail, which travels under MD 210, would be reconstructed to accommodate roadside grading and supporting slopes currently used by hikers, bikers, skaters and horseback riders. A new Henson Creek Trail connection would be constructed in the northeast and northwest interchange quadrant for users of the trail to access MD 210 and Palmer/Livingston Road. No temporary use of the park would be required.

## E. Avoidance Measures

### Henson Creek Stream Valley Park

#### No-Build Alternative

This alternative consists of routine maintenance and minor construction projects that are not expected to affect roadway capacity or safety and would not address the purpose and need for the project; nonetheless it would not impact 4(f) resources in the study area.

Alternative 5A Modified

Avoidance of the Henson Creek Stream Valley Park could be accomplished by proposing a loop ramp (Interchange Option C, D Figure V-3) in the southeast quadrant in lieu of the northeast quadrant diamond ramp proposed under Option E. The avoidance loop ramp option (C or D) is not prudent because it would displace a daycare business (Day Star Nursery) and have an additional right of way cost of $620,000.

## F. Measures to Minimize Harm

### 1. Minimization of Impacts

**Henson Creek Stream Valley Park**

No-Build Alternative

This alternative consists of routine maintenance and minor construction projects that are not expected to affect roadway capacity or safety and would not address the purpose and need for the project; nonetheless it would not impact 4(f) resources in the study area.

Alternative 5A Modified

The 0.2 acre grading and woodland impact to Henson Creek Stream Valley Park associated with Alternative 5A Modified could be reduced to 0.04 acre by constructing two retaining walls north and south of the proposed bridge, in combination with a 1.5:1 ratio grading slope along the northeast quadrant diamond ramp. One retaining wall would have a length of 100 linear feet and an average height of 16.5 feet. The second wall would have a length of 250 linear feet with an average height of 8 feet. The costs of the two retaining walls combined would be $596,000. The steepening slopes may require the use of geotextiles to mechanically stabilize the slope. A geotechnical analysis in the final design stage would need to be undertaken to determine if mechanically stabilized embankments are feasible. The minimization is not considered prudent because of cost.

### 2. Mitigation

The measures proposed by the SHA to mitigate the permanent use of Henson Creek Stream Valley Park include the following:

- SHA will strive for a minimum of 10 feet vertical clearance between the Palmer/Livingston Road to MD 210 North interchange ramp and the trail.

- The reconstructed trail will be designed in consideration of the following:

  - Considerable amounts of silt have been deposited on the trail under the MD 210 Bridge. SHA will clear the silt during construction. In addition, during detailed design, SHA will investigate the sediment transport ability of the channel and crossing through the channel reach where the bridge is located. The ultimate design will use this analysis to maximize the sediment transport of the crossing.

  - M-NCPPC has requested that the trail be reconstructed above the elevation of the 2-year storm and that the vertical clearance between the MD 210 Bridge and the trail be increased if possible. SHA will investigate increasing the vertical clearance from the existing 8 feet while minimizing the siltation and ensuring proper drainage. (SHA recognizes that M-NCPPC prefers 12 to 14 feet of clearance with a preferred minimum of 10 feet.)

  - The existing Henson Creek trail is 8 feet wide. Reconstructed areas of the trail will be 10 feet wide wherever possible.

  - SHA will coordinate with M-NCPPC further regarding the design of the trail during the detailed design stage.

- SHA recognizes that the Henson Creek trail is known to be heavily used. Should trail closures be required during construction, SHA will coordinate with M-NCPPC regarding the possibility of reopening the trail on weekends. In addition, SHA will coordinate with M-NCPPC regarding any necessary trail closures so that M-NCPPC can provide adequate signing or other notification of trail closure schedules.

- Any scuppers currently draining directly onto the trail will be diverted away from the trail.

- Sediment and erosion controls will be implemented prior to construction to minimize sediment runoff into park property and any streams within the vicinity of the park.

## G. Coordination

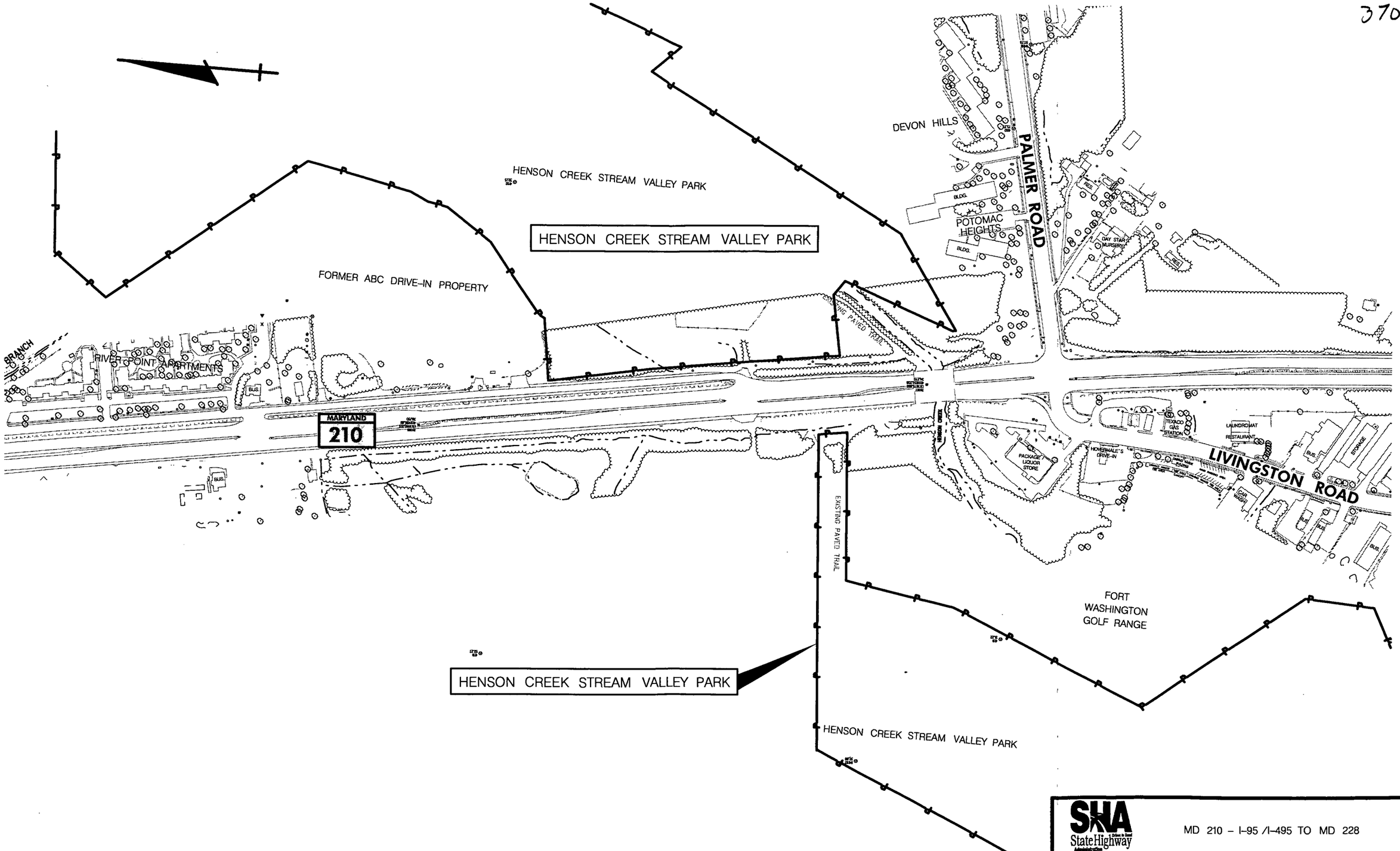
On November 25, 1997, the M-NCPPC provided SHA a description of the Henson Creek Stream Valley Park (VI-340). In May 2004, the M-NCPPC concurred with the minimization and mitigation measures proposed to offset impacts to the Henson Creek Stream Valley Park (VI-346). Coordination will continue with SHA and M-NCPPC as the project progresses through final design and construction.

Coordination will continue with M-NCPPC throughout the design process. All reasonable avoidance and minimization measures have been evaluated in consultation with park representatives.

Section 5-906, Subsection (e) (7) of the Natural Resources Article of the Annotated Code of Maryland states "Land acquired or developed under a State grant from Program Open Space may not be converted, without written approval of the Secretary of the Department of Natural Resources and the Secretary of the Department of State Planning, from outdoor public recreation or open space use to any other use. Any conversion in land use may be approved only after the local governing body replaces the land with land of at least equivalent area and of equal recreation or open space value." In 1988, with the coordination of the Maryland Department of Resources (DNR) and the Maryland Department of Planning (MDP), the SHA established a 13.65 acre land bank with the M-NCPPC against which future Program Open Space acquisitions by the SHA can be credited. The land is currently used by M-NCPPC for the Glenn Dale Community Center. SHA will coordinate with M-NCPPC in final design to ascertain the amount of acreage to subtract from the bank that will be equal to or greater than the appraised monetary value of the land impacted at Henson Creek Stream Valley Park.

## H. Conclusion

Based on this evaluation, it has been determined that the SHA-Selected Alternative, Alternative 5A Modified, is the only prudent and feasible alternative that minimizes impacts to Section 4 (f) property and that the proposed action includes all possible planning to minimize harm.




SHA State Highway Administration

MD 210 – I-95 /I-495 TO MD 228

4(f) RESOURCES

| DATE | | FIGURE |
|---|---|---|
| MAY, 2004 | SCALE: 1" = 300' | V-1 |

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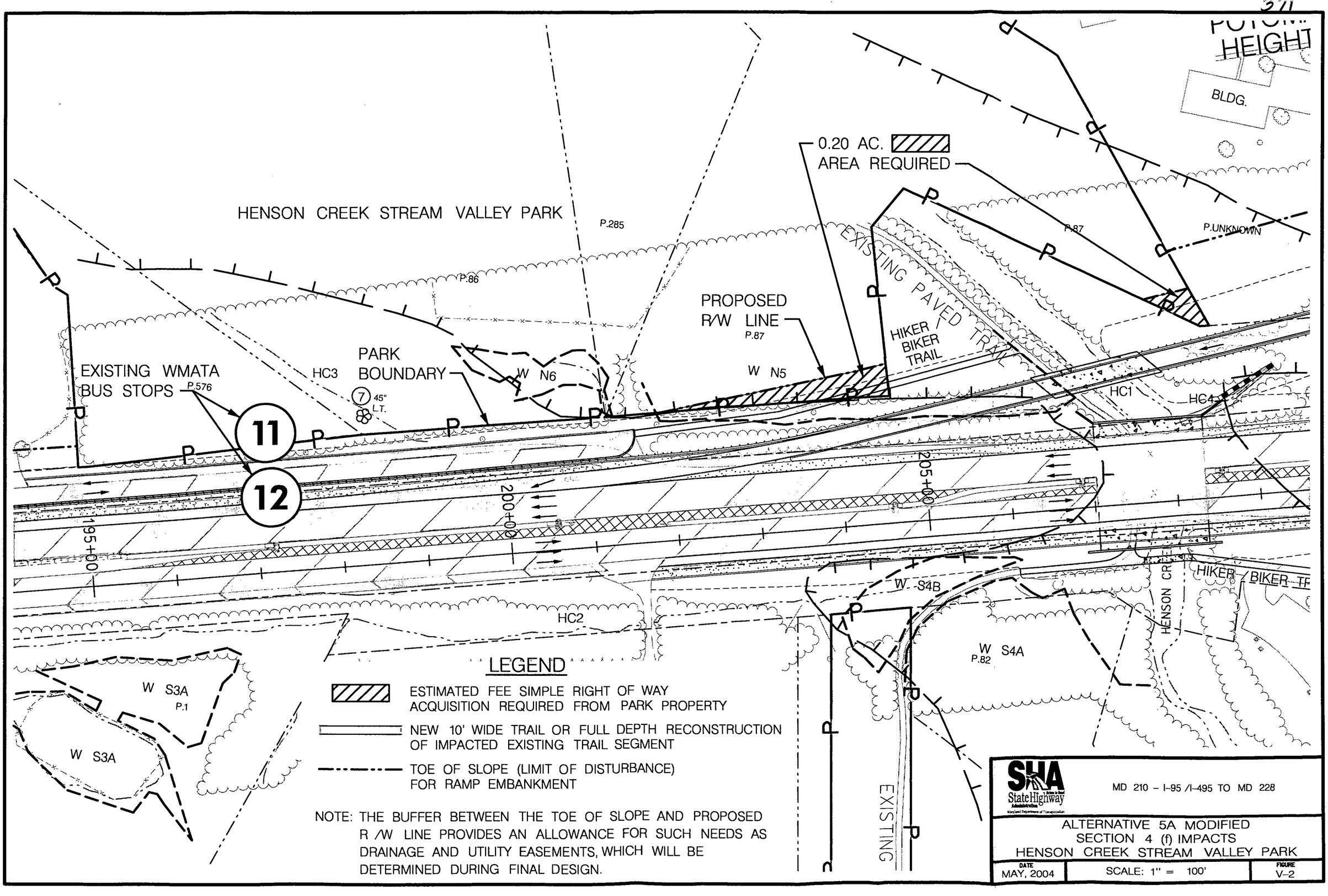
04-28-04 TLL

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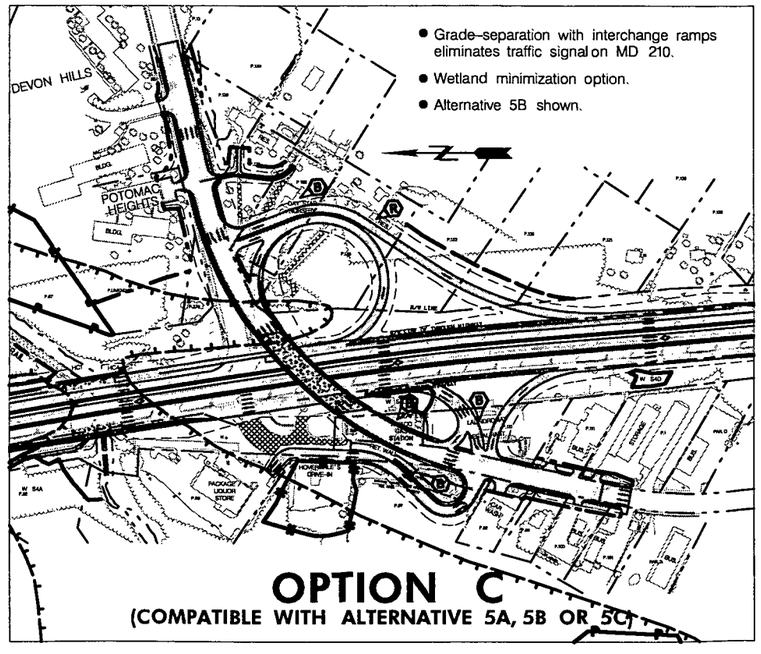
12-30-03 TLL

372

LEGEND

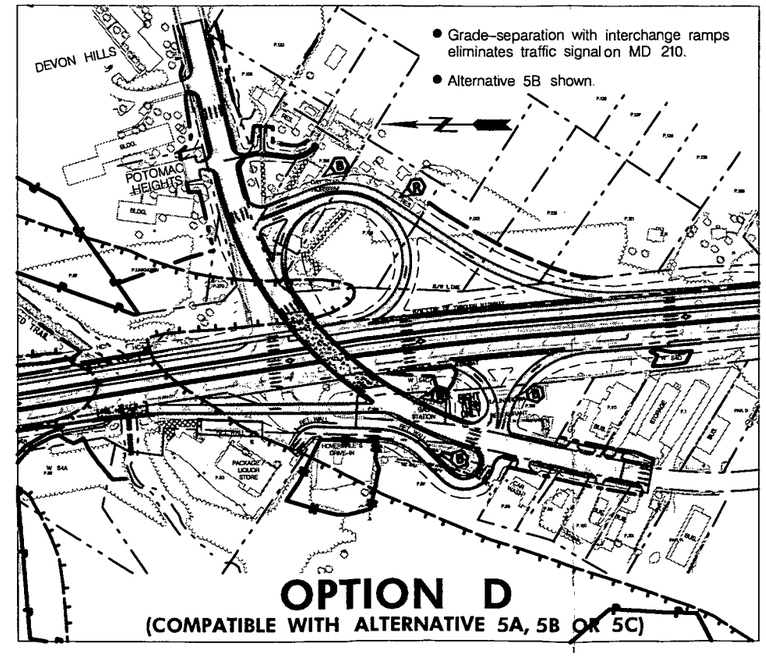
- PROPOSED NEW PAVEMENT AREAS
- PROPOSED RESURFACING
- BRIDGE OVER MD 210
- STREAMS /WATER IMPOUNDMENTS / DRAINAGE CHANNELS
- (B) OR (R) BUSINESS OR RESIDENTIAL DISPLACEMENT
- —P——P— PARKLAND BOUNDARY
- —H——H— HISTORIC BOUNDARY
- PROPOSED GRADING LIMITS
- RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE

# LOCATION C – PALMER ROAD / LIVINGSTON ROAD




- Grade-separation with interchange ramps eliminates traffic signal on MD 210.
- Wetland minimization option.
- Alternative 5B shown.

## OPTION C
(COMPATIBLE WITH ALTERNATIVE 5A, 5B OR 5C)




- Grade-separation with interchange ramps eliminates traffic signal on MD 210.
- Alternative 5B shown.

## OPTION D
(COMPATIBLE WITH ALTERNATIVE 5A, 5B OR 5C)

SHA State Highway Administration — Maryland Department of Transportation

MD 210 – I-95 /I-495 TO MD 228

5A MODIFIED AVOIDANCE OPTIONS

| DATE | SCALE: 1" = | FIGURE |
|---|---|---|
| MAY, 2004 | NOT TO SCALE | V-3 |

figurev3avoid.dgn
12-17-03 kld

# VI. COMMENTS AND COORDINATION

## MD 210 MULTI-MODAL STUDY

# A. PUBLIC HEARING COMMENTS (JUNE 2001)

# VI. COMMENTS AND COORDINATION

## Summary of Public Involvement

A Focus Group comprised of local residents, business owners, elected officials, county representatives and SHA team members was formed in early 1998 and has met regularly throughout the study. The group's primary mission is to assist in the development of possible solutions for traffic congestion and safety concerns along the MD 210 corridor, to provide a local perspective to the study and communicate citizens' concerns to SHA team members.

The Maryland State Highway Administration (SHA) held an Alternatives Public Workshop on December 3, 1998 at Friendly High School in Fort Washington, MD. The purpose of the workshop was to update the public about the progress of the project and to involve the public in the development of improvement alternatives. The SHA presented concepts for public comment, and representatives from SHA, Maryland-National Capital Park and Planning Commission (M-NCPPC), Washington Metropolitan Area Transit Authority (WMATA) and Prince George's County received comments and answered questions posed by those in attendance. Approximately 260 people attended the Public Workshop. Following the Alternatives Public Workshop, SHA in coordination with the Federal Highway Administration (FHWA), reviewed both citizen and agency comments to determine the alternatives that should be studied in detail. Overall, there was nearly unanimous support for some type of improvement. A majority of attendees supported interchanges, but there was concern over the potential for induced traffic on side roads. Many wanted to see elements of the proposed 2020 transit network implemented, such as express bus service. Many provided input on specific operational problems occurring at the intersections and expressed concern about local access issues and proposed right of way effects.

The SHA held an Informational Public Workshop on May 15, 2000 at Friendly High School in Fort Washington, MD. The purpose of the workshop was to reacquaint the public with the need for the project and progress of the proposed Alternatives Retained for Detailed Study for potential environmental impacts, related projects and improvements. Approximately 180 people attended with 29 submitting written comments. The majority of comments favored interchanges, but many expressed concern regarding environmental impacts and the potential for induced development. Most attendees favored some form of mass transit improvements, mostly rail and enhanced bus service. The comments appeared to be evenly split for and against HOV lanes.

The SHA held a combined Location/Design Public Hearing on June 21, 2001 at Friendly High School. The purpose of the Public Hearing was to afford all interested persons the

opportunity to present their views regarding the proposed location and general design of the project alternatives, including the associated social, economic and natural environmental effects. Approximately 190 people attended with 27 providing oral testimony and 6 providing private testimony. There were also 74 citizen comments and 14 agency comments submitted in writing. Some of the main themes the citizens presented were:

- A Lack of Support for HOV – for various reasons including: the impacts of the "larger foot print", opposition to the concept of HOV, costs, concerns that HOV would only benefit Charles County residents at the expense of residents abutting MD 210;
- Support for the purple line across the Woodrow Wilson Bridge;
- General support for the creation of interchanges consistent with Capacity Option 2;
- Overall concern about woodland impacts (particularly with the HOV);
- Need to more specifically address pedestrian & bicycle issues;
- Need to address transit access and bus stop locations;
- Concerns that any improvements are only being done to facilitate Charles County traffic;
- Noise issues in the northern portion of the corridor;
- A perception that the real "choke" point is north of the project area, at the Beltway – (The study team feels that improvements associated with the Woodrow Wilson Bridge reconstruction should alleviate this perception); and
- The citizens did not want this corridor to look like Branch Avenue (with large concrete walls supporting an elevated roadway).

The SHA held a second Informational Public Workshop on September 26, 2002 at Friendly High School in Fort Washington, MD. Approximately 153 people attended the workshop with 26 submitting written comments. This workshop was held to acquaint the public with the progress of the study to date. Since the Public Hearing, the study team had identified a preferred alternative, Alternative 5A Modified. This alternative reflected the comments and concerns of the citizens and was a modification of an alternative that had been retained for detailed study. Displays showed the preferred alternative, alternatives previously considered,

potential environmental impacts, and other related projects. Some of the main issues the citizens submitted were:

- Concern about proposed stormwater management areas and the potential that they could attract mosquitoes and West Nile virus.
- Concern about many themes within the Brookside Park Condominium community including pedestrian issues, bus access, security, playground maintenance and upgrade of roadways and parking lots as well as induced cut through traffic;
- Need to address residential and business entrance and driveway connections to proposed side roads;
- Support for sidewalks and bike lanes on the proposed side roads;
- Concern about the induced traffic placed on Broadview Road from the proposed elimination of the Old Palmer Road intersection with Old Fort Road North east to MD 210;
- A lack of Support for HOV – for various reasons including: the impact of the "larger foot print" opposition to the concept of HOV, costs, concerns that HOV would only benefit Charles County residents at the expense of residents abutting MD 210;
- Need to address transit access and bus stop locations;
- Some citizens support of rail on MD 210;
- Some citizens suggested postponing the Record of Decision on MD 210.

## A. June 21, 2001 Location/Design Public Hearing Comments and SHA Responses

The Maryland State Highway Administration (SHA) held a combined Location/Design Public Hearing on June 21, 2001 at Friendly High School. Mr. Charlie Watkins, District Engineer for SHA District 3, presided. The purpose of the combined Location/Design Public Hearing was to afford all interested persons the opportunity to present their views regarding the proposed location and general design of the project alternatives, including the associated social, economic and natural environmental effects. Approximately 190 people attended with 33 providing either oral public or oral private testimony (27 and six, respectively). There were also 74 citizen comments and 14 agency comments submitted in writing.

A complete transcript of all comments made at the hearing is available for review at the Project Planning Division offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received subsequent to the Public Hearing, along with SHA responses are included in the Public Hearing Comments Section. The following are summaries of the testimony provided at the public hearing.

### Oral Public and Private Testimony

Summary of Frequently Stated Citizen Comments during Oral Testimony

Numerous speakers had similar comments on certain topics related to the MD 210 Multi-Modal Study. Such frequently heard comments are summarized as follows with the names of the speakers providing the comment and SHA responses:

1. **Comment:** Opposed to High Occupancy Vehicle (HOV) lanes on MD 210

   **Provided By:** Bonnie Bick, Jean Burgess, Sarah Cavitt, Joan Creighton, Wesley Funk, Karen Hogue, Francis Holmes, Dick Krueger, Herbert Lavan, Paul Livingston, Mike McMertree, Scott Odell, Helen O'Leary, Dave Palmer, Edward Pickering, Lona Carlson-Powell, John Schnitzline, Francine Shaw-Whitson, Jean Wiggins, Olatunde Babayale, Scott Odell

   **SHA Response:** Alternative 5A Modified is the SHA-Selected Alternative. Alternative 5A Modified does not include HOV lanes on MD 210 or any widening of MD 210 other than that necessary to support auxiliary lanes at the proposed interchange locations (Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South) and at-grade intersection widening locations

(Farmington Road and MD 373). With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in the form of rail, transit lanes or general use lanes. However, any such future consideration of additional capacity would require a full project planning study.

2. **Comment:** Support Rail Along MD 210

**Provided by:** Jean Burgess, Wesley Funk, Karen Hogue, Herbert Lavan, Paul Livingston, Mike McMertree, Dave Palmer, Edward Pickering, Rafik Renear, Ann Smith, Olatunde Babayale, Scott Odell, Sethia Taylor

**SHA Response:** An alternative that would provide rail along MD 210 was not developed for the MD 210 Multi-Modal study for two basic reasons. First, a rail alternative, such as light rail either in the median or to the outside of MD 210, would not satisfy the purpose and need for the project. One of the primary needs identified along MD 210 was to reduce the substantial and growing delays for side road traffic attempting to access MD 210 from adjacent communities. During peak hours, vehicles from side roads intersecting MD 210 experience substantial queues and delays over several traffic signal cycle lengths to access MD 210. Rail along MD 210 would exacerbate this concern since additional red or stop time would need to be allocated to the side road traffic signals to allow train passage, unless side road overpasses were also provided. Such overpasses are proposed for six of the primary MD 210 intersections with SHA-Selected Alternative 5A Modified. These overpasses alone, with no further capacity enhancements to MD 210, such as general use lanes, HOV lanes or rail, allow MD 210 to operate satisfactorily through the design year 2020. Travel demand model analyses for the MD 210 Multi-Modal study indicated that rapid transit along MD 210, in any form, would not result in a significant reduction to the volume of general through traffic on MD 210.

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

- Rail would have had significantly higher capital and lower cost recovery than alternatives in the MD 5/U.S. 301 corridor that are being evaluated further.
- The Rosecroft/Piscataway/MD 210 corridor through which many of the alignments were to be located is not slated for dense enough level of development to support rail.

- The rail corridors available would not have provided an efficient connection to the Metro system at any location, including the Branch Avenue Metro rail station.

With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in the form of rail, transit lanes or general use lanes.

3. **Comment:** Support Option 2 (interchanges at six locations from Kerby Hill Road to Old Fort Road South)

**Provided by:** Sarah Cavitt, Francis Holmes, Dick Krueger, Mabel Meares, Mike McMertree, Helen O'Leary, Edward Pickering, Lona Carlson Powell

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

4. **Comment:** Support the Purple Line (rail across the proposed Woodrow Wilson Bridge)

**Provided by:** Nicholas Austin, Bonnie Bick, Jean Burgess, Paul Livingston, Edward Pickering, Lona Carlson-Powell

**SHA Response:** The Purple Line is being addressed under two efforts being conducting separately from the MD 210 Multi-Modal study – the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project.

5. **Comment:** Support Enhanced Transit Service in the MD 210 corridor

**Provided by:** Nicholas Austin, Joan Creighton, Karen Hogue, Francine Shaw-Whitson, Gloria Fitzgerald

**SHA Response:** The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. The additional capacity and operational improvements that will result from the proposed interchanges and intersection improvements associated with the Selected Alternative will improve travel times for all bus routes traveling on or across MD 210. Improved travel times for transit vehicles promote increased ridership and reduced transit operating costs. Each of the bus routes

and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot. Future transit service changes in this area will continue to be evaluated on an as-needed basis by the respective transit service agencies, independent of the MD 210 project.

6. **Comment:** Opposed to High Occupancy Toll (HOT) Lanes on MD 210

**Provided by:** Joan Creighton, Abe Dismoor, John Schnitzline, Francine Shaw-Whitson

**SHA Response:** As stated in Section II.D.6 – Alternatives Dropped From Consideration, at one point during the MD 210 Multi-Modal Study, the Maryland Department of Transportation included the MD 210 corridor as part of a statewide Value Pricing Feasibility Study, investigating high occupancy toll application in corridors that were considering HOV lanes. With the decision to not include HOV in the SHA-Selected Alternative for MD 210, HOT lane consideration on MD 210 has been dropped.

Individual Oral Testimony

1. **Speaker: Nicholas Austin**

**Comments:** Intern with the Coalition for Smarter Growth. Opposed to widening of MD 210. Recommends converting an existing lane on MD 210 into a HOV lane, increase commuter bus service in the corridor, build purple rail line across the Woodrow Wilson Bridge and focus development in more pedestrian friendly communities.

**SHA Response:** See response to frequently stated comments 4 and 5.

Conversion of an existing general use lane to HOV was not considered since unsatisfactory levels of service would result.

The Smart Growth Areas Act was enacted in October 1997 with the intent to direct state funding for growth-related projects to areas designated as Priority Funding Areas (PFA's). PFA's are existing communities and other areas designated for growth by local jurisdictions in accordance with the criteria outlined in the Smart Growth legislation. The Smart Growth Areas Act directs development to existing towns, neighborhoods and business areas by directing State infrastructure improvements to those places. Of the

approximately ten-mile long portion of MD 210 in the project area, all but 1.3 miles is within a PFA. The SHA-Selected Alternative includes numerous trail and sidewalk enhancements, including bike lanes and sidewalks on all proposed overpasses to enhance connectivity of communities on opposite sides of MD 210 and to existing shopping centers.

2. **Speaker: Olatunde Babayale**

**Comments**: President of the Tantallon South Civic Association. Supports consideration of a rail system on MD 210. Opposes HOV.

**SHA Response**: See response to frequently stated comments 1 and 2.

3. **Speaker: Bonnie Bick**

**Comments**: Member of the Campaign to Reinvest in the Heart of Oxon Hill. Supports a rail system on Woodrow Wilson Bridge and Smart Growth improvements. Opposes HOV.

**SHA Response**: See response to frequently stated comments 1 and 4 and to comment 1 under Individual Oral Testimony.

4. **Speaker: Jean Burgess**

**Comments**: Supports a rail system along MD 210 and purple line on Wilson Bridge. Opposes HOV on MD 210.

**SHA Response**: See response to frequently stated comments 1, 2 and 4.

5. **Speaker: Sarah Cavitt**

**Comments**: Focus Group member. Supports Option 2 along MD 210. Opposes HOV on MD 210.

**SHA Response**: See responses to frequently stated comments 1 and 3.

6. **Speaker: Joan S. Creighton**

**Comments**: Concerned about future economic development and quality of life of Prince George's County residents. Opposes HOV lanes, HOT lanes and interchanges on MD 210. Proposes more bus transportation within the study area.

**SHA Response**: See responses to frequently stated comments 1, 5 and 6.

Extensive coordination has taken place among SHA, Prince George's County, the MD 210 Focus Group and representatives of businesses, including shopping centers, in the corridor. Specific design elements of the SHA-Selected Alternative have been refined, based on comments received through this coordination to optimize accessibility and

visibility to existing and planned business operations along MD 210. The proposed interchange and intersection improvements associated with the SHA-Selected Alternative will substantially reduce delays for motorists accessing the shopping centers along MD 210. Proposed overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic will no longer be factored into the timing. Longer distance commuters will experience shorter delays as they exit and re-enter MD 210 to patronize the shopping facilities.

7. **Speaker: Abe Dismoor**

**Comments**: HOT toll lane concerns.

**SHA Response**: See response to frequently stated comment 6.

8. **Speaker: Gloria Fitzgerald**

**Comments:** Improvements are only making travel easier for Charles County residents. Support enhanced transit service.

**SHA Response**: See response to frequently stated comment 5.

9. **Speaker: Kenneth Fulls**

**Comments**: Concerned about existing traffic and the need to divert to alternate routes to avoid congestion.

**SHA Response**: See response to frequently stated comment 6.

Part of the purpose and need for the MD 210 Multi-Modal Study was to address the diversion of long distance through traffic onto secondary streets, which disrupts communities. SHA-Selected Alternative 5A Modified will address this concern by reducing delays on mainline MD 210 and alleviating the desire to divert off of MD 210. Other planned projects, such as the Woodrow Wilson Bridge reconstruction project, which includes a new MD 210 interchange with Oxon Hill Road will provide additional congestion relief and keep through traffic on the major routes, such as MD 210 and the Capital Beltway, where such traffic is intended.

10. **Speaker: Wesley Funk**

**Comments**: Supports a rail solution along MD 210 instead of HOV lanes.

**SHA Response**: See responses to frequently stated comments 1 and 2.

11. **Speaker: Karen Hogue**

**Comments**: Supports a rail system on Woodrow Wilson Bridge and along MD 210. Opposes HOV on MD 210. Environmental concerns; supports enhanced bus service.

**SHA Response**: See responses to frequently stated comments 1, 2 and 5.

The Draft Environmental Impact Statement presented the environmental impact results of studies to address both National Environmental Policy Act (NEPA) and U.S. Army Corps of Engineers Section 404 Permit requirements. NEPA focuses on environmental (socioeconomic and natural) analysis of alternatives, whereas the section 404 permit addresses specific impacts to wetlands and Waters of the U.S. in accordance with the Clean Water Act. Additionally, the study has addressed Section 4(f) requirements of the U.S. Department of Transportation Act. Impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and the effects would be offset through reforestation requirements.

12. **Speaker**: **Francis Holmes**

**Comments**: Concerns about air quality impacts. Opposed to HOV lanes on MD 210. Supports interchanges within the project area.

**SHA Response**: See responses to frequently stated comments 1 and 3.

Air quality documentation for the project has been prepared in accordance with the U.S. Environmental Protection Agency (US EPA), Federal Highway Administration (FHWA), and SHA guidelines. Air quality modeling is based on the predicted carbon monoxide (CO) concentrations obtained using the EPA CAL3QHC dispersion model for the no build and build alternatives. The results indicate there would be no violation of the 1-hour standard (35 ppm) and 8-hour standard (9 ppm) set forth in the State and National Ambient Air Quality Standards.

13. **Speaker**: **Dion Johnson**

**Comments**: Member of the Greater Accokeek Civic Association and the Wilson Bridge Stakeholder Committee. Supports a MD 210 underpass of MD 373 to promote community cohesion in the Accokeek area.

**SHA Response:** Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly, as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic analyses show that at-grade intersection improvements will provide adequate levels of service through the design year 2020. The cost of a grade separation, particular one that would take MD 210 below MD 373 at its current elevation, would be exponentially higher than the proposed at-grade improvement.

14. **Speaker: Dick Krueger**

**Comments**: Focus group member. Supports Option 2; suggests HOV commitment of funds would be premature and ill advised.

**SHA Response**: See responses to frequently stated comments 1 and 3.

15. **Speaker: Herbert Lavan**

**Comments**: Supports a rail solution along MD 210 instead of HOV lanes.

**SHA Response**: See responses to frequently stated comments 1 and 2.

16. **Speaker: Paul Livingston**

**Comments**: Member of Boyone Association. Supports a rail system, the purple line, on Woodrow Wilson Bridge and a feeder system along MD 210 as a future goal. Encourages infrastructure in place to support future rail expansion. Opposes HOV on MD 210.

**SHA Response**: See responses to frequently stated comments 1, 2 and 4.

17. **Speaker: John Massey**

**Comments**: Want to see an option to improve the MD 210/MD 373 intersection that doesn't further divide the community, such as a MD 210 underpass at MD 373. Too much highway width makes pedestrian crossings difficult.

**SHA Response**: Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly, as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic analyses show that at-grade intersection improvements will provide adequate levels of service through the design year 2020. The cost of a grade separation, particular

one that would take MD 210 below MD 373 at its current elevation, would be exponentially higher than the proposed at-grade improvement.

18. **Speaker**: **Mike McMertree**

**Comments**: Supports interchanges and a rail system along MD 210. Opposes HOV on MD 210.

**SHA Response**: See responses to frequently stated comments 1 and 2.

19. **Speaker**: Mabel Meares

**Comments**: As evidenced by other recent highway projects, interchanges cut businesses off visually from the highway and impair the visibility of surrounding scenery.

**SHA Response**: See response to frequently stated comment 3.

Extensive coordination has taken place among SHA, Prince George's County, the MD 210 Focus Group and representatives of businesses, including shopping centers, in the corridor. Specific design elements of the SHA-Selected Alternative have been refined, based on comments received through this coordination to optimize accessibility and visibility to existing and planned business operations along MD 210. The proposed interchange and intersection improvements associated with the SHA-Selected Alternative will substantially reduce delays for motorists accessing the shopping centers along MD 210. Proposed overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic will no longer be factored into the timing. Longer distance commuters will experience shorter delays as they exit and re-enter MD 210 to patronize the shopping facilities.

Coordination with landscape architects to develop context sensitive, aesthetically appealing designs has also been undertaken as part of the MD 210 Multi-Modal Study. Landscape plantings, noise abatement and structural façade treatments will be among the items considered in final design to improve the visual quality of the project.

20. **Speaker**: **Scott Odell**

**Comments**: Planning team is not listening to the strong support for light rail and opposition to HOV on MD 210. Improvements at MD 373 need to maintain and promote cohesion in Accokeek.

**SHA Response**: See responses to frequently stated comments 1 and 2.

Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly,

as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic analyses show that at-grade intersection improvements will provide adequate levels of service through the design year 2020. The cost of a grade separation, particular one that would take MD 210 below MD 373 at its current elevation, would be exponentially higher than the proposed at-grade improvement.

21. **Speaker: Helen O'Leary**

**Comments**: Member of the MD 210 Focus Group and formerly of the citizen's committee that drew up the Sub-region VII Master Plan. Supports Option 2; opposes HOV. Concerned about potential woodland impacts.

**SHA Response**: See responses to frequently stated comments 1 and 3.

Impacts to woodlands, even those within existing SHA right-of-way as is the case with most of the projected woodland impacts, would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law. The effects would be offset through reforestation requirements.

22. **Speaker: Dave Palmer**

**Comments**: Supports a rail solution along MD 210 instead of HOV lanes. Concerned that Old Fort Road North Interchange Option C will result in through traffic using local neighborhood streets in the northeast quadrant of the MD 210/Old Fort Road North interchange.

**SHA Response**: See responses to frequently stated comments 1 and 2.

Traffic operations at the MD 210/Old Fort Road North intersection are such that peak hour traffic entering or crossing MD 210 from the side road often required several signal cycles to go through the intersection. The short auxiliary lanes and the close proximity of the service roads created high levels of congestion for the side road traffic. Frustrated northbound drivers attempt to bypass this congestion using the service road running parallel to MD 210 onto Old Palmer Road. By replacing the existing intersection with an interchange, consistent with the county master plan, traffic is projected to operate at an acceptable level of service (LOS B or better) in the design year 2020. The interchange will require the removal of the service road between Centennial Drive and Old Fort Road

North. It is expected that a slight increase in local traffic will occur using Broadview and Centennial Streets in lieu of the existing service road. However, the increase should be drivers accessing local destinations and not through traffic, which was previously using the service road to bypass the congested MD 210/Old Fort Road North intersection. SHA and Prince George's County will coordinate to determine existing maintenance and roadway conditions to see if improvements are needed to accommodate possible additional traffic on the county roads.

23. Speaker: **Edward Pickering**

**Comments**: Supports a rail system, the purple line, on Woodrow Wilson Bridge and along MD 210 as a long-term goal. Supports Option 2; opposes HOV on MD 210.

**SHA Response**: See responses to frequently stated comments 1, 2, 3 and 4.

24. Speaker: **Lona Carlson Powell**

**Comments**: Member of Greater Accokeek Civic Association. Opposes HOV on Route 210. Supports Option 2 improvements, Metro rail on Woodrow Wilson Bridge, and more effective transit in the Route 5/301 corridor. Concerned about options proposed at MD 210 and MD 373.

**SHA Response**: See responses to frequently stated comments 1, 2, 3, 4 and 5.

Impacts to the existing level of community cohesion are not anticipated to be substantial as a result of proposed improvements to the MD 210/MD 373 intersection with SHA Selected Alternative 5A Modified. The character and function will change only slightly, as one additional lane in each direction on MD 210 will be provided, thus reducing overall vehicular delays and allowing a higher proportion of the traffic signal cycle to be green for MD 373 traffic crossing or turning onto MD 210. Well-delineated crosswalks across MD 210 and sidewalks along MD 373, within the limits of intersection widening, will be included in the design of the intersection.

Separate project planning studies are underway, including the US 301 Northern Corridor and US 301 Southern Corridor studies, which are investigating improved transit measures in the Route 5/301 corridor.

25. Speaker: **Rafik Renear**

**Comments**: Member of the Civic Association, South Potomac Citizens Association of Fort Washington. Supports a rail solution along MD 210.

**SHA Response**: See response to frequently stated comment 2.

26. <u>Speaker</u>: **Michael Rose**

**Comments**: Concerned about sound barriers, pedestrian and bus access along MD 210 in the Wilson Bridge Drive area.

**SHA Response**: Currently, bus service is provided by WMATA in the northern end of the study corridor (i.e., along MD 210 in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road). SHA-Selected Alternative 5A Modified would result in disruption to this service as a result of the proposed interchange ramps that would render many of the existing bus stops difficult or unsafe to access either for the buses, the patrons or both. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot.

As part of the SHA-Selected Alternative, the traffic signal at Wilson Bridge Drive will be removed and the median will be closed, resulting in right-in, right-out movements only with MD 210. Improvements will be made to the internal roadway network for the Brookside Condominiums and Wilson Towers Apartments to provide the full range of access to MD 210 at the Kerby Hill Road interchange. The proposed two-way service road, using the existing access road alignment, will be designed to handle school and transit buses as well as emergency equipment.

Receptor sites within Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with a SHA Selected Alternative. Upon review of the results, SHA in collaboration with FHWA, directed that barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements, be included with the SHA Selected Alternative, and remain under consideration in final design. Barriers along southbound MD 210 in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments meet the reasonableness and feasibility criteria.

27. <u>Speaker</u>: **John Schnitzline**

**Comments**: Concerned with HOV options, particularly Alternative 5B and any consideration of HOV 3; deforestation at Fort Washington Road with the proposed build alternatives. Would like the study team to consider replacing the proposed

Livingston/Palmer Road and Old Fort Road North interchanges with a combined interchange at a new location. Pedestrian needs should be considered.

**SHA Response**: See response to frequently stated comment 1.

Impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and the effects would be offset through reforestation requirements. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges and intersection improvements to allow community access from either side of MD 210.

Moving the southbound exit ramp to south of the interchange would decrease woodland impacts, but would be substantially more circuitous for the large volume of traffic oriented to the east side of MD 210 at this location.

Consolidating the proposed Livingston/Palmer Road and Old Fort Road North interchanges into one location has not been considered since it is inconsistent with the master plan, would have substantial impacts to properties on the east and west sides of MD 210, and would place additional traffic on Livingston Road, which is counter to the project's purpose and need.

**28.** <u>Speaker</u>: **Ann Smith**

**Comments**: Supports a rail solution along MD 210.

**SHA Response**: See response to frequently stated comment 2.

**29.** <u>Speaker</u>: **Sethia Taylor**

**Comments**: Supports a rail solution along MD 210.

**SHA Response**: See response to frequently stated comment 2.

**30.** <u>Speaker</u>: **Donna Warren**

**Comments**: Requests additional traffic studies on MD 210 since original counts did not take into account the opening of the Branch Avenue Metro Station, at which ridership has exceeded projections.

**SHA Response**: Traffic counts and collection of different types of traffic data, such as signal timing and origin-destination surveys, have been updated throughout the MD 210 Multi-Modal Study. Traffic volume counts have been updated since the opening of the Branch Avenue station. Regional travel demand models, maintained by the Metropolitan Washington Council of Governments, and refined in this study, have been used to make traffic projections in the MD 210 corridor. These models have taken into account the Branch Avenue station. Although ridership at the Branch Avenue station has exceeded

initial expectations, the model's predictions for the design year (2020) appear consistent with the current levels of ridership and pace of growth.

31. <u>Speaker</u>: **Tracy Hunt White**

**Comments**: Treasurer of River Vent Estates Homeowners Association. In favor of improving MD 210, group does not have a position on which design is best. Concerned about future economic development in local community.

**SHA Response**: See response to frequently stated comment 2.

The Draft Environmental Impact Statement presented the environmental impact results of studies to address National Environmental Policy Act (NEPA) requirements. NEPA focuses on environmental (socioeconomic and natural) analysis of alternatives. Additionally, the study has addressed Section 4(f) requirements of the U.S. Department of Transportation Act.

Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail or any other studies/improvements in the future. The SHA-Selected Alternative will support future economic development by enhancing accessibility to the numerous shopping centers in the project area and reducing travel times for commercial (as well as all other) traffic on MD 210.

32. <u>Speaker</u>: **Francine Shaw Whitson**

**Comments**: Opposes HOV lanes and interchanges on MD 210 because of community disruption; also concerned the HOV lanes may become HOT toll lanes. Concerned about lack of multi-modal details in brochure. Supports rail within Prince George's County.

**SHA Response**: See responses to frequently stated comments 1, 3, 4 and 5.

The proposed interchanges associated with the SHA-Selected Alternative will have a positive effect on community cohesion in several ways. First, vehicular delays will be reduced for traffic traveling from one side of MD 210 to the other. Under current conditions, the MD 210 at-grade intersections operate at or beyond capacity, thus requiring several signal cycles to clear. In the attempt to maximize capacity, these signal cycles have been increased to 3.5-minutes, which is the maximum practicable cycle length for intersections of this type. Delays of this magnitude discourage travel from one side of MD 210 to the other. Grade separated interchanges are needed at six intersection locations from Kerby Hill Road to Old Fort Road South to provide satisfactory levels of service through the design year 2020.

Second, the six proposed interchanges associated with the SHA-Selected Alternative include bridges over MD 210 that will each accommodate safe and efficient pedestrian

and bicycle travel across MD 210. On-road bike lanes as well sidewalks behind the proposed curb will be included with each proposed overpass.

33. **Speaker: Jean Wiggins**

**Comment**: Opposes HOV lanes on MD 210. Concerned about lack of sidewalk and bike path details in brochure.

**SHA Response**: See response to frequently stated comment 1.

Proposed improvements include sidewalks and wider outside lanes for bikes throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation. Coordination between SHA and community residents will be maintained throughout the project planning and design phases. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

## June 21, 2001 Location/Design Public Hearing Comments and SHA Responses

### Written Comments

**Summary of Frequently Written Citizen Comments**

Numerous writers had similar comments on certain topics related to the MD 210 Multi-Modal Study. Such frequently written comments are summarized as follows with the names or number of writers providing the comment and SHA responses:

1. **Comment:** Opposed to High Occupancy Vehicle (HOV) lanes on MD 210

**Provided By:** Forty-nine (49) of seventy-four (74) respondents opposed HOV along MD 210.

**SHA Response:** Alternative 5A Modified is the SHA-Selected Alternative. Alternative 5A Modified does not include HOV lanes on MD 210 or any widening of MD 210 other than that necessary to support auxiliary lanes at the proposed interchange locations (Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South) and at-grade intersection widening locations (Farmington Road and MD 373). With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in

the form of rail, transit lanes or general use lanes. However, any such future consideration of additional capacity would require a full project planning study.

2. **Comment:** Support Rail Along MD 210

**Provided by:** Twenty-seven (27) of seventy-four (74) respondents support rail along MD 210.

**SHA Response:** An alternative that would provide rail along MD 210 was not developed for the MD 210 Multi-Modal study for two basic reasons. First, a rail alternative, such as light rail either in the median or to the outside of MD 210, would not satisfy the purpose and need for the project. One of the primary needs identified along MD 210 was to reduce the substantial and growing delays for side road traffic attempting to access MD 210 from adjacent communities. During peak hours, vehicles from side roads intersecting MD 210, experience substantial queues and delays over several traffic signal cycle lengths to access MD 210. Rail along MD 210 would exacerbate this concern since additional stop or red time would need to be allocated to the side road traffic signals to allow train passage, unless side road overpasses were also provided. Such overpasses are proposed for six of the primary MD 210 intersections with SHA-Selected Alternative 5A Modified. These overpasses alone, with no further capacity enhancements to MD 210, such as general use lanes, HOV lanes or rail, allow MD 210 to operate satisfactorily through the design year 2020. Travel demand model analyses for the MD 210 Multi-Modal study indicated that rapid transit along MD 210, in any form, would not result in a significant reduction to the volume of general through traffic on MD 210.

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

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

With SHA-Selected Alternative 5A, the bridge abutments for proposed side road overpasses will be offset sufficiently from the edge of the roadway so as to not physically preclude the future addition of capacity on MD 210 in the form of rail, transit lanes or general use lanes.

3. **Comment:** Support Option 2 (interchanges at six locations from Kerby Hill Road to Old Fort Road South)

**Provided by:** Charles Dais, Scott Ducar, Fred Gamble Jr., Toni Kaloz, Dan Lieman, Robert Patterson, Russell Peterson, Edward Pickering, Raymond Shanahan, David Turner, Fred and Rena Walzel, Raymond Yarnell

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

4. **Comment:** Support Enhanced Transit Service in the MD 210 corridor

**Provided by:** Isaac and Cynthia Brown, Joan Creighton, Serena Davis, John Gregg, Rhonda Hanson, Phil and Susan Jones, Edward Pickering, John Rittenhouse, Elizabeth Vance, Nancy Wagner

**SHA Response:** The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. The additional capacity and operational improvements that will result from the proposed interchanges and intersection improvements associated with the Selected Alternative will improve travel times for all bus routes traveling on or across MD 210. Improved travel times for transit vehicles promote increased ridership and reduced transit operating costs. Each of the bus routes and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot. Future transit service changes in this area will continue to be evaluated on an as-needed basis by the respective transit service agencies, independent of the MD 210 project.

In lieu of copying all SHA response letters, the following is a sample copy of the SHA response letter sent in July 2001 to all respondents who submitted written comments. The mailing list of all respondents is also included.

July 2001

Name
Street Address
Town, State, Zip Code

Dear Respondent:

Thank you for your comments concerning the MD 210 Project Planning Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project. We anticipate that a selected alternative for this project will be identified this Fall.

We wanted to acknowledge the receipt of your comments and that they will be included in the public hearing transcript. Due to the importance of each comment, a more detailed response to your concerns will be forwarded at a later date.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Your name is on our mailing list and you will be notified of future progress on this initiative. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins. He can be reached at 410-545-8548 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

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

By: _____

Dennis M. Atkins
Project Manager
Project Planning Division

cc: Ms. Cynthia D. Simpson
Mr. Charlie Watkins (w/incoming)

Mr. Philip Ager
12608 Livingston Road
Fort Washington MD 20744

M' M. Bell
P. O. Box 75
Fort Washington MD 20744

Mr. & Mrs. William Cavitt
415 River Wood Drive
Fort Washington MD 20744

M' A. T. Cocca
12411 Asbury Drive
Fort Washington MD 20744

Mr. Steve Berry
921 Palmer Road
Fort Washington MD 20744

Ms. Daniela Bostic-Clark
16600 Livingston Road
Accokeek MD 20607

Ms. Joan S. Creighton
12205 Riverview Road
Fort Washington MD 20744

Mr. Charles Dais
9711 Traverse Way
Fort Washington MD 20744

Ms. Jill F. Brawner
542 Wilson Bridge Drive
Apt. C2
Oxon Hill MD 20745

Ms. Elaine M. Briccetti
13118 Larkhall Circle
Fort Washington MD 20744

Ms. Serena E. Davis
306 E. Tantallon Drive
Fort Washington MD 20744

Mr. David L. Dejardins
11001 McKay Road
Fort Washington MD 20477

Mr. & Mrs. Isaac W. Brown
8011 Murry Hill Drive
Fort Washington MD 20744

Ms. Michelle Buckingham
14606 Catus Hill Road
Accokeek MD 20607

M' W. A. Dixon
1406 SkipJack Drive
Fort Washington MD 20744

Mr. Milton Ellerbe
107 Battersea Lane
Fort Washington MD 20744

Ms. Katherine Budner
15005 Fort Trail
Accokeek MD 20607

Ms. Joan Cannon
300 Careybrook Lane
Oxon Hill MD 20745

Mr. W. Frucht
707 Clavert Lane
Fort Washington MD 20744

Mr. George M. Garner, Jr.
15404 Old Marsh Hall Road
Accokeek MD 20607

Mr. Clark L. Glenn
7514 Bellefield Avenue
Fort Washington MD 20744

Mr. Carl Gotzmer
1285 Old Landing Road
Accokeek MD 20607

Mr. Tim Kankus
13701 Piscataway Drive
Fort Washington MD 20744

Ms. Millie Kriemomeyer
16900 Mattawoman Lane
Waldorf MD 20601

Mr. John Gregg
2011 Dania Drive
Fort Washington MD 20744

Mr. Kevin Hannon
10002 Edgewater Terrace
Fort Washington MD 20744

Mr. Richard Krueger
700 Muirfield Circle
Fort Washington MD 20744

Mr. Michael S. Leventhal
1130 Apple Valley Road
P.O. Box 217
Accokeek MD 20607

Mr. & Mrs. David Hoffman
14 Laurel Drive
Accokeek MD 20607

Ms. Diane Holder
6971 Heather Drive
Accokeek MD 20607

Mr. Dan Lieman
13216 Park Lane
Fort Washington MD 20744

Mr. John Massey
16225 Livingston Road
Accokeek MD 20607

Mr. Adam Holzager
7517 Catone Court
Oxon Hill MD 20745

M' Dion Johnson
215 Gingrich Drive
Accokeek MD 20607

Ms. Arlene Munsick
7903 Indian Head Highway #408
Oxon Hill MD 20745

National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington DC 20576

Mr. & Mrs. Phil Jones
1520 Laurel Drive
Accokeek MD 20607

Mrs. Arnold Kaloz
2229 Rosedell Place
Fort Washington MD 20744

Ms. Dorothy H. Odell
14601 Bond's Retreat Road
Accokeek MD 20607

Mr. Robert B. Patterson
1204 Van Buren Drive
Fort Washington MD 20744

398

Ms. Shirley A. Pearson
536 Wilson Bridge Drive
A1
Oxon Hill MD 20745

Mr. Russell L. Peterson
7704 Den Meade Avenue
Fort Washington MD 20744

Ms. Nancy M. Wagner
1910 Bryna Point Road
Fort Washington MD 20744

Mr. Edward W. Pickering
1100 Montezuma Drive
Fort Washington MD 20744

Mr. Michael Realo
2751 Colonial Road
Accokeek MD 20607

Mr. John Rittenhouse
16110 Bealle Hill Road
Waldorf MD 20601

Mr. Gerald D. Slawecki
9911 Indian Queen Point
Fort Washington MD 20744

Mr. & Mrs. Andrew Suniega
10324 Old Fort Road
Friendly MD 20744

Tantallon South Civic Association
P. O. Box 441465
Fort Washington MD 20744

Mr. Raymond Tarnell
17108 Livingston Road
Accokeek MD 20607

Ms. Elizabeth E. Vance
300 Careybrook Lane
Oxon Hill MD 20607

# Tantallon South Civic Association

P. O. Box 441465
Fort Washington, Maryland 20744
(301) 203-5659 email: tantalloncommuity@juno.com


June 21, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
Mail Stop C-301
Box 717
Baltimore, MD 21203-0717

Subject: Comments on MD 210 Project Planning Study

Dear Sirs:

Tantallon South Civic Association is the civic association for those southern Prince George's County citizens living in the area roughly bounded by Ft. Washington Road, Swan Creek Road and Old Fort Road (South). We welcome this opportunity to offer our comments on the MD 210 upgrade project.

Our citizens will be impacted principally by changes that will be made to the intersections of Ft. Washington Road, Swan Creek Road and Old Fort Road South with MD 210. In general our comments are that we support the concept of interchanges at these intersections to eliminate the current traffic signals but we are strongly opposed to HOV lanes. We object to the widening that would be required, to the great uncertainty of tying into an area-wide HOV system and we question the benefit to our community. We favor Alt. 5A Option D at Ft. Washington Road, Alt. 5A Option E at Swan Creek Road and Alt 5A Option B or C at Old Fort Road South. (1)

We know that this study has excluded consideration of any rail service in the 210 corridor. We want to be on record as favoring the concept of bringing rail service to this part of the County and request that the matter be revisited and not disregarded out of hand. Thank you. (2)

Sincerely,

Olatunde Babayale, President
Tantallon South Civic Association

Tantallon South Civic Association

**Supplemental Response:**
Alternative 5A Modified is the Selected Alternative which includes Fort Washington Road Interchange Option D, Swan Creek Road Interchange Option G and Old Fort Road South Interchange Option C. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. (1)

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

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

(2)

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

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Philip AGER Date: 4 JULY 2001
Address: 12608 Livingston Road
City/Town: FORT WASHINGTON State: MD Zip Code: 20744-2738

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?** NO, BUT I FREQUENTLY commute into VA on a motorcycle

1.) yes ☒ 2.) no ☐

Check if you carpool or would be willing to carpool if convenient park and ride services were available ☐

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

1.) yes ☒ 2.) no ☐

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

- I'D LIKE TO SEE 210 WIDENED TO ACCOMODATE FUTURE HOV USE. BUT I WOULDN'T IMPLEMENT HOV UNTIL CONNECTING HIGHWAYS OFFER AN HOV OPTION (ESPECIALLY I-295). (1)
- I HOPE OVERPASSES WILL CONSIDER BICYCLISTS AND PEDESTRIANS! I CERTAINLY WANT MORE SIDEWALKS (2)
- I WANT TO PREVENT FURTHER SPRAWL IN CHARLES COUNTY!

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

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

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

Project NO. PG221A11

Phillip Ager

**Supplemental Response:**
Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. (1)

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current pedestrian/bicycle plans show connections to the Henson Creek Trail at the Palmer/Livingston Road interchange. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today. (2)

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME M. Bell DATE 6-28-01

ADDRESS P.O. Box 75

CITY Fort Washington STATE MD ZIP 20749

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

Kindly consider the possibility of Metro rail as an alternative to HOV on other suggested alternatives. Rail is the best alternative for long term development and planning.

☐ 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

M. Bell

**Supplemental Response:**
See response to frequently stated comment 2.

Alternative 5A Modified is the SHA-Selected Alternative. No HOV lanes, metro rail or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However, this alternative does not preclude future studies such as rail, HOV or any other studies/improvements along MD 210 in the future.

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name STEVE BERRY Date 6-21-2001
Address 921 PALMER ROAD
City/Town FORT WASHINGTON State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

WIDING TO 4 LANES ONLY AT ALL LOCATIONS

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

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

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

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

1.) yes [X] 2.) no [ ]

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

THE INTERSECTION DECRIBED AS "LOCATION C" DOES NEED IMPROVEMENTS. LONG TERM RESIDENTS, WHICH INCLUDES MYSELF DON'T WANT THIS INTERSECTION RISED WITH ADDITIONAL ROAD NOISE. WE SUGGEST: IMPROVING ENTRANCE & EXIST. RAMPS FROM PALMER RD TO MD210, MAKING MD 210 4 LANES AND IMPROVED TRAFFIC SIGNALS. (1)

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

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

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

Project NO. PG221A11

Steve Berry

**Supplemental Response:**
See response to frequently stated comment 1.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads create congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. By replacing the existing intersections with interchanges as proposed under the build alternate, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. (1)

Alternative 5A Modified is the SHA-Selected Alternative including Interchange Option B at the Palmer/Livingston Road intersection; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Daniela Bostic-Clark Date: July 4, 2001
Address: 16600 Livingston Rd.
City/Town: Accokeek State: MD Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

improve timing of traffic lights (1)

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

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

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

Project NO. PG221A11

Daniela Bostic-Clark

**Supplemental Response:**
See response to frequently stated comment 1.

SHA's Office of Traffic and Safety (OOTS) continually monitors and optimizes signal timing and phasing. At the request of several focus group members, OOTS representatives have monitored MD 210 and have confirmed little, if any, further improvement in operations or reduction in delays can be made by further changes in signal timing along the corridor. (1)

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

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

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

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

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

# MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Jill F. Brawner Date: 6/21/01
Address: 542 Wilson Bridge Drive #C2
City/Town: Oxon Hill State: MD Zip Code: 20745

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☐ 2.) no ☒

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

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

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

Project NO. PG221A11

Jill F. Brawner

**Supplemental Response:**
There is a right-in/right-out proposed for the entrance of Wilson Bridge Drive. This will allow motorists to enter and exit the community, without having to wait for the signal to change to go northbound on MD 210. Motorists leaving Wilson Bridge Drive will make a right turn onto MD 210 southbound to use the proposed Interchange Option C at Kerby Hill Road to go north towards Washington, D.C. It will take about the same amount of time as it would to wait for the signal to change on MD 210 at Wilson Bridge Drive. This is because the signals on MD 210 are designed to balance priority between the main road versus the side streets in proportion to the volume of traffic on each approach. With expected increasing traffic volumes in 2020, the existing condition is expected to worsen substantially in the future if the Selected Alternative proposed improvements were not constructed.

See response to frequently stated comment 1. Alternative 5A Modified is the SHA-Selected Alternative. The specific Alternative consists of: intersection/interchange options included in the SHA-Selected Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

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



465

# MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name ELAINE M. BRICCETTI Date 6/20/01

Address 13118 LARKHALL CIRCLE

City/Town FT. WASHINGTON State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate? NONE

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

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

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

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

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

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

1.) yes ☑ 2.) no ☐

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

There is one solution not mentioned above. Close down MD228. Impossible I know, but the problem is due to Charles county residents taking MD228 to PG county to reach their jobs in VA or DC. The residents of Southern PG county are victims of the richer white residents in Charles county. Consider the latest statistics from US Census of Population:

| | Charles County | Prince Georges County |
|---|---|---|
| Medium 1997 household money income | $54,110 | $47,882 |
| Racial Breakdown, 2000: | | |
| % white | 68.5 | 27.0 |
| % black | 26.1 | 62.7 |

(1)

I imagine PG resident's taxes will pay for one of these shortcuts, won't they? Why am I not surprised?

Elaine M. Briccetti

Elaine M. Briccetti

P.S. I happen to be white.

Elaine Briccetti

**Supplemental Response:**
The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternate, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS B or better) in the design year 2020. (1)

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



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# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: Isaac W. and Cynthia L. Brown Date: 6/21/01
Address: 8011 Murray Hill Drive
City/Town: Ft Washington State: MD Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

Metro Rail System

Bus in off peak hours

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

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

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

1.) yes [✓] 2.) no [ ]

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

Our property borders 210. I do not see property value increase on the plan.
(1) Concern for the ecological preservation of trees,
(2) wetland & parklands. - The need for bike and pedestrian friendly i.e. accessibility. Then there is the "Noise"
(3) factor - due to over-development & urban sprawl, too many tour buses, the tractor and motorcycle noise along the 210 corridor has become unbearable especially during patriotic holidays, i.e. - Commencement 30 May thru Veterans Day w/

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

[ ] Please add my/our name(s) to the Mailing List
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! Our names are already on the mailing list.

Project NO. PG221A11

Isaac W. and Cynthia L. Brown

**Supplemental Response:**
See response to frequently stated comment 1, 2, 4

A comprehensive landscaping plan was presented to the public for this project. Impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and the effects would be offset through reforestation requirements. There are minimal impacts to wetland and parklands but all impacts to these resources would have to be mitigated. (1)

Receptor sites within the Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with the Selected Alternative. Upon review of the results, SHA in collaboration with FHWA, directed the barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements be included with the Selected Alternative. (2)

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current plans also show connections to Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today. (3)

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

## MD 210 Project Planning Study Comment Form

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

NT Michelle Buckingham Date 7/4/01
14606 Cactus Hill Rd.
n Accokeek State MD Zip Code 20607

E INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

) HOV ☑ 2.) Barrier Separated HOV ☐ 3.) Concurrent Flow HOV ☐

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

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

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

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

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

1.) yes ☑ 2.) no ☐

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

Community supports mass transit - light rail is the most attractive option. Make 228 a toll road so those coming from Charles Co. pay a toll, causing more to choose the Rt 5/301 option. Support business growth in Waldorf so folks don't need to commute, visitorism or heavy development. (1) (2)

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

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

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

Project NO. PG221A11

Michelle Buckingham

**Supplemental Response:**
See response to frequently stated comment 1, 2.

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

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

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

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

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

MD 228 is outside the study area for this planning study and thus MD 228 tolls were not considered as part of this project. (1)

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

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: KATHERINE Budner Date: July 4, 2001
Address: 15005 Fort Trail
City/Town: Accokeek State: MD Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

1.) yes [ ] 2.) no [ ] on occasion

Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

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

1.) yes [X] 2.) no [ ]

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

295 & Indianhead Corridor need Metro or light Rail. Stop putting $ into this road. Use it to improve our schools. Put a toll booth on Rt 228 so all the Charles County residents who clog 210 have to pay to use it. (1)

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

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

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Project NO. PG221A11

Katherine Budner

**Supplemental Response:**
See response to frequently stated comment 1, 2.

MD 228 is outside the study area for this planning study and thus MD 228 tolls were not considered as part of this project. (1)

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

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

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

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

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name Rudolph Burton Date 6/20/01
Address 3210 Kingsway Rd
City/Town Ft. Wash. State MD Zip Code 20744

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

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

Project NO. PG221A11

Rudolf Burton

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name F. CANESTRO Date 6-30-01
Address 13104 PISCATAWAY DRIVE
City/Town FT. WASHINGTON State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☒ 2.) no ☐

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

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

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

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

Project NO. PG221A11

F.Canestro

**Supplemental Response:**
Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude widening to provide HOV, additional general use lanes or transit in the median of MD 210 in the future.

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

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

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

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

JOAN CANNON
300 CARDBROOK LANE
OXON HILL, MD 20745

**HOW ARE WE DOING?**

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

| *Please circle the most appropriate number* | Poor | | | | Excellent |
|---|---|---|---|---|---|
| Was the brochure well laid out and easy to follow? | 1 | 2 | 3 | 4 | 5 |

Comments: Please - No HOV - on 210, NO HOV on Woodrow Wilson Bridge, RAIL - needed to build into Woodrow - Bridge, We Need Metro Stop - in Oxon Hill, We Need to redevelope Downtown Oxon Hill Downtown, Metro - needed linking VA to Oxon Hill (1)

| Was each part of the brochure easy to understand? | Poor | | | | Excellent |
|---|---|---|---|---|---|
| Purpose of Study | 1 | 2 | 3 | 4 | 5 |
| Purpose of Hearing | 1 | 2 | 3 | 4 | 5 |
| How to Comment on the Project | 1 | 2 | 3 | 4 | 5 |
| Program Status | 1 | 2 | 3 | 4 | 5 |
| Project History | 1 | 2 | 3 | 4 | 5 |
| Project Need | 1 | 2 | 3 | 4 | 5 |
| Smart Growth | 1 | 2 | 3 | 4 | 5 |
| Existing Condition | 1 | 2 | 3 | 4 | 5 |
| Congestion Management System | 1 | 2 | 3 | 4 | 5 |
| Alternatives Currently Under Consideration unknown | 1 | 2 | 3 | 4 | 5 |
| Environmental Summary | 1 | 2 | 3 | 4 | 5 |
| Remaining Steps in the Project Planning Process | 1 | 2 | 3 | 4 | 5 |
| Typical Sections | 1 | 2 | 3 | 4 | 5 |

THANK YOU
Joan Cannon

Which part of the brochure was the most valuable? - MAPS & Articles
MAPS - to Little to understand

Which part of the brochure was the least valuable? _____

What suggestions do you have for improvement? MAPS - hard to read - it's really impaired - use SMALL PRINT

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it by mail.

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

Joan Cannon

**Supplemental Response:**
See response to frequently stated comment 1, 2 and 4.

Encouraging development in the downtown Oxon Hill area is not a MD 210 project goal. In general, transportation projects are designed to address a traffic need within a defined study area. For this project, a 2020 design year was used and the study team developed improvements that would provide for acceptable traffic operations in that design year within the MD 210 corridor. Overall, improvements may help businesses within the study area, due to the reduction in congestion, and better access. (1)

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name SARAH CAVITT Date 06-21-01
Address 415 RIVER WOOD DRIVE
City/Town FORT WASHINGTON State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

1.) yes [ ] 2.) no [X] not now Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

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

1.) yes [X] 2.) no [ ]

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

Please see remarks at hearing.

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

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

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

Project NO. PG221A11

Mr. And Mrs. William Cavitt

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

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



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## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT

Name: PAUL CLARK Date: 7/4/01

Address: 16600 LIVINGSTON RD

City/Town: ACCOKEEK State: MD Zip Code: 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

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

Project NO. PG221A11

Paul Clark

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**

Name _____ Date 6/27/01

Address [redacted]

City/Town [redacted] Zip Code _____

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

1.) yes ☒ 2.) no ☐

Check if you carpool or would be willing to carpool if convenient park and ride services were available ☒

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

1.) yes ☒ 2.) no ☐

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

FIXING TRAFIC THRU ROAD WORK IS TOO LATE — PROBLEM IS FIX REZONING SPREE TO HIGHER DENSITY + DOWN ZONING HELPS. IF U DONT GIVE THE PATIENT THE ILLNESS, NO NEED FOR A CURE!!!

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

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

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

WITH MD ZONING LAWS / PAC's, it is a lost cause!!

Project NO. PG221A11

TA Cocca

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

The improvements proposed as part of the SHA-Selected Alternative have been analyzed for their ability to handle traffic volumes forecasted for the design year 2020 using the Metropolitan Washington Council of Governments cooperative land use forecasts. The SHA-Selected Alternative, with the above described intersection improvement options, is projected to provide satisfactory level of service in the corridor and is consistent with the applicable master plans.



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CREIGHTON

12205 Riverview Road
Ft. Washington, MD 20744
June 21, 2001

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

Dear Sir:

Re: Economic Impact of MD 210 Multi-Modal Study on Prince George's County

The road and interstate highways that pass through this County are the infrastructure of the County and can make or break the future of the County. Since these roads are such an important part of our infrastructure, it is important that they be reviewed for the economic impact that they will have on the future of the County and on the quality of life in the County.

Last year's Alternatives Public Workshop for MD 210 and your current study plans give me concern for the future economic development of the County. Upon close review of the alternatives and the current plans, it appears that the sole purpose of the study is to carry passenger cars from point A to Point B. Point B is hypothetically the District of Columbia or Virginia. Point A appears to be Charles County and Counties further south. The Primary objective seems to be to get Southern Maryland commuters through/past Prince George's County and on to their destination without being delayed while passing through our County as fast as possible.

*These objectives do not satisfy the requirement for ensuring the future economic development or the quality of life of Prince George's County residents.* Improving the roads in this County provides a major opportunity to improve the County itself. There are three major issues that should be considered along with the environmental impact on the County Residents.

ECONOMIC CONSIDERATIONS
THE GREYING OF THE COUNTY
TRANSPORTATION OF COUNTY CITIZENS

**Economic Considerations:** I have been a representative to the District 4 Concerned Citizens Association and am also on the Board of the Potomac Valley Citizens Association and have listened for several years while the County Citizens complained that there is no quality shopping in the County and no viable transportation system in the County. Coupled with these complaints was considerable discussion on how we had to go to Virginia or Charles County to shop. The citizens got it right a couple years ago when they decided to "buy here." The campaign to buy in Prince George's County has had a positive effect on the economic development in the County. Not only are we finally being given serious consideration by chain stores and higher quality retail but the buy here philosophy has provided more jobs for our citizens, more money circulating in the County and therefore more sales and income taxes paid to the County and the State with a result of more services provided to the Citizens. (1)

If we disrupt the ability of our citizens to buy in Prince George's County, we will harm the commercial and business entities already in the County. Such reduction in the sale of goods and services in the County will result in a negative economic impact through loss of jobs, taxes and growth. We have already had some disruption as a result of the road improvements. A prime example is the Branch Avenue and Allentown Road interchange. The new interchange makes it

Joan S. Creighton

**Supplemental Response:**
See response to frequently stated comment 1, 2, 4.

The Draft Environmental Impact Statement for the MD 210 Multi-Modal Study presents the results of studies that have been completed to address both National Environmental Policy Act (NEPA) and U.S. Army Corps of Engineers Section 404 Permit requirements. NEPA focuses on environmental (socioeconomic and natural) analysis of alternatives, whereas the Corps Section 404 permit addresses specific impacts to wetlands and Waters of the U.S. in accordance with the Clean Water Act. In addition, the study has addressed Section 4(f) requirements of the U.S. Department of Transportation Act. Refinements will continue to be made to the proposed alternative, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor. (1)



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very hard for someone to get off Branch Avenue at Allentown Road to shop in the stores on Allentown Road. I myself have many times gone down Branch Avenue with the intention of getting off on Allentown Road only to find that I missed the get off point with the result that I did not shop there. The shopping center located at this interchange has very little chance of being redeveloped and enhanced unless this interchange is improved to make it easier for people to make a quick stop in the Shopping Center. Without such improvement that Shopping Center is doomed to become a ghost Center and a hang-out.

In reviewing the MD 210 proposals, I fear that we have the same opportunity to disrupt the very little commercial development that is currently situated along the 210 corridor as the revisions provide opportunities to overfly the intersections having commercial activity. This will kill the little commercial development and jobs that currently exist in this area. I have also reviewed the proposals for Branch Avenue and the St. Barnabas Road corridor and have the same concerns about the economic impact of the light rail proposal that would destroy the existing commercial on St. Barnabas Road. There is very little commercial development in the southern area of this County. That development is primarily along the connecting roads (e.g. St. Barnabas, Allentown, Woodyard/Piscataway, Rt. 210, Branch Avenue, Pennsylvania Ave. and Marlboro Pike.) These roads form a grid that provide the main infrastructure of the Southern PG County and provide the lifeblood in terms of shopping and jobs for this part of the county. Any disruption of this existing development will seriously affect the livelihood, economics and overall well-being of the County. Prince George's County should not be sacrificed to satisfy the needs of other Counties who did not plan ahead for their own growth. Roads through this county should encourage those passing through to shop here and not just to by-pass this County.

**The Greying of the County.** Like all other places in the United States, the County's citizens are getting older. As the people of the County age, they need new and better ways to go shopping and to get around. In order to keep the County vibrant and healthy we need to provide public transportation for our senior citizens so that they can go shopping without reliance on taxicabs, personal assistance or the need to drive. Right now we have a bus that they can call to take them to specific locations at specific times. We need to do better. We need a comprehensive public transportation plan that allows *our seniors and everyone else* to get from their homes to centers of shopping and employment without the need for a car.

***Transportation of County Citizens.*** The southern area of the County since the demise of the old DC Transit System has never had an effective system of transportation to help the citizens get around. All the State and County efforts have been directed to automobiles and roads. This has had a significant negative impact on all Prince Georges County residents. Teenagers can't get to jobs in the county without their own car. Seniors can't get to Doctors or shopping without a car. We need a system of transportation similar to that of Montgomery County Ride-on buses that will connect existing parking lots and residential communities with centers of commercial development in the County. Because this part of the County has been so ignored in the offering of public transportation, we do not have the means to support our own economic development. One need only look at the result of the use of the Green Line when we finally got it to see that the people at this end of the County will use public transportation if it is offered.

**Environment.** The current information concerning the planning for Rt. 210 suggests that there will be no impact on the historical districts, the Clean Water Act, the wetlands and waterways, or the endangered species. I think this is a little premature. Because of the closeness of the Broad Creek, the Potomac River, tributaries of the Chesapeake Bay, wetlands and habitat for the Bald Eagle, the Osprey, Canadian Goose, wild ducks and other species who live in and about the strip of land between Rt. 210 and the Potomac River we should tread very carefully in any disruption to the existing development in that area. This includes the proposed development of the Harbour and the strip of land between Oxon Hill Road and Rt. 210 previously known as the Kerby property. Your study for Rt. 210 also suggests a population growth along Ft Washington Road that would appear impossible given the availability of non-wetland undeveloped ground in the Ft. Washington Road



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area. With respect to the Historic Property, your own report points out that there are four historic properties in the MD 210 Project Planning Study. We should take care to protect these properties, especially the Oxon Hill Manor and the Broad Creek Historic District, which have very rich histories.

**Recommendations:**
Strongly recommend the following traffic initiatives be pursued prior to disruption of existing roads and commercial development along MD Rt. 210. Many of these initiatives can be implemented easily and without the expense and time required by the existing study and will eliminate much of the existing traffic and thereby the need for new traffic patterns for the MD 210 corridor.

- **Alternative method of transportation** such as a bus or rail (similar to old DC Transit system) down the median strip for either Branch Ave or Indian Head or both. Branch Ave would be more logical for rail since they heve a metro stop on that corridor. For the Indian Head corridor ride-on busses that connect the existing parking lots with the existing Metro buses and the Branch Ave. Green Line. These initiatives alone would have a significant impact on the traffic on MD 210.
- **A good bus transportation system with frequent trips to other transportation centers** would alleviate much of the congestion. Bus should be coordinated to run concurrent with the existing bus schedule from the district to the bus stops on Branch Ave and on Indian Head Highway. ***This alternative could be implemented without a study and probably at less cost than the proposed study.*** It's possible that only two shuttle busses running back and forth from existing parking lots on Indian Head and Branch Ave to the existing bus stops would do the job
- **Build the 12-lane Wilson Bridge including the proposed Rail which should be supported by ride-on bus transportation from and to the Green Line.** Current congestion on Indian Head is mostly restricted to rush hours for three months of the year (Sept. to Nov.) The primary cause of the morning rush hour build-up is the funnel effect of the existing three lanes of MD 210 narrowing down to two lanes at the intersection with the Beltway. *This narrowing of the highway and the undersized bridge are largely responsible for the choke point, which causes the back-up onto MD 210.* This needs to be corrected prior to the construction of the new Bridge. Whatever it takes there needs to be at least two additionel lanes on the Oxon Hill Road beltwey overpass. A quick fix would be to give the three lenes on MD 210 the right of way to the three lanes passing over the beltway instead of giving right of wey to the turn lanes from Oxon Hill Rd. The last construction on this area helped but the planning was inadequate to alleviate the choke point. The new plans have the potential to create an even greater choke point. Failure to correct this choke point will make eny other improvements on MD 210 impotent. (2)
- **Ferry System emenating from the already commercialized Bryan's Road area.** A parking lot edjacent to the shopping center with shuttle bus to the ferry would add an interesting feature to the Meryland transportation system and could possibly be a tourist attraction as well. This would help alleviate congestion during the construction of the new 12 lane Wilson Bridge. (3)
- **The I-95 bypess project as previously proposed.** The I-95 Bypass project would take much of the interstate truck traffic out of the rush hour end would elso negate the need for additionel traffic lanes on MD 210.
- **HOV Lenes are not needed.** Other experiments with HOV lanes in the Metro area have proved they do not work and only cause additional lanes to be taken out of service for the commuters.

Request we be kept informed of all meetings, plens and proposals including the MD 21, Wilson Bridge Project, the Oxon Hill Road Project, St. Barnabas Road and Branch Avenue Studies.

Sincerely

JOAN S. CREIGHTON

Copies to:
Mr. Jim Estepp, 9th District, Prince Georges County

The rail decision along the Woodrow Wilson Bridge is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210. (2)

I-95 Bypass Project is outside the study area for this planning study and thus was not considered as part of this project. The Ferry System study was completed and it was determined the system was not economically vieble therefore it was not considered as part of this project. (3)

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



8/h

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**

Name: CHARLES DAIS Date: 06/18/01

Address: 9711 TRAVERSE WAY

City/Town: FT WASH State: MD Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [✓] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

I THINK BRIDGES THAT YOU ACROSS 210 ~~THAT~~ AT INTERSECTION FROM OXON HILL RD DOWN TO SWAN CREEK RD WOULD BE NICE -

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

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

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

Project NO. PG221A11

Charles Dias

**Supplemental Response:**
See response to frequently stated comment 1, 3.

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

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

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

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

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

The above-described interchanges include bridges over MD 210 for each major MD 210 for each major MD 210 intersection from Kerby Hill Road to Old For Road South. Wilson Bridge Drive will become right-in/right-out only at its intersection with MD 210.

The Oxon Hill Road intersection is also planned as a grade-separation, but will be constructed a s part of the separate Woodrow Wilson Bridge Project.

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name SERENA E. DAVIS Date 6/18/01
Address 306 EAST TANTALLON DRIVE
City/Town FORT WASHINGTON State MD Zip Code 20744-6121

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

I prefer the "no-build" approach to the problem of congestion if it exist. Fumes from more auto's on the road, not cement, in summer, spring & early fall, destruction of grassy areas and cost all negatives. Should push for public transportation (subways to Indian Head Highway).

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

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

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

Project NO. PG221A11

Serena E. Davis

**Supplemental Response:**
See response to frequently stated comment 1, 4.

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**

Name David L. Desjardins Date

Address 11001 McKay Rd. Ft Washington, MD 20744-4122

City/Town State Zip Code

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☑ 2.) no ☐

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

With current gridlock, projected extra demand, and the Bay of Americas project these "Plans" are just plain stupid without an immediate provision for a METRO line to Waldorf (and across the WW Bridge – as well as a hiker-biker trail. (1)

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

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

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

Project NO. PG221A11

David L. Desjardins

**Supplemental Response:**
See response to frequently stated comment 2.

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current plans also show connections to Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today. (1)

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

W.A. DIXON
1406 SKIPJACK DR.
FT. WASH. MD 20744

## HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

*Please circle the most appropriate number*

| Clarity of the brochure | Poor 1 | 2 | 3 | 4 | Excellent 5 |
|---|---|---|---|---|---|
| Was each part of the brochure easy to understand? | | | | | |
| Purpose of Workshop | 1 | 2 | 3 | 4 | 5 |
| Purpose of the Project | 1 | 2 | 3 | 4 | 5 |
| Adjacent Relative Projects | 1 | 2 | 3 | 4 | 5 |
| Program Status | 1 | 2 | 3 | 4 | 5 |
| Project Need | 1 | 2 | 3 | 4 | 5 |
| Existing Roadway | 1 | 2 | 3 | 4 | 5 |
| Intermodal Connectivity | 1 | 2 | 3 | 4 | 5 |
| Focus Group | 1 | 2 | 3 | 4 | 5 |
| Thinking Beyond the Pavement | 1 | 2 | 3 | 4 | 5 |
| Environmental Resources Summary | 1 | 2 | 3 | 4 | 5 |
| Alternatives Currently Under Consideration | 1 | 2 | 3 | 4 | 5 |
| Remaining Steps in Planning Process | 1 | 2 | 3 | 4 | 5 |

Which part of the brochure was the most valuable?

Which part of the brochure was the least valuable?

What suggestions do you have for improvement?
THE MARYLAND DEPARTMENT OF TRANSPORTATION SHOULD FOCUS MORE ON BRINGING METRO RAIL TO MD 210 FROM I-95/I-495 TO MD 228.

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it to us by mail.

W.A. Dixon

**Supplemental Response:**
See response to frequently stated comment 2.

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



422

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name SCOTT DUCAR Date 23 JUNE 01
Address PO BOX 267
City/Town ACCOKEEK State MD Zip Code 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

1.) yes [X] 2.) no [ ]

Check if you carpool or would be willing to carpool if convenient park and ride services were available [X]

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

1.) yes [ ] 2.) no [X]

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

NEED TO TURN 210 into A FREEWAY WITH NO SINGAL LIGHTS & NO HOV

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

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

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

Project NO. PG221A11

Scott Ducar

**Supplemental Response:**
See response to frequently stated comment 1, 3.

Alternative 5A Modified is the SHA-Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. The result of the SHA-Selected Alternative improvements will be a highway, with no traffic signals, that functions similar to an expressway from north of Farmington Road to the Capital Beltway

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Milton Ellerbe Date: June 26, 2001

Address: 107 - Battersea Lane

City/Town: Fort Washington State: MD Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [✓] 2.) no [ ]

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

build rapid transit - Metro !!

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

[X] Please add my/our name(s) to the Mailing List

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

Project NO. PG221A11

Milton Ellerbe

**Supplemental Response:**
See response to frequently stated comment 1, 2.

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

W. FRUCHT
707 CALVERT LANE
FT. WASHINGTON, MD 20744

## HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

*Please circle the most appropriate number*

| Clarity of the brochure | Poor 1 | 2 | 3 | 4 | Excellent 5 |
|---|---|---|---|---|---|
| Was each part of the brochure easy to understand? | | | | | |
| Purpose of Workshop | 1 | 2 | 3 | 4 | 5 |
| Purpose of the Project | 1 | 2 | 3 | 4 | 5 |
| Adjacent Relative Projects | 1 | 2 | 3 | 4 | 5 |
| Program Status | 1 | 2 | 3 | 4 | 5 |
| Project Need (Not rated) | 1 | 2 | 3 | 4 | 5 |
| Existing Roadway | 1 | 2 | 3 | 4 | 5 |
| Intermodal Connectivity (Not yet defined) | 1 | 2 | 3 | 4 | 5 |
| Focus Group | 1 | 2 | 3 | 4 | 5 |
| Thinking Beyond the Pavement | 1 | 2 | 3 | 4 | 5 |
| Environmental Resources Summary | 1 | 2 | 3 | 4 | 5 |
| Alternatives Currently Under Consideration | 1 | 2 | 3 | 4 | 5 |
| Remaining Steps in Planning Process | 1 | 2 | 3 | 4 | 5 |

Which part of the brochure was the most valuable?
Graphical presentation of the alternative schemes.

Which part of the brochure was the least valuable?
No data on peak period volumes were shown

1

What suggestions do you have for improvement?
The project need does not, and cannot perhaps, reflect the political decisions made which ~~are~~ will cause the increase in vehicle traffic anticipated by year 2020

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it to us by mail.

MD 210 Location/Design

W. Frucht

**Supplemental Response:**
The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service-roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternates, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS F or better) in the design year 2020. 1

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

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Fred Gamble, Jr  Date: 7.10.01
Address: 12819 Lampton Lane
City/Town: Ft. Washington,  State: MD  Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☑  2.) no ☐

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

We moved to our home in 1988 and was quite surprised to see MD 210 operating in its current conditions. I have never seen a major road run in this way before. It is very disgusting to be in so much traffic 2 times a day that must stop for signaled lights. I would like to see MD 210 developed into an expressway with no signals and overpasses.

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

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

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

Project NO. PG221A11

Fred Gamble Jr.

**Supplemental Response:**
See response to frequently stated comment 3.

Alternative 5A Modified is the SHA-Selected Alternative including grade-separated interchanges from Kerby Hill Road to Old Fort Road South. At-grade intersections will remain at Wilson Bridge Drive (right-in/right-out only), Farmington Road and MD 373; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

# MD 210 Project Planning Study Comment Form

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

PLEASE PRINT

Name George M. Garner Jr. Date 7/5/01

Address 15405 Old Marshall Hall Rd.

City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

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

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

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

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

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

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

1.) yes ☐ 2.) no ☐

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

Since over 50% of the trips originate or destinate in So. Maryland, extending light rail from Branch Avenue to Waldorf & ultimately Patuxent would be a much better solution.

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

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

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

Project NO. PG221A11

George M. Garner Jr.

**Supplemental Response:**
See response to frequently stated comment 1, 2.

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

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name CLARK L. GLENN Date 18 JUNE 2001

Address 7514 BELLSFIELD AVE

City/Town FORT WASHINGTON State MD Zip Code 20744-3330

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☒ 2.) no ☐

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

SOME EFFORT NEEDS TO BE MADE TO PROVIDE CONSISTENCY OF CROSS ROADS FROM ONE SIDE OF MD 210 TO ANOTHER. FOR EXAMPLE, WHEN LIVINGSTON RD STOPS AT MD 210 IT SHOULD CONTINUE AS LIVINGSTON RD ON THE OTHER SIDE. (1)

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

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

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

I RECEIVE TWO COPIES. PLEASE DISCONTINUE ONE COPY.

Project NO. PG221A11

Clark L. Glenn

**Supplemental Response:**
Contact information for residents, businesses and the Focus Group will be forwarded to the final design team when the project moves from the project planning phase into the final design phase. Details, such as street naming, occur during the final design phase. Livingston Road is a county facility; comments about street naming will be forwarded to the proper county planning representative. (1)

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

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## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Carl Gotzmer Date: 7/4/01
Address: 1285 Old Landing Rd
City/Town: Accokeek State: MD Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

1.) yes [X] 2.) no [ ]

Check if you carpool or would be willing to carpool if convenient park and ride services were available [X]

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

1.) yes [X] 2.) no [ ]

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

Bring rail to Waldorf and stop St Mary's traffic from using 228 + 210

Bring 373 over 210 (1)

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

[X] Please add my/our name(s) to the Mailing List

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

Project NO. PG221A11

Carl Gotzmer

**Supplemental Response:**
See response to frequently stated comment 1, 2.

A grade-separated interchange at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. (1)

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

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

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

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

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

JOHN GREGG

## HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

| *Please circle the most appropriate number* | Poor | | | | Excellent |
|---|---|---|---|---|---|
| Was the brochure well laid out and easy to follow? | 1 | 2 | 3 | (4) | 5 |

Comments: _____

| Was each part of the brochure easy to understand? | Poor | | | | Excellent |
|---|---|---|---|---|---|
| Purpose of Study | 1 | 2 | 3 | (4) | 5 |
| Purpose of Hearing | 1 | 2 | 3 | 4 | (5) |
| How to Comment on the Project | 1 | 2 | 3 | (4) | 5 |
| Program Status | 1 | 2 | 3 | (4) | 5 |
| Project History | 1 | 2 | 3 | (4) | 5 |
| Project Need | 1 | 2 | 3 | (4) | 5 |
| Smart Growth | 1 | 2 | 3 | (4) | 5 |
| Existing Condition | 1 | 2 | (3) | 4 | 5 |
| Congestion Management System | 1 | 2 | 3 | (4) | 5 |
| Alternatives Currently Under Consideration | 1 | 2 | (3) | 4 | 5 |
| Environmental Summary | 1 | 2 | 3 | (4) | 5 |
| Remaining Steps in the Project Planning Process | 1 | 2 | 3 | (4) | 5 |
| Typical Sections | 1 | 2 | 3 | (4) | 5 |

Which part of the brochure was the most valuable? Existing Transit / Park And Ride Facilities / Traffic Volumes and Level of Service

Which part of the brochure was the least valuable? _____

What suggestions do you have for improvement? Metro Rail in AREA And more about Prince George County Bus Service in 210 Area

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it by mail.

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

John Gregg

**Supplemental Response:**
See response to frequently stated comment 2, 4.

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: MIRENDA V. HALL Date: 6/22/01
Address: 13308 COLDWATER DR.
City/Town: FT. WASH. State: MD Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

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

Project NO. PG221A11

Mirenda V. Hall

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name Kevin Hannon Date 25 June 01
Address 10002 Edgewater Terrace
City/Town Fort Washington State Md Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

Hurry !!!

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

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

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

Project NO. PG221A11

Kevin Hannon

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME Rhonda Hanson DATE 7/10-01

ADDRESS 2406 Rockwood Rd.

CITY Accokeek STATE MD ZIP 20607

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

Please – no HOV on Route 210! It will only encourage Sprawl Growth and bring more traffic from Charles and St. Mary's County. Route Commuter traffic up Rte 5 to the new Branch Ave. metro stop – encourage the use of public transportation.

☒ 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

Rhonda Hanson

**Supplemental Response:**
See response to frequently stated comment 1, 4.

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**

Name Mr. & Mrs. Calvin C. Hill Date 6/18/01

Address 501 Mace Drive
Fort Washington, MD 20744-5631

City/Town ... State Zip Code

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☐ 2.) no ☒

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

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

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

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

Project NO. PG221A11

Mr. And Mrs. Calvin C. Hill

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

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name David + Susan Hoffman Date 7/4/2001
Address 1400 Laurel Drive
City/Town Accokeek State MD Zip Code 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

[X] Please add my/our name(s) to the Mailing List

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

Project NO. PG221A11

David and Susan Hoffman

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: DIANE Holder Date: 6-21-01
Address: 6911 Heather Dr.
City/Town: Bryans Rd. State: MD Zip Code: 20616

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

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

Project NO. PG221A11

Diane Holder

**Supplemental Response:**
See response to frequently stated comment 1.

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

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name ADAM HOLZSAGER Date June 29, 2001
Address 7517 Catone Ct
City/Town Oxon Hill State MD Zip Code 20745

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☑ 2.) no ☐

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

What, if any, residential or business sound barriers are included as a part of any of these options? (1)

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

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

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

Project NO. PG221A11

Adam Holzsager

**Supplemental Response:**
Receptor sites within Noise Sensitive Areas (NSA) were selected to represent the overall noise environment and to determine locations where residences may be impacted by traffic noise associated with the Selected Alternative. Upon review of the results SHA, in collaboration with FHWA, directed THAT the barriers meeting reasonableness and feasibility criteria along the entirety of any community abutting proposed interchange/intersection improvements be included with the Selected Alternative. (1)

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

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

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

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

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

# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: TOM ILKKA Date: 6/21/01
Address: 1114 ELLINGWOOD DR.
City/Town: ACCOKEEK State: MD Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [ ] 2.) Barrier Separated HOV [X] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

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

Project NO. PG221A11

Tom Ilkka

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME [redacted] Mr. Dion Johnson
ADDRESS 215 Gingrich Dr
CITY Accokeek MD 20607-2700 STATE ZIP

DATE 22 June '01

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

I am on the Wilson Bridge Stakeholder panel, appointed by our County Council Representative, James Estepp. I am a member of the Greater Accokeek Civic Association. Here I represent neither group, I speak only for myself.

Accokeek, a village type complex, has a long history and a feeling of solidarity among the inhabitants. The village is located on both sides of Route 210. Unfortunately, the highway severely splits this fine old community.

Not only must changes in the design of Route 210 not increase the division between the two portions of Accokeek, but should decrease this division. To accomplish this crossing the of 210 at 373 must be easier, not more difficult.

This can be readily accomplished by lowering 210 below grade and keeping 373 at its current level. As 210 is on a hill at this point, lowering its grade would faciltate traffic flow, increase drivers range of vision along the highway and eliminate a stop lite. Entrance to and from 210 would be from parallel access roads, two of which already exist. (1)

This idea is not my quick thoughts at tonight's meeting but rather the results of deliberations by a group of 25 - 30 interested community activists who gathered at The National Colonial Farm of The Accokeek Foundation a week ago to discuss the future development of the Greater Accokeek area. Not much was decided, but it quickly became crystal clear that 210 presented a real barrier to the development of Accokeek and that converting 210 into an underpass was the only real solution to bringing the two parts closer together.

Furthermore, any program that would destroy B& J Carryout is unacceptable.

Thank you for your attention.

☐ 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

Dion Johnson

**Supplemental Response:**
See response to frequently stated comment 1.

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the SHA-selected Alternative. The Selected Alternative would not physically bisect the community at a new location in the Accokeek area as MD 210 is currently a 6-lane divided highway with auxiliary lanes crossing MD 373. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. (1)

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

# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name DION JOHNSON Date

Address 215 GINGRICH DR

City/Town ACCOKEEK State MD Zip Code 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

at Rt 373 lower 210 to pass under 373 eliminating a stop light & greatly easing traffic flow, both vehicle & bicycle, between the two halves of Accokeek. (1)

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

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

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

Project NO. PG221A11

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# MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Phil Jones  Date: 7-4-01
Address: 1520 Laurel Dr
City/Town: Accoheek  State: md  Zip Code: 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

1.) NO HOV [X]  2.) Barrier Separated HOV [ ]  3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [ ]  2.) no [X]

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

- DO NOT BRING CHARLES + ST MARY'S CO. TRAFFIC THRU OUR NEIGHBORHOOD
- DO NOT FURTHER DIVIDE OUR NEIGHBORHOODS WITH HIGH SPEED HIWAY (1)
- USE RTE 5 (+ FINISH WIDENING IT) TO CHANNEL TRAFFIC TO BRANCH AVE METRO
- CONTINUE METRO DOWN RTE 5 TO WALDORF OR USE FEEDER BUSES TO METRO
- BUILD PURPLE LINE (GET PEOPLE OUT OF THEIR CARS !!!)

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

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

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

Project NO. PG221A11

Phil and Susan Jones

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

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS B or better) in the design year 2020. (1)

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

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

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

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

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



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## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT

Name: Susan Jones  Date: 7-4-01

Address: 1530 Laurel Dr

City/Town: Accokeek  State: Md  Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [✓]  2.) Barrier Separated HOV [ ]  3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [ ]  2.) no [X]

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

Avoid sprawl – Use existing MSTRO with buses + roads to feed rail

Feed traffic up Rte 5

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

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

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

Project NO. PG221A11

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the SHA-selected Alternative. The Selected Alternative would not physically bisect the community at a new location in the Accokeek area as MD 210 is currently a 6-lane divided highway with auxiliary lanes crossing MD 373. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service.

# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**

Name MRS. TONI KALOZ Date 6-19-01

Address 2229 ROSEDELL PL.

City/Town FT. WASHINGTON State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

Why can't you do to 210 what they did to Rte. 5? We needed worse then they did! Hurry up & Do it!! (1)

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

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

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

Project NO. PG221A11

Mrs. Arnold Kaloz

**Supplemental Response:**
See response to frequently stated comments 1, 3.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. The solution proposed under the MD 210 SHA-selected Alternative is similar to that being constructed on MD 5. By replacing the existing intersections with interchanges as proposed under the SHA-selected Alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. (1)

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

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

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

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

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

# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: TIM KONKUS Date:
Address: 13701 PISCATAWAY DRIVE
City/Town: FORT WASHINGTON State: MD Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☒ 2.) no ☐

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

LIGHT RAIL OR METRO RAIL WOULD BE THE BEST USE OF THE MEDIAN LAND ON 210.

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

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

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

Project NO. PG221A11

Tim Konkus

**Supplemental Response:**
See response to frequently stated comment 2.

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

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

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

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

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



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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME Millie Kriemelmeyer DATE 6/21/01

ADDRESS 16900 Mattawoman Lane

CITY Waldorf STATE MD ZIP 20601-3801

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

HOV 2/Bus should be available from Waldorf on MD 228 to ~~the~~ MD 210. On MD 210, HOV 2/BUS should be available from Bryans Road to Beltway. ADT supports HOV 2/BUS from Waldorf & Bryans Road to the Beltway. Farmington Rd, MD 373 & MD 228 would require interchanges. A Park and Ride Lot would be needed on MD 228 in Waldorf. (1)
ALT. 5C best describes the improvements required to return free-flowing traffic to this corridor. Option 2 should include Farmington Rd & MD 373 for interchanges. Should allow HOV access from more locations. MD 5 overpasses on Surratts Rd & MD 381/373 should be done. US 301/MD 228 interchange should be done with flyover. New MD 5 flyover at US 301 should be done.
Highways should be better maintained. Lights should be timed better. Stripes should be repainted more often. (2)
MD 210 should have overhead electronic signs warning of accidents & construction ahead on Beltway & other MD & US highways. (3)
The MD 210 improvements should be funded.

☐ 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

Millie Kriemelmeyer

**Supplemental Response:**
See response to frequently stated comment 3.

Alternative 5A Modified is the SHA-Selected Alternative. This does not include any HOV options; however, this alternative does not preclude studies such as HOV or rail along MD 210 in the future. HOV is not included in the SHA-Selected Alternative since the less costly, less impactive non-HOV alternative is forecast to provide adequate levels of service in the design year 2020.

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

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

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

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

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternatives including the no build alternative. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternates, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. (1)



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The MD 5 corridor needs, including multi-modal considerations in Waldorf, are being addressed as part of a separate SAH Project Planning study.

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

The local SHA District 3 Office oversees striping and maintenance of MD 210 and all local issues should be referred to their office. (3)

## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Richard A. Krueger Date: 21 June '01
Address: 700 Muirfield Cir.
City/Town: Ft. Washington State: MD Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

Alternatives such as Option B at Old Fort North, Option C at Ft Wash. Rd will recreate the Rt 5 Chinese Walls on Rt 210. They should be eliminated. If HOV is required, it should be concurrent flow – not barrier separated. HOV on 210 is advantageous only if it flows smoothly into HOV on 95/495 and 295. Without HOV on these Interstates, it is not worth it on 210.

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

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

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

Project NO. PG221A11

Richard Krueger

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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



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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME Min di Lab DATE 7/20/200

ADDRESS 724 Chatsworth Dr

CITY Accokeek STATE Md ZIP 20607

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

Please No Metro Line - No Buses - No Lane Mane Palace Affairs and Reserve in this area NO HOV - (1)

☐ 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

Min di Lab

**Supplemental Response:**
See response to frequently stated comment 1.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. (1)

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



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## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: Michael S. Leventhal Date: 30 June 2001
Address: Box 217, 1130 Apple Valley Rd
City/Town: Accokeek State: MD Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [ ] 2.) no [X]

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

① Retain all ROW trees on 210
② Improve 301 so South County traffic does not move to 210 (1)
③ Improve, expand light rail/Subway into P.G. County
④ Keep all traffic at grade (2)
⑤ Pedestrian bridge at Livingston & 210 in Accokeek

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

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

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

Project NO. PG221A11

Micheal S. Leventhal

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

US 301 is outside the study area for this planning study and thus not considered as part of this project; however MD 5/US 301 needs are being addressed as part of a separate project planning study. (1)

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS B or better) in the design year 2020 (2)

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

A pedestrian bridge at MD 373 in Accokeek was not considered as part of this study due to low observed pedestrian traffic volumes, visual impact concerns, cost, and historic data regarding the general lack of use of pedestrian overpasses. (3)

# MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: Dan Lieman  Date: June 30, 2001
Address: 13216 Park Lane
City/Town: Ft. Washington  State: MD  Zip Code: 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X]  2.) Barrier Separated HOV [ ]  3.) Concurrent Flow HOV [ ]

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

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | Good | | | | | | |
| Kerby Hill Road | — | Better | | | | | |
| Palmer Road | Best | | | | | | |
| Old Fort Road North | | | | | Best | | |
| Fort Washington Road | | | | | (Fails) | Best | |
| Swan Creek Road | | | | | | | Best |
| Old Fort Road South | | | | | Best | | |
| Farmington Road | | | | Better | | | |
| MD 373 | | | | Better | | | |

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

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

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

1.) yes [X]  2.) no [ ]

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

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

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

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

Project NO. PG221A11

Dan Lieman

**Supplemental Response:**
See response to frequently stated comments 1, 3, 4.

Alternative 5A Modified is the Selected Alternative and contains: Wilson Bridge Drive at-grade Option A, Kerby Hill Road Interchange Option C, Palmer/Livingston Road Interchange Option Option A, Kerby Hill Road Interchange Option C, Palmer/Livingston Road Interchange Option B, Old Fort Road North Interchange Option C, Fort Washington Road Interchange Option D, Swan Creek Road Interchange Option G, Old Fort Road South Interchange Option C, Farmington Road at-grade Option A and MD 373 at-grade Option A. The proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



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Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mail Stop C-301 - Box 717
Baltimore, MD 21203-0717

Subject: Location and Design Public Hearing, MD210 from I95/I495 to MD228

Project No. PG221A11

June 30, 2001

Enclosed are my comments about the proposed improvements of MD210 between I95/I495 and MD228. I discuss all of the options and alternatives based on the Draft Environmental Impact Statement (DEIS) and the Alternatives Mapping Supplement. I provide detailed opinions about the benefits and disadvantages of every design. I suggest that a pair of ramps be added to all options on Livingston Road north of Swan Creek Road to replace unsafe existing connections to and from southbound MD210. I also mention technical errors in some design descriptions in the DEIS.

As a regular participant in the MD210 Focus Group, several of my earlier ideas have been accepted or modified. I treat the MD210 publications as a new set of designs to be analyzed. I expect the MD210 Focus Group will continue to assist the selection process by viewing and discussing the opinions of the members of the public who provided their comments on the proposed MD210 improvements. Together we will derive highway, interchange, and intersection designs that are the most beneficial to the users of MD210 and its connecting roads. (1)

Thank you for your consideration.

Dan Lieman

Dan Lieman
13216 Park Lane
Fort Washington, MD 20744

See responses to frequently stated comments 1, 3 and 4.

Throughout the MD 210 Project Planning Study process, the design team has met regularly with SHA Project Planning, Administration, Highway Design, Bridge Design, Highway Hydraulics, Environmental Landscaping, Traffic and Safety, and District Right of Way teams. The team have also met regularly with County and local officials, focus group members, community organizations, private citizens and resource agencies to best derive a Selected Alternative that best fits the needs and requirements of all the citizens within the MD 210 study area. As you have noted and as the study has progressed, interchange and at-grade option refinement has been a continual process and will continue as the project continues into final design. (1)
The Selected Alternative currently under consideration represent improvements developed in accordance with design criteria for the purpose of improving traffic flow and safety in an environmentally sensitive manner, while promoting aesthetic quality, community cohesiveness, multi-modal accessibility and bicycle/pedestrian mobility.

DAN LIEMAN

Remarks on
**MD 210 Multi-Modal Study Prince George's County I-95 / I-495 to MD228**
**Draft Environmental Impact Statement (*DEIS*)**
**With Alternatives Mapping Supplement (*Supplement*)**
June 2001

Comments on the Draft Environmental Impact Statement (DEIS):

The Vicinity Map in figure S-1 between DEIS pages S-2 and S-3 has an old map with information prior to its date of December 2000. The western half of MD228 is shown as an undivided highway instead of a divided highway. The presence of four lanes (two lanes east and west) on MD228 is significant for the increasing traffic levels on MD210. The old north-south section of MD228 was renumbered to MD229. The cover of the DEIS uses the same old map. (2)

In paragraphs II.F.2.d, II.F.3.d, and II.F.4.d on pages II-17/18, II-23/24, and II-29/30 of the DEIS, the Option A description for Palmer Road – Livingston Road mentions that a "new access road is proposed behind the existing businesses (displacing one business) in the northeast quadrant". The northeast quadrant relative to the MD210 main intersection has no access road and no displaced business under any option. Option A and Option B have an access street but no displaced business in the southeast quadrant. Option C and Option D have an access street with two separate businesses displaced by the ramp connections in the southeast quadrant. All four options displace two businesses by ramp connections in the southwest quadrant. All four options displace one business in the northwest quadrant with an access road positioned in front of other businesses. The Option A statement above is incorrect. For the Option B description, the statement "but the proposed access road differs by not displacing any businesses" is wrong and the reason given for a front access road ("because there is no proposed ramp in the northwest quadrant") does not apply. For the Option C description, the statement "proposes a grade-separation" and the "proposed access road" sentence apply to all four options. For the Option D description, the statement "proposes a grade-separation" applies to all four options and "the access road is … behind the existing businesses" is incorrect. (3)

In paragraphs II.F.2.g, II.F.3.g, and II.F.4.g on pages II-19/20, II-25/26, and II-31/32 of the DEIS, the Option E description for Swan Creek Road – Livingston Road says "The benefit of this option is the elimination of any movements in the environmentally sensitive southwest quadrant." In an environmental impact statement, it would be appropriate to mention environmental sensitivity for Option B, Option C, and Option D. Also, for Option C and Option D, the two-lane connection between Swan Creek Road and Livingston Road in the northwest quadrant might be an environmental improvement because it simplifies a connection to a hospital. For Option E, the bridge for Livingston Road over MD210 simplifies the hospital connection from east of MD210. (4)

In figures II-2A, II-2B, II-2C, and II-2D after page II-40 of the DEIS, intersection diagrams show turn alternatives from all directions. The diagram for each proposed intersection is discussed below across alternatives and options and pages for comparison.

Wilson Bridge Drive: (Alternative 5A – Capacity Option 1, A5A-CO1) [Option A] A solid line needs to be drawn in the intersection diagram between the right-to-left arrows and the left-to-right arrows to show the closed median. Essentially the same diagram needs to be used for both capacity options of Alternative 5A and Alternative 5C in Option A.

Kerby Hill Road (KHR) – Livingston Road (LR): KHR (A5A-CO1) [Option A-1] The right side of the intersection diagram needs a straight arrow pointing left across the intersection. The oval with the levels of service needs a marker on the left to indicate another branch of the intersection. The resulting intersection and oval diagrams need to be repeated for all KHR alternatives and capacity options in Option A-1. KHR (A5C-CO1) [Option A-2] This option has another intersection at the exit-entrance from southbound MD210. An intersection diagram may be appropriate for all alternatives and capacity options in Option A-2. KHR (A5A&A5B-CO1&CO2) [Option A-2] The oval with the "F(F)" levels of (5)



The cover and Vicinity Map have been updated. (2)

The description in the DEIS incorrectly referred to the "Northeast" quadrant. "Northwest" is the correct reference, and this change has been made to applicable FEIS text. (3)

Numerous refinements have been made to the previously proposed Swan Creek Road interchange options in developing the design of the option associated with the SHA-Selected Alternative. (4)

Mapping included in this document has been updated to reflect the individual proposed interchange/intersection designs associated with the SHA-Selected Alternative at each location. (5)



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service needs to be changed to "A(B)" for consistency. LR (A5A&A5B-CO1&CO2) [Option A-2] This intersection diagram needs to be repeated for all LR alternatives and capacity options in Option A-1 and Option A-2. The one-line ramp diagram for LR needs to be replaced by the two-line version used by all other representations of LR alternatives and capacity options in Option A-1 and A-2. The oval with the "F(F)" levels of service needs to be changed to "B(D)" for consistency. Also, no diagram shows Option A-1 can be used at KHR-LR with either capacity option of Alternative 5C.

Palmer Road (PR) – Livingston Road (LR): PR (A5A-CO2) [Option A] This intersection diagram needs to be repeated for all PR alternatives and capacity options in Option A and Option B. PR (A5A-CO1&CO2) [Option C and Option D] The left traffic lane from the top of the intersection diagram needs a straight-left arrow. The one-line ramp diagram for PR needs to be replaced with a two-line version. The resulting intersection and ramp diagrams need to be repeated for all PR alternatives and capacity options in Option C and Option D. LR (A5A-CO1) [Option A] The left traffic lane from the top of the intersection diagram needs a straight-left arrow. The right traffic lane from the right of the diagram needs a right-only arrow. The resulting diagram needs to be repeated for all LR alternatives and capacity options in Option A and Option D. The oval with the levels of service needs a marker on the left to indicate another branch of the intersection. This marker needs to be placed on level of service ovals for all LR alternatives and capacity options in Option A, Option B, Option C, and Option D. LR (A5A-CO1&CO2) [Option B and Option C] The left traffic lane from the top of the intersection diagram needs a straight-left arrow. The right traffic lane from the top of the diagram needs a straight-right arrow. The left side of the diagram needs a straight arrow pointing left and right-straight-left arrows pointing right. The left traffic lane from the bottom of the diagram needs a straight-left arrow. The right side of the diagram needs a straight arrow pointing left. The resulting diagram needs to be repeated for all LR alternatives and capacity options in Option B and Option C. LR (A5A-CO1&CO2) [Option B, Option C, and Option D] The one-line ramp diagrams for LR need to be replaced with two-line versions and need to be repeated for all LR alternatives and capacity options in Option B, Option C, and Option D. A one-line ramp from southbound MD210 to LR outside the intersection needs to be added for Option D to match LR (A5B&A5C-CO1&CO2) [Option D]. This form of the one-line ramp needs to be copied for all LR alternatives and capacity options in Option A. Also, there is no indication in the text why duplicate PR-LR intersection diagrams within the interchange options have different level of service values for different alternatives or capacity options.

Old Fort Road North: MD210 intersection (A5A-CO1) [Option A] The right traffic lane from the right of the intersection diagram needs a right turn arrow. The right traffic lane going to the right of the diagram needs an acceleration lane. MD210 intersection (A5B-CO1) [Option B] This intersection is bypassed by exits from northbound MD210 and southbound MD210. Ramp lines need to be added outside the oval in the southeast and northwest quadrants. A similar change needs to be made in MD210 intersection (A5C-CO1) [Option B]. East (E) intersection (A5A-CO2) [Option C] The left traffic lane from the bottom of the intersection diagram needs a straight-left arrow. The diagram needs to be copied to E (A5B-CO2) [Option C]. E (A5A&A5B-CO2) [Option D] The left traffic lane from the bottom of the intersection diagram needs a straight-left arrow. The one-line ramp diagram needs to be replaced with a two-line version. The level of service "F(F)" needs to be replaced with something appropriate. The information also applies to E (A5C-CO2) [Option D]. West (W) intersection (A5A-CO2) [Option C] The left traffic lane from the top needs a straight-left arrow. The diagram needs to be copied to W (A5B-CO2 and A5C-CO2) [Option C]. The ramp lines, the level of service oval, and the intersection diagram need to be repeated for W (A5A&A5B-CO2, and A5C-CO2) [Option D].

Fort Washington Road: MD210 intersection (A5A-CO1) [Option A] The right traffic lane going to the left of the diagram needs an acceleration lane. MD210 intersection (A5A-CO1) [Option B] The level of service oval does not specify level of service values. It is probably "F(F)", the same as Option A. East (E) intersection (A5B-CO2) [Option D] In the intersection diagram, the straight arrow from the right needs to be removed and the left traffic lane from the bottom needs to be changed to a straight-left arrow. The right end of the wiggle line in the ramp representation needs to connect to the service road (probably just a stub) instead of northbound MD210. The intersection diagram, the level of service oval, and the ramp diagram need to be copied to E (A5A-CO2 and A5C-CO2) [Option D]. Option D does not show the right in right out intersection at current Fort Washington Road for any of the alternatives.



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Mapping included in this document has been updated to reflect the individual proposed interchange/intersection designs associated with the SHA-Selected Alternative at each location.

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Swan Creek Road (SCR) – Livingston Road (LR): MD210 intersection (A5A-CO1) [Option A] The right traffic lane from the top of the intersection diagram needs a straight-right arrow. The right traffic lane going to the left of the diagram needs an acceleration lane. MD210 intersection (A5C-CO1) [Option B] The right traffic lane going to the left of the intersection diagram needs an acceleration lane. No intersection diagrams are shown for the ramp intersections east and west of the MD210 intersection. Similar intersection diagrams (with double arrow HOV lanes) need to be used for the MD210 intersection (A5B-CO1) [Option B] and its two ramp intersections. Note that the MD210 intersection (A5B-CO1) [Option B] does not have a bridge proposal for the reversible HOV lanes in figure II-42 of the Supplement. Top LR intersection (A5A-CO2) [Option C] This intersection diagram needs to be copied to the top LR (A5B-CO2 and A5C-CO2) [Option C]. Bottom LR intersection (A5C-CO2) [Option C] This intersection diagram needs to be copied to the bottom LR (A5A-CO2 and A5B-CO2) [Option C]. LR intersection (A5B&A5C) [Option D] This intersection needs an intersection diagram. SCR intersection (A5A-CO2) [Option C] The ramp diagram needs a stub to the left. This ramp diagram and intersection diagram need to be copied to SCR (A5B-CO2 and A5C-CO2) [Option C] and SCR (A5B&A5C-CO2) [Option D]. MD210 intersection (A5B&A5C-CO2) [Option D] The level of service oval is positioned as if the intersection is with MD210 rather than on a bridge over MD210. The single HOV ramp connection is drawn as if double northbound and southbound MD210 connection ramps are intended. This special intersection oval should be removed from the mainline MD210 position and placed in an inset with a short line just as an intersection diagram is shown. The Option E interchange based on a Livingston Road bridge is not represented for Capacity Option 2 of Alternative 5A, Alternative 5B, or Alternative 5C. (5)

Old Fort Road South: MD210 intersection (A5A-CO1) [Option A] and MD210 intersection (A5B-CO1, A5C-CO1, and A5A-CO1) [Option B] The right traffic lane going to the right in each intersection diagram needs an acceleration lane. MD210 intersection (A5A-CO1) [Option B] The level of service oval has unspecified "?(?)" values. East (E) intersection (A5A-CO2) [Option C] The left traffic lane from the bottom of the diagram needs to be a straight-left arrow. This diagram needs to be copied to E (A5B-CO2 and A5C-CO2) [Option C]. West (W) intersection (A5B-CO2) [Option C] The left traffic lane from the top of the intersection diagram needs to be a straight-left arrow. This diagram needs to be copied to W (A5A-CO2 and A5C-CO2) [Option C].

Farmington Road: MD210 intersection (A5A-CO1) [Option A] The right traffic lane going to the right in the intersection diagram needs an acceleration lane to match the No-Build Alternative. MD210 intersection (A5A-CO2) [Option B] The right traffic lane going to the right in the intersection diagram needs a right turn arrow instead of a straight arrow. Option B ramp intersections east and west of MD210 are not represented with intersection diagrams.

MD373: MD210 intersection (A5A-CO2) [Option B] Ramp intersections east and west of MD210 are not represented with intersection diagrams. MD210 intersection (A5B-CO1, A5B-CO2, A5C-CO1, and A5C-CO2) [Option B] Ramp intersections east and west of MD210 are not represented with intersection diagrams. These intersections have identical designs. A5B has lower expected traffic than A5C. (A5C-CO1) has the same level of service values as (A5B-CO1) and (A5B-CO2). (A5C-CO2) has a better level of service value than the others.

Comments on High Occupancy Vehicle (HOV) Lanes:

I am against HOV lanes because I believe a proposed Metro rapid transit connection over the Woodrow Wilson Bridge would be more beneficial than HOV lanes connecting only to MD210 HOV lanes. The Metro Purple Line could not reasonably be constructed between Maryland and Virginia without utilizing the bridge lanes designated for HOV. Construction and destruction of HOV lanes and ramps in this area would cost millions of dollars that would delay Metro improvements by decades and be wasted whenever the Purple Line is built. The major Maryland "contribution" to Woodrow Wilson Bridge HOV lanes would be MD210 HOV lanes. I am against MD210 HOV lanes. (6)

Regarding the proposed MD210 HOV lanes, the entire study area is only ten miles. There are no major work sites on MD210. Most proposed improvements to MD210 involve turns, entrances, and exits via the right lane. Potential users of the HOV lanes must cross through three busy general lanes to enter or

The rail decision along the Woodrow Wilson Bridge is being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project and would not be precluded by a decision on MD 210. (6)

leave the HOV lanes on MD210. The proposed HOV intersection for I95/I495 to/from the Woodrow Wilson Bridge would be the first traffic light on MD210 in three to seven miles, depending on which proposed interchanges are built. Nearby, most MD210 traffic would need to stop again at the traffic light where the ramp from southbound I95/I495 turns left onto southbound MD210. This extraneous traffic light would reduce the capacity of the southbound I95/I495 exit to southbound MD210. There is no HOV connection from MD210 to northbound I95/I495 general lanes and no HOV lanes on I95/I495 north of MD210. The proposed HOV ramps for the I295 extension would only connect with general lanes on I295 that are already overburdened with traffic. The only other consideration for accessing the HOV lanes is one proposed ramp for the interchange at Swan Creek Road – Livingston Road. Alternative 5C is proposed as a possibility for most of the study area. With the Alternative 5C concurrent flow HOV lanes, enforcement of HOV lane restrictions would be difficult without blocking the HOV lanes or the general lanes. Alternative 5B with reversible HOV lanes is proposed as a possibility north of Swan Creek Road. The current heights of northbound and southbound roadways of MD210 are different. Alternative 5B slip ramps for the HOV to general lane connections would need to traverse the height change. Another study suggests the use of tolls (also known as "variable prices") in the MD210 HOV lanes. Even if tolls are collected electronically, enforcement requirements would be worse than for HOV alone and there is already no room for enforcement without affecting traffic.

In my opinion, Alternative 5A (no HOV lanes) and no tolls (variable pricing) should be selected. (7)

Comments on the Alternatives Mapping Supplement:

Oxon Hill Road:

The proposed Oxon Hill Road interchange with MD210 is of interest to the same people as those who want information about the other MD210 improvements. Although it is not included in the MD210 study, any diagrams shown the public and decision-makers should have the latest proposals from the Woodrow Wilson Bridge Project. Most of the proposed Oxon Hill Road interchange with MD210 is depicted using onetime proposed designs more than a year out of date. Currently, there is no proposed connection between westbound Oxon Hill Road and southbound I95/I495. Also, the relocation of the bridge for Bald Eagle Road is proposed to be opposite the perpendicular connection between Oxon Hill Road and the MD210 ramps in the southwest quadrant of the interchange. The bridge for Bald Eagle Road will be used for both automobiles and bicycles. These errors are duplicated in figures II-3, II-18, II-33, and II-55 of the Supplement and should be corrected before any final report.

I295 Ramps for MD210 HOV Lanes:

Alternative 5A does not change the I295 interchange because no HOV lanes are included. In figures II-3 and II-18 of the Supplement, the southbound connection of MD210 and the I295 extension derived from the Woodrow Wilson Bridge Project show two lanes from MD210 and two lanes (or maybe three lanes) from the I295 extension. In my opinion Alternative 5A should be selected.

For Alternative 5B and Alternative 5C, two options are proposed for HOV ramps between the I295 extension and MD210. In my opinion, neither option should be built because the HOV lanes should not be built.

In Option A, the ramp from the northbound MD210 HOV lane rises in the median of MD210 and veers left over the southbound MD210 lanes to connect with the general northbound lane of the I295 extension beyond the exit to southbound I95/I495. Also, the southbound I295 extension general lane has a left side ramp that abuts the opposite ramp and veers right to the southbound HOV lane in the median of MD210. In figure II-33 of the Supplement, Alternative 5B Option A mostly has a two-lane ramp that splits into two single lane ramps for the connections to the I295 extension. This would cause bottlenecks at both ends as ramp traffic merges to a single lane before joining the I295 extension on the northern end or MD210 on the southern end. The two-lane part of the ramp should be reduced to one lane until the split at the northern end. In figure II-55 of the Supplement, Alternative 5C Option A mostly has a one-lane ramp that splits into two single lane ramps before joining the I295 extension on the northern end. The concurrent HOV alternative needs two one-way lanes the entire length of the ramp. Both figures show three MD210 general lanes from the I295 extension and two MD210 general lanes that merge to one lane. This change needs to be removed because the left lane merge is just beyond the merge of the proposed ramp from Oxon



Alternative 5A Modified is the SHA-Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. (7)



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Hill Road to southbound MD210. The rightmost MD210 lane should merge instead to form four general lanes.

In Option B, the ramp from the northbound MD210 HOV lane rises in the median of MD210, curves right over the general northbound lanes, veers left to abut the general ramp to northbound I295, and seems to start merging on the left before the right exit to southbound I95/I495. It is very dangerous to connect the northbound ramp to the I295 extension prior to the southbound I95/I495 exit lane without a barrier because some HOV drivers will attempt to exit by crossing all of the I295 extension lanes. Also, the southbound I295 extension general lane has a left side ramp that abuts the opposite ramp, veers right over the southbound and northbound lanes of MD210, and crosses the northbound lanes again prior to merging with the southbound MD210 HOV lane. In figure II-34 of the Supplement, Alternative 5B Option B has one lane at the MD210 end and two single-lane parts for the connections to the I295 extension. This is correct for the reversible HOV land alternative. In figure II-56 of the Supplement, Alternative 5C Option B has the same one lane on the MD210 end and two single-lane parts for the connections to the I295 extension. The concurrent HOV alternative needs two one-way lanes the entire length of the ramp. Both figures show three MD210 general lanes from the I295 extension and two MD210 general lanes that merge to one lane. This change needs to be removed because it is just beyond the merge of the proposed ramp from Oxon Hill Road to southbound MD210. The rightmost MD210 lane should merge instead to form four general lanes.

I prefer the Option A design if HOV ramps are built. Option A traffic does not cross the northbound general lanes while Option B traffic crosses the northbound general lanes twice. Also, the later merge of Option A to northbound I295 compared to Option B prevents dangerous attempts to cross from the left to the right for the exit to southbound I95/I495. Since the Woodrow Wilson Bridge Project study has not yet determined whether HOV lanes or Metro subway tracks will be built, it is possible that MD210 HOV lanes will end at the I295 ramps or just merge with the general MD210 lanes.

Wilson Bridge Drive:

The only option specifies southbound MD210 right turns in and out. The present intersection is eliminated. This is a useful option for MD210 traffic. Currently, there is a bus stop on northbound MD210 at Wilson Bridge Drive. A pedestrian bridge over MD210 will be needed to provide continued bus service.

Between Wilson Bridge Drive and Kerby Hill Road – Livingston Road:

Currently, the service road adjacent to southbound MD210 serves two houses and provides a few parking spaces for their owners and guests. Figures II-5, II-20, II-36, and II-58 of the Supplement show a widened two-way service road. The service road has a new connection to the parking lot of the Brookside Park Apartments. Since the intersection at Wilson Bridge Drive with northbound MD210 was removed, this design would enable access to the apartment community from the south by residents, guests, emergency vehicles, and delivery vehicles. The extra traffic may prevent all parking for the houses. I suggest that changing the service road to one-way northbound could provide the same access plus limited parking for the houses. Wilson Bridge Drive would be used as the exit to southbound MD210. An easement to allow cars and other vehicles serving the houses to use the parking lot roadway may be required.

Currently, there is a bus stop on northbound MD210 opposite the Wilson Towers Apartments. A pedestrian bridge over MD210 will be needed to provide continued bus service. (8)

Kerby Hill Road – Livingston Road:

Two slightly different options are proposed for interchanges at MD210 and the Kerby Hill Road – Livingston Road connection. Option A-1 is shown in figures II-5, II-20, and II-36 of the Supplement. Figure II-58 has Option A-2. Both options are complete interchanges allowing all combinations of turns and both can be used with Alternatives 5A, 5B, and 5C. A pedestrian crossing is needed on the bridge over MD210. The bridge should be built to allow four general lanes on MD210 if the lanes are not built initially. Near Livingston Road east of MD210, both options are the same. Option A-1 connects the western end of the bridge at Kerby Hill Road with two apartment complexes north of the interchange. A traffic light is likely at this intersection for both Option A-1 and Option A-2 connections. Option A-2 connects the southbound MD210 exit-entrance ramps to the two apartment complexes. The minimal visibility of a sharp intersection of two roadways leaving tunnels would require an extra traffic light and retain continual danger of right turn on red. (9)

Proposed pedestrian overpass concepts were dropped from the study due to responses received from transportation agencies and residents for reasons such as cost, operations and aesthetics. (8)

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373. (9)

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

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

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



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Under either option, access for the gas station will be a traffic problem. The gas station property currently has one entrance/exit on Kerby Hill Road and two entrances/exits on a stub of the MD210 service road. These entrances/exits will be located on the common ramp of the southbound MD210 entrance/exit and the southbound MD210 entrance ramp itself. I suggest that a right turn in/out be permitted from/to the southbound MD210 entrance. The common ramp can accept right and left turns to/from the gas station. Some cars will need to make a U-turn inside the gas station property. Possibly, the gasoline entrance for the combination gas station and convenience store should be from the southbound MD210 entrance ramp and the exit should be on the common ramp, currently called Kerby Hill Road. It may be necessary for the southbound MD210 entrance ramp to have an opposing lane for the segment adjacent to the service station. The turn situation would be more complicated with Option A-2.

In my opinion, Option A-1 should be selected.

Currently, there are bus stops on southbound and northbound MD210 near the intersection for Kerby Hill Road – Livingston Road. Since pedestrian sidewalks are proposed for the bridge over MD210, staircases from the bridge down to southbound and northbound MD210 bus stops will be needed to provide continued bus service. Possibly, a pedestrian bridge is needed near the Wilson Towers Apartments. (8)

Between Kerby Hill Road – Livingston Road and Palmer Road – Livingston Road:

This area is illustrated in figures II-5/6, II-20/21, II-36/37, and II-58/59 of the Supplement.

The farm property west of MD210 between Kerby Hill Road – Livingston Road and Palmer Road – Livingston Road will probably be developed. The farm used a gravel driveway connection directly to southbound MD210. As shown near the match lines of the figures, a gravel driveway is located near the business. Left and right turns were allowed to/from northbound MD210. During improvements on MD210, the crossover will be closed and right turns for a gravel driveway will not be appropriate. At the old gravel driveway, right in and right out turns from/to southbound MD210 would be needed for any development. The developer should provide internal roadways for the property. For multiple properties with different owners, a state-supplied service road may be required, preferably behind the trees. A narrow dirt path near Henson Creek Stream Valley Park should not become an excuse for another right in/out intersection on MD210 near the Palmer Road – Livingston Road interchange. (9)

Currently, there are northbound and southbound bus stops on the two-way service road east of MD210. There are MD210 crossovers at the southern end of the service road and near the middle of the service road. The MD210 crossovers will be closed and the southern end of the service road will lose its connection with northbound MD210. New northbound MD210 and southbound MD210 bus stops will be needed. A pedestrian bridge over MD210 would be needed to provide continued bus service. Possibly, the southern end of the service road could be made one-way northbound from a connection to the Option A-B ramp from Palmer Road to northbound MD210. Option C-D could have a direct connection from northbound MD210. (This could be a standard exit since no reverse traffic would be allowed.) The southbound direction on the service road should terminate at an entrance to a future development area to support the local residents. The northern end of the service road has no highway outlet. A ramp to northbound MD210 is possible at the northern end of the service road but the driveway to the last house must be moved across its yard for safety. If the SHA builds ramps on the northern and southern ends, it may be useful to close the MD210 connection at the middle of the service road. Figures II-36/37 and II-58/59 add a small loop at the middle connection to facilitate turns from northbound MD210 to the southbound service road. If you keep the middle connection, I suggest an acceleration lane be added to northbound MD210 to allow entering cars to merge more easily into traffic.

Palmer Road - Livingston Road:

This area is illustrated in figures II-6/7, II-21/22, II-37/38, and II-59/60 of the Supplement.

Four interchange options are proposed to replace this intersection. All options are complete interchanges. The bridge structure over MD210 between Palmer Road and Livingston Road is the same for all four options. All options have the same Livingston Road ramp to southbound MD210. A pedestrian crossing is needed on the bridge. The bridge should be built to allow four general lanes on MD210 if the lanes are not built initially. All options need a traffic light to control left turns from southbound Livingston Road to the ramp to southbound MD210, from the new street connecting businesses closest to the bridge to northbound Livingston Road, and from northbound Livingston Road to the new street. The traffic light will also allow crossovers from the new street to the ramp to southbound MD210. One business must be removed to allow for construction of the new street. The building for the business needs to be relocated on





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the property to utilize the open space for the Fort Washington Golf Range. A 100-year flood plain may preclude the use of the large property for other businesses. This land might be available for a wetland mitigation site if the building cannot be rebuilt on the site.

Option A and Option B both have the same diamond ramp design east of MD210. Left turns are allowed from the ramp from northbound MD210 to westbound Palmer Road and from eastbound Palmer Road to the ramp for northbound MD210. Option C and Option D have one diamond ramp and one loop ramp east of MD210. The diamond ramp from northbound MD210 allows left turns to westbound Palmer Road. Left turns are allowed from westbound Palmer Road to the loop ramp to northbound MD210. Two residences are removed by Option C-D and are not removed by Option A-B. A traffic light will be needed at the Palmer Road intersection with the ramps under both Option A-B and Option C-D. The main benefit of Option C-D is the possible reduction in wetland effects compared to the construction of Option A-B. This may override any other conditions affecting the design. The ramp to northbound MD210 for Option A-B could also connect to the southern end of the service road. For Option C-D, northbound MD210 could have an exit to the southern end of the service road. Otherwise, differences in traffic counts for right and left turns might be used to distinguish the two designs.

Option A and Option D both have the same ramp design west of MD210. A ramp from southbound MD210 to southbound Livingston Road provides access to the business area on Livingston Road. Another ramp from southbound MD210 allows right turns to northbound Livingston Road and eastbound Palmer Road.

Option B and Option C have the same ramp design west of MD210. A three-lane ramp from southbound MD210 allows right turns to northbound Livingston Road and eastbound Palmer Road and left turns to southbound Livingston Road. The center lane should also cross the intersection to the new street. The traffic light will be needed to control these crossovers and left turns in addition to other movements. The SHA needs to determine whether the storage capacity of this exit from southbound MD210 is sufficient to keep the ramp from southbound MD210 from backing up to the mainline MD210 while vehicles wait for a green traffic light at Livingston Road. Currently, the left turn lane from southbound MD210 to eastbound Palmer Road is very long. The dual MD210 exits of Option A-D seem to provide extra storage capacity. Option A-D and Option B-C both allow right-turn-on-red-after-stop for turns to northbound Livingston Road.

I believe Option A provides the best combination of conditions east and west of MD210. Option D is best if wetland considerations cause the removal of Option A.

Old Fort Road North:

Three intersection options and two interchange options are proposed for Old Fort Road North. Two different intersection options are called "Option B". All options remove the Old Palmer Road intersection with Old Fort Road North and provide new connections from Old Palmer Road to local streets. The bridge for interchange options should be built to allow four general lanes on MD210 if the lanes are not built initially.

In figure II-8 of the Supplement, Option A widens the intersection for Alternative 5A. It cannot be used with HOV lanes. Four traffic lanes are proposed each way on MD210 south of Old Fort Road North. This lowest cost option also has the shortest useful life span of the four options. A traffic light continues to be needed on MD210. Left turns are allowed in all directions. Red light backups will grow on MD210. Option A can be used to increase the intersection capacity somewhat until an interchange is needed. Since the MD210 study is intended for 20-year capacity needs, an interchange requirement is likely before the 20-year boundary. Figure II-2A of the DEIS shows an unacceptable "F(F)" level of service for Option A.

In figure II-39 of the Supplement, one Option B widens the intersection and includes an overpass for MD210 HOV lanes. A traffic light continues to be needed for MD210 general lanes. Left turns are allowed from eastbound/westbound Old Fort Road North to MD210. Indirect left turns are allowed from the right lane of northbound/southbound MD210 to Old Fort Road North. Traffic lights may be needed at the two ramps from MD210. They should be coordinated with the traffic lights at MD210. Acceleration lanes are needed for southbound MD210 and northbound MD210 at the right turns from Old Fort Road North. Red light backups are likely to grow on MD210 unless the use of HOV lanes significantly reduces traffic in the general lanes. The extra width of MD210 caused by the HOV lanes would reduce the crossover capacity of Old Fort Road North in both directions. The HOV overpass for Option B can increase the intersection capacity somewhat for MD210, but it cannot be replaced easily when an





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interchange is needed. Figure II-2B of the DEIS shows an unacceptable "F(F)" level of service for this Option B.

In figure II-61 of the Supplement, another Option B widens the intersection. It is possible an overpass was intended for MD210 HOV lanes to match the first Option B. A traffic light continues to be needed for MD210 general lanes. Left turns are allowed from eastbound/westbound Old Fort Road North to MD210. Indirect left turns are allowed from the right lane of northbound/southbound MD210 to Old Fort Road North. Traffic lights may be needed at the two ramps from MD210. They should be coordinated with the traffic lights at MD210. Longer acceleration lanes are needed for southbound MD210 and northbound MD210 at the right turns from Old Fort Road North. Red light backups are likely to grow on MD210 unless the use of HOV lanes significantly reduces traffic in the general lanes. The extra width of MD210 caused by the HOV lanes would reduce the crossover capacity of Old Fort Road North in both directions. This Option B can increase the intersection capacity somewhat for MD210 only if an HOV overpass is built, but it cannot be replaced easily when an interchange is needed. Figure II-2C of the DEIS shows an unacceptable "F(F)" level of service for this Option B.

In figures II-23 and II-44 of the Supplement, Option C replaces the intersection with a diamond interchange. Option C is a complete interchange. Traffic lights will be needed at the ramp intersections with Old Fort Road North. The proposed bridge over MD210 realigns Old Fort Road North to the south. Two residences are removed in the southeast quadrant and one residence is removed in the southwest quadrant. Option C widens Old Fort Road North to its intersection with Livingston Road. Westbound Old Fort Road North should have a left turn light at Livingston Road.

In figures II-23 and II-44 of the Supplement, Option D replaces the intersection with a diamond interchange west of MD210 and one diamond ramp plus one loop ramp east of MD210. Option D is a complete interchange. Traffic lights will be needed at the ramp intersections with Old Fort Road North. The proposed bridge over MD210 realigns Old Fort Road North to the south. One residence is removed in the northeast quadrant and one residence is removed in the southwest quadrant. Option D widens Old Fort Road North to its intersection with Livingston Road. Westbound Old Fort Road should have a left turn light on Livingston Road.

Old Fort Road will need an interchange within twenty years. Traffic counts should determine whether Option C or Option D should be selected. Traffic for the shopping center in the northwest quadrant may result in the selection of Option D.

Fort Washington Road:

One interchange option and four intersection options are proposed for Fort Washington Road. Two intersection options are called "Option C". The bridge for the interchange option should be built to allow four lanes on MD210 if the lanes are not built initially.

Figure II-9 of the Supplement shows that both Option A and Option B would widen the MD210 intersection and the T intersection with the service road east of MD210. In Option B, a northbound segment is added to the service road to connect as a ramp with northbound MD210. Neither Option A nor Option B can be used with HOV lanes. Four traffic lanes are proposed each way on MD210. These low cost options have shorter useful life spans than Option D. (Both versions of Option C are incomplete designs and should not be selected.) For Option A and Option B, traffic lights continue to be needed on MD210. For Option A, left turns and right turns are allowed in all directions at both MD210 and the service road. For Option B, all left turns and most right turns are allowed. For Option B, service road left-right or right-right turns to northbound MD210 are replaced with the ramp connection. For both options, red light backups will grow on MD210. Either Option A or Option B can be used to increase the intersection capacity somewhat until an interchange is needed. Since the MD210 study is intended for 20-year capacity needs, an interchange requirement is likely before the 20-year boundary. For the intersection option, I prefer Option B because it would somewhat reduce the congestion at the T intersection with the service road. Figure II-2A of the DEIS shows an unacceptable "F(F)" level of service for Option A. Figure II-2D of the DEIS shows an unspecified "?(?)" level of service for Option B. The Option B level of service is probably unacceptable "F(F)", the same as Option A.

Two versions of Option C try to widen the MD210 intersection and the T intersection with the service road east of MD210. In figure II-40 of the Supplement, one Option C includes an overpass for MD210 HOV lanes. In figure II-62, a slightly different Option C does not include an overpass for MD210 HOV lanes. Neither Option C design should be selected because each is incomplete. They do not provide all combinations of turns. Traffic lights would continue to be needed for MD210 general lanes. Left turns





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are allowed from Fort Washington Road and the stub of Fort Washington Road to MD210. An indirect left turn is allowed from the right lane of southbound MD210 to the stub of Fort Washington Road and the service road. NO direct or indirect left turn is allowed from northbound MD210 to westbound Fort Washington Road. Red light backups are likely to grow on MD210 unless the use of HOV lanes significantly reduces traffic in the general lanes. Option C with an HOV overpass may increase the intersection capacity, but the loss of a turn cannot be fixed until an interchange is built. However, Option C with the HOV overpass cannot easily be replaced when an interchange is needed. The extra width of MD210 caused by the HOV lanes would reduce the crossover capacity of Fort Washington Road in both directions. Figures II-2B and II-2C of the DEIS show an unacceptable "F(F)" level of service for both versions of Option C.

Figures II-24, II-45, and II-67 of the Supplement show that Option D replaces the full Fort Washington Road intersection with an interchange and modified intersection. The intersection of Fort Washington Road continues to allow right turns from and to southbound MD210. Crossovers and left turns are removed from the intersection. A new connector road to Fort Washington Road is proposed oorth of the current Fort Washington Road. The connector road has most of the actual interchange with MD210. The connector road starts at Livingston Road west of MD210, crosses over MD210 on a bridge, and ends as an extension of the service road east of MD210. One residence and one business are removed by the construction of the connector road. A short street joins the connector to business Fort Washington Road. Southbound MD210 has a ramp to the westbound connector road. The ramp has a left branch with a left turn to the eastbound connector road and a crossover to a two-way service road used for a shopping center west of MD210 and businesses on Fort Washington Road. Northbound MD210 has diamond ramps to and from the connector road. Traffic lights may be needed at the intersection of the connector road with these ramps for northbound MD210. Northbound traffic on the two-way service road east of MD210 can turn right to the ramp to northbound MD210, can cross the connector bridge to westbound Fort Washington Road, and can turn left to the service road west of MD210 to use the shopping center. Either the service road west of MD210 or the street to business Fort Washington Road can be used to reach southbound MD210. Traffic lights may be needed at the connector road and the service road west of MD210. Just east of Livingston Road, Fort Washington Road has three lanes, including eastbound and westbound directions. At Livingston Road, westbound Fort Washington Road should have two lanes (one lane should be used for left turns onto southbound Livingston Road) and eastbound traffic should have one lane. Approaching the split for the connector road, eastbound Fort Washington Road should have two lanes and westbound traffic should have one lane.

I prefer interchange Option D for Fort Washington Road.

Between Fort Washington Road and Swan Creek Road – Livingston Road:

Figures II-26A, II-48A, and II-70A of the Supplement show a ramp from southbound MD210 to Livingston Road near the post office. A similar ramp should be added from Livingston Road to southbound MD210. This combination of ramps would allow right turns in and right turns out and would operate like the proposed right in and right out ramps between northbound MD210 and Livingston Road southeast of Swan Creek Road. The ramps to and from southbound MD210 would service the post office, the hospital, and businesses on Livingston Road. I suggest these ramps be built to replace the tiny right in and right out connection between MD210 and Livingston Road for any chosen alternative (5A, 5B, or 5C), either capacity option (1 or 2), and any design option (A, B, C, D, or E). The tiny connection in figures II-11, II-26, II-42, II-47, II-48, II-64, II-69, and II-70 of the Supplement is dangerous because it has no storage space for cars and has no acceleration lane onto southbound MD210 after requiring each car to stop. The location of the new ramp would also increase the distance to the exit at Swan Creek Road.

Swan Creek Road – Livingston Road:

Two intersection options and three interchange options are proposed for this location. Options A, B, C, and D allow southbound MD210 right turns to/from Livingston Road west of MD210. (A safer relocation of this function is suggested above.) The bridge for all interchange options should be built to allow four lanes on MD210 if the lanes are not built initially.

In figure II-11 of the Supplement, Option A widens the intersection. It cannot be used with HOV lanes. Four traffic lanes are proposed each way on MD210. This lowest cost option also has the shortest useful life span of the five options. Traffic lights continue to be needed on MD210. Left turns are allowed in all directions. Red light backups will grow on MD210. The current U-right turn combination (almost a





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left turn) from eastbound Swan Creek Road to northbound Livingston Road west of MD210 is not shown. This unusual turn is used to access the nearby hospital. (Its only alternative path is through the shopping center parking lot.) Option A can be used to increase the intersection capacity somewhat until an interchange is needed. Since the MD210 study is intended for 20-year capacity needs, an interchange requirement is likely before the 20-year boundary. Figure II-2A of the DEIS shows a limit of acceptable delay "E(E)" level of service for Option A.

In figures II-42 and II-64, Option B widens the intersection and provides indirect left/right turns from MD210 for HOV Alternatives 5B and 5C. A traffic light continues to be needed for MD210 general lanes. Left turns are allowed from eastbound Swan Creek Road to northbound MD210 and from northbound/westbound Livingston Road to southbound MD210. The direct right turns from southbound MD210 to westbound Swan Creek Road and from northbound MD210 to eastbound/southbound Livingston Road are probably removed. The current U-right turn combination (almost a left turn) from eastbound Swan Creek Road to northbound Livingston Road west of MD210 is not shown. This unusual turn is used to access the nearby hospital. (Its only alternative path is through the shopping center parking lot.) An indirect left turn is allowed from the right lane of southbound MD210 to Swan Creek Road and from northbound MD210 to Livingston Road. Traffic lights may be needed at the two ramps from MD210. They should be coordinated with the traffic lights at MD210. A ramp from Swan Creek Road to southbound MD210 is included. A longer acceleration lane is needed for northbound MD210 at the right turn from Livingston Road east of MD210. Red light backups will grow on MD210. The extra width of MD210 caused by the HOV lanes would reduce the crossover capacity of Swan Creek Road – Livingston Road in both directions. The Option B ramps in the southwest quadrant may not be allowed because of wetland restrictions. This would remove intersection options for HOV lanes. If Option B is permitted, it could be used to increase the intersection capacity until an interchange is needed. Since the MD210 study is intended for 20-year capacity needs, an interchange requirement is likely before the 20-year boundary. Figures II-2B and II-2C of the DEIS show an unacceptable "E(F)" PM level of service for Option B.

In figures II-26, II-47, II-48, II-69, and II-70 of the Supplement, Option C and Option D interchanges replace the intersection. Both interchanges allow all combinations of turns. These options are identical west of MD210 and are similar east of MD210. Right and left turns are allowed at each ramp. Traffic lights will be needed at the ramp intersection with Swan Creek Road. For Option C, traffic lights may not be needed at the single ramp intersections with Livingston Road east of MD210. For Option D, traffic lights will be needed at the dual ramp intersections with Livingston Road east of MD210. For both options, the current U-right turn combination (almost a left turn) from eastbound Swan Creek Road to northbound Livingston Road west of MD210 is removed. A Swan Creek Road service road connects with Livingston Road west of MD210 to access the nearby hospital and other businesses. East of MD210, Option C realigns the service road next to a new ramp to northbound MD210. Option D has a ramp to northbound MD210 at a Livingston Road location slightly to the south. Option D includes a median ramp between the MD210 HOV lanes and the bridge over MD210. This HOV ramp can also be built with Option C. Since a commuter parking lot is located on Swan Creek Road, primary access to the northbound HOV ramp will be a left turn from eastbound Swan Creek Road. The curve of the bridge and its walls may limit visibility. Traffic lights may be needed on the bridge. The median ramp for Option D is drawn adjacent to the southbound lanes of MD210 for Alternative 5B reversible HOV lanes and between the HOV lanes for Alternative 5C concurrent HOV lanes. In the absence of HOV lanes, the Option D right in right out connection between MD210 and Livingston Road could be useful even without a bridge connection to HOV lanes. The Option C and Option D ramps in the southwest quadrant may not be allowed because of wetland restrictions. This would remove interchange Option C and Option D from consideration.

In figures II-26, II-48, and II-70 of the Supplement, Option E replaces the Swan Creek Road – Livingston Road intersection with a MD210 interchange on Livingston Road and a right in right out connection at Swan Creek Road. An improved acceleration lane from eastbound Swan Creek Road to southbound MD210 seems to be needed. With Option E, Livingston Road has a bridge over MD210. One gas station is removed at the north end of the bridge. A nearby business labeled "gas station" was a tire dealer that is now closed. Swan Creek Road no longer has a direct connection to Livingston Road, but has an indirect connection around the back of the shopping center. There may be more traffic eastbound on Swan Creek Road approaching MD210 than southbound on Livingston Road approaching MD210. The proper capacity for the road behind the shopping center (including HOV vehicles, trucks, and other delivery vehicles) needs to be determined. With the completion of the right in right out ramps between southbound MD210 and Livingston Road north of the post office, Option E is a full interchange. Access to the hospital



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from Livingston Road east of MD210 will be improved. Access to the hospital from Swan Creek Road may be either through the shopping center, as it often is now, or via the road behind the shopping center. (I cannot judge the relative speed of the two directions.) Vehicles may enter or leave the shopping center in three Swan Creek Road driveways or a northeast driveway near Livingston Road. With Option E, there is no construction in the southwest quadrant of MD210 and Swan Creek Road. There should be no wetland restrictions for this option.

I believe Option E will be the preferred interchange. Option C and Option D are equivalent if wetland considerations do not remove them from consideration.

Old Fort Road South:

Two intersection options and one interchange option are proposed for Old Fort Road South. The bridge for the interchange option should be built to allow four lanes on MD210 if the lanes are not built initially.

In figure II-12 of the Supplement, Option A widens the intersection. It cannot be used with HOV lanes. Four traffic lanes are proposed each way on MD210 north of Old Fort Road South. This lowest cost option also has the shortest useful life span of the three options. Traffic lights continue to be needed on MD210. Left turns are allowed in all directions. Red light backups will grow on MD210. The right turn ramp from westbound Old Fort Road South to northbound MD210 is already built. An acceleration lane is needed on southbound MD210 for the right turn from eastbound Old Fort Road South. Option A can be used to increase the intersection capacity somewhat until an interchange is needed. Since the MD210 study is intended for 20-year capacity needs, an interchange requirement is likely before the 20-year boundary. Figure II-2A of the DEIS shows an unacceptable "E(F)" PM level of service for Option A.

In figures II-43 and II-65 of the Supplement, Option B widens the intersection and includes some indirect left turns for HOV Alternative 5C. Alternative 5B was included for a complete mapping plan since only concurrent HOV lanes are proposed Swan Creek Road to MD373. Traffic lights continue to be needed for MD210 general lanes. Left turns are allowed from eastbound/westbound Old Fort Road South to MD210. Indirect left turns are allowed from the right lane of northbound/southbound MD210 to Old Fort Road South. Traffic lights may be needed at the ramp from southbound MD210. They should be coordinated with the traffic lights at MD210. An acceleration lane is needed on southbound MD210 for the right turn from eastbound Old Fort Road South. Red light backups will grow on MD210. The extra width of MD210 caused by the HOV lanes would reduce the crossover capacity of Fort Road South in both directions. Option B might increase the intersection capacity of MD210 somewhat. Since the MD210 study is intended for 20-year capacity needs, an interchange requirement is likely before the 20-year boundary. Figures II-2B and II-2C of the DEIS show unacceptable "E(F)" and "F(F)" levels of service for Option B. Figure II-2D of the DEIS shows does not specify a level of service for Option B with Alternative 5A, no HOV lanes.

In figures II-27, II-49, and II-71 of the Supplement, Option C replaces the intersection with a diamond interchange for Alternatives 5A and 5C. Alternative 5B was included for a complete mapping plan since only concurrent HOV lanes are proposed Swan Creek Road to MD373. Right and left turns are allowed at each ramp. The ramp in the southwest quadrant has two-way traffic to support nearby residences. Traffic lights will be needed at the ramp intersection west of MD210 and possibly east of MD210. An unused gas station is removed in the southeast quadrant.

I prefer interchange Option C for Old Fort Road South.

Between Old Fort Road South and Farmington Road:

Figures II-14, II-29, II-51, and II-73 of the Supplement show an unlabeled street called "The Mall" which currently has a T intersection with MD210 that allows left turns across the median of MD210. The proposal for MD210 removes the crossover and specifies northbound MD210 right turns in and out. This is useful for MD210 traffic. Direct or indirect U-turns will be provided at Old Fort Road South and Farmington Road.

Farmington Road:

Two intersection options are proposed for Farmington Road.

In figure II-15 of the Supplement, Option A widens the intersection. It cannot be used with HOV lanes. Traffic lights continue to be needed on MD210. Left turns are allowed in all directions. Red light backups will grow on MD210. Option A can be used to increase the intersection capacity somewhat until

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an interchange is needed. The MD210 study is intended for 20-year capacity needs. An interchange may be needed after the 20-year boundary. Figure II-2A of the DEIS shows an acceptable "C(D)" level of service for Option A.

In figures II-30, II-52, and II-74 of the Supplement, Option B widens the intersection and includes some indirect left turns. Option B can be used with Alternative 5A or Alternative 5C. Alternative 5B was included for a complete mapping plan since only concurrent HOV lanes are proposed Swan Creek Road to MD373. Traffic lights continue to be needed for MD210. Left turns are allowed from eastbound/westbound Farmington Road to MD210. Indirect left turns are allowed from the right lane of northbound/southbound MD210 to Farmington Road. Traffic lights may be needed at the ramps for MD210. Red light backups will grow on MD210. Option B can increase the intersection capacity somewhat. The MD210 study is intended for 20-year capacity needs. An interchange may be needed after the 20-year boundary. Figure II-2A of the DEIS shows an acceptable "C(D)" level of service for Option B without HOV lanes. Figures II-2B and II-2C of the DEIS show a limit of acceptable delay "D(E)" PM level of service for Option B with HOV lanes.

I prefer Option B without HOV lanes for Farmington Road.

MD373:

Two intersection options are proposed for MD373.

In figure II-17 of the Supplement, Option A widens the intersection. Option A cannot be used with HOV lanes. Traffic lights continue to be needed on MD210. Left turns are allowed in all directions. Red light backups will grow on MD210. Option A can be used to increase the intersection capacity somewhat until an interchange is needed. The MD210 study is intended for 20-year capacity needs. An interchange may be needed after the 20-year boundary. Figure II-2A of the DEIS shows an acceptable "D(D)" level of service for Option A.

In figures II-32, II-54, and II-76 of the Supplement, Option B widens the intersection and includes some indirect left turns. Option B can be used with Alternative 5A or Alternative 5C. Alternative 5B was included for a complete mapping plan since only concurrent HOV lanes are proposed Swan Creek Road to MD373. Traffic lights continue to be needed for MD210. Left turns are allowed from eastbound/westbound MD373 to MD210. Indirect left turns are allowed from the right lane of northbound/southbound MD210 to MD373. Traffic lights may be needed at the ramps for MD210. They will need coordination with the MD210 traffic light. Red light backups will grow on MD210. Option B can increase the intersection capacity somewhat until an interchange is needed. The MD210 study is intended for 20-year capacity needs. An interchange may be needed after the 20-year boundary. Figure II-2A of the DEIS shows an acceptable "D(D)" level of service for Option B without HOV lanes. Figure II-2B and II-2C of the DEIS show a limit of acceptable delay "D(E)" PM level of service for Option B with HOV lanes.

I prefer Option B without HOV lanes for MD373.

MD228:

No improvement options are proposed for the T intersection of MD228 with MD210. MD228 is the busiest intersecting road on MD210 south of Oxon Hill Road (MD414) and the traffic is growing from the extensive development in Charles County. Substantial widening of the intersection was completed in 2000. Red light backups will grow on both MD210 and MD228. The MD210 study is intended for 20-year capacity needs. An interchange requirement is almost certain before the 20-year boundary.



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John Massey
16225 Livingston Road
Accokeek, MD 20607

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

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

Dear Mr. Atkins,

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

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

John Massey

Accokeek, MD



John Massey

**Supplemental Response:**
See response to frequently stated comments 1, 2, 4.

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

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME John Massey DATE 6/21/01

ADDRESS 16225 LIVINGSTON RD

CITY ACCOKEEK STATE MD ZIP 20607

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

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

☑ 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 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name: Thomas Mays  Date: 6-27-01
Address: 12305 Proximire Drive
City/Town: Ft. Washington  State: MD  Zip Code: 20744-5236

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [ ]  2.) Barrier Separated HOV [ ]  3.) Concurrent Flow HOV [X]

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

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

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

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

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

1.) yes [X]  2.) no [ ]

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

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

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

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

Project NO. PG221A11

Thomas Mays

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

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

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

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

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



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## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
Name Arlene Munsick Date 6/23/01
Address 7903 Indian Head Hgh #408
City/Town Oxon Hill State Md Zip Code 20745

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☒ 2.) no ☐

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

I live at Wilson Towers, as a Senior Citizen, I would have to leave the area, the highway is very congested & dangerous to travel. There would be too much disruption, travel delays, & business places would be heavily impacted. (1)

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

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

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

Project NO. PG221A11

Arlene Munsick

**Supplemental Response:**
See response to frequently stated comment 1.

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

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. (1)

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

## MD 210 Project Planning Study Comment Form

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

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

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

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

Project NO. PG221A11

John Nolan

**Supplemental Response:**
See response to frequently stated comment 1.

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

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## MD 210 Project Planning Study Comment Form

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

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

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

"None of the Above"!

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

(2) This was the recommendation which came out of each of the several planning charrettes for Accokeek!

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

[X] Please add my/our name(s) to the Mailing List

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

Please listen to the Community this time!

Project NO. PG221A11

Scott Odell
301 283-2046

Scott and Dorothy H. Odell

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

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

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

## MD 210 Project Planning Study Comment Form

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

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

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HDV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

[X] Please add my/our name(s) to the Mailing List

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

Project NO. PG221A11

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## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**

Name: Robert B. Patterson  Date: 6-19-01

Address: 1204 Van Buren Dr.

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

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [✓]  2.) Barrier Separated HOV [ ]  3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [✓]  2.) no [ ]

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

PLEASE ADD AS MANY 3/4 OR PASSES & ELIMINATE TRAFFIC LIGHTS AS POSSIBLE

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

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

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

Project NO. PG221A11

Robert B. Patterson

**Supplemental Response:**
See response to frequently stated comments 1, 3.

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

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

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

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

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

# MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name: Shirley A. Pearson Date: 6/24/01
Address: 536 Wilson Bridge Drive #1
City/Town: Oxon Hill State: Md Zip Code: 20745

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

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

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

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

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

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

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

1.) yes ☐ 2.) no ☒

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

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

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

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

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

Project NO. PG221A11

Shirley A. Pearson

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

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

## MD 210 Project Planning Study Comment Form

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

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

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

1.) NO HOV [ ] 2.) Barrier Separated HOV [X] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [X] 2.) no [ ]

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

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

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

[X] Please add my/our name(s) to the Mailing List

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

Project NO. PG221A11

Russell L Peterson

**Supplemental Response:**
See response to frequently stated comment 3.

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

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

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

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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

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

PLEASE PRINT

NAME EDWARD W PICKERING DATE 29 JUNE 2001

ADDRESS 1100 MONTEZUMA DRIVE / (301) 567-0639

CITY FORT WASHINGTON STATE MD ZIP 20744

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

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

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

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

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

PAGE 1 OF 22

Edward W. Pickering

**Supplemental Response:**
See response to frequently stated comments 1, 2, 3 and 4.

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



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YEARS TO BUILD THIS, AND IS NOW POSSIBLY BEYOND ECONOMIC REACH. THE GREEN LINE SHOULD BE EXTENDED TO AT LEAST WALDORF MD. A PURPLE LINE AROUND THE BELTWAY COULD BE A COMMUTER ASSISTANCE ROUTE. (1)

6. I OPPOSE HOV.

7. I BELIEVE ANY CONSTRUCTION PROJECT SHOULD ACCOUNT FOR THE BEST INTEREST OF THE MAJORITY OF ALL OF US. (2)

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

B. MAKE BETTER USE OF THE PAVEMENT.

C. IMPROVE EMERGENCY VEHICLE ACCESS WHEN ACCIDENTS OCCUR.

D. DESIGN TO MEET THE NEXT 50 YEARS NOW.

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

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

(3) The S-Curve project made Route 210 a Major commuter coorridor. It now needs to prepare to carry unprecedented

2 of 22

The rail decision along the Woodrow Wilson Bridge is being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project, and would not be precluded by a decision on MD 210. Access to the Branch Avenue Metro station (current terminus of the Green Line) from Waldorf is being addressed as part of the separate MD 5/US 301 SHA project planning study. (1)

Since the MD 210 Multi-Modal Study began in the fall of 1997, the Maryland State Highway Administration has studied many concepts to address the increasingly severe and frequent traffic congestion along this 10-mile long segment of MD 210. Many concepts have been studied and dropped from consideration because of constraints imposed by existing horizontal and vertical conditions, the feasibility of complying with design criteria specifying geometric parameters and traffic and safety constraints. Proposed roadway typical sections have been developed in accordance with the design speeds and roadway segment functions, and were obtained from American Association of State Highway and Transportation Officials' (AASHTO's) Geometric Design of Highways and Streets supplemented by applicable SHA policies and directives. The design criteria for MD 210 cross roads specifies a design speed of 40 mph, a maximum degree of curvature of 10 00' and a maximum vertical grade of 6 percent, generally. The minimum vertical clearance required at grade-separated crossings of MD 210 is 23 feet. The design criteria for closed section interchange ramps, specifies for single lane outer ramps, a design speed of 50 mph, a maximum degree of curve of 7 30' and a maximum vertical grade of 5 percent, generally. Compliance with these design criteria precludes the use of many, if not all, of your conceptual designs. Several of the suggestions have been considered in some form. (2)

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

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



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7. D. (3) traffic.

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

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

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

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

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



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

A. The center wall is an obstruction to all.

B. All Southbound Traffic halted for hours.

Comment: Do we want future Interstate designs to back traffic up to Baltimore City. If the people of our time (2001-2010) don't get this traffic problem solved, the future will be messy.

12. Included are 15 Sketchs of Indian Head Highway and perhaps can assist.

A. This design is an 8 Lane straigh across pavement highway. 12 Lane's wide could allow for the future. An additional lane could be added for no traffic direction.

Index of Sketchs Nomenclature

No 1. Basic Traffic Movement (Non Rush Hours)
No 2. AM Rush Hour Movement
No 3. PM Rush Hour Movement
No 4. Basic Intersection Pattern
No 5. Bridge Road Crossing
No 6. Kirby Hill - Livingston Road Crossing
No 7. Palmer Road - Livingston Road Crossing
No 8. Old Fort Road Crossing



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No 9. Fort Washington Road Crossing
No 10. Swan Creek - Livingston Road Crossing
No 11. Old Fort Washington Road Crossing
No 12. Farmington Road Crossing
No 13. Accokeek Road (MD-373) Crossing
No 14. MD-210 & MD 228 Intersection (3)
No 15. Commutor Corridor Traffic Control

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

Should you choose to build this, I believe this would become the modal commuter route for all large populations cities.

MD 228 is outside the study area for this planning study and thus not considered as part of this project. The MD 210/MD 228 intersection recently underwent a substantial upgrade to a continuous flow intersection. (3)





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

MAJOR ITEMS OF NEED FOR THIS 21ST CENTURY ARE:

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

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CONCLUSION.

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

A LOGICAL DEVELOPMENT WOULD BEGIN AT OR NEAR SHARPERSVILLE ROAD AND MOVE SOUTH-EAST TO SERVE THE RESIDENTS OF COBBS ISLAND, PORT TOBACO AND THE OTHER TOWNSHIPS SOUTH OF ACCOKEEK. (4)

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

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

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

PLEASE EXCUSE THE MIS-SPELLED WORDS AND ~~[illegible]~~ PHRASES. I RUSHED THIS EFFORT.

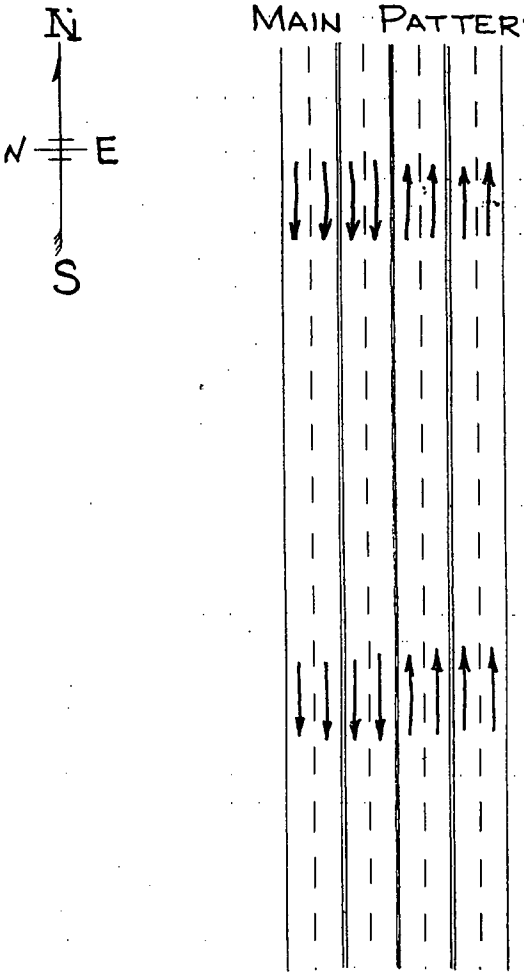
Edward H. Pahring
1100 MONTEZUMA DRIVE
FORT WASHINGTON MD 20744
(301) 567-0639



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

# MD-210 INDIAN HEAD HIGHWAY
## MAIN PATTERN

Sketch #1




Submitted By:

Mr. and Mrs. Pickering
7100 Montezuma Drive
Fort Washington, MD 20744

NOTES:

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

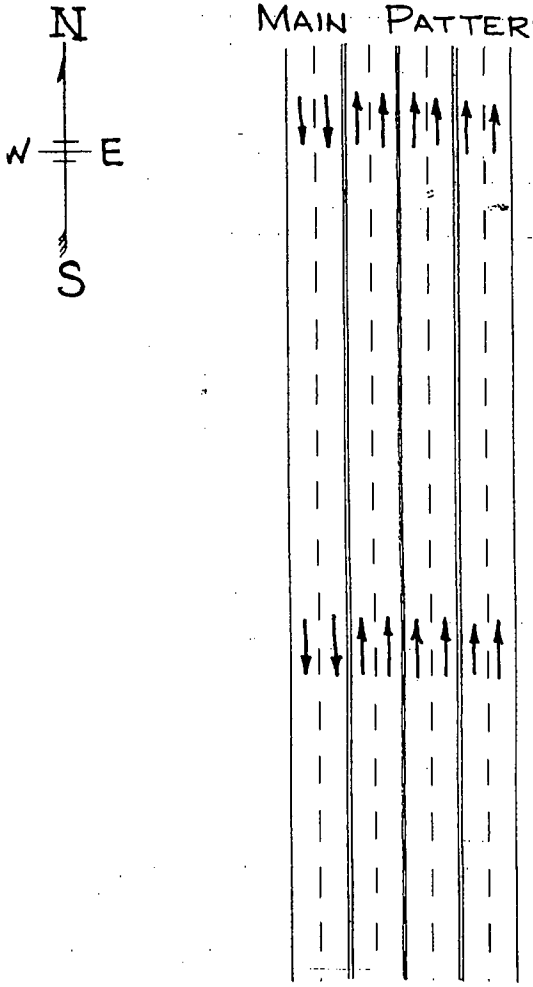
BASIC TRAFIC MOVEMENT
NON-RUSH HOURS

Atch. #1

8 of 22

# MD-210 INDIAN HEAD HIGHWAY
## MAIN PATTERN

Sketch #2




Submitted By:

Mr. and Mrs. Pickering
7100 Montezuma Drive
Fort Washington, MD 20744

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

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

THE WEST SIDE WILL NEVER BE A CONGESTED LAND AREA. THE POTAMIC River prohibits that.

AM MONDAY thru Friday
WORK DAYS

Atch #2

9 of 22



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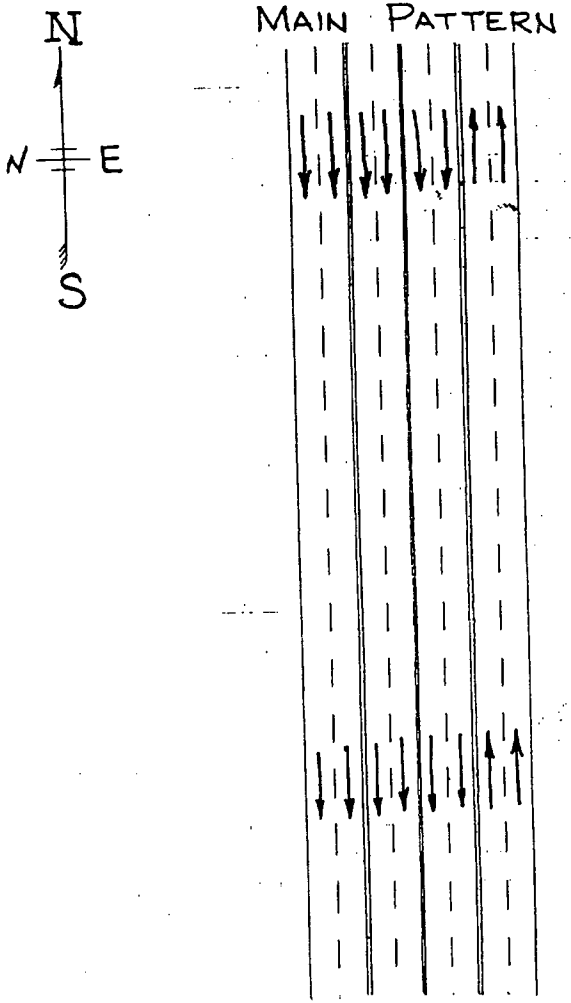
## MD-210 INDIAN HEAD HIGHWAY

### MAIN PATTERN

Sketch #3




Submitted By:

Mr. and Mrs. Pickering
7100 Montezuma Drive
Fort Washington, MD 20744

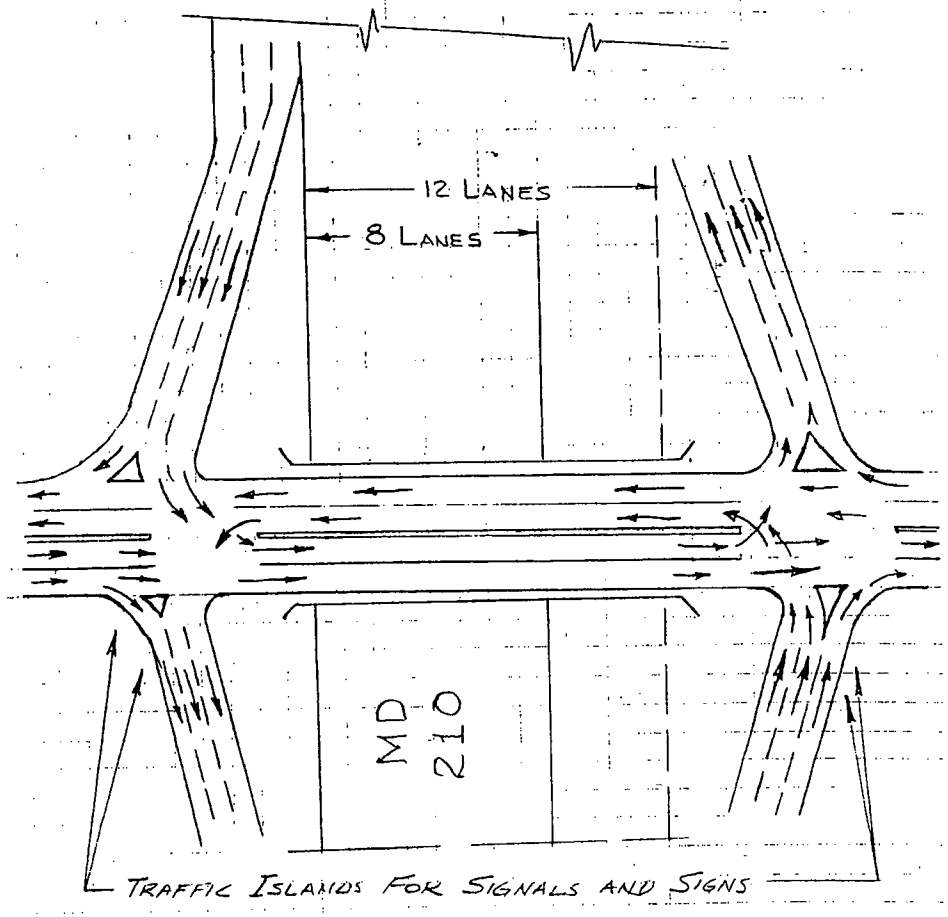
NOTE: THIS PATTERN PROVIDES FOR 8 SOUTHBOUND (OUTBOUND) LANES WITH 2 LANES INBOUND.

PM Monday thru Friday
WORK DAYS

Atch #3
10 of 22

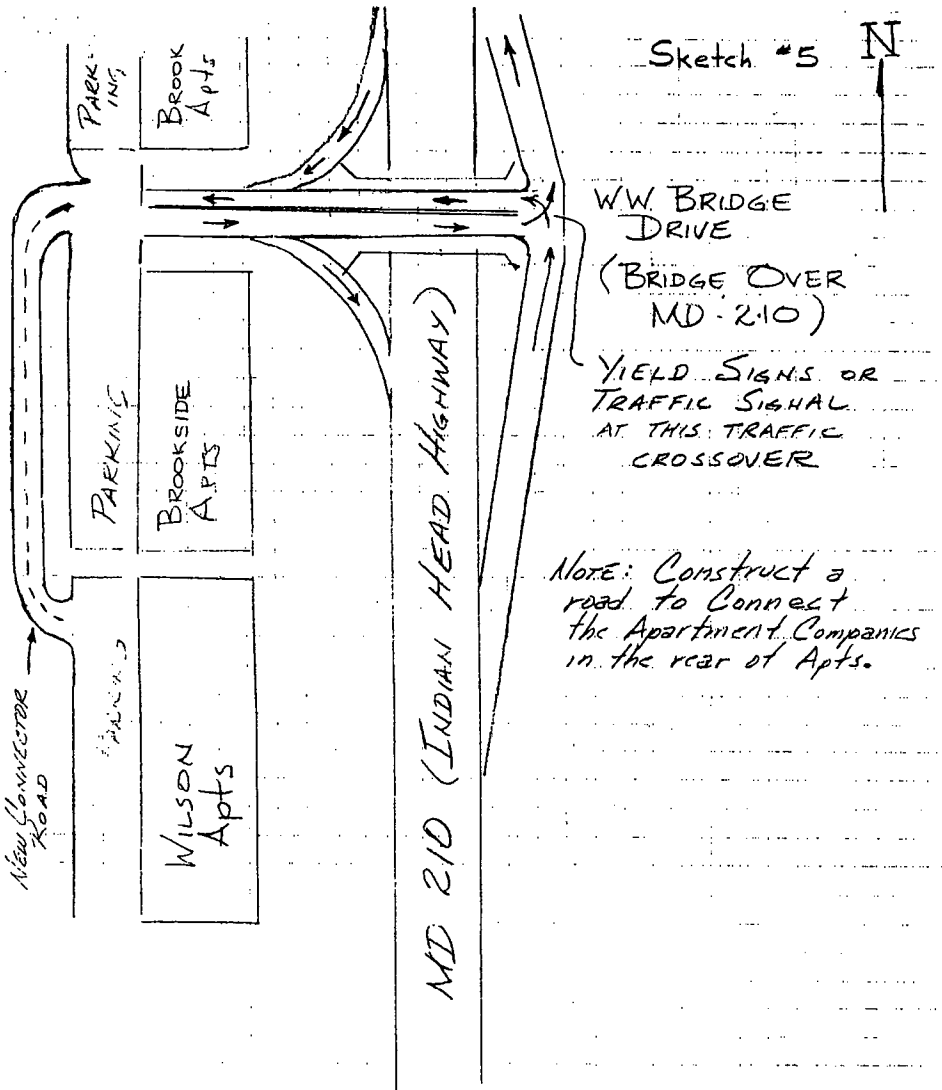
## BAISIC INTERSECTION

Sketch #4



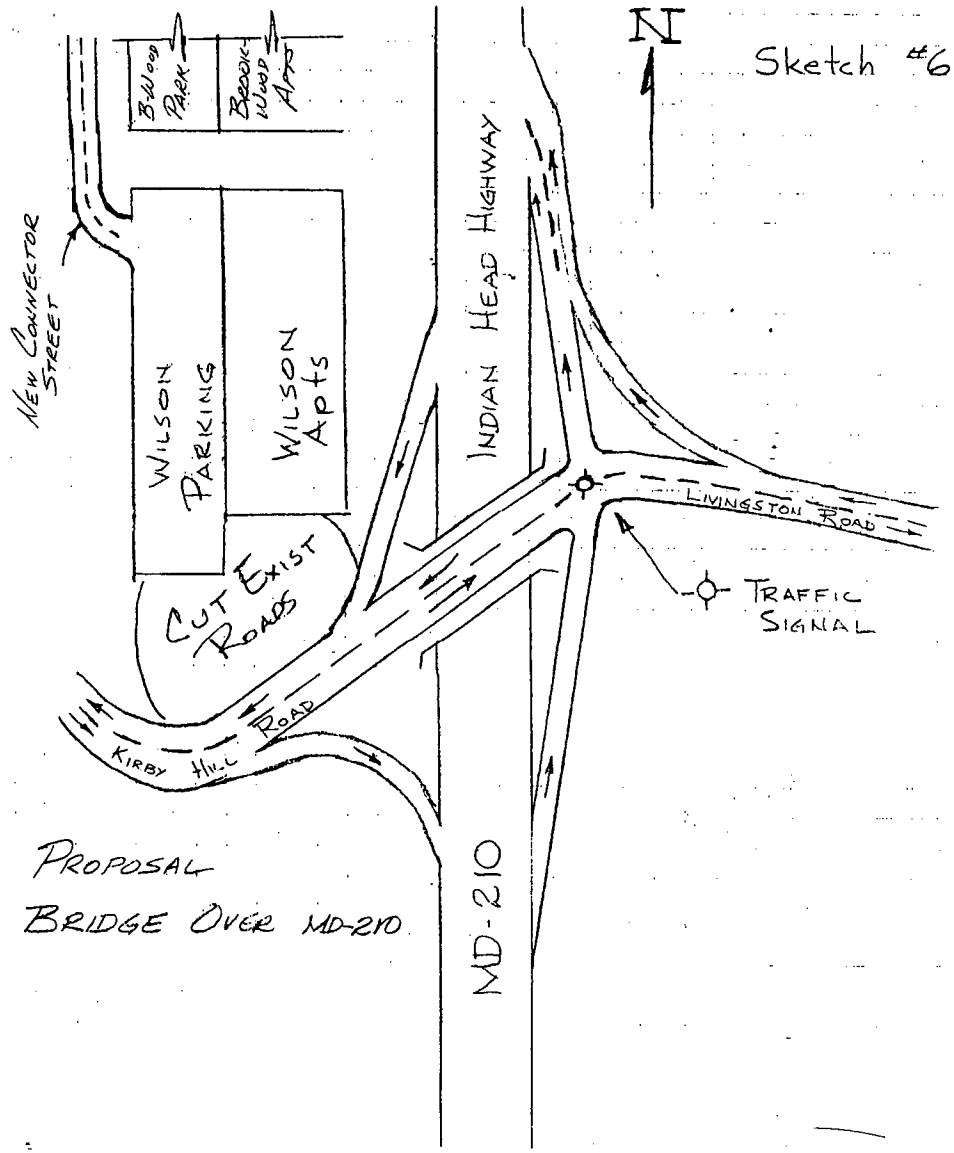

BASIC INTERSECTION
PATTERN

Atch #4
11 of 22




BRIDGE ROAD CROSSING

Atch #5
12 of 22




KIRBY HILL - LIVINGSTON CROSSING

PAGE 13 of 22 Atch #6



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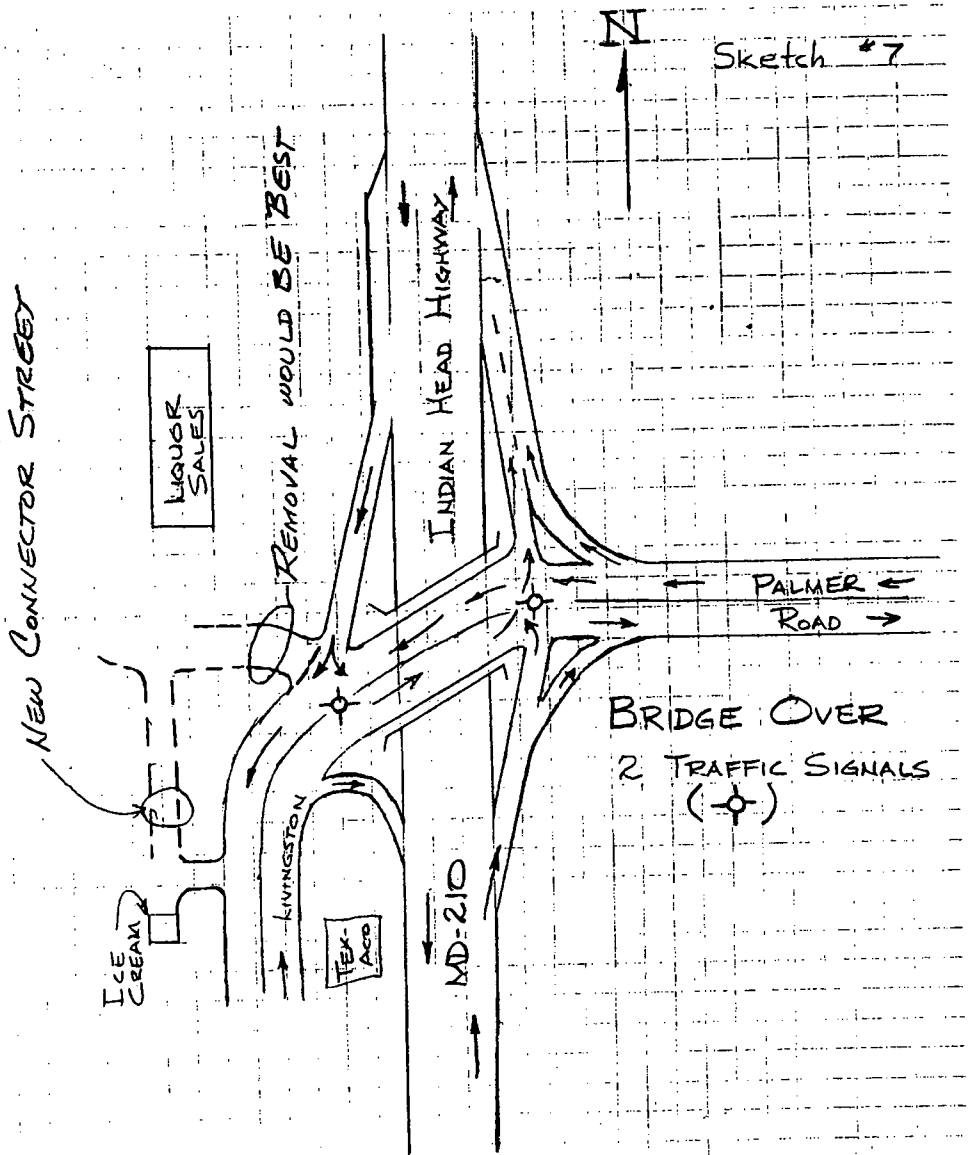
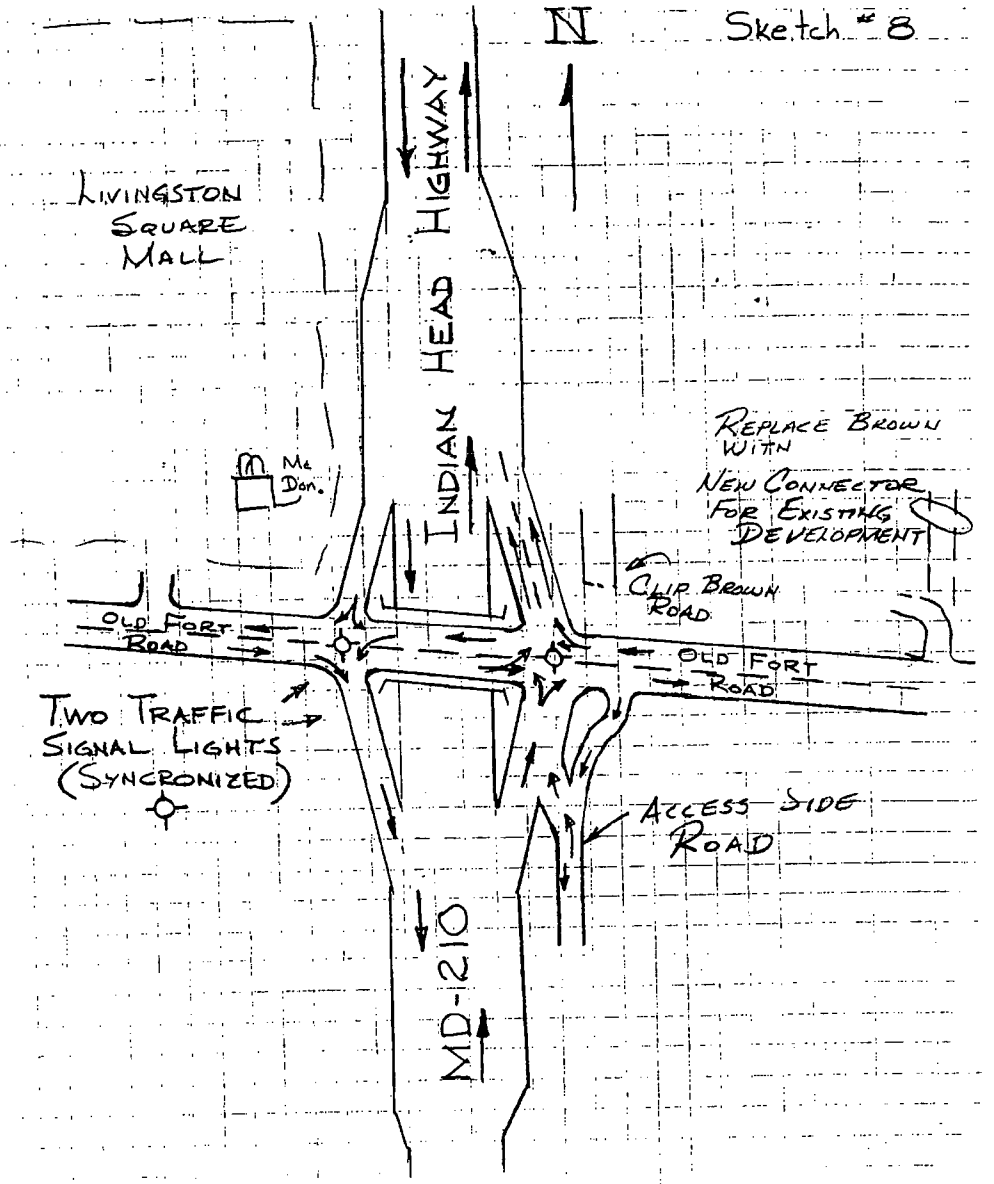


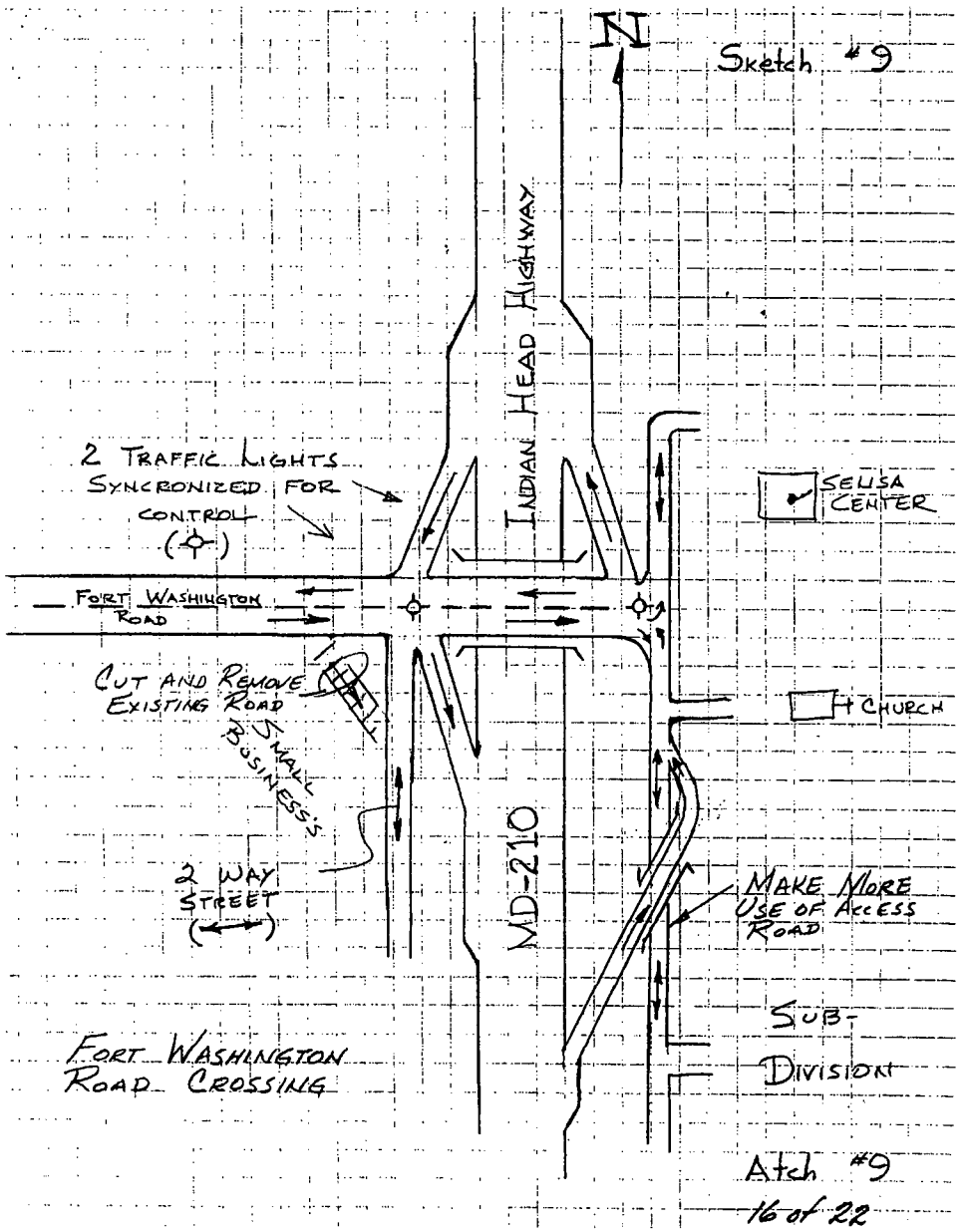

PALMER ROAD / LIVINGSTON ROAD INTERSECTION

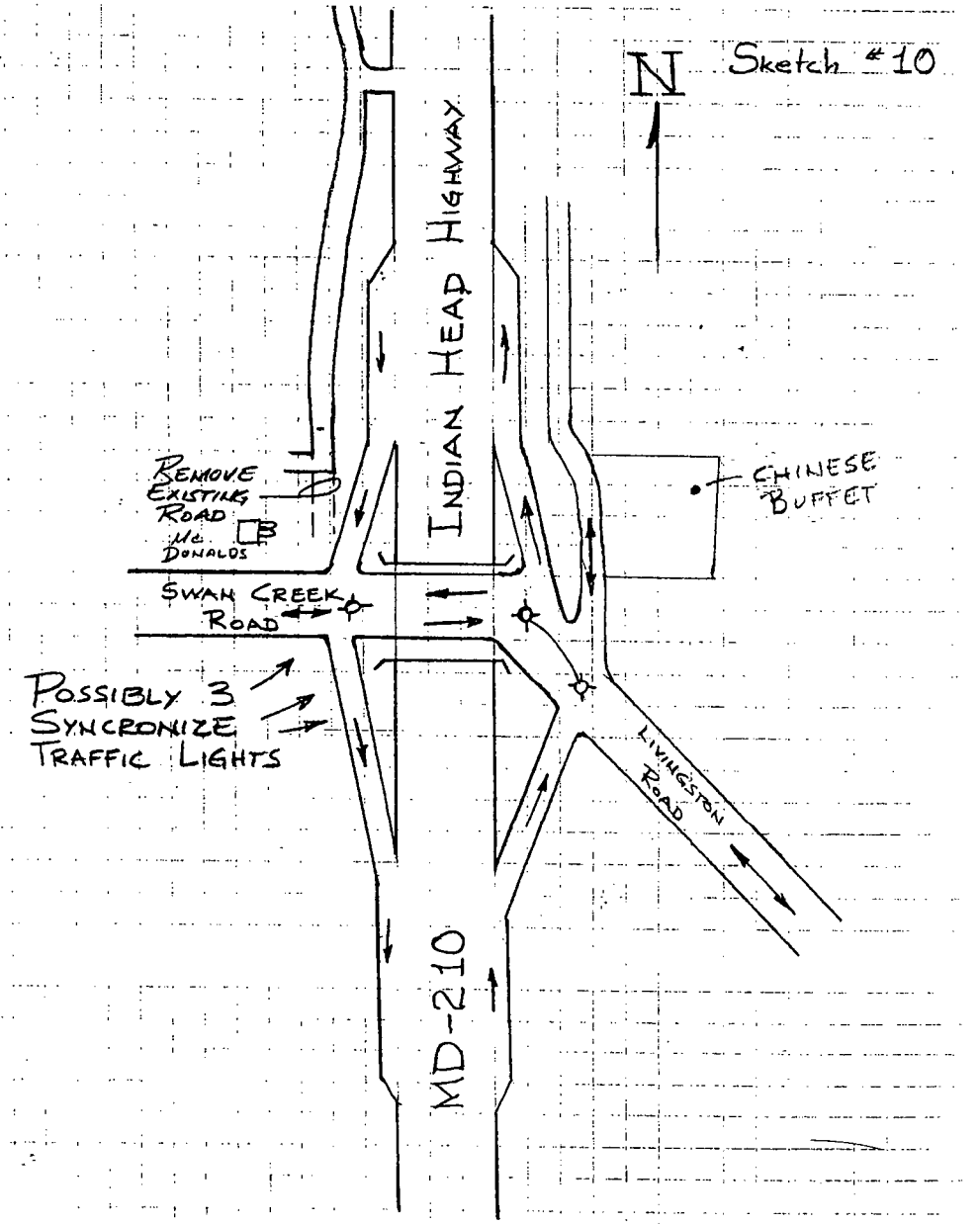
Atch #7




OLD FORT ROAD CROSSING

Atch #8




SWAN CREEK – LIVINGSTON ROAD CROSSING

Atch #10
17 of 22

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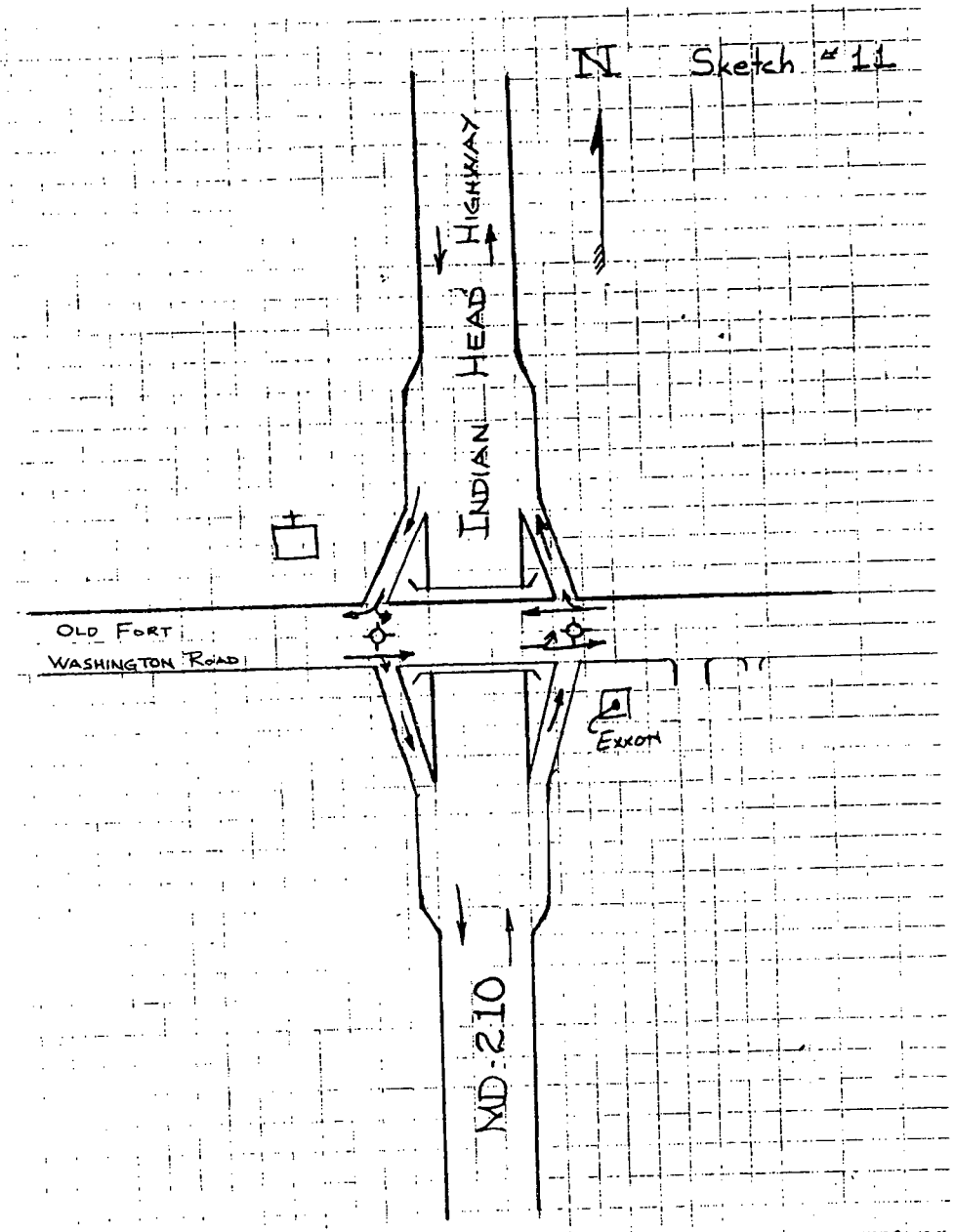
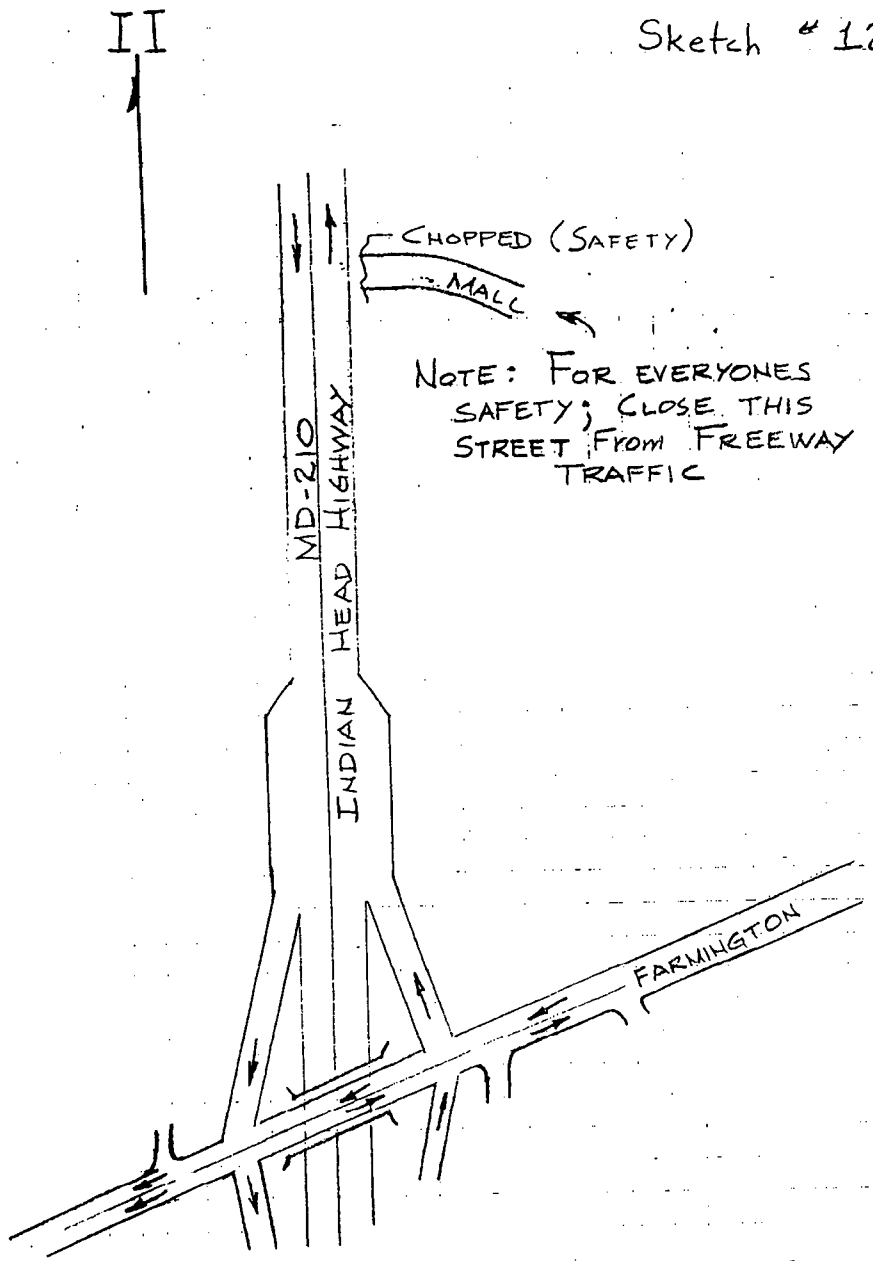



OLD FORT WASHINGTON ROAD CROSSING

18 of 22

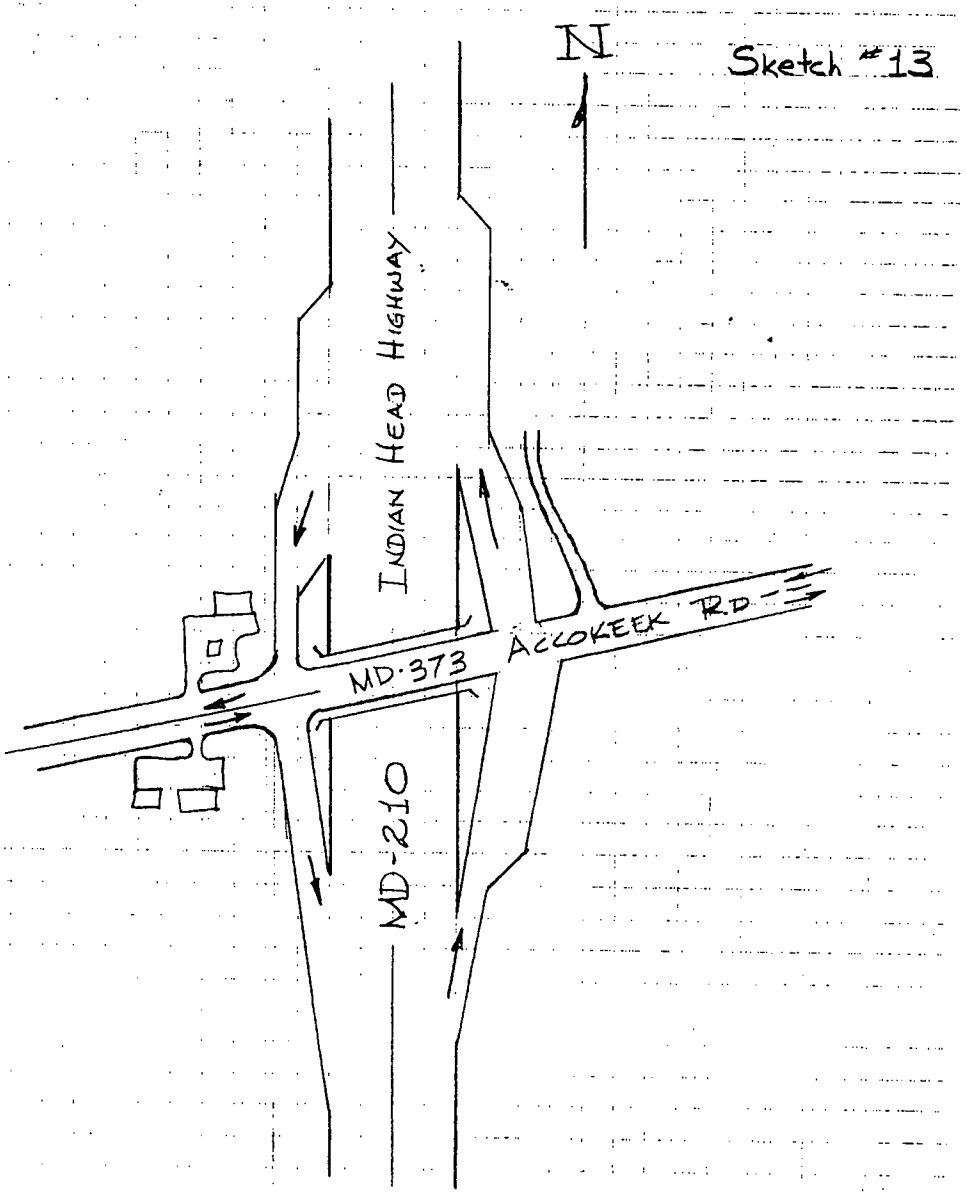
Atch #11




FARMINGTON ROAD CROSSING

Atch #12

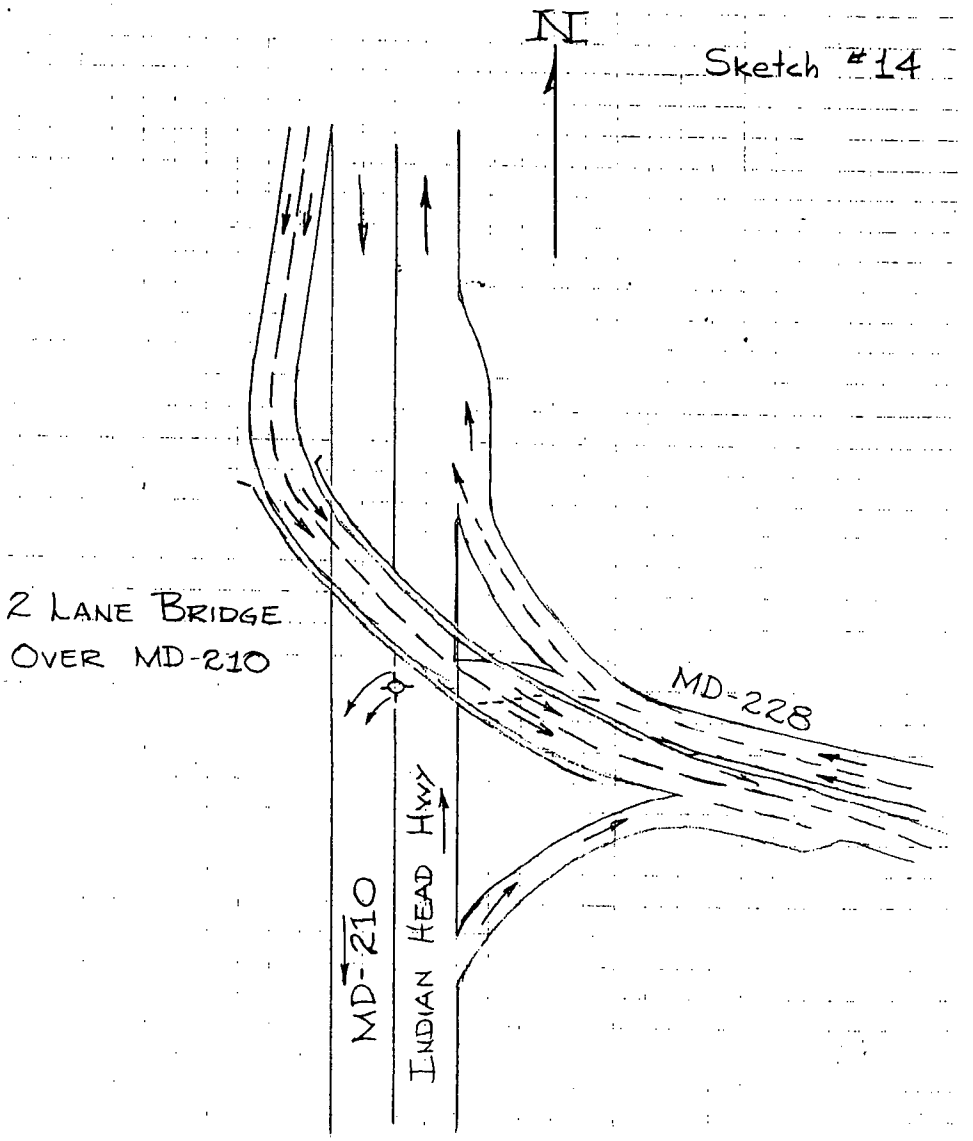
10 of 22




MD-373; ACCOKEEK CROSSING

Atch #13

20 of 22




MD-228 / MD-210 INTERSECTION

Atch #14

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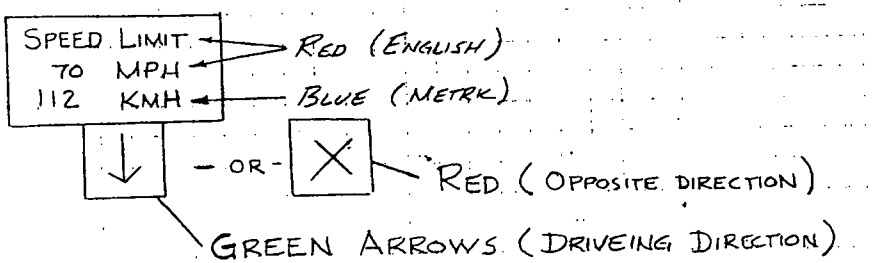
SKETCH # 15




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

COMMUTOR CORRIDOR TRAFFIC CONTROL
TRAFFIC BOXES

ATCH #15

22 OF 22

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## MD 210 Project Planning Study Comment Form

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

PLEASE PRINT
Name MICHAEL REALO Date 7/4/01

Address 2751 Colonial Rd

City/Town Accokeek State MD Zip Code 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

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

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

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

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

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

1.) yes [ ] 2.) no [X]

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

Light rail option not in plan
All traffic @ grade (1)

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

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

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

Project NO. PG221A11

Micheal Realo

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

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternative, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. (1)

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

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

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

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

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

## MD 210 Project Planning Study Comment Form

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

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

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

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

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

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

None of the above

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

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

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

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

1.) yes ☑ 2.) no ☐

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

① 210 Depressed below 373 crossover so as to maintain (1)
The integrity of The Accokeek community on both sides of the highway + enhance the village center concept.
② This was the Recommendation which came out each of the several planning committees for Accokeek.

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

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

☐ Please delete my/our name(s) from the Mailing List (2)

Project NO. PG221A11

③ Improve 301 S. so that South county traffic does not move to 210. To bring South Co. traffic to 210 brings it all to a main in Glenarden at 295/95 intersection. With no 295 → improvements, traffic into the city will not move at all. 301/5 traffic should move to Metro Station not to 295

Linda Realo

**Supplemental Response:**
See response to frequently stated comment 1.

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

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

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

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

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

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

The MD 5/US 301 corridor is outside the study area for this planning study and is being addressed as part of a separate SHA Project Planning study. (2)

## MD 210 Project Planning Study Comment Form

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

**PLEASE PRINT**
**Name** John Rittenhouse **Date** 6-19-01
**Address** 16110 Berlin Hill Rd
**City/Town** Waldorf **State** Md **Zip Code** 20601

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

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

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

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

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

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

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

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

1.) yes ☒ 2.) no ☐

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

(1) Not enough Emphasis is put on Reduction Bicycle Friendly & Mass Transit Light rail & quality of life is Terrible Compared to Alexandria Va across the river

(2) Motion's effectiveness want to split Maryland Move County but Property values are good too

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

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

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

Project NO. PG221A11

John Rittenhouse

**Supplemental Response:**
See response to frequently stated comments 2, 4.

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current plans also show connections to Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today. (1)

It is difficult to predict what effect the MD 210 project could have on property values in the corridor; however, if no improvements to MD 210 are initiated and traffic volumes continue to increase to predicted 2020 levels, congestion in the corridor will increase substantially and values would go down. However, if the Selected Alternative would be constructed, it could be argued that housing values could go up due to a reduction in congestion and increased accessibility. (2)

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

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

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

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

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These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Sheryl Romeo Date 7-4-2001

Address 3108 E. Ridge

City/Town Accokeek State MD Zip Code 206

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW

Which of the 3 mainline options on MD 210 do you think are m

1.) NO HOV [X] 2.) Barrier Separated

MD 210 involves 9 intersections that are under [illegible] improvements [illegible] ach intersection do you think are the most appropriate: (Select from the non-shaded boxes)

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | | | | | |
| Palmer Road | | | | | | | |
| Old Fort Road North | | | | | | | |
| Fort Washington Road | | | | | | | |
| Swan Creek Road | | | | | | | |
| Old Fort Road South | | | | | | | |
| Farmington Road | | | | | | | |
| MD 373 | | | | | | | |

None of Above options

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes [X] 2.) no [ ]

Check if you carpool or would be willing to carpool if convenient park and ride services were available [✓]

Have you ever used side roads to avoid congestion on MD 210?

1.) yes [X] 2.) [ ]

If there are any additional comments or inquiries you would like to share with us please list them below.

① 210 Depressed below 373 [illegible] the integrity of the Accoh. of the highway + enhance the [illegible]
② This was the recommendation which came of the several planning charettes for Accokeek.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[ ] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

③ Improve 301 S so that so county traffic does not move to 210.
④ Support light rail. ~~[illegible]~~

Sheryl Romeo

**Supplemental Response:**
See response to frequently stated comments 1, 2.

Impacts to existing level of community cohesion are anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. However, the Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. The MD 373 intersection that is proposed to remain at-grade has been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. (1)

US 301 is outside the study area for this planning study and thus not considered as part of this project. (2)

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*LOCATION/DESIGN PUBLIC HEARING*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINGTON, MD*

PLEASE PRINT

NAME RAYMOND SHANAHAN DATE 07/09/01

ADDRESS 10375 DERBY LANE

CITY LEONARDTOWN STATE MD ZIP 20650

**I/We wish to comment or inquire about the following aspects of this project:**

- No HOV on Rt. 210 (1)
- Do not widen Rt. 210
- Re-time lights; especially those near I-95 (2)
- Re-time lights on Rt. 5; especially those near I-95
- No more lights on Rt. 210 or Rt. 5
  Rt. 210 is not the problem
  The Woodrow Wilson Bridge is the problem! (3)
- Please do not ruin Rt. 210 since it is vital for So. Md commuters. It is fine now.
- Move North/South traffic from I-95 down to Rt. 301 to South I-95 to eliminate traffic on Woodrow Wilson Bridge, Springfield interchange, then going from Northeast to Southeast (4)

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Raymond Shanahan

**Supplemental Response:**
See response to frequently stated comments 1, 3.

The purpose of the study is to address the increasingly severe and frequent traffic congestion along MD 210 and it involves the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicate that peak hour traffic entering or crossing MD 210 from side roads often require several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in the project area are currently operating at failing conditions in the peak hour periods. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway are significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under the build alternates, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. (1)

SHA's Office of Traffic and Safety (OOTS) continually monitors and optimizes signal timing and phasing. At the request of several focus group members, OOTS representatives have monitored MD 210 and have confirmed little, if any, further improvement in operations or Z reduction in delays can be made by further changes in signal timing within the study area. (2)

The Woodrow Wilson Bridge improvements are moving ahead in a separate effort independently of any proposed improvements on MD 210. (3)

The MD 5/US 301 corridor is outside the study area for this planning study and is being addressed as part of a separate SHA Project Planning study. (4)

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road



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Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.



495

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*LOCATION/DESIGN PUBLIC HEARING*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINGTON, MD*

PLEASE PRINT

NAME Darcy Simpson DATE 7/24/01

ADDRESS 5704 Fenwood Pl

CITY Oxon Hill STATE Md ZIP 20745

I/We wish to comment or inquire about the following aspects of this project:

No HOV METRO line

We don't need an HOV ~~lane~~ ~~we~~ need a subway

Give us A SUBWAY OR GET THE ~~HOV~~ back OFF OUR Highway.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Darcy Simpson

**Supplemental Response:**
See response to frequently stated comments 1, 2.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

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## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

**PLEASE PRINT**
Name Gerald D. Slawecki Date 6-24-01
Address 9911 Indian Queen Pt.
City/Town Fort Washington State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

**Which of the 3 mainline options on MD 210 do you think are most appropriate?**

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

**MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)**

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | X | X | | | | |
| Palmer Road | | | | | X | X | |
| Old Fort Road North | | | | | | X | |
| Fort Washington Road | | | | | | X | |
| Swan Creek Road | | | | | X | X | X |
| Old Fort Road South | | | | | X | | |
| Farmington Road | | | | X | | | |
| MD 373 | | | | X | | | |

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?**

1.) yes [X] 2.) no [ ] Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

**Have you ever used side roads to avoid congestion on MD 210?**

1.) yes [X] 2.) no [ ]

**If there are any additional comments or inquiries you would like to share with us please list them below.**

I think your 2020 projections are very low. (1)

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[X] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Gerald D. Slawecki

**Supplemental Response:**
See response to frequently stated comment 1.

The 2020 traffic projections for the MD 210 Multi-Modal Study are based on the Metropolitan Washington Council of Governments (MWCOG) comprehensive land use projections. MWCOG generates future land use projections through collaboration with all applicable local government planning agencies for input to a state-of-the-art multi-modal transportation analysis model. The model is calibrated using up-to-date traffic counts in the study corridor to be certain that the model accurately represents current traffic volumes and operating conditions prior to computing future scenarios. (1)

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name John J. Smith Date 6/23/2001
Address 2013 Spring Overlook
City/Town Accokeek State MD Zip Code 20607

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV ☐ 2.) Barrier Separated HOV ☒ 3.) Concurrent Flow HOV ☐

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | ✓ | | | | | | |
| Kerby Hill Road | | ✓ | | | | | |
| Palmer Road | | | | | ✓ | | |
| Old Fort Road North | | | | | | ✓ | |
| Fort Washington Road | | | | | | ✓ | |
| Swan Creek Road | | | | | | ✓ | |
| Old Fort Road South | | | | ✓ | | | |
| Farmington Road | | | | ✓ | | | |
| MD 373 | | | | ✓ | | | |

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes ☒ 2.) no ☐ Check if you carpool or would be willing to carpool if convenient park and ride services were available ☐

Have you ever used side roads to avoid congestion on MD 210?

1.) yes ☒ 2.) no ☐

If there are any additional comments or inquiries you would like to share with us please list them below.

*Persuns who have received a copy of this brochure through the mail are already on the project Mailing List.

☒ Please add my/our name(s) to the Mailing List

☐ Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

John J. Smith

**Supplemental Response:**
See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Nathaniel Stokes Date 6/23/01

Address 9610 Kisconko Rd

City/Town Fort Washington State MD Zip Code 20744-6911

PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV [ ] 2.) Barrier Separated HOV [X] 3.) Concurrent Flow HOV [ ]

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | X | | | | |
| Palmer Road | | | | | X | | |
| Old Fort Road North | | | | | | X | |
| Fort Washington Road | | | | | | X | |
| Swan Creek Road | | | | | X | | |
| Old Fort Road South | | | | | X | | |
| Farmington Road | | | | X | | | |
| MD 373 | | | | X | | | |

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes [ ] 2.) no [X] Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

Have you ever used side roads to avoid congestion on MD 210?

1.) yes [X] 2.) no [ ]

If there are any additional comments or inquiries you would like to share with us please list them below.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[ ] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Nathaniel Stokes

**Supplemental Response:**
See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Rosie Summers Date 6/21/01
Address 8100 Turner St.
City/Town Ft. Washington State Md. Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

**Which of the 3 mainline options on MD 210 do you think are most appropriate?**

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

**MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)**

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | | | | | |
| Palmer Road | | | | | | | |
| Old Fort Road North | | | | | | | |
| Fort Washington Road | | | | | | | |
| Swan Creek Road | | | | | | | |
| Old Fort Road South | | | | | | | |
| Farmington Road | | | | | | | |
| MD 373 | | | | | | | |

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?**

1.) yes [X] 2.) no [ ] Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

**Have you ever used side roads to avoid congestion on MD 210?**

1.) yes [X] 2.) no [ ]

**If there are any additional comments or inquiries you would like to share with us please list them below.**

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[ ] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Rosie Summers

**Supplemental Response:**
See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name ANDREW + CHARLOTTE SUNIEGA Date 7/4/01

Address 10324 OLD FORT ROAD

City/Town FRIENDLY State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

**Which of the 3 mainline options on MD 210 do you think are most appropriate?**

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

**MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)**

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | X | | | | | | |
| Kerby Hill Road | | X | | | | | |
| Palmer Road | X | | | | | | |
| Old Fort Road North | | | | | X | | |
| Fort Washington Road | | | | | | X | |
| Swan Creek Road | | | | | X | | |
| Old Fort Road South | | | | | X | | |
| Farmington Road | | | | X | | | |
| MD 373 | | | | X | | | |

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?**

1.) yes [X] 2.) no [ ] Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

**Have you ever used side roads to avoid congestion on MD 210?**

1.) yes [X] 2.) no [ ]

**If there are any additional comments or inquiries you would like to share with us please list them below.**

CENTER LANES SHOULD BE CONSTRUCTED TO SUPPORT METRO RAIL IN THE FUTURE. IF HOV LANES ARE SELECTED THEN WE WOULD PREFER #3 (CONCURRENT FLOW).

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[ ] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Andrew and Charlotte Suniega

**Supplemental Response:**
See response to frequently stated comments 1, 2.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*LOCATION/DESIGN PUBLIC HEARING*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINGTON, MD*

PLEASE PRINT

NAME Paul R Swann DATE 7-13-200

ADDRESS 1311 Pine Lane

CITY Accokeek STATE Md ZIP 20607

I/We wish to comment or inquire about the following aspects of this project:

(10) Please do not put HOV in the area of Indian Head Highway. We have enough problems with cars speeding up and down our highway. What about our deers so many are found dead on the road. Because of fast drivers so many accidents. We see in area of your complain about people just speeding, then why make HOV too cause more damage. P.G. County is a natural beautiful place. Why mess it. And you also destroying P.G. County habitate. Mr and Mrs Swann (11)

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Paul R. Swann

**Supplemental Response:**
See response to frequently stated comments 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

SHA maintains accident records and monitors the causes of accidents. In areas where certain types of accidents, such as deer collision, are particularly high in frequency, deterrent measures are available for consideration. To date, MD 210 does not experience a high deer collision rate, but monitoring remains on-going.

The decision on SHA-Selected Alternative 5A Modified has been made based on a balanced consideration for various alternative in terms of how well each alternative addresses the project purpose and need versus its environmental impact. This study has followed the process mandated by the National Environmental Policy Act (NEPA).

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*LOCATION/DESIGN PUBLIC HEARING*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, JUNE 21, 2001, 5:30 P.M. TO 9:00 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINGTON, MD*

PLEASE PRINT

NAME David Turner DATE Sept 6, 01

ADDRESS 10101 Livingston Rd.

CITY Broad Creek STATE MD ZIP 20744-4931

**I/We wish to comment or inquire about the following aspects of this project:**

Dennis,

I wanted to express my strong support for the interchanges along Indian Head Highway, especially at Locations D and E.

It is tragic when state highway interchanges are not built until neighborhoods are so developed that the cost is outrageous.

Your foresight in building these 8 interchanges right now is to be commended.

Pls. add me for your mailing list for this project.

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

David Turner

**Supplemental Response:**
See response to frequently stated comment 3.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV, or any other studies/improvements in the future.

SHA-Selected Alternative 5A Modified includes all interchanges proposed under Option 2. The proposed interchange locations are MD 210 at Kerby Hill Road, Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road and Old Fort Road South. At-grade intersection modifications are proposed with the SHA-Selected Alternative at Wilson Bridge Drive, Farmington Road and MD 373.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of:

Wilson Bridge Drive Option A, (which is a modification of Option A-1), Kerby Hill Road Option C, Palmer Road Option E (which is a modification of Option D), Old Fort Road North Option C, Fort Washington Road Option D, Swan Creek Road Option G (which is a modification of Option E), Old Fort Road South Option C, Farmington Road Option A, and MD 373 Option A.

These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.



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## STATE HIGHWAY ADMINISTRATION
## QUESTIONS AND/OR COMMENTS

*MD 210*
*From I-95/I-495 to MD 228*
*Informational Public Workshop*
*Monday, May 15, 2000*
*Friendly High School*

**PLEASE PRINT**

**NAME** Elizabeth E. Vance **DATE** July 10, 01

**ADDRESS** 300 Carrybrook Lane

**CITY/TOWN** Oxon Hill **STATE** Md **ZIP CODE** 20745

**I/We wish to comment or inquire about the following aspects of this project:**

Please NO HOV on 210, NO HOV on Woodrow Wilson Bridge, We Need RAIL connecting Woodrow Wilson To Oxon Hill Metro Stop For Oxon Hill. We Need to Revitalize downtown Oxon Hill, Affordable Restaurants, other businesses etc. A transfer point is Needed for riders to Connect with other buses other than just Park & Ride Lot on Oxon Hill Rd.,

(1)

(2)

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List

**MD 210**
**From I-95/I-495 to MD 228**
PROJECT NO. PG 221A11

Elizabeth E. Vance

**Supplemental Response:**
See response to frequently stated comments 1, 2, 4.

The rail decision along the Woodrow Wilson Bridge is being addressed as part of the Capital Beltway Corridor Transportation Study and the Woodrow Wilson Bridge Project, and would not be precluded by a decision on MD 210. (1)

Encouraging development in the downtown Oxon Hill area is not a MD 210 project goal. In general, transportation projects are designed to address a traffic need within a defined study area. For this project, a 2020 design year was used and the study team developed improvements, consistent with the area master pans, that would provide for acceptable traffic operations in that design year within the MD 210 corridor. Overall, improvements may help businesses within the study area, due to the reduction in congestion, and better access. (2)

Alternative 5A Modified is the Selected Alternative; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

1910 Bryan Point Rd.
Accokeek MD 20607
July 9, 2001

Dennis M. Atkins, Project Manager
Project Planning Division
State Highway Administration
Baltimore MD 21203-0717

Dear Mr. Atkins:

I first started using Indian Head Highway as it was being built in the 1940s and my experience has been that every "improvement" made since has ended up attracting more traffic. Three of the four alternative proposals now made for "improvement" seem to me to have the goal of attracting more traffic from Charles, St. Mary's and Calvert Counties. Logically, the HOV alternative and the other suggested improvements should be directed toward Rt. 5, leading to the Metro at Branch Avenue, instead of collecting more cars into the District.

I am especially concerned about "improvements" in relation to Accokeek as a healthy community. With a high speed freeway totally dividing it, it will become just a strip development to pass through on the way to somewhere else. Friends, church members and schoolmates will be on the "other side". If a high speed freeway is inevitable, I hope the SHA will consider depressing it through the hill leading up to the crossing, to go under Livingston road/ Rt. 373. (1)

Obviously, I favor the no build alternative. My preference would be to make the improvements on Rt. 5 or better yet, use the money on light rail/bus improvements on Rt. 210. That would really be building for the 21st century instead of following the last century's pattern!

Sincerely yours,

Nancy M. Wagner

Nancy M. Wagner

**Supplemental Response:**
See response to frequently stated comments 2, 4.

Impacts to existing level of community cohesion are not anticipated as a result of improvements to MD 210 at MD 373 with the build alternative. The Selected Alternative would not physically bisect the community at a new location in the Accokeek area. A grade-separation at the intersection of MD 210 and MD 373 was not investigated since traffic studies show that at-grade improvements would provide adequate levels of service. The MD 373 intersection that is proposed to remain at-grade has been evaluated for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the design phase to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. (1)

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

FRED AND RENA WALZEL

WALZEL

6-5-01

We would like to offer our comments concerning the Maryland Rt.210 Indian Head Highway Study. As a lifelong resident who was present during the building of Rt. 210. The engineer for the project, Mr. Hughes lived on our farm. This gave me some insight on some of the decisions that were made regarding Ft. Wash., Rd., Indian Head Highway Intersection, which ran through our property taking a significant portion. Indian Head Highway was built by the Federal Government as a limited access Highway from Washington to the naval propellant plant in Indian Head.

We have seen improvements made on 210 throughout the years attempting to keep up with the growth in population and traffic. With the new Wilson Bridge being built and Rt. 228 bringing increased traffic from all of southern Maryland, consideration should be given to turn 210 into an express way, eliminating at grade crossing, this would insure a transportation system that would serve our area well into the future.

If the option D or E, Location E is selected it would take a large portion of our property which has been in our family since 1912. I would hope planners would provide adequate access to our remaining property on both the East and West sides of 210. When 210 was built access roads were built into our property on both the East and West sides of the Highway. At our

Fred and Rena Walzel

**Supplemental Response:**
See response to frequently stated comment 3.

Alternative 5A Modified is the Selected Alternative including Interchange Option D at Fort Washington Road; however the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Relocated Fort Washington will be able to provide access to adjacent properties. During the Final Design phase, SHA will sustain coordination with individual property owners to resolve access needs.

request these access roads have been blocked, because of the trash that was being dumped on our property.

Sincerely,

Fred Walzel

Rena Walzel

Fred and Rena Walzel

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## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name RAY WARREN Date 7/11/01

Address 4646 HUNTERS RIDGE COURT

City/Town LAPLATA State MD Zip Code 20646

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

Which of the 3 mainline options on MD 210 do you think are most appropriate?

1.) NO HOV ☐ 2.) Barrier Separated HOV ☐ 3.) Concurrent Flow HOV ☐

MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | | | | | |
| Palmer Road | | | | | | | |
| Old Fort Road North | | | | | | | |
| Fort Washington Road | | | | | | | |
| Swan Creek Road | | | | | | | |
| Old Fort Road South | | | | | | | |
| Farmington Road | | | | | | | |
| MD 373 | | | | | | | |

Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?

1.) yes ☐ 2.) no ☐ Check if you carpool or would be willing to carpool if convenient park and ride services were available ☐

Have you ever used side roads to avoid congestion on MD 210?

1.) yes ☐ 2.) no ☐

If there are any additional comments or inquiries you would like to share with us please list them below.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

☒ Please add my/our name(s) to the Mailing List

☐ Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Ray Warren

**Supplemental Response:**
Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

PLEASE PRINT
Name Carol Wiggins Date 18 June 01
Address 10505 Cedarwood Ln.
City/Town Ft. Washington State MD Zip Code 20744

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

**Which of the 3 mainline options on MD 210 do you think are most appropriate?**

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

**MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)**

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | | | | | |
| Palmer Road | | | | | | | |
| Old Fort Road North | | | | X | | | |
| Fort Washington Road | | | | | | | |
| Swan Creek Road | | | | | | | |
| Old Fort Road South | | | | | | | |
| Farmington Road | | | | | | | |
| MD 373 | | | | | | | |

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?**

1.) yes [X] 2.) no [ ] Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

**Have you ever used side roads to avoid congestion on MD 210?**

1.) yes [X] 2.) no [ ]

**If there are any additional comments or inquiries you would like to share with us please list them below.**

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[ ] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Carol Wiggins

**Supplemental Response:**
See response to frequently stated comment 1.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



526

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

**PLEASE PRINT**
Name: Raymond Yarnell Date: 6/24/01
Address: 17108 Livingston Rd
City/Town: Accokeek State: MD Zip Code: 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BE LOW.**

**Which of the 3 mainline options on MD 210 do you think are most appropriate?**

1.) NO HOV ☐ 2.) Barrier Separated HOV ☒ 3.) Concurrent Flow HOV ☐

**MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)**

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | | | | | |
| Palmer Road | | | | | | | |
| Old Fort Road North | | | | | | | |
| Fort Washington Road | | | | | | | |
| Swan Creek Road | | | | | | | |
| Old Fort Road South | | | | | | | |
| Farmington Road | | | | | | | |
| MD 373 | | | | | | | |

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?**

1.) yes ☒ 2.) no ☐ Check if you carpool or would be willing to carpool if convenient park and ride services were available ☒

**Have you ever used side roads to avoid congestion on MD 210?**

1.) yes ☒ 2.) no ☐

**If there are any additional comments or inquiries you would like to share with us please list them below.**

Please put in overpasses like Clinton has... and do it quickly!

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

☒ Please add my/our name(s) to the Mailing List

☐ Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Raymond Yarnell

**Supplemental Response:**
See response to frequently stated comment 3.

Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV, or any other studies/improvements in the future.



510

## MD 210 Project Planning Study Comment Form

Location/Design Public Hearing
Thursday, June 21, 2001
Friendly High School Auditorium

**PLEASE PRINT**

Name Eileen N. Yenikaliotis Date 07/09/01

Address 421 Farmington Road West,

City/Town Accokeek State MD Zip Code 20607

**PLEASE INDICATE YOUR PREFERENCES BY CHECKING THE BOXES BELOW.**

**Which of the 3 mainline options on MD 210 do you think are most appropriate?**

1.) NO HOV [X] 2.) Barrier Separated HOV [ ] 3.) Concurrent Flow HOV [ ]

**MD 210 involves 9 intersections that are under study for improvements. What improvement option at each intersection do you think are the most appropriate? (Select from the non-shaded boxes)**

| | Option A | Option A-1 | Option A-2 | Option B | Option C | Option D | Option E |
|---|---|---|---|---|---|---|---|
| Wilson Bridge Drive | | | | | | | |
| Kerby Hill Road | | | | | | | |
| Palmer Road | | | | | | | |
| Old Fort Road North | | | | | | | |
| Fort Washington Road | | | | | | | |
| Swan Creek Road | | | | | | | |
| Old Fort Road South | | | | | | | |
| Farmington Road | | | | | | | |
| MD 373 | | | | | | | |

**Do you commute on MD 210 during the peak hours (6:30-8:30am) and (4:30-6:30pm)?**

1.) yes [X] 2.) no [ ] Check if you carpool or would be willing to carpool if convenient park and ride services were available [ ]

**Have you ever used side roads to avoid congestion on MD 210?**

1.) yes [ ] 2.) no [X]

**If there are any additional comments or inquiries you would like to share with us please list them below.**

I would like to recommend, to really benefit the communters and residents of the 210 area, implement a metro rail. 95% of vehicles commuting on 210 have one passenger inside. Metro rail would be the best solution to traffic congestion, in my opinion. This would also provide money back to the system by communters ~~and travelers paying a metro fee. HOV provides no money back. I would not~~ be will to pay for HOV but would gladly pay metrorail fees.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

[X] Please add my/our name(s) to the Mailing List

[ ] Please delete my/our name(s) from the Mailing List

Project NO. PG221A11

Eileen N. Yenikaliotis

**Supplemental Response:**
See response to frequently stated comments 1, 2.

*Alternative 5A Modified is the Selected Alternative. No HOV lanes or mainline capacity* enhancements, other than auxiliary lanes to support the interchange/intersection improvements, will be provided. However the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



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# B. AGENCY COMMENTS ON DEIS

514

# 1. FEDERAL

## SUMMARY OF AGENCY COMMENTS ON DEIS (FEDERAL)

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| US. Army Corps of Engineers<br>Date: 10/3/01 (see page VI-140) | • Provided the following comments: strongly encourage the selection of Option E @ Swan Creek because of minimization of impacts to Wetland S9. | See page VI-140<br>See page VI-141 |
| Federal Emergency Management Agency<br>Date: 7/30/01 (see page VI-142) | • Suggested coordination with the Floodplain Management Officers of the appropriate communities to assure that project meets ordinances in Highway Design. | See page VI-142 |
| National Capital Planning Commission<br>Date: 6/13/01 (see page VI-143) | • DEIS does not discuss Metro-rail station near National Harbor. Intermodal transportation effects of this station on improvements of MD 210. | See page VI-143 |
| United States Department of the Interior<br>Date: 8/17/01 (see page VI-145) | • No objection to Section 4(f) approval by DOT. | See page VI-145 |
| United States Environmental Protection Agency<br>Date: 7/24/01 (see page VI-146) | • Assigned a rating of Environmental Concerns to the DEIS, has also assigned a rating of 2 (additional information required) to the quality of the document due to questions pertaining to Environmental Justice.<br>• Supports the concept of improving the existing facility through the addition of interchanges, overpasses and HOV lanes.<br>• Strongly suggests all efforts be made to avoid or minimize impacts to the Natural Environment. | See page VI-146 |



5-15

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO ATTENTION OF

3 October 200

Operations Division

Maryland State Highway Administration
Attn: Ms. Heather Amick
707 North Calvert Street
Baltimore, MD 21202

Dear Ms. Amick:

The purpose of this letter is to summarize the Corps' concerns on the alternatives identified in the Draft Environmental Impact Statement for the MD Route 210 Multi-Modal Study, in Prince Georges County, Maryland.

Our primary concern is with the interchange at Swan Creek Road. We note that Interchange Option E has the potential to reduce the impacts to wetlands 9 and 9A by more than 2 acres. The 404(b)(1) Guidelines require an analysis of practicable alternatives, and the selection of the practicable alternative which is least damaging to aquatic resources. We could not find cost information for either Option D or Option E in the DEIS. We understand that Option E is the preferred option of the Fort Washington Hospital because it would provide the most direct connection to the Hospital for motorists from the south, via Livingston Road (see DEIS, p. VI-47). Option E also provides a direct link between the Hospital and the Lexington Health Care Center, which provides related medical services. In addition, the avoidance of wetland 9 with Option E would allow the existing trees in wetland 9 to continue to serve as a visual buffer behind the homes on Gable Lane and Merck Place.

We strongly encourage the selection of Option E, even if it is more expensive than Options C or D, because of its many advantages. Please coordinate with us further before making a final selection of interchange option at Swan Creek Road.

Sincerely,

Paul R. Wettlaufer

Paul R. Wettlaufer
Transportation Program Manager

THE WILSON T. BALLARD COMPANY

TELEPHONE MEMORANDUM

| | | | |
|---|---|---|---|
| PROJECT: | MD 210 Multi-Modal Study | DATE: | 10/3/01 |
| FILE NO.: | 100-221 | TIME: | |
| CALL TO: | Paul Wettlaufer - Corps of Engineers | | |
| CALL FROM: | Mark Lotz | | |
| TELEPHONE NO.: | 410-962-5676 | | |

SUBJECT: Letter from Corps, dated 10/3/01, regarding Swan Creek Road Option E

I called Paul at the request of Anne Elrays to respond to the letter. I told Paul that the cost of Option E is shown on Table IV-14 and is $18.4 million, as compared to the costs of Options C and D, which are each $13.6 million.

I told Paul that SHA Bridge Design and Highway Design are reviewing Option E in further detail. There may be some concern over the bridge span skew and length and the amount of retaining wall. Void of any serious concerns along those lines, Option E may become the Team's preferred option at this location given that it reduces total project wetland impacts by half, or 2 acres. We agree that it also has traffic operations advantages over the other options, primarily related to hospital access.

Paul thought there might be opportunities to reduce the costs of this option. In some cases, the acquisition of businesses (e.g., gas station, bank, or Wendy's on west side; former restaurant/proposed CVS pharmacy on east side) may be cheaper than the large retaining walls proposed. Paul recommended investigating the feasibility and merits of advance acquisition of the proposed CVS site to reduce/eliminate retaining walls on the east side, provide better service road geometry and possibly reduce bridge skew.

The Team will report back to Paul regarding the comments from Highway Design and Bridge Design on Option E.

By Mark D. Lotz

cc: Mr. Dennis Atkins
Ms. Heather Amick
Ms. Anne Elrays
File

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**THE WILSON T. BALLARD COMPANY**
**17 GWYNNS MILL COURT**
**OWINGS MILLS, MARYLAND 21117**

**OFFICE MEMORANDUM**

**DATE TYPED:** December 11, 2003

**PROJECT:** MD 210 Multi-Modal Study

**FILE:** 100-226.10

**SUBJECT:** **Follow-up Discussion in Response to the U.S. Army Corps of Engineers Letter dated October 3, 2001**

Subsequent to the October 3, 2001 discussion with Mr. Wettlaufer, review comments from the SHA Bridge Design and Highway Design divisions, as well as subsequent coordination with the Focus Group and representatives of the Safeway shopping center, led to several design iterations for the MD 210/Swan Creek Road interchange. Interchange Option G resulted from these design iterations. Option G maintains the original Intent of the Corps-suggested Option E, which is to minimize impacts to Wetlands S9 and S9A, but addresses concerns expressed by others related to shopping center visibility and accessibility. Alternative 5A Modified, including Option G at the MD 210/Swan Creek Road intersection, is the SHA-Selected Alternative.

By: Joe DeMent

Cc: Ms. Chisa Winstead
Ms. Heather Amick
File

# Federal Emergency Management Agency

Region III
One Independence Mall, Sixth Floor
615 Chestnut Street
Philadelphia, PA 19106-4404

MT

8/2/01 To: Doc Joe Pat

July 30, 2001

Ms. Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-3D1
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: U.S. Route 1, College Park, and MD 210 Multi-Modal Study

Dear Ms. Simpson:

The Federal Emergency Management Agency (FEMA) received your Environmental Assessment for U.S. Route 1 in College Park, and your Draft Environmental Impact Statement for the MD 210 Multi-Modal Study. These reports described proposed projects in areas that have been mapped by FEMA as Zone AE, areas subject to flooding during the 1% annual chance (100-year) event with base flood elevations determined.

The National Flood Insurance Program (NFIP) is administered by FEMA and is designed to reduce flood losses through local floodplain management and provide flood insurance to property owners. The NFIP requires participating communities to adopt and enforce floodplain management ordinances with stipulations about modifications of the 100-year floodplain. As such, each floodprone community has an ordinance requiring permits for all proposed construction within Zone AE areas and also requiring that the flood carrying capacity of a relocated stream be maintained.

To prove that the flood carrying capacity of impacted watercourses will be maintained may require an engineering study and completion of the enclosed Conditional Letter of Map Revision Application. Please coordinate with the Floodplain Management Officers of the appropriate communities to assure that the project meets the requirements of their floodplain management ordinance.

If you have any questions or problems, please call me at 215-931-5524.

Sincerely,

Jon Janowicz, P.E.
Civil Engineer
Mitigation Division

Enclosure

cc: State Coordinator
FEMA Region 3 Community File
Chron File

VI-142

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**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 27, 2001

Mr. Jon Janowicz
Mitigation Division
Federal Emergency Management Agency
Region III
One Independence Mall, Sixth Floor
615 Chestnut Street
Philadelphia, PA 19106-4404

Dear Mr. Janowicz:

Thank you for your comments on the Environmental Assessment (EA) for US 1 in College Park and the Draft Environmental Impact Statement (DEIS) for the MD 210 Multi-Modal Study. We would like to respond to the concerns outlined in your letter.

You requested that the Maryland State Highway Administration (SHA) coordinate with the Floodplain Management Officer of the appropriate community to assure that the projects meet the requirement of their floodplain management ordinance. The US 1 College Park project and the MD 210 Multi-Modal Study are both in the Project Planning phase, and a Selected Alternative has not yet been identified for either project. Once an alternative is selected and the projects move into the final design phase, SHA will complete detailed hydrology and hydraulics studies to determine if the water surface elevation would be changed by the proposed projects. If required, SHA will complete the Conditional Letter of Map Revision Application and coordinate with the affected communities.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

516

Dennis H

NCPC

NATIONAL CAPITAL PLANNING COMMISSION

401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20576
tel 202 482-7200
fax 202 482-7272
www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 1200

JUN 13 2001

Ms. Cynthie D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mail stop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

Thank you for the opportunity to review the Federal Highway Administration (FHWA) and Maryland State Highway Administration (SHA) Draft Environmental Impact Statement (DEIS) for the Maryland Route 210 (MD 210) Multi-Modal Study evaluating measures to improve safety and relieve congestion on a 10-mile segment of this roadway in southwestern Prince George's County, Maryland. This examination is limited to the Commission's role as the central planning agency for the federal government in the National Capital Region and expresses our general views on planning and environmental issues. This review does not constitute an approval of the proposed action.

After fully evaluating the analysis and conclusions of the DEIS, the Commission staff agrees that the proposed mitigation measures described in the DEIS, if implemented by SHA, would address most short- and long-term environmental effects for the proposed alternative roadway configurations. However, the Commission staff takes this opportunity to express concern on the issue of associated transportation and traffic congestion identified in the DEIS that is projected to emanate from the MD 210 travel corridor.

Recent transportation planning initiatives in the MD 210 area have identified potential Metro-rail stations near the capital beltway. The proposed alternatives in the DEIS, nonetheless, specify no acknowledgement of the now planned Metro-rail station in the vicinity of National Harbor by the Washington Metropolitan Area Transit Authority (WMATA), near the northern section of the MD 210 mainline at Oxon Hill. The Commission staff recommends that SHA provide further discussion and consideration of the intermodal transportation effects of the potential location of this WMATA station in relation to planned improvements of MD 210. Particularly, an evaluation of the WMATA station access to and from MD 210 should be presented. In this respect, station access is particularly important because the station would be the closest transit connection to the MD 210 mainline. And although the Commission recognizes the station construction may be some years away, provisions for possible access points in conjunction with MD 210 should be considered. Early planning information for the proposed National Harbor Station can be obtained from WMATA.

NATIONAL CAPITAL PLANNING COMMISSION

VI-143

SHA

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 21, 2001

Ms. Patricia E. Gallagher, AICP
Executive Director
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington, D.C. 20576

Dear Ms. Gallagher:

Thank you for your letter dated June 13, providing comments on the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for the MD 210 Multi-Modal Study. You have requested that the final document include consideration of the planned Washington Metropolitan Area Transit Authority (WMATA) metro-rail station in the vicinity of National Harbor, near the northern section of the MD 210 mainline at Oxon Hill.

The MD 210 Multi-Modal study team includes representatives from WMATA. Coordination to incorporate the latest WMATA plans in the area, including metro-rail and bus service, are on-going. As the Preferred Alternative selection process continues for the MD 210 study, consideration will be given to providing consistency with the Woodrow Wilson Bridge Project, the National Harbor Project, future metro-rail plans, and evaluation of possible future WMATA station access. A discussion of the planned National Harbor vicinity Metro-rail station will be included in the final document.

Thank you again for your comments. We will provide a copy of the Final EIS and the subsequent Record of Decision to you upon their completion. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

519

We appreciate your consideration of our comments. The Commission looks forward to better identification of the specified issue in the Final EIS, and adoption of mitigation measures listed in the DEIS to implement the project. Please provide a copy of the Final EIS and subsequent Record of Decision to the Commission when available.

Sincerely,

Patricia E. Gallagher, AICP
Executive Director



cc: Ms. Heather Amick, State Highway Administration
Mr. Dennis M. Atkins, State Highway Administration
Mr. Bruce Grey, State Highway Administration
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein, State Highway Administration



520

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

RECEIVED
AUG 26 2003
THE WILSON T. BALLARD CO.
BY_____

ER 01/385

AUG 17 2001

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement and Section 4(f) Evaluation for ***MD-210 (Indian Head Highway)*** Milti-Modal Study, between I-95/I-495 (Capital Beltway) and MD-228, Prince George's County, Maryland.

We concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. We also concur with the proposed measures to minimize harm to Section 4(f) resources which may be affected by the proposed project.

The Department of the Interior has no objection to Section 4(f) approval of this project by the Department of Transportation.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

VI-145

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 16, 2001

Mr. Willie R. Taylor
Director, Office of Environmental
Policy and Compliance
United States Department of the Interior
Office of the Secretary
Washington, D.C. 20240

Dear Mr. Taylor:

Thank you for your comments regarding the MD 210 Multi-Modal Study Draft Environmental Impact Statement (DEIS).

The Maryland State Highway (SHA) appreciates your concurrence that there is no prudent and feasible alternative to the proposed project. We also acknowledge that the Department of Interior has no objection to Section 4(f) approval of the project by the Department of Transportation.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Ms. Heather Amick, State Highway Administration
Mr. Dennis M. Atkins, State Highway Administration
Mr. Bruce Grey, State Highway Administration
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

521

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

JUL 24 2001

Mr. Nelson Castellanos
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211

Re: MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Prince George's County, MD

Dear Mr. Castellanos:

In accordance with the National Environmental Policy Act, Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act, EPA has reviewed the Draft Environmental Impact Statement for the MD 210 Multi-Modal Study. Based on the potential impacts to streams, Chesapeake Bay Critical areas, historic resources, and residential, business/commercial, and church/school properties, we have assigned a rating of Environmental Concerns ("EC") to the DEIS. EPA has also assigned a rating of "2" (additional information required) to the quality of the document due to a number of questions pertaining to the Environmental Justice evaluation.

In general, EPA supports the concept of improving the functioning of an existing transportation facility through the addition of grade-separated interchanges, overpasses, and High Occupancy Vehicle (HOV) lanes. We suggest that the Federal Highway Administration and the Maryland State Highway Administration continue to work with the local citizens to develop an acceptable solution to the area's transportation needs.

EPA strongly suggests that all efforts to avoid and minimize impacts to Chesapeake Bay Critical Areas, streams, wetlands, and floodplains should be included in the design of the proposed facility. If the impacts are unavoidable, mitigation measures should be developed to offset these impacts.

Regarding the evaluation of the project's potential for a disproportionate impact to low income and minority communities under the Executive Order for Environmental Justice, and Title VI of the Civil Rights Act, EPA has the following questions.

- Is the definition of minorities as cited by the document on page III-3 limited to members of those groups only ? Is this definition completely accurate and inclusive ?







U.S. Department of Transportation
Federal Highway Administration

Maryland Division
The Rotunda
711 West 40th Street, Suite 220
Baltimore, Maryland 21211

September 19, 2001

Project No. AW534B11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Draft EIS
Prince George's County, Maryland

Mr. Richard Pepino
Environmental Protection Agency
Region III
1650 Arch Street
Philadelphia, PA 19103-2029

Dear Mr. Pepino:

Thank you for your letter on the Draft Environmental Impact Statement (DEIS) for the MD 210 Multi-Modal Study. The Federal Highway Administration (FHWA) and the Maryland State Highway Administration (SHA) appreciate the US Environmental Protection Agency's (EPA) comments and ratings on the alternates being considered. We would like to address some of the concerns outlined in your letter.

The FHWA and the SHA will continue to work with the local citizens to develop an acceptable solution to the area's transportation needs. In addition, the FHWA and SHA will make all efforts to avoid and minimize impacts to the Chesapeake Bay Critical Areas, streams, wetlands, and floodplains in the design of the proposed facility. If these impacts are determined to be unavoidable, we will develop appropriate mitigation measures.

Concerns were raised in relation to the project's potential for a disproportionate impact to low income and minority communities under the Executive Order for Environmental Justice and Title VI of the Civil Rights Act. We offer the following responses to your questions:

- Is environmental justice limited to addressing concerns related to public participation and disproportionately high impacts resulting from alternatives under consideration ? What about outreach and education of the public regarding the project under study ? Should the public be a meaningfully involved participant in decision making ?

- What is the relevance of citing the fact that certain census tracts have minority population percentages exceeding 50% ? Is this a benchmark value that is being used ? If so, please document and justify its use.

- How do the percentages of minorities and low-income populations in the area compare to those found in the state as a whole ? Comparisons should be made at the state level as well in order to provide additional perspective.

- In the future, it may be helpful to hold a group meeting with the church leaders to explain the project and to solicit their assistance directly in helping you spread the word to their congregations. Direct contact with the ministers may increase the community participation in the project.

- In the context of this project, how does the Federal Highway Administration, Maryland Division, and the Maryland State Highway Administration, ensure compliance with Title VI of the Civil Rights Act of 1964? Please provide details.

- In Section IV-4 there is a paragraph which begins, "This information may not be indicative of the local racial population group composition where displacements are projected to occur." Please explain.

Thank you for providing EPA with the opportunity to comment on this project. We look forward to working with you to resolve our concerns with the Environmental Justice evaluation. If you have any questions regarding our comments, please feel free to contact Ms. Denise Rigney at (215) 814-2726.

Sincerely,

Thomas Sterkamp

for Richard V. Pepino, Director
Office of Environmental Programs





- The definition of "minority" on page III-3 of the DEIS is contained in FHWA's Technical Advisory (TA) 6640.23, "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The TA states the following:

  *These definitions are intended to be consistent with the draft definitions for EO 12898 that have been issued by the Council on Environmental Quality (CEQ) and the Environmental Protection Agency (EPA). To the extent that these definitions vary from the CEQ and EPA draft definitions, they reflect further refinements deemed necessary to tailor the definitions to fit within the context of the FHWA program.*

- Outreach to and education of the public along with the provision of opportunities for the public to provide input as part of the project decision-making are important parts of the Environmental Justice process. As stated throughout the DEIS, the MD 210 Multi-Modal Study has complied with these goals through the following:

  1. Formation of a Citizens' Focus Group, with diverse representation from all communities in the study area, with over 20 meetings in three years;
  2. Outreach (via letter) to the area National Association for the Advancement of Colored People (NAACP) chapter, soliciting comments on the project;
  3. Outreach (via letter) to over 100 area churches, many of which have predominantly minority congregations, providing project information and an open invitation to meet with SHA staff. As stated in the DEIS, a meeting giving an overview of the MD 210 project was held at the Whitehall Baptist Church on November 16, 2000;
  4. Several meetings with area business owners concerning access and economic viability issues;
  5. A meeting with potentially relocated residents to discuss the project and relocation procedures;
  6. Three public meetings, including two informational workshops and a formal public hearing, each of which was well attended; and
  7. Other various small group meetings, as cited in the DEIS, to present project information and solicit input.

- The statement that certain census tracts have a minority population exceeding 50% has no relation to benchmark values or policy. It is a qualitative means of summarizing the racial characteristics of the study area to provide reviewers and decision-makers helpful information in understanding the social environment. A value exceeding 50% was selected arbitrarily based on the fact that it represents those census tracts with minorities representing a majority of the population in that given area.

- According to 1990 census information, minority populations comprised 30.4% of the population in Maryland. This information will be added to the final environmental document. 2000 census data was not used because it was not available.

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- As stated in the DEIS, letters were sent directly to over 100 churches in the study area containing an open invitation to meet with SHA representatives. At their request, a meeting giving an overview of the MD 210 project was held at the Whitehall Baptist Church on November 16, 2000.

- The FHWA and SHA are committed to the principles of environmental justice (EJ) as addressed in Title VI of the Civil Rights Act of 1964, and reinforced in Executive Order #12898. Other documents which have been issued to further clarify the Executive Order are the US Department of Transportation's (DOT) Order on Environmental Justice, dated April, 1997; the Council on Environmental Quality's (CEQ) "Environmental Justice Guidance Under the National Environmental Policy Act", dated December, 1997; and the Federal Highway Administration's (FHWA) Order on Environmental Justice, dated December, 1998. The goal of the FHWA and SHA is to identify minority and low-income populations, bring them into the project development process, and ensure that reasonable efforts are made to address their concerns and provide them opportunities to provide meaningful input into transportation decision-making.

  Minority and low-income populations were identified through community mailings, meetings, and the formation of a Citizens' Focus Group, with diverse representation from all communities in the study area, as well as through census data collection. In addition, community input on alternatives was solicited at every step of the process through the above-referenced meetings and correspondence. The project team held two informational workshops and one public hearing where the public was provided with details related to the MD 210 Multi-Modal Study and community input was solicited. These public involvement processes help to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

- Further clarification was requested regarding the statement in Section IV-4, "This information may not be indicative of the local racial population group composition where displacements are projected to occur." The information being referred to is the previous paragraph's summarization of county and study area racial populations as percentages of the total (county and study area) populations. The study area is known to be 62% minority based on a synthesis of data from individual study area census tracts for which racial composition is publicly available information. It appears that the residential and/or business displacements are extremely small in comparison to the size of the census tracts, and there may be no correlation between the racial composition of the census tracts and the racial composition of impacted residents. Determining the racial composition of potentially relocated residents can be a difficult task to accomplish in a legal and respectable fashion. However, based on those attending a meeting held to discuss the project with potentially relocated landowners, it appears that a relatively small percentage of potential relocations are minority.



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Thank you again for your comments. If you have any comments or questions, please feel free to call Ms. Mary Huie of my staff at 703-519-9800.

Sincerely yours,

Nelson J. Castellanos
Division Administrator

cc:
Heather Amick, SHA
Dennis Atkins, SHA
Joseph Kresslein, SHA
Cynthia D. Simpson, SHA
Caryn J. G. Brookman
Dan W. Johnson
Greg Wolf
Mary Huie

Cbrookman:jeh 9/19/01 s:\cbrookman\210epa.doc

# 2. STATE

MD 210: I-95/I-495 to MD 228

## SUMMARY OF AGENCY COMMENTS ON DEIS (STATE)

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Chesapeake Bay Critical Area Commission<br>Date: 7/12/01 (see page VI-151) | • Alternatives 5B and 5C impact the CBCA. Additionally, a 100-foot buffer to a tributary stream may be impacted. SHA should coordinate with the CBCA Commission through final design regarding proposed impacts. | See page VI-151 |
| Maryland Department of Natural Resources<br>Date: 7/20/01 (see page VI-153) | • Requested proposed stream impacts be defined in more detail, develop a conceptual mitigation informational package. | See page VI-153 |
| Maryland Department of Planning<br>Date: 7/18/01 (see page VI-157)<br>8/3/01 (see page VI-159) | • Continue coordination between MDP and SHA/MDOT with regard to PFA law compliance as project progresses. Requests a more detailed analysis of transit enhancements and provision of park and ride facilities. Requests more specific information on pedestrian and bicycle facility improvements. Include an analysis in Section II how proposed HOV lanes would improve MD 210. Analysis conclusions should be revised or clarified within the SCEA analysis. Discussions of secondary effects on PFA's and on non-PFA's should be integrated in the SCEA analysis.<br>• The Maryland Departments of Housing and Community Development including the Maryland Historical Trust, Natural Resources, and Charles County found this project to be consistent with their plans, programs and objectives.<br>• The Maryland Department of the Environment and Prince George's County found this project to be generally consistent with their plans, programs and objectives. | See page VI-158a<br>VI-158b<br>VI-158c<br>VI-314<br>VI-315<br>VI-316 |



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Judge John C. North, II
Chairman

Ren Serey
Executive Director

STATE OF MARYLAND
CHESAPEAKE BAY CRITICAL AREA COMMISSION
1804 West Street, Suite 100, Annapolis, Maryland 21401
(410) 260-3460 Fax: (410) 974-5338

July 12, 2001

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Project N. PG 221A11
MD 210 Multi-Modal Study, I-95/I-495 to MD 228
Prince George's County, Maryland

Dear Ms. Simpson:

Thank you for forwarding the above-referenced project to this office for review and comment. I have reviewed the proposed alternatives for the MD 210 project. According to the information provided, it appears that the options associated with alternatives 5B and 5C will have a total of 7.3 acres of impact to the Chesapeake Bay Critical Area.

It also appears that the 100-foot Buffer to a tributary stream will be impacted. Since the Buffer is considered a Habitat Protection Area (HPA) under the Critical Area Criteria, the selection of alternative 5B and 5C will require approval by the Chesapeake Bay Critical Area Commission. The report also references potential disturbance to Forest Interior Dwelling Bird (FID) habitat. This disturbance would also require Commission approval.

Regardless of the selected alternative, the State Highway Administration is required to forward all projects in the Critical Area to this office for staff review and comment. This project will likely require some form of forest, FID, and /or Buffer mitigation depending on the selected alternative. The mitigation ratios are dependent on the amount and type of disturbance. We will be happy to provide more detailed information once the alternative is selected.

Branch Office: 31 Creamery Lane, Easton, MD 21601
(410) 822-9047 Fax: (410) 820-5093

TTY FOR DEAF ANNAPOLIS 974-2609 D.C. METRO 586-0450

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 18, 2001

Ms. Lisa A. Hoerger
Chesapeake Bay Critical Area Commission
1804 West Street, Suite 100
Annapolis, MD 21401

Dear Ms. Hoerger:

Thank you for your comments regarding the MD 210 Multi-Modal Study Draft Environmental Impact Statement (DEIS). The Maryland State Highway Administration (SHA) has reviewed your letter and would like to take this opportunity to address your questions and comments.

As stated in your letter, Alternatives 5B and 5C each propose 7.3 acres of impact within the Chesapeake Bay Critical Area. In addition, the 100-foot buffer to a tributary stream may be impacted by either alternative. The potential stream buffer impact is within a Habitat Protection Area (HPA), and the selection of either Alternative 5B or 5C would require Chesapeake Bay Critical Area Commission approval. Additionally, impacts to Forest Interior Dwelling Bird (FID) habitat would require Commission approval.

The SHA will continue to coordinate with the Commission through final design regarding proposed impacts within the Critical Area, appropriate mitigation ratios, and proposed sediment and erosion control measures and stormwater management techniques. All appropriate state, local and federal permits will be obtained prior to Commission approval, and every effort will be made to locate stormwater management facilities outside of any designated HPAs.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



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In general, any disturbance to FID habitat requires a minimum 1:1 mitigation ratio and that mitigation must be creating new FID habitat. Therefore, the proposed planting area must be adjacent to an existing FID forest. Buffer disturbance generally requires a 3:1 mitigation ratio and that mitigation must occur in back in the 100-foot Buffer. The order of preference is in the Buffer on-site or at a nearby off-site location.

We will also be interested in the proposed sediment and erosion control measures and the proposed stormwater management technique used for the project. If the project will require Commission approval, all necessary State, local and federal permits that are required should be obtained prior to Commission approval. All stormwater management facilities shall be located outside of any designated HPAs.

If I can provide you with further assistance, please do not hesitate to contact me at (410) 260-3478.

Sincerely,

Lisa A. Hoerger

Lisa A. Hoerger
Natural Resources Planner

cc: Ms. Regina Esslinger, Chief, Project Evaluation



by: Joseph R. Kresslein

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Ms. Heather Amick, State Highway Administration
Mr. Dennis M. Atkins, State Highway Administration
Mr. Bruce Grey, State Highway Administration
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein, State Highway Administration

Parris N. Glendening
*Governor*

Kathleen Kennedy Townsend
*Lt. Governor*

**Maryland Department of Natural Resources**
**ENVIRONMENTAL REVIEW**
Tawes State Office Building
Annapolis, Maryland 21401

Sarah J. Taylor-Rogers, Ph.D.
*Secretary*

Stanley K. Arthur
*Deputy Secretary*

July 20, 2001

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Simpson:

The Maryland Department of Natural Resources (DNR) has conducted a review of the Draft Environmental Impact Statement/Section 4(f) Evaluation (DEIS) for the MD 210 Multi-Modal Study project (Project No. PG221A11, MD 210 from I-95/I-495 to MD 228, Prince George's County). We have the following comments on the draft document:

1. Page III-46 (3. Fish Fauna) - A statement is made in this paragraph that, "The only anadromous fish with documented spawning in the project area is the white perch...". It appears that this statement may have been used to refer only to the results of certain specific surveys that were evaluated during the writing of this section, although this is not entirely clear. As indicated in the DNR letter describing fisheries resources in the Study Area (dated July 11, 2000, from Ray Dintaman to Joseph Kresslein), anadromous herring species (*Alosa sp.*) have also been documented spawning within the Study Area. The spawning by herring was documented during previous anadromous fish surveys by DNR biologists. We request that the presence of spawning herring be added to the text in this section. While it is acceptable to rely heavily on the specific surveys referenced to describe the fish species present in the area (provided that the surveys were thorough studies with the intent of characterizing the entire fish population of the sampled sites), other fisheries documentation (such as the presence of spawning herring) that is available should not be excluded. This section of text also references the fish list that is included in the Appendix. That list, found on page IX-1, and also the terrestrial fauna list which follows it, should include more specific title information describing the source of the information and the dates or year range of data collection. The fish list includes yellow perch, which is considered an anadromous fish (or semi-anadromous fish) in this region. While its presence on the fish list does not necessarily indicate spawning within the Study Area, it may be appropriate to also reference this species in the statement on anadromous fish species.

Telephone: (410) 260-8330
DNR TTY for the Deaf: (410) 260-8835



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

September 28, 2001

Mr. Ray C. Dintaman, Jr., Director
Maryland-Department of Natural Resources
Environmental Review Unit
Tawes State Office Building, B-3
580 Taylor Avenue
Annapolis, Maryland 21401

Dear Mr. Dintaman:

Thank you for your July 20 letter providing comments on the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for the MD 210 Multi-Modal Study. The purpose of this letter is to address some of the concerns outlined in your letter. The following numbered responses correspond to the numbered comments in your letter:

1. The presence of spawning herring will be added to the text of the final environmental document in the section corresponding to DEIS p. III-46 (3. Fish Fauna). More specific title information describing the source of the information included in the Appendix will also be added. We will perform additional research to determine if it would be correct to add yellow perch to the listing of anadromous fish species.

2. The final environmental document will include a statement in the stream impacts section regarding sediment spills as a potential construction impact.

3. Subsequent to publication of the DEIS, SHA undertook a more detailed analysis of the potential MD 210 stream impacts to provide further definition. Stream impacts were inventoried for each alternative according to whether they were relocation or pipe impacts, and whether the stream segment impacted was perennial or ephemeral. All of these results will be included in the final environmental document.

4. We concur with the suggested text revisions, and will incorporate them into the final environmental document.

5. We appreciate this comment and will continue to include, as appropriate, information similar to that contained in the fauna impacts section in future environmental documents.

6. Your concerns regarding the wording in reference to cumulative impacts to wetlands are noted, and your suggestions will be considered in developing this section in the final environmental document.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
[illegible] Street • Baltimore, Maryland 21202

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2. At the top of page IV-43, potential impacts from construction are referenced. Accidental spills are referenced, but supporting information indicates that this is a reference mostly to equipment and machinery fluids. This section should prominently reference sediment spills or discharge from the construction areas, as sedimentation of downslope and downstream areas is one of the most critical potential impacts from construction activities. While sedimentation is referenced in subsequent pages, it should not be omitted from this introductory section.

3. On pages IV-43 and IV-44, stream impacts are discussed. The information explains that much of the stream impact total length is due to culvert extensions and grading for proposed fill slopes (grading and relocation of existing ditches and ditch/streams). It further explains that actual stream relocations may only total approximately 235 linear feet. This explanation is very useful, as figures for total stream impacts can sometimes be misleading because they group into one statistic some of the least significant (roadside ditch relocation) and most significant (natural stream piping or relocation) types of natural resource impacts. We recommend that as the project study continues, the proposed stream impacts be further defined as feasible. One possible suggestion would be to present total stream impacts, and then also provide sub-categories to describe and enumerate the linear measurements of the different types of stream impacts that are included. This will provide a much more accurate description of the stream impacts to be expected.

4. On page IV-74, we recommend that an additional sentence or phrase be added to the third paragraph, after the existing sentence, "Impacts from the Build Alternates on F.I.D.s is expected to be minimal because most impacts are within the existing edge habitat." The additional language should convey the following point: "however, forest clearing and construction along the existing roadway associated with the Build Alternates may, in some areas, cause the further extension of edge habitat into nearby existing forest interior areas." To improve the accuracy of the text, the word "minimal" in the existing sentence referenced above should be changed to "limited" or "minimized".

5. We found many detailed references on potential impacts to various wildlife resources in the section on Environmental Consequences; Fauna (pages IV-73 to IV-81). The overall scope of the concepts presented in this section are impressive, and we commend the efforts made by the preparers of the document to put this section together. We hope to see similar information on the varied potential impacts from road construction to fauna in future environmental documents.

6. We recommend against use of the following statement, which can be found on page IV-159 in a discussion of cumulative impacts to wetlands: "However, given the current Federal and State regulatory framework contained in Section 404 of the Clean Water Act, the Maryland Nontidal Wetlands Protection Act and the 'no net loss' wetlands policies, impacts to wetlands under the future land use scenario are expected to be minimal". A similar statement can be found near the top of Page IV-166 in the first paragraph. The reason for our concern with this statement, and especially the use of the term "minimal", is that wetland impacts are not prohibited by State or Federal wetland protection laws; the laws only require avoidance and minimization efforts in relation to the purpose and need of various projects, along with consideration of alternative analyses for the projects. The term "minimal" conveys the idea that not only will these impacts be



7. Conceptual mitigation of stream impacts will be addressed following the identification of a Preferred Alternative. A Conceptual Mitigation informational package will be developed for agency review at that time. We appreciate your detailed input regarding mitigation concepts at this early stage, as they will be evaluated for incorporation into the development of our informational package.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Ms. Heather Amick, State Highway Administration
Mr. Dennis M. Atkins, State Highway Administration
Ms. Caryn Brookman, Federal Highway Administration
Mr. Michael Clifford, Washington Metropolitan Council of Governments
Ms. Elizabeth Cole, Maryland Historical Trust
Mr. Prakash Dave, State Highway Administration
Mr. John Dinne, U.S. Army Corp of Engineers
Mr. Elder Ghigiarelli, Maryland Department of the Environment
Mr. Greg Golden, Maryland Department of Natural Resources
Mr. Bruce Grey, State Highway Administration
Ms. Susan Hinton, National Park Service
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein, State Highway Administration
Mr. J. Rodney Little, Maryland Historical Trust
Mr. Mark Lotz, Wilson T. Ballard Company
Mr. John Nichols, National Marine Fisheries Service
Ms. Melinda Peters, State Highway Administration
Ms. Barbara Rudnick, Environmental Protection Agency
Ms. Bihui Xu, Maryland Department of Planning
Mr. Robert Zepp, Fish and Wildlife Service

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minimized, but also that the final tally will not be of significance. In some cases of development, rather significant wetland impacts may be authorized for individual projects, and certainly the cumulative impacts that can be authorized over time in a developing area are likely to be considered more than "minimal". Also, we note that "no net loss" policies address the need for compensatory mitigation as much as they do impact avoidance and minimization, so "no net loss" does not directly provide assurances against future significant wetland impacts. Examples of more accurate language that still makes a similar point can be found nearby in the document in discussions of other resources. For example, on page IV-160 in the last paragraph, the following statement is made: "However, impacts to woodlands would be regulated under the Maryland Forest Conservation Act and the Chesapeake Bay Critical Area Protection Law, and effects would be offset through reforestation requirements." Also, on page IV-165 in the last paragraph, the following statement is made: "...the current regulatory framework for stormwater management and sediment and erosion control requirements would help to minimize the impacts to surface waters from development under the future land use scenario." More cautious and less conclusive language similar to these two examples (i.e. use of the term "minimized" rather than "minimal") should be used for the statements regarding wetlands impacts in the Secondary and Cumulative Effects Analysis section of the document.

7. We have the following recommendation related to the project, but not directly related to the DEIS contents: linear stream impact figures will likely be quite high for this project, although as discussed above, much of this impact could be affecting lesser quality roadside ditches. In any case, it will be important to develop a comprehensive package of compensatory mitigation that successfully addresses any significant non-vegetated wetland stream impacts, separate and in addition to the mitigation for vegetated wetlands. Very high quality fisheries resources, including additional anadromous fish spawning areas and a significant recreational largemouth bass fishery, are found in the Potomac River mainstem just outside and downstream of the Study Area for this project. Mitigation for stream impacts, if necessary, should include consideration of each of the following important categories as the mitigation package is developed: stormwater retrofits throughout the area to improve downstream water quality and habitat, streambank stabilization and habitat improvements in the tributaries in the area, and habitat improvements in the Potomac River mainstem which might improve regional fisheries resources that could be affected by runoff from the project during and after construction. We understand that the stream mitigation package may or may not require a site search extensive enough to consider mitigation projects outside the Study Area. In case it may provide needed information for your mitigation search, we advise that the DNR Fisheries Service has conducted a preliminary investigation of potential locations for clean rubble placement in the Potomac River to create structures that would improve habitat for largemouth bass and other species. Consideration was given to rubble placement locations that might provide benefits further than simple sport fish attraction and concentration. Additional benefits could include juvenile fish refuge and creation of protected areas where submerged aquatic vegetation (SAV) can further establish in the river. Our preliminary information on potential rubble placement sites is available upon request. Only placement of clean rubble should be considered for these structures, and we note that preliminary comments that have been gathered indicate that rubble placement should be considered only for creation of submerged or emergent offshore structures, and not for shoreline stabilization or other shoreline structures.



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We appreciate the attention that has been given in the draft document to natural resource assessment and protection. We advocate and support your continued efforts to optimize protection of natural resources during future planning phases for this project. If you have any questions concerning these comments, you may contact Greg Golden of my staff at 410-260-8334.

Sincerely,

Ray C. Dintaman Jr.

Ray C. Dintaman, Jr., Director
Environmental Review Unit

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MDP
Maryland Department of Planning

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Harriet Tregoning
Secretary

Ronald N. Young
Deputy Secretary

July 18, 2001

Ms. Cynthia D. Simpson, Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attention: Ms. Gay L. Olsen

**Re: Draft Envlronmental Impact Statement and Section 4(f) Evaluation – MD 210 Multl-Modal Study**

Dear Ms. Simpson:

Transportation planning staff at the Maryland Department of Planning have reviewed the Draft Environmental Impact Statement (DEIS) for the MD 210 Multi-Modal Study. We are providing abbreviated comments through the Maryland State Clearinghouse as well as this letter with more extensive comments for SHA's consideration.

(1) As noted in the DEIS, portions of the project alignment are outside the Prince George's County Priority Funding Area (PFA). Coordination between MDP and SHA/MDOT with regard to the PFA law compliance of the project is ongoing. It should be indicated in the sections discussing PFAs on page S- 4, S- 8, and IV-36.

Our specific comments on the DEIS document are provided as follows.

**Summary**

(2) We suggest that a summary of the Secondary and Cumulative Effects Analysis be included in the Summary section.

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Telephone: 410.767.4500 Fax: 410.767.4480 Toll Free: 1.877.767.6272 TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

**II. Alternatives Considered**

(3) A more detailed analysis of transit enhancements and provision of park and ride facilities should be included. Has the travel demand forecast for this project included the proposed transit enhancements and other TDM measures? How would transit enhancements influence people travel along the MD 210 corridor? What are the projected transit ridership under No-Build or Built Alternatives? How would HOV lanes, park and ride facility improvements, signal prioritization, and other strategies enhance transit usages? More detailed discussions will help the agencies and the public to better understand how non-SOV options could help to meet the project purpose and what non-SOV options could be part of the selected alternative.

(4) More specific information on major pedestrian and bicycle facility improvements should be provided. The DEIS generally indicated that sidewalks and bike lanes will be considered for cross roads, but there is no information on the locations of the proposed sidewalks/bike lanes and associated safety improvements, e.g., (if any) crosswalks, safety islands, and pedestrian and bicycle friendly signals. SHA staff indicated to us previously that SHA tries to design or choose interchanges that will be bicycle/pedestrian-friendly. Some discussion on this effort may be useful.

(5) The DEIS indicates that sidewalks and bike lanes would be provided only within the limits of roadway improvements. However, such an approach may not reasonably address the need for pedestrian and bicycles. Some extended sidewalks or bikeways may be needed to make reasonable connections to adjacent land uses.

(6) There is no a particular analysis or discussion of how the proposed HOV lanes would help to improve travel along MD 210. Such an analysis should be included in Section II. G. to assist the evaluation of the Build Alternatives. Using ADT or vpd may not be the best way to present HOV lanes' traffic carrying ability. The major function of HOV lanes is to manage peak period traffic; therefore, peak period traffic data for HOV lanes should be considered. In addition, HOV lanes should be measured for the ability to carry persons rather than cars. Therefore, we suggest that SHA consider using "Persons per lane per day," or "persons per lane per hour," or "persons per lane AM/PM peak" traffic volumes for HOV lanes. For a comparison purpose, such traffic volume data may also be developed for the general use lanes.

**IV. Environmental Consequences – M. Secondary and Cumulative Effects Analysis**

Evidently, SHA and the Study Team have made good efforts on collecting SCEA data and information. The SCEA information and data presented are useful for the analysis.

(7) It appears to us that the consequences of cumulative impacts on some resources are downplayed by the analysis conclusions. These conclusions should either be revised or be clarified based on reasonable justifications:

- **Surface Waters** We believe that related MDE regulations can help to reduce some impacts to surface water but cannot help to minimize such impacts. It is not appropriate to use the word of "minimize" to describe the effect of MDE regulation control. The DEIS indicates that "the amount of developed land within

the SCEA boundary is projected to nearly triple" from 1997 to 2020. It also states that stormwater management practices cannot offset all of cumulative impacts on water quality due to significant transformation of forest/woodland land to built environment in the future.

(8) • **Woodlands** The DEIS should provide an explanation of why current regulation controls could offset the substantial impacts to woodlands. Will there be net lost of woodland/forest resources in the SCEA area even with implementation of the state regulations? It is unclear to us.

(9) • **Agricultural Land** In the last paragraph of Section f. (page IV-163), it should point out that in Prince George's County since the agriculture areas between the Piscataway Creek and the Charles County line are allowed for low density residential development, such agricultural land can be impacted by future development.

The followings are the comments regarding Section 4. Secondary Effects and Section 5. Conclusions from page IV-163 to IV-166.

(10) • Examination of the secondary effects on areas in PFA and in non-PFA is part of the Smart Growth implication evaluation. For this project and other SHA's projects, discussions of secondary effects on PFAs and on non-PFAs should be integrated in the SCE analysis. PFA boundaries should be shown on related maps to assist the analysis. For instance, PFA boundaries could be overlaid with the SCEA development activities on Figure IV-10.

(11) • On page IV-163, the definition of "secondary effects" is incomplete. As quoted in the SHA's SCEA Guidelines, secondary effects "may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water on other natural systems, including ecosystems."

(12) • It should be noted that changes in land use pattern could occur without changing the type of development that is defined by a local master plan. In this project's SCEA area, agricultural land, woodland and forest land could be changed to residential uses in accordance with local zoning regulations. This land use pattern change will increase impervious areas and population density. And the MD 210 project could trigger, facilitate and accommodate the residential development in these agricultural/woodland areas. As the result, growth rate could be altered. This is the secondary effect that should be addressed by the SCE analysis and documented in the DEIS. In this case, the type of development, i.e., residential uses may not be changed to other uses, e.g., to commercial uses, but the land use patterns would be changed. If the transformation from agricultural and forest land to low density residential uses occurs outside PFAs, that may be an adverse secondary effect that the State Smart Growth policy is intended to discourage.

(13) • Sometimes highway improvements could provoke changes in the type of development. For instance, land near a new interchange could be rezoned from residential use to commercial uses, or from low density land uses to high density development. It is unclear whether such changes could occur along the MD 210 corridor after the roadway becomes a freeway. If the changes are within PFAs, there might not be negative effects. An assessment of changes in development types (if any) may be included.

(14) • On page IV-163, the statement, "Public facilities must be adequate to accommodate the growth envisioned by the master plans," may not be consistent with the State Smart Growth policies. The State of Maryland intends to invest public facilities in PFAs to support and accommodate growth in PFAs. Environmentally insensitive low-density developments outside of PFAs, even they are called for by local master plans, should not be supported by state dollars. We suggest deleting the sentence.

(15) All in all, the secondary and cumulative effects of the project should be thoroughly assessed and adequately documented. Implementation of current regulatory controls may not be the only approach to mitigate the SCE impacts. Additional SCEA mitigation strategies should be investigated. To our concerns, mitigations strategies to minimize land development impacts outside of PFAs may be explored.

Should you have any questions with regard to our comments, please do not hesitate to contact me at 410-767- 4564 or Bihui Xu at 410-767-4567.

Sincerely,

David T. Whitaker, AICP
Principal Planner
Transportation Planning

cc: Ron Young, MDP
Joe Tassone, MDP
Bob Rosenbush, MDP
Nelson Castellanos, FHWA
Barbara Rudnick, EPA
Paul Wettlaufer, COE
Ray Dintaman, DNR
Attention: Greg Golden
Elder Ghigiarelli, MDE
Don Halligan, MDOT
Fatimah Hasan, MDOT
Michael Day, MHT
Attention: Ms. Ann Bruder
Ms. Beth Cole

Post-it® Fax Note 767
To Marie Lotz

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Hubert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 15 2004
BY WILSON T. BALLARD CO

March 12, 2004

Re: Project No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Prince George's County

Mr. David T. Whitaker, AICP
Principal Planner
Transportation Planning
Maryland Department of Planning
301 West Preston Street, Suite 1101
Baltimore, MD 21201-2305

Attention: Ms. Bihui Xu

Dear Mr. Whitaker:

Thank you for your July 18, 2001 letter in which you provided comments on the Draft Environmental Impact Statement (DEIS) for the MD 210 Multi-Modal Study. Since that time, the State Highway Administration (SHA) has developed and selected a modified alternative, Alternative 5A Modified. Your comments spanned a wide range of issues that needed to be addressed as we refined our preferred, and subsequently selected, alternative. In this intervening time period, we have conducted the necessary studies and coordination to adequately address the issues raised. The Selected Alternative and Conceptual Mitigation Package is attached. We anticipate that the Final Environmental Impact Statement (FEIS) will be approved by the Federal Highway Administration (FHWA) and circulated this Summer.

The following is provided in response to your letter, with response numbers corresponding to circled comment numbers shown on an attached copy of your letter: Where appropriate, we have addressed your comments as they relate to the SHA-Selected Alternative.

1. The SHA-Selected Alternative, Alternative 5A Modified, complies with the Linear Features Regulation and is therefore consistent with Maryland's Priority Places Strategy. This information will be cited in the Summary and Environmental Consequences Chapter of the FEIS.

2. A summary of the Secondary and Cumulative Effects Analysis will be included in the Summary section of the FEIS.









3. Throughout the detailed studies portion of this Project Planning study, SHA worked closely with the Maryland Transit Administration (MTA), the Washington Metropolitan Area Transit Authority (WMATA) and Metropolitan Washington Council of Governments (MWCOG) to develop an enhanced transit network that would maximize transit use in the MD 210 corridor. This enhanced transit network was then modeled by MWCOG to determine effects on ridership and travel times for both High Occupancy Vehicle (HOV) lane and non-HOV lane scenarios. MTA and WMATA developed an all inclusive transit enhancement package consisting of additional express routes, reduced headways, and additional park and ride capacity that was considered the maximum practicable transit network enhancement. The detailed elements of the enhanced network are attached as part of MWCOG's MD 210 Corridor Study Regional Travel Demand Analysis Report, dated January 21, 2000 (attached). The basic conclusion of the MWCOG report was that transit enhancements alone in the MD 210 corridor would increase transit ridership by approximately 3,600 person-trips per day over baseline conditions; however, when combined with HOV lanes, all of the increased transit-ridership would be lost as those patrons shifted to the HOV lanes. HOV lanes would have ten times the benefit as transit in removing traffic from Limited Occupancy Vehicle (LOV) lanes. HOV lanes were modeled assuming direct connections to I-295 and the Capital Beltway (west only). Interchanges on MD 210 were assumed at all roadway crossings from Old Fort Road South to the Capital Beltway. The proposed transit service modifications that are assumed to be implemented along with the SHA-Selected Alternative, consistent with WMATA/MTA recommendations, will be outlined in the Effects on Public Transportation Services section of the Environmental Consequences chapter of the FEIS.

4. Pedestrian and bicycle studies and consideration of improvements along MD 210 have been completed. The Alternatives Considered and Environmental Consequences Chapters of the FEIS will contain more detail concerning the locations of sidewalks on the cross-roads, how transit stops will be accessed and how bicycle traffic will be accommodated. Details regarding dimensions of intersection islands and traffic signal phasing for pedestrians will be resolved during the final design phase.

5. SHA coordination with Prince George's County Department of Public Works and Transportation staff will continue into the design stage regarding many project issues, including sidewalk and bikeway issues. Given that the side roads are county facilities, SHA is limited as to what improvements can be made outside the limits of the approach roadway work near the interchanges.

6. Information concerning traffic volumes and levels of service associated with HOV and non-HOV alternatives is summarized in the DEIS. Figures II-2A through II-2C present ADTs of total, HOV and non-HOV traffic throughout the corridor along with intersection levels of service at at-grade intersections and ramp terminals. Table II-2 summarizes levels of service at ramp merge/diverge locations for all alternatives. During document preparation, it was

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believed that this was sufficient information for comparing alternatives without overwhelming the lay reader with extensive technical traffic information.

The SHA-Selected Alternative, Alternative 5A Modified does not include HOV lanes. The rationale for choosing this alternative was based on the analyses of the traffic operations, environmental impacts and public/agency input for each of the alternatives. Person-throughput, defined as the actual number of people (not just vehicles) using the highway in a given period of time, was not a significant factor in the decision-making process, except that public comments indicated that they were quite aware that the HOV alternatives (5B and 5C) provided more, and in their view excessive, capacity as compared to the non-HOV alternative. The public was overwhelmingly opposed to HOV because it would, in their view, induce further sprawl growth in Charles County and directly impact land adjacent to MD 210. SHA-Selected Alternative 5A is forecast to provide satisfactory traffic operations through the design year 2020, thus meeting purpose and need, with lower cost and environmental impact as compared to the HOV alternatives.

7. The FEIS will include a revised statement that the current regulatory framework for stormwater management and sediment and erosion control requirements administered by MDE would help to reduce the impacts to surface waters from development under the future land use scenario.

8. The Secondary and Cumulative Effects Analysis included in the FEIS will incorporate additional information with regard to the Maryland Reforestation Law requirements as discussed below:

*For every acre of forest cleared above the allowable clearing threshold, one acre of forest must be replaced. In accordance with the Natural Resources Article, Section 5-103, which became law on January 1, 1988. This reforestation would help offset the forest impacts. It is not certain, however, that all of the reforestation would be completed within the SCEA boundary, although it would likely be accomplished within the county where forest impacts occur. Therefore, impacts to woodlands within the SCEA boundary would likely contribute to cumulative forest resource impacts in the SCEA boundary, but because of reforestation, would not contribute substantially to cumulative impacts to woodlands in Prince George's County or Charles County. Other projects in the SCEA area potentially contributing to cumulative effects, such as private developments, are subject to county reforestation requirements that are at least equal to, and in certain cases more stringent than, the state requirements with regard to reforestation ratio requirements.*





9. A statement will be included in the FEIS that the agricultural land zoned Residential - Agricultural, located generally between Piscataway Creek and the Charles County line, can be impacted by future development because the zoning classification allows low density residential development.

10. No land use changes are anticipated with the SHA-Selected Alternative. Subsequently, no secondary effects in terms of induced changes in the type of development or land use as envisioned in the area master plans are anticipated. The FEIS will include this conclusion.

11. The full definition of secondary effects, as quoted in SHA's SCEA Guidelines, is stated at the beginning of the SCEA on page IV-133 of the DEIS. This definition will also be included in the FEIS.

12/13. The level of improvement to MD 210 proposed by the SHA-Selected Alternative is consistent with the current Subregion V Approved Master Plan, which assumes MD 210 as a freeway from I-295 to MD 228. The speculative nature of potential land use and zoning changes cited in your comments are not reasonably foreseeable.

14. The FEIS will not include the following statement: "Public facilities must be adequate to accommodate the growth envisioned by the master plans."

15. With regard to the comment that additional SCEA mitigation strategies should be investigated, SHA is not in a position to mitigate directly for impacts caused by other projects, such as by developers or by the county. Substantial mitigation is proposed for the direct impacts anticipated by the SHA-Selected Alternative. This mitigation of direct impacts does, in turn, provide some mitigation for the cumulative impacts that may take place in the SCEA area.

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Mr. David T. Whitaker
MD 210 Multi-Modal Study
Page Five

Thank you again for your comments and suggestions. Should you have any additional questions, please feel free to contact the environment manager, Ms. Heather Amick at (410) 545-8526 or the project manager, Mr. Mark Lotz at (410) 363-0150.

Sincerely,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Attachments
cc: Ms. Heather Amick, SHA-PPD
Mr. Bruce Grey, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD
Mr. Mark Lotz, WTB
Ms. Chisa Winstead, SHA-PPD



5-38

# MDP
## Maryland Department of Planning

Parris N. Glendening
Governor

Kathleen Kennedy Townsend
Lt. Governor

Roy W. Kienitz
Secretary

Ronald H. Young
Deputy Secretary

Aogust 03, 2001

Ms. Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202

REVIEW AND RECOMMENDATION

State Application Identifier: MD20010515-0487
Description: Draft Environmental Impact Statement and Section 4(f) Evaluation - MD 210 Multi-Modal Study From I-95/I-495 (Capital Beltway) to MD 228
Applicant: Maryland Department of Transportation
Location: Prince George's County
Approving Authority: U.S. Department of Transportation

Recommendation: Endorsement with Qualifying Comments

`ear Ms. Simpson:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter with attachments, constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Environment, Housing and Community Development including the Maryland Historical Trust, Natural Resources; Charles and Prince George's Counties; and the Maryland Department of Planning.

*As noted in the DEIS, portions of the project alignment are outside Prince George's County Priority Funding Area (PFA). Coordination between our department and SHA/MDOT with regards to the PFA law compliance of the project is ongoing. In general, we support the MD 210 multi-modal study but we urge SHA to conduct a true multi-modal analysis for this project. The letter we addressed to you, dated July 18, 2001, contains our detailed comments on this project.*

The Maryland Departments of Housing and Community Development including the Maryland Historical Trust, Natural Resources; and Charles County found this project to be consistent with their plans, programs, and objectives.

The Maryland Department of the Environment; and Prince George's County; found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below and discussed in the attached comments.

Summary of Comments:

The Maryland Historical Trust has determined that the project will have "no adverse effect" on historic properties and that the federal and/or State historic preservation requirements have been met.

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Tel: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.800.767.6272 • TTY Users: Maryland Relay
Internet: www.mdp.state.md.us



The Maryland Department of the Environment in their attached comments, addressed issues relating to solid waste, and underground storage tanks.

Prince George's County Department of Planning made the following comments: "The study area is located within a geographic area covered by two master plans: the 1981 Subregion V Master Plan and the 993 Subregion VII Master Plan. The master plans recommend HOV lanes within this corridor as well as interchanges at all street crossings. While alternative 5A facilitates travel demand in the short-term, as a long-term solution, it is not compatible with our master plans due to the continued presence of at-grade intersections. Alternatives 5B and 5C incorporate an HOV concept [as] the current master plans recommend. [Therefore], it would appear that Alternative 5C is the option that is most compatible with our master plans".

Prince George's County Department of Public Works and Transportation made the following comments: "Alternative 5A Capacity Option 2 is the preferred option among the proposed alternative solutions, as it includes the greatest number of interchanges considered necessary to achieve Level of Service D (LOS D) or better during the peak periods. Due to the apparent local opposition to Alternatives 5B and 5C from the affected communities, the Department of Public Works and Transportation will further analyze the alternatives and, therefore, will take no position regarding HOV lanes along the MD Route 210 project at this time".

Any statement of consideration given to the comments should be submitted to the approving authority, with n copy to the State Clearinghouse. Additionally, the State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the recommendation cannot be accommodated by the approving authority.

Please remember, you must comply with all applicable state and local laws and regulations. If you have any questions about the comments contained in this letter or how to proceed, please contact the State Clearinghouse at (410) 767-4490. Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. *Any substitutions of this form must include the State Application Identifier Number.* This will ensure that our files are complete.

We appreciate your attention to the intergovernmental review process and look forward to your continued cooperation. If you need to contact a staff person, please call 410-767-4490.

Sincerely,

Linda C. Janey, J.D.
Director, Clearinghouse & Plan Review Unit

LCJ:AM:da
Enclosures
(* indicates with attachments)
cc: Joane Mueller - MDE
Ray Dintaman - DNR
Steve Magoon - CHAS
Beverly Warfield - PGEO
Kathryn Orosz - DHCD
Joe Tassone - MDPC
Bob Rosenbush - MDPM



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Maryland Department of Planning

Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor

Roy W. Kienitz
Secretary
Ronald N. Young
Deputy Secretary

# MEMORANDUM

Please complete this form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the approving authority.

TO: Maryland State Clearinghouse
Maryland Department of Planning
301 West Preston Street
Room 1104
Baltimore, MD 21201-2365

DATE: _____
(Please fill in the date form completed)

FROM: _____
(Name of person completing this form.)

PHONE: (____)_____
(Area Code & Phone number)

RE: State Application Identifier: MD20010515-0487
Project Description: Draft Environmental Impact Statement and Section 4(f) Evaluation - MD 210 Multi-Modal Study From I-95/I-495 (Capital Beltway) to MD 228

## PROJECT APPROVAL

This project/plan was:

☐ Approved ☐ Approved with Modification ☐ Disapproved

Name of Approving Authority: | Date Approved:

## FUNDING APPROVAL

The funding (if applicable) has been approved for the period of

_____, 200__ to _____, 200__ as follows:

| Federal: $ | Local: $ | State: $ | Other: $ |
|---|---|---|---|

## OTHER

☐ Further comment or explanation is attached

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Tel: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.800.767.6272 • TTY Users: Maryland Relay
Internet: www.mdp.state.md.us



PLEASE COMPLETE YOUR REVIEW & RECOMMENDATION BEFORE June 11,2001

:TURN COMPLETED FORM TO: Linda C. Janey, J.D., Director, Clearinghouse & Plan Review Unit, Maryland Department of Pl: g.
301 West Preston Street, Room 11D4, Baltimore, Maryland 21201-2365

| | | | |
|---|---|---|---|
| tate Application Identifier: ocation: | MD2D010515-D487 PGEO | Clearinghouse Contact: Clearinghouse Phone: | Aziz Memmad 41D-767-4490 |
| pplicant: | Maryland Department of Transportation | | |
| escription: | Draft Environmental Impact Statement and Section 4(f) Evaluation - MD 210 Multi-Modal Study From I-95/I-495 (Capital Beltway) to MD 228 | | |

Based on a Review of the Information Provided, We Have (✓) Checked the Appropriate Determination Below

## CONSISTENT RESPONSES - *STATE AGENCIES ONLY*

| | |
|---|---|
| C1 | It is consistent with our plans, programs, and objectives. |
| C2 | It is consistent with the policies contained in Executive Order 01.01.1992.27 (Maryland Economic Growth, Resource Protection, and Planning Act of 1992), Executive Order 01.01.1998.04 (Smart Growth and Neighborhood Conservation Policy), and our plans, programs, and objectives. |
| C3 | **(MHT ONLY)** It has been determined that the project will have "no effect" on historic properties and that the federal and/or state historic preservation requirements have been met. |
| C4 | **(DNR ONLY)** It has been determined that this project is in the Coastal Zone and is not inconsistent with the Maryland Coastal Zone Management Program. |
| C7 | **(MDP ONLY)** It is consistent with the requirements of State Finance and Procurement Article 5-7B-02; 03;04 and 05 Smart Growth and Neighborhood Conservation (Priority Funding Areas). |

## CONSISTENT RESPONSES - *COUNTY & LOCAL AGENCIES ONLY*

| | |
|---|---|
| C5 | It is consistent with our plans, programs, and objectives. |
| C6 | It is consistent with the Economic Growth, Resource Protection, and Planning Visions (Planning Act of 1992), State Finance and Procurement Article 5-7B- Smart Growth and Neighborhood Conservation (Priority Funding Areas), and our plans, programs, and objectives. |

## OTHER RESPONSES - *ALL AGENCIES*

| | |
|---|---|
| ✓ R1 | **GENERALLY CONSISTENT WITH QUALIFYING COMMENTS:** It is generally consistent with our plans, programs and objectives, but the attached qualifying comment is submitted for consideration. |
| R2 | **CONTINGENT UPON CERTAIN ACTIONS:** It is generally consistent with our plans, programs and objectives contingent upon certain actions being taken as noted in the attached comment. |
| R3 | **NOT CONSISTENT:** It raises problems concerning compatibility with our plans, programs, objectives, or Planning Act visions/policies; or it may duplicate existing program activities, as indicated in the anached comment. If a meeting with the applicant is requested, please check here. ☐ |
| R4 | **ADDITIONAL INFORMATION REQUESTED:** Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here. ☐ |
| R5 | **FURTHER INTEREST:** Due to further interest/questions concerning this project, we request that the Clearinghouse set up a conference with the applicant. |
| R6 | **SUPPORTS** "Smart Growth" and Federal Executive Order 12072 (Federal Space Management), which directs federal agencies to locate facilities to urban areas. |

ttach additional comments if necessary OR use the spaces below for brief comments. _____

ame: Joane D. Mueller
rganization: TARSA/MDE
ddress: 2500 Broening Highway
Baltimore MD 21224
(410) 631-4120

____ Signature: Joane D. Mueller
____ Phone: ( )
____ Date Completed: 06/21/01
____ (✓) ☑ Check here if additional comments attached.



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# 3. LOCAL

## SUMMARY OF AGENCY COMMENTS ON DEIS (LOCAL)

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Maryland – National Capital Park and Planning Commission<br>Dept. of Parks and Recreation<br>Date: 7/15/01 (see page VI-162) | • Parkland to be protected from debris, sedimentation and stormwater runoff. Coordinate with agency if any changes to Henson Creek Stream Valley Park trail. Keep agency apprised of activity within the Oxon Hill Manor View shed. | See page VI-162 |
| Maryland – National Capital Park and Planning Commission<br>Countywide Planning Division<br>Date: 7/23/01 (see page VI-164) | • Build Alternatives are consistent with area Master Plan recommendations. Prince George's County Council has designated MD 210 as a growth policy corridor in their Adopted and Approved Biennial Growth Policy Plan. Department will not support No-Build Alternative. Alternative 5A not fully compatible with master plan. Alternative 5B, 5C is most compatible with the master plans.<br>Strongly supports development of sidewalks and bike lanes on both sides of all side roads; Supports development of wide shoulders on MD 210 and allow access to bicycle commuters. Maintain Henson Creek Stream Valley Trail tunnel through the planning and development of the project. Preserve the opportunity for development of a stream valley trail along Piscataway Creek. The MD 210 project should tie into and complement a proposed Oxon Hill Road interchange. Bicycle sensitive traffic detectors or push button light activators are suggested for the Farmington and Old Fort Road intersections. | See page VI-164 |
| Prince George's County Fire/EMS Department Headquarters<br>Date: 6/12/01 (see page VI-168) | • Shoulders should be provided on MD 210 northbound and southbound. Opticom should be provided for Fire/EMS use on all traffic lights. | See page VI-168 |
| Prince George's County Fire/EMS Department Headquarters<br>Date: 8/30/01 (see page VI-169) | • Supports Alternative 5C, Option B @ Palmer Road/Livingston Road, Option C @ Old Fort Rd North, Option D @ FT. Washington Rd, Options C, D or E @ Swan Creek Rd/Livingston Rd, Option C @ Old Fort Rd South. | See page VI-169 |
| Washington Metropolitan Area Transit Authority<br>Date: 8/1/01 (see page VI-171) | • Recommend preserving a preferential option for transit and ridesharing in the corridor. Support HOV lanes. Prefer direct access ramps to HOV lanes and direct connections from HOV lanes to I-295 and I-95/I-495. Continue coordination between the MD 210 study team and the Woodrow Wilson Bridge design team. | See page VI-171 |



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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
*Department of Parks and Recreation*
6600 Kenilworth Avenue Riverdale, Maryland 20737

July 15, 2001

Ms. Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Mailstop C-301
Baltimore, Maryland 21202

RE: Maryland 210, Multi-Modal Study (Indian Head Highway)

The Division of Park Planning and Development, in the Department of Parks and Recreation of the Maryland-National Capital Park & Planning Commission, is responsible for the review, approval and coordination of any and all changes and/or impacts to park land (and any associated mitigation).

It is imperative that park land, including the stream valleys be protected from debris, sedimentation and storm water run off, for the construction of the MD Rte 210. The stream valleys and our associated park land are frequently impacted by development from surrounding upland areas. It is important that mitigation due to impact/disturbance, as associated with this project, be handled within the areas of impact.

Equally important, is the major trail which runs through the Henson Creek Stream Valley Park. This is a multi-modal trail accommodating hikers/bikers and equestrians. This one of the most heavily used trail systems in the southern region of Prince George's County. Health, safety, welfare and maintenance regarding our trails are paramount. Any changes to the existing conditions must meet or exceed current standards.

We are also concerned with potential impacts to the Oxon Hill Manor and its view shed. This property is not only an historic site (on the National Historic Register), but a revenue producing facility, therefore, we must be kept apprized of any associated activity within the area.

*Maryland Department of Transportation*
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 18, 2001

Ms. Marilyn Lewis, Senior Planner
Park Planning and Development
Maryland-National Capital Park and Planning Commission
Department of Parks and Recreation
6600 Kenilworth Avenue
Riverdale, Maryland 20737

Dear Ms. Lewis:

Thank you for your comments regarding the MD 210 Multi-Modal Study Draft Environmental Impact Statement (DEIS). The Maryland State Highway Administration (SHA) has reviewed your letter and would like to take this opportunity to address your questions and comments.

Strict enforcement of the SHA sediment and erosion control procedures and the Maryland Department of the Environment (MDE) stormwater management regulations will minimize water quality effects during and after construction. Wherever possible, mitigation requirements will be met within the areas of impact.

We understand that the Henson Creek Stream Valley Park trail is a heavily used resource within the project area. We will coordinate with your agency during the Final Design phase of the project to ensure that any changes to the trail will meet or exceed current standards. In addition, we will keep you apprised of activity within the Oxon Hill Manor view shed through copy of our coordination with the Maryland Historical Trust.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



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Thank you for the opportunity to submit comments on this Draft Environmental Impact Statement. We look forward to working with your representatives on this project. If you have any question, please contact me at 301-699-2574 or at lewis_marilynn@pgparks.com .

Sincerely,

Marilynn Lewis, Senior Planner
Park Planning and Development

cc: Charles Montrie, Planning Supervisor
Eileen Nivera, Planner Coordinator



by: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Ms. Heather Amick, State Highway Administration
~~Mr. Dennis Mr Atkins~~, State Highway Administration
Ms. Elizabeth Cole, Maryland Historical Trust
Mr. Greg Golden, Maryland Department of Natural Resources
Mr. Bruce Grey, State Highway Administration
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein, State Highway Administration
Mr. Donald Sparklin, State Highway Administration



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MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

Prince George's County Planning Department
Office of the Planning Director

(301) 952-3595
www.mncppc.org

July 23, 2001

Ms. Cynthia Simpson
Deputy Director
Office Of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Mailstop C-301
Baltimore, Maryland 21202

RE: **Draft Environmental Impact Statement**
**MD 210 Multi-Modal Study**

Dear Ms. Simpson:

As requested in the referral of the Draft Environmental Impact Statement (DEIS) for the *MD 210 Multi-Modal Study*, this letter transmits the Planning Department's staff comments on the proposed alternatives. Staff from our Transportation Planning Section, including the Trails Planner, coordinated this review with our Community Planning and Environmental Planning staff. Comments on the DEIS are contained in this letter for your use in preparing the Final EIS.

CONSISTENCY WITH MASTER PLANS

The study area is located within a geographic area covered by two master plans: the *Subregion VII Master Plan*, approved in October 1981, and the *Subregion V Master Plan* approved in September 1993. Both master plans recommend full access controls along MD 210, including interchanges, service roads and collector-distributor roads. The *Subregion V Master Plan* also included a recommendation for HOV lanes along MD 210 in order to accommodate the travel demand anticipated with master plan build out in both Prince George's and Charles Counties. Both master plans also specified locations for park and ride facilities in the MD 210 corridor which were subsequently constructed or are currently under design.

Given that the recommendations in these master plans are now 8-20 years old, we believe that most of the build alternatives are consistent with the master plans' concept of a multi-modal controlled-access facility. To the extent that the interchanges, service roads, collector-distributor roads, HOV lanes and park and ride facilities are part of the proposed alternatives, they are consistent with the master plans' recommendations for the transportation improvements needed

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 4, 2001

Dr. Fern Piret
Prince George's County Planning Director
The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Dr. Piret:

Thank you for your letter dated July 23, 2001, providing comments on the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for the MD 210 Multi-Modal Study. The purpose of this letter is to address the concerns identified in your letter.

We acknowledge your conclusion that the Build Alternatives are consistent with the area Master Plans' recommendations for the transportation improvements needed for the build out of the MD 210 corridor, to the extent that the interchanges, service roads, HOV lanes and park & ride facilities are part of the proposed alternatives.

The Final Environmental Impact Statement (FEIS) will reflect the Prince George's County Council's designation of MD 210 as a growth policy corridor from the District of Columbia to Livingston Road in their Adopted and Approved Biennial Growth Policy Plan (BGPP).

The projected average daily traffic (ADT) volume along Oxon Hill Road has been reviewed and updated to reflect the development of National Harbor. The revised projected 2020 ADT volume along Oxon Hill Road in the vicinity of the MD 210 intersection ranges from 43,000 to 45,000 vehicles per day. The FEIS will reflect the revised ADT.

Your support for Alternative 5B or 5C with the maximum number of interchanges under consideration (Capacity Option 2) will be considered in the on-going process of developing a Preferred Alternative. We furthermore acknowledge your support for Alternative 5A as a short-term solution due to the continued presence of at-grade intersections.

The following responses address specific numbered comments contained in your letter regarding potential impacts of the alternatives presented in the DEIS:

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

for build out of the MD 210 corridor. Lesser improvements to at-grade intersections along MD 210 will provide the capacity needed up to the year 2025, and would therefore be considered as staging elements of the master plan.

Commission 2000 has recommended that MD 210 be designated as a corridor in the General Plan Update. The Prince George's County Council has accepted this recommendation and, in their Adopted and Approved Biennial Growth Policy Plan (BGPP), designated MD 210 as a growth policy corridor from the District of Columbia to Livingston Road.

## PREVIOUS TRANSPORTATION STUDIES

In 1990, the *Statewide Commuter Assistance Study* examined future needs in the MD 210 corridor, and recommended a program which includes enhanced express bus service along with intersection improvements to provide a fully access controlled facility between MD 228 and the Capital Beltway (I-95/495).

## TRAFFIC FORECASTS

Under the Purpose and Need section of the DEIS, is a graphic (Figure I-1) which depicts the forecasted average daily traffic (ADT) volume along Oxon Hill Road, east of MD 210 as 25,800 vehicles. This figure does not appear to reflect the development of National Harbor and should be revised in the Final EIS.

## COMMENTS ON THE ALTERNATIVES

Alternative 1. Existing Roadway (No-Build): This alternative is not compatible with any of our master plans, and consequently, would not be supported by this department.

Alternative 5A. Intersection Improvements: This alternative provides some at-grade intersection improvements towards the southern end of the corridor while intersections at the northern end of the corridor would be upgraded to interchanges. While this alternative will facilitate travel demand in the short term, as a long-term solution, it is not fully compatible with our master plans due to the continued presence of at-grade intersections.

Alternatives 5B/C. HOV Lanes: These alternatives incorporate an HOV concept. As mentioned previously, the current master plans for this corridor recommend HOV lanes within the corridor as well as interchanges at all street crossings. Based on the alternatives presented, it would appear that Alternative 5C is the option that is most compatible with our master plans.





1. and 6. Safe bicycle and pedestrian crossings will be an important consideration in the selection and refinement of the Preferred Alternative. On-going studies to identify appropriate "Thinking Beyond the Pavement" measures will comprehensively address transit accessibility, community cohesion, aesthetic and pedestrian/bicycle issues. During the design phase, SHA will consider the provision of amenities such as bicycle friendly traffic control devices. We will continue to coordinate with your office regarding this suggestion. We have noted that the Potomac Heritage On-Road Bike Route crosses MD 210 at both Farmington Road and Old Fort Road.

2. The SHA Bicycle Coordinator is currently undertaking a study of the available and planned bicycle facilities and anticipated needs for the entire study area, including an evaluation of parallel corridors. The results of this study will be used to formulate recommendations for bicycle accommodation on mainline MD 210 (e.g., shoulder use).

3. SHA staff met on-site with M-NCPPC representatives on July 20, 2001 to discuss issues related to the Henson Creek Stream Valley Trail. Except for potential minor disruption during construction, this trail underpass will be fully preserved with the proposed MD 210 Build Alternatives.

4. None of the MD 210 Build Alternatives preclude in any way the future development of a stream valley trail along Piscataway Creek under MD 210.

5. Coordination is on-going with the Prince George's County Department of Public Works and Transportation regarding the county's Oxon Hill Road capital improvement project.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

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July 23, 2001

**POTENTIAL IMPACTS**

Listed below are the master plan trails that could potentially be affected by the project, as well as other issues for consideration during the planning and development of this project.

1. Staff strongly supports the improvement of all intersections within the study area in a way that accommodates bicycles and pedestrian use. More specifically, staff supports the development of five-foot wide sidewalks and bike lanes (as shown on Figure II-1D) on both sides of all side roads. Bike lanes should be designed in accordance with the 1999 AASHTO Guide for the Development of Bicycle Facilities. These improvements should be made for both at-grade intersections and interchanges. Particular attention should be given to safe bicycle and pedestrian crossings at the on and off-ramps of these interchanges.

2. Staff also supports the development of the MD 210 mainline with wide shoulders, as indicated on page II-3. It is strongly encouraged that access to these shoulders be given to bicycle commuters. Although north-south access can be accommodated on adjacent local roads, bicycle commuters, like all commuters, are interested in the fastest, most direct route to their destination. In many cases in this corridor, that route is MD 210. Various jurisdictions across the country have shown that the shoulders of limited access highways can be used safely by bicyclists if designed properly. The use of shoulders on limited access highways for bicycles is supported by the Maryland Bicycle and Pedestrian Advisory Committee.

3. The existing M-NCPPC Henson Creek Stream Valley Trail goes under MD 210 via a tunnel. This existing trail provides recreation along the stream valley, as well as a connection between communities on both sides of MD 210. This tunnel should be maintained through the planning and development of this project.

4. The *Subregion V Master Plan* recommends a stream valley trail along Piscataway Creek. As this trail will also go under MD 210, the opportunity for the development of the trail under the roadway in the future should be preserved.

5. Discussions are currently underway with regards to the county's Oxon Hill Road capital improvement project. This project will incorporate some form of bicycle and pedestrian accommodations. The exact type of facility to be built has yet to be determined. SHA plans for this interchange should tie into and complement what is ultimately decided upon and built for Oxon Hill Road.



cc: Ms. Heather Amick, SHA
Mr. Dennis M. Atkins, SHA
Mr. Joseph Kresslein, SHA
Mr. Bruce Grey, SHA
Mr. Mark Lotz, W.T. Ballard Co.
Mr. Harvey Muller, SHA, (w/incoming)
Ms. Melinda Peters, SHA



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6. The Potomac Heritage On-Road Bike Route, which was recently designated in Prince George's County, crosses MD 210 at both Farmington Road and Old Fort Road. Bicycle sensitive traffic detectors or bicycle-friendly push-button light activators are suggested at these locations.

**RECOMMENDATION**

In reviewing all of the alternatives and options presented, our department concludes that with some modification, both Alternative 5B and 5C will provide interchanges along the corridor as well as HOV lanes. Consequently, the planning department would be supportive of either of these alternatives.

In closing, I thank you again for the opportunity to comment on the DEIS. If there are further questions or comments concerning transportation issues along the corridor, please contact Mr. Glen Burton of our Countywide Planning Division at 301-952-3577 or gburton@mncppc.state.md.us.

Sincerely,

Fern Piret

Fern Piret
County Planning Director

c: David L. Goode, Council Administrator
Elizabeth Hewlett, Chairman PGCPB
Betty Hager Francis, Director, DPW&T
Nick Motta, Division Chief, Countywide Planning Division
Eric Foster, Supervisor, Countywide Planning Section

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# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Chief

June12, 2001

| Post-It® Fax Note 7671 | Date 6/19 | # of pages ▶ 1 |
|---|---|---|
| To Heather Amick | From Mary Hule | |
| Co./Dept. | Co. | |
| Phone # | Phone # | |
| Fax # 410 289-5004 | Fax # | |

Nelson Castellanos
Division Administrator
Federal Highway Administration
Tho Rotunda – Suite 220
711 West 40th Street
Baltimore, Maryland 21211

Dear Mr. Castellanos:

Thank you for allowing the Prince George's County Fire/Emergency Medical Services (EMS) Department to review the MD 210 Multi-Modal Study (Draft Environmental Impact Statement and Section 4(f) Evaluation. This study was reviewed by Kenny Oladeinde, Project Coordinator, Fire Prevention and Investigations office.

For the safety of the public, it is highly recommended that shoulders be provided on the north and south bound of MD 210 and opticom be provided for Fire/EMS Department use on all the traffic lights. This recommendation is made due to the excessive traffic along this corridor due to the increase in development and the use of this corridor by the U.S. Army for the transportation of hazardous materials.

If you have any questions, please contact Kenny Oladeinde at 301-583-1836.

Bob Pevich Opticom ?

Sincerely,

Ronald J. Siarnicki
Fire Chief

RJS:dls

Copy to: Kenny Oladeinde, Project Coordinator, Fire Prevention and Investigations

9201 Basil Court, Fourth Floor East
Largo, Maryland 20774
VOICE-(301) 883-5200 FAX-(301) 883-5212 TDD-(301) 925-5167





U.S. Department of Transportation
Federal Highway Administration

Maryland Division
The Rotunda
711 West 40th Street, Suite 220
Baltimore, Maryland 21211

November 5, 2001

Project No. AW534B11
MD 210 Multi-modal Study
I-95/I-495 to MD 228
Draft EIS
Prince George's County, Maryland

Mr. Ronald J. Siarnick
Fire Chief
Prince George's County Government
Fire/EMS Department Headquarters
9201 Basil Court
Largo, Maryland 20774

Dear Mr. Siarnicki:

Thank you for your letter on the Draft Environmental Impact Statement (DEIS) for the MD 210 Multi-Modal Study. The Federal Highway Administration (FHWA) and the Maryland State Highway Administration (SHA) have reviewed your letter and would like to take this opportunity to address your questions and comments.

You recommended that shoulders and opticom be provided on north and southbound MD 210. All build alternatives provide shoulders along the MD 210 mainline; Alternative 5A provides 10-foot shoulders and Alternatives 5B and 5C provide 8-foot shoulders. During the design phase, the FHWA and SHA will consider the provision of opticom for Fire/Emergency Medical Service Department use on all traffic lights. We will continue to coordinate with your office regarding this suggestion.

Thank you again for your comments. If you have any comments or questions, please feel free to call Ms. Mary Hule of my staff at 703-519-9800.

Sincerely yours,

for Nelson J. Castellanos
Division Administrator

cc: Ms. Heather Amick, SHA Environmental Manager, PPD
Mr. Dennis Atkins, SHA Project Manager, PPD
Mr. Joseph Kressiein, SHA Assistant Division Chief, PPD
Mr. Jim Wynn, SHA Assistant Division Chief, PPD

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Chief

August 30, 2001

Dennis Atkins, Project Manager
Project Planning Division
Maryland State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Atkins:

On June 21, 2001, personnel from the Prince George's County Fire/Emergency Medical Services (EMS) Department were afforded the opportunity to attend the Location/Design Public Hearing at Friendly High School. Previously, personnel attended the Alternatives Workshop in December, 1998. The Maryland Route 210 Corridor is a major north/south traffic artery in Prince George's County. The Woodrow Wilson Bridge project is currently underway with a scheduled completion date of 2007 and the National Harbor project is in its preliminary stages with approval from the County Council anticipated in the fall of this year. These factors, combined with the fact that many of the eleven intersections on MD 210 identified in the study are operating at or near capacity, make major roadway improvement a necessity.

I would be remiss in my duties if I did not emphasize the relation between roadway improvements and a decline in motor vehicle crashes. Anytime an at-grade, traffic signal controlled intersection is replaced with a grade-separated interchange, the probability of motor vehicle crashes occurring is reduced significantly. Prince George's County Department of Public Works and Transportation's Neighborhood Traffic Management Program has been instrumental in identifying measures, such as traffic circles and speed humps, that serve to slow vehicles down in our neighborhoods. Combine these measures with the advent of "red light cameras" and one thing is painfully clear; our drivers are traveling at greater speeds which increases the possibility of human error contributing to motor vehicle crashes. Your booklet states the possibility of reducing the number of motor vehicle crashes by two-thirds if options discussed are constructed.

After careful review of the options discussed in your booklet, the position of the Prince George's County Fire/EMS Department is to recommend Alternative 5-C. Concurrent flow HOV lanes will be needed due to considerable traffic flow both north and south on MD 210. This traffic flow is anticipated to occur during non-rush hour periods because of the attraction to National Harbor.

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VOICE-(301) 883-5200 FAX-(301) 883-5212 TDD-(301) 925-5167



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 4, 2001

Mr. Ronald D. Blackwell
Acting Fire Chief
The Prince George's County Government
Fire/EMS Department Headquarters
9201 Basil Court
Fourth Floor East
Largo, Maryland 20774

Dear Mr. Blackwell:

Thank you for your comments regarding the MD 210 Multi-Modal Study. The Maryland State Highway Administration (SHA) would like to take this opportunity to address your comments.

Your support for Alternative 5C will be considered in the on-going process of developing a Preferred Alternative. In addition, we acknowledge your support for Option B for Palmer Road/Livingston Road, Option C for Old Fort Road North, Option D for fort Washington Road, Options C, D, or E for Livingston Road/Swan Creek Road and Option C for Old Fort Road South. The SHA appreciates your recommendations and will consider them in the Preferred Alternative selection process.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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There does not appear to be any adverse impact on the services provided by the Fire/EMS Department to the citizens of or visitors to Prince George's County as a result of any of your options for Alternative 5-C. As stated earlier, eliminating traffic signals reduces motor vehicle crashes. With that in mind, there are preferred options with regards to public safety. Option B for location C (Palmer Road/Livingston Road) is preferred due to the lack of a cloverleaf which contribute to motor vehicle crashes when drivers do not maintain a safe speed. Option C for location D (Old Fort Road North) is preferred due to the lack of a cloverleaf. Option D for location E (Fort Washington Road) is preferred because option C includes traffic signals and is close to the Tantallon Shopping Center. Options C, D, or E for Location F (Livingston Road/Swan Creek Road) are preferred over option B. Option C for Location G (Old Fort Road South) is also preferred due to the elimination of traffic signals.

I would like to take this opportunity to express my gratification to the Maryland Department of Transportation for allowing the Prince George's County Fire/EMS Department the opportunity to provide feedback throughout the MD 210 planning process. If I may be of further assistance, please contact me.

Sincerely,

Ronald D. Blackwell
Acting Fire Chief

RDB:mlb
Rt210





cc: Ms. Heather Amick, State Highway Administration
Mr. Dennis M. Atkins, State Highway Administration
Mr. Bruce Grey, State Highway Administration
Ms. Mary Huie, Federal Highway Administration
Mr, Joseph Kresslein, State Highway Administration

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August 1, 2001

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Project No. PG221 All
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Prince George's County, Maryland

Dear Ms. Simpson:

We are writing to submit the Washington Metropolitan Area Transit Authority's (WMATA) comments on the Draft Environmental Impact Statement (DEIS) for the above-referenced project. As you know, the MD 210 corridor is a very successful transit corridor – WMATA alone carries approximately 2,500 passenger trips on the highway each day – and so the Authority is particularly interested in its future development.

Overall, the Authority strongly encourages the State Highway Administration (SHA) to preserve a preferential option for transit and ridesharing in this corridor. Given the levels of congestion forecast in this study, the region's ability to offer an *attractive* transit option in the corridor will be vital. A bus sitting in the same gridlocked traffic as everyone's personal automobile will not be able to entice people out of their cars. For this reason, we take the position that whether the HOV lanes are concurrent-flow or barrier-separated is not nearly as important as whether the HOV lanes are there at all.

That being said, each HOV option does raise issues from the point of view of transit operations. The majority of these are items appropriately addressed during the design phase of the project. We have been working with SHA staff throughout the EIS process, and look forward to continuing to do so once the project enters final design. A commitment to addressing the issues listed below in cooperation with WMATA should be part of the Record of Decision.

Bus Access to HOV Lanes

In order to be effective, HOV lanes must provide relatively frequent access for buses and other vehicles. Slip ramps are helpful, but not ideal, because buses must

Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—Red, Green and Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6, 70, 71, 80, X2

A District of Columbia, Maryland and Virginia Transit Partnership

VI-171

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 26, 2001

Mr. Richard F. Stevens, Director
Office of Business Planning and Development
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001

Dear Mr. Stevens:

Thank you for your letter dated August 1, 2001, providing comments on the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for the MD 210 Multi-Modal Study. The purpose of this letter is to address some of the concerns outlined in your letter.

We acknowledge your recommendation to preserve a preferential option for transit and ridesharing in the corridor and your position that whether the High Occupancy Vehicle (HOV) lanes are concurrent-flow or barrier-separated is not as important as whether the HOV lanes are there at all.

SHA welcomes the opportunity to coordinate with WMATA to address many of the issues raised in your letter during the project planning phase of the project and agree that some of the issues are more appropriately addressed during final design. The final environmental document text and/or Record of Decision will include appropriate commitments to addressing issues of concern to WMATA, including bus stop locations and pedestrian safety and accessibility.

Your preferences for direct access ramps to HOV lanes, and direct connections from HOV lanes to I-295 and I-95/I-495 are noted and will be taken into consideration during the process of developing the Preferred Alternative, which WMATA will be a part of.

Coordination will continue between the MD 210 study team and the Woodrow Wilson Bridge design team to ensure compatibility between both the highway and transit components of each project. At this time, no alternative that provides future rail in MD 210 corridor is being considered. However, access from MD 210 to potential Metro-rail station(s) in the I-95/I-495 corridor is a consideration in the MD 210 study.

This study has recognized the long-term need for increased park and ride lot parking space capacity to support growth in commuter bus ridership. The proposed 500+ space park and ride lot expansion near the MD 210/MD 373 intersection will provide substantial improvement

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Ms. Cynthia D. Simpson
Page 2

merge across many lanes of traffic to use them. Direct access via a ramp from an interchange overpass is generally preferable. Restricting direct access ramps to buses may alleviate safety concerns, although Virginia's experience with these ramps (which are open to buses and personal autos) in the I-66 corridor does not indicate a history of problems.

**Bus Stop Locations/Pedestrian Safety and Accessibility**

It is likely that the opening of HOV lanes would trigger reconfiguration of WMATA's current bus operations on MD 210. However, there will continue to be a need for buses to serve people living adjacent to or along the highway. Project design should ensure that buses may safely pull out of and back into traffic as required, and that people may safely and conveniently access and wait at these locations. Pedestrian walkways, signal actuation, accessible bus stops, and passenger shelters should all be included.

**Connections to I-495 and I-295**

Direct connections from the HOV lanes to and from I-95/I-495 (in both directions) and I-295 should be provided. The alternative, requiring vehicles in the HOV lanes to safely weave across three or four lanes of traffic to access the appropriate ramps, will sharply cut into travel time savings and would introduce a great deal of weaving at a crowded section of the highway.

**Impacts of design of possible future rail in I-95/I-495 Corridor**

As the project moves forward, design should proceed to accommodate future rail in the I-95/I-495 corridor. Planning for this project has advanced in order to allow for such coordination with the design of the new Woodrow Wilson Bridge. WMATA can provide further information about this project at the appropriate time.

**Funding for bus service**

Funding for bus service to be operated on the HOV lanes, as well as for parking capacity along the corridor, should be provided as an integral part of the project.

**Lane Capacity**

While the number of automobiles projected for the routes appears to be within the capacity of even one HOV lane, it is not clear that the many WMATA and MTA buses operating in the corridor are reflected in this number. Capacity analyses for HOV lanes should specifically take into account the number of buses expected to be operating on the facility, as well as any additional capacity they will require to accommodate merging or acceleration on grades. If a single concurrent-flow HOV lane is chosen, passing lanes on upgrades may be required.



Mr. Richard F. Stevens, Director
October 24, 2001
Page Two

to the available corridor parking capacity. However, based primarily on the excess capacity of park and ride lots in the MD 210 project area, the need for further parking capacity is generally focused south of the MD 210 project area and/or on the adjacent US 301/MD 5 corridor. The MD 210 study will continue coordination with other on-going projects in the region, such as the US 301/MD 5 Corridor study, to evaluate park and ride capacity enhancements to support increased ride sharing. In addition, SHA will work with WMATA and MTA to identify potential funding sources for HOV bus service recognizing that the primary responsibility for this would fall on the transit agencies.

Metropolitan Washington Council of Government-modeled projections of the 2020 HOV volumes were refined by the SHA Travel Forecasting Section to account for WMATA and MTA buses. Even with the enhanced express bus network assumed in the projections, the number of buses projected constitute a relatively small percentage of the HOV traffic in the peak hour and would not be expected to cause a capacity concern for a one-lane per direction concurrent flow HOV system without passing lanes.

We appreciate the specific comments regarding the DEIS that you provided. These are generally editorial comments and questions that will be addressed in the final environmental document. In particular, the final document will illuminate that HOV forecasts for MD 210 were made assuming HOV 3+, corresponding to an HOV requirement of at least three persons per vehicle. Consideration will be given to including person throughput data in the final document. Although person throughput data is an important evaluation criteria for the alternatives, the purpose of the project is to relieve existing and projected congestion in a manner sensitive to the natural environment and surrounding communities.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Joseph Kresslein
Assistant Division Chief
Project Planning Division

Ms. Cynthia D. Simpson
Page 3

**Specific Comments on the Report**

- Page I-6: Since data for this project was first collected, WMATA has revised its service in the 210 corridor and experienced a significant increase in ridership. The Authority currently operates five lines on Route 210 south of I-495 (D13, D14, W15, W17, W19,) with a total daily ridership of approximates 2,200. Other routes operating on roadways parallel to Route 210 between Oxon Hill Road and 228 (P17, P18, P19, W13, W14) have an average weekday ridership of approximately 2,600.
- Page I-6: WMATA does not own the Fort Washington Park and Ride lot.
- Page I-7: The Subregion V Master Plan also recommends HOV lanes on MD 210.
- Page II-12: The first full sentence on this page does not make sense grammatically, and it is unclear what it is meant to say. In addition, the Branch Avenue Metrorail station opened in January, 2001.
- Pages II-14 and II-15: The description of the HOV alternatives should address whether or not the HOV requirement is for two or three persons in a car. In addition, the analysis should reflect how many people are expected to travel in the lane; this is more pertinent to the Purpose and Need than the number of vehicles traveling. The report should also break out person and automobile counts for the peak hour of travel; the HOV restrictions are only in effect during peak travel hours and directions, and this is the only time of day in which congestion is a concern. The purpose of the project is to develop a transportation system that moves people more efficiently and effectively in order to handle peaked demand; therefore, the analysis should focus on how many people are able to pass through the corridor during that period of demand under each alternative; the current report does not include, let alone highlight, that information.
- Pages II-15: Does the number of vehicles (and people, if they are reported) include buses and their passengers? This should be made clear.
- Page II-21: The reference to the Variable Pricing Study should be updated.
- Page II-36: It would be helpful to see a similar chart, showing peak hour person throughput at these locations.
- Page IV-15: The references to WMATA and MTA appear to have been switched in this section.
- Page IV-16: While travel time runs may not have done for the 901 Route, travel time savings for the length of the corridor were calculated and should be reported here.
- Page IV-16: should read, "Wilson Bridge Towers Apartments."
- Page IV-17: The WMATA service revisions referenced have been implemented.



Mr. Richard F. Stevens, Director
October 24, 2001
Page Three

cc: Ms. Heather Amick, SHA-PPD
Mr. Dennis Atkins, SHA-PPD
Ms. Caryn Brookman, FHWA
Ms. Mary Huie, FHWA
Mr. Joseph Kresslein, SHA-PPD
Mr. Mark Lotz, W.T. Ballard Co.
Ms. Melinda Peters, SHA-OHD

5540

Ms. Cynthia D. Simpson
Page 4

Once again, we appreciate the cooperation we have received from SHA staff and consultants in this effort to date, and look forward to working with your agency as this project moves forward to final design. If you have any questions about these comments, please call Kathleen Donodeo at 202-962-1034.

Sincerely,

Richard F. Stevens
Director
Office of Business Planning and Development

**Supplemental Response to specific comments:**
Page I-6: The FEIS document has incorporated the WMATA revised service note.

Page I-6: The FEIS has revised the ownership of the Fort Washington Park and Ride lot.

Page I-7: HOV is no longer being considered for this project therefore, the Sub-region V Master Plan HOV recommendation has not been included in the document.

Page II-12: The ungrammatical sentence on DEIS page II-12 has been removed in the FEIS.

Pages II-14 and II-15: The rationale for deciding on the SHA-Selected Alternative 5A Modified was based on analyses of the traffic operations, environmental impacts and public/agency input for each of the alternatives. Person-throughput was not a significant factor in the decision-making process, except that public comments indicated that they were quite aware that the HOV alternatives (5B and 5C) provided more, and in their view excessive capacity as compared to the non-HOV alternative. The public was overwhelmingly opposed to HOV because it would, in their view, induce further sprawl growth in Charles County and directly impact land adjacent to MD 210. SHA-Selected Alternative 5A Modified is forecast to provide satisfactory traffic operations through the design year 2020, thus meeting purpose and need, with lower cost and environmental impacts as compared the HOV alternatives.

Page II-15: The number of vehicles includes buses, vanpools and carpools.

Page II-21: The SHA Variable Pricing Study has been dropped for the MD 210 corridor and all references have been deleted from the FEIS.

Page II-36: See Pages II-14 and II-15 note.

Page IV-15: The references to MTA and WMATA have been reversed in the FEIS.

Page IV-16: The time travel savings for the corridor, from the Metropolitan Washington Council of Governments Regional Travel Demand Analysis Study January 21, 2000, has been incorporated into the FEIS.

Page IV-16: The Wilson Towers Apartments reference is correct.

Page IV-17: The WMATA service revisions statement in the DEIS has been revised for the FEIS.

# C. PUBLIC COMMENTS RECEIVED SUBSEQUENT TO THE PUBLIC HEARING

# 1. LOCAL BUSINESS, COMMUNITY ORGANIZATIONS AND PRIVATE CITIZENS

From: SHA Administrator
To: Fred Gamble, Jr.
Date: 7/30/01 11:23AM
Subject: Re: Maryland 210 Widening Project

Dear Ms. Gamble:

Thank you for your recent email regarding MD 210. I have forwarded your concerns to Mr. Gregory Walker, that area's District Engineer. He will have the appropriate person respond to you directly.

Thank you again,

Chris Dieczok

>>> "Fred Gamble, Jr." <fgamble69@hotmail.com> 07/29/01 05:28PM >>>
Dear SHA,
I just want to give you my feedback on your Maryland 210 Project.

Every morning I embark on my "journey" to Verizon in Silver Spring, Maryland on Route 29-Columbia Pike. If I do not leave my home at 6:30 on the dot or before, it will cost me 15 extra minutes.

I live on the intersection of Old Fort Road North and Maryland 210. Because the traffic signals are timed, the intersection at Swann Creek and MD 210 will always stop me. I have decided since a signal will stop my journey, I may as well leave from Swann Creek and be stopped at Fort Washington Road and MD 210 instead.

It takes me no less than twenty minutes to get from Old Fort Road North to I-95 in the mornings and that's if I leave at 6:30. It is so disgusting to start my day off this way in heavy expressway traffic that is being forced to travel on a highway with signaled traffic lights. The other disgusting point is that I am forced to deal with this again in the afternoons as well.

My suggestion to SHA is to REMOVE ALL SIGNALED TRAFFIC LIGHTS from MD 210, create overpasses and on/off ramps, and just basically make Indian Head Highway and Expressway and rename it as such.

When this is done, it would be most appropriate to make sure that the new Indian Head Expressway is clearly visible at night with the appropriate street lamps for motorists who have car problems (I see this quite frequently) and have sound barriers installed along both sides of the expressway in residential areas where the expressway will travel.

I would also like to see the exit identifier from I-95 and I-295 identify Fort Washington as a place where motorists can access by travelling MD 210. Indian Head is identified there and yes, you can access that city by this route, however, Fort Washington is a very large residential community and it will help people who are not from this area identify where to access this neighborhood.

Now, you may think these requests and opinions are far fetched, however, I can't help but think that if this same highway situation was located in Montgomery or Howard Counties that it would be well constructed and planned the first time around.

There are a lot of residents who live in this corridor who want to hold on to the rural appeal that this county boasted for many, many years, but in my opinion, it is far too late for that because of the amount of people who have relocated to this area and the growth that it has seen in recent years.

Thank you for listening to my opinions and suggestions. I would like to be notified on what has been decided for this region since I am a concerned citizen who lives in this area.



Most Sincerely,
Lenore H. Gamble
"A man without God is just breath and britches. . ."

Lenore Hampton Gamble
12819 Lampton Lane
Ft. Washington, MD 20744
301.203.5582

CC: GREGORY WELKER; SUE JENKINS

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 15, 2001

<internet>fgamble69@hotmail.com
Ms. Lenore Hampton Gamble
12819 Lampton Lane
Fort Washington MD 20744

Dear Ms. Gamble:

Thank you for your e-mail dated July 29, 2001 concerning the MD 210 Project Planning Study. Your comments, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project. We anticipate that a selected alternative(s) for this project will be identified this Fall.

The project team has noted your support for the removal of all traffic signals to address capacity needs along the MD 210 corridor. Your suggestion most closely corresponds to the study's Capacity Option 2, which calls for the elimination of signals (with construction of grade-separated interchanges) at all intersections north of Farmington Road. Noise barriers continue to be evaluated along with all of the improvement alternatives being considered along MD 210. Your other comments regarding signing on I-95 and I-295 will be forwarded to the area's District Engineer for consideration. Signing and lighting issues on MD 210 itself will be considered in the design process if a build alternative is selected.

We are continuing to evaluate citizen comments received as a result of the recent Public Hearing. After careful evaluation of these comments, the study team will formulate a recommendation for the selection of an alternative.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Your name is on our mailing list and you will be notified of future progress on this initiative. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins. He can be reached at 410-545-8548 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____ for
Dennis M. Atkins
Project Manager
Project Planning Division

Chris Diaczok (w/incoming)
Cynthia D. Simpson
Mr. Douglas H. Simmons
Mr. Charlie Watkins

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes interchanges from Kerby Hill Road to Old Fort Road South and at-grade signalized intersections at Farmington Road and MD 373 on MD 210. Traffic signals on MD 210 will be eliminated from Wilson Bridge Drive to Old Fort Road South. The proposed interchanges, with the side roads bridging over MD 210, may have traffic signals at the ramp intersection tie-ins to the existing side roads. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

From: DENNIS ATKINS
To: RevFlo@aol.com
Subject: MD 210

Pastor Florida Moraheed Ford
Shalom Ministrie Ministries Worship Center
Fort Washington, MD.
<RevFlo@aol.com>

Dear Pastor Ford:

Thank you for your recent e-mail concerning the status of the MD 210 Project Planning Study. As you had discussed with Ms. Heather Murphy, our previous Project Manager, the Shalom Ministries Worship Center has been identified as a potential displacement with all of the build alternatives currently under consideration. As you are aware the Public Hearing was held in June of 2001. During the MD 210 Public Hearing comment period, the study team received an overwhelming amount of opposition regarding the implementation of HOV lanes on MD 210. The study team is currently developing additional alternatives to address these public concerns. The interchange options did receive public support. A decision regarding a selected alternative for MD 210 is not anticipated until the end of this year. There is currently no funding for design and/or construction of this project. Typically projects require several years to design and acquire right-of-way prior to construction. The earliest design funding could be made available is FY 2004 which begins in July 2003. As this project moves forward we will keep you abreast of any future developments.

I hope this information is helpful. If you have any additional questions or concerns, please don't hesitate to call me at (410) 545-8548.

Very Truly Yours

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:
Dennis M. Atkins
Project Manager
Project Planning Division

>>> <RevFlo@aol.com>>>>
Good afternoon Ms. Murphy,
I left you a voice message, but if you would rather email me, please feel free to do so. I am Pastor Florida Moraheed Ford, Shalom Ministries Worship Center, Fort Washington, MD.

I would like an update on the proposed Indian Head Hwy Corridor Project.
- Has it been decided what will take place (i.e. overpasses, light rail, etc.)
- What is the timeline for the project?
- Have dollars been made available to begin?

Thank you for sharing as much info as you can at this time.

Shalom (peace),



Pastor Ford
301-203-0915 (home office)
301-567-5505 (church office)

CC: BOB BOOT; CHARLIE WATKINS; HEATHER AMICK; Internet:Mlotz@wtbco.com; KEITH KUCHAREK; MELISSA KOSENAK; ROBERT SANDERS

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes Kerby Hill Road Interchange Option C with the Shalom Ministries Worship Center identified as a displacement. At this time, no money has been made available to begin detailed design, right of way acquisition or construction of the project. Until money is made available we cannot speculate on when these phases will begin. The proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

From: "Dan Lieman" <dlieman@erols.com>
To: "DENNIS ATKINS" <DAtkins@sha.state.md.us>
Date: 1/25/02 12:57AM
Subject: Re: MD210

Dear Mr. Atkins:

Thank you for your response to my email. I also received the reply in July 2001 to my June 2001 hearing remarks. While I do not expect a point by point description of what is good and bad about my remarks, the Focus Group was led to believe they would be involved in the discussion of the public input. And, incidentally, some of my suggestions might be resolved for or against during the discussions.

I am glad the MD 210 project is being worked on. The other Focus Group members might like to know about your progress over the last seven months and your intention of holding a meeting in the spring.

Dan Lieman

-----Original Message-----
From: DENNIS ATKINS <DAtkins@sha.state.md.us>
To: llemen@erols.com <dlieman@erols.com>
Cc: BOB BOOT <bboot@sha.state.md.us>; CYNTHIA SIMPSON <CSimpson@aha.state.md.us>; CHARLIE WATKINS <CWatkins@sha.state.md.us>; HEATHER AMICK <HAmick@aha.state.md.us>; KEITH KUCHAREK <KKucharek@sha.state.md.us>; ROBERT SANDERS <RSanders@aha.state.md.us>; storckmt@stvinc.com <storckmt@stvinc.com>; Mark Lotz <mlotz@wtbco.com>
Date: Thursday, January 24, 2002 2:35 PM
Subject: Re: Are there any MD210 Focus Group Meetings?

Mr. Dan Lieman
lieman@erols.com

Dear Mr. Lieman:

Thank you for your recent e-mail regarding the status of the MD 210 project. First and foremost I want to assure you that the team has not held any focus group meetings since the public hearing last year. Secondly, as a member of the focus group you will certainly be informed of any upcoming meetings. We do intend to meet again with you folks and I hope to schedule that meeting this spring.

I did want to let you know that while we have not been out front meeting with the public there have been some ongoing activities that the study team has been involved with. As you know, and probably as we could have predicted based on the last several focus group meetings, the comments received regarding the HOV alternatives at the public hearing were less than positive. As a result the study team has been instructed to develop an additional alternative that we hope will address some of the comments we heard at the hearing. We will discuss the details of this additional alternative at the next focus group meeting.

One of the major comments we heard from the focus group members at the last meeting was a question regarding which interchange concepts the team was



favoring at each of the intersections. At the time we were not in a position to offer an opinion. However, we thought that the question was very important and have been spending some time trying to be in a position to get an answer. The first step for us was to get our Highway and Bridge Design Divisions to buy into the interchange concepts and associated structures (bridges and retaining walls). We are still working with them and when we meet with the focus group again should be able to show you the results of that additional coordination.

Regarding your specific comments an initial response was sent out to everyone who provided comments during the public hearing. Our records indicate that a response went back to you on July 20, 2001. Since your comments were so voluminous, we wanted to sort our some of the overall project issues before we responded to them in detail. As part of the preparation of the Final Environmental Impact Statement for this project we will respond to your specific comments.

At the next focus group meeting we will talk about the comments we received and we hope that the concepts we will be presenting will help to address those major comments. We look forward to meeting with you folks again later this spring. If you have any additional questions please feel free to call me at (410) 545-8548.

Very truly yours

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Dennis M. Atkins
Project Manager
Project Planning Division

cc: Charlie Watkins
Heather Amick
Mark Lotz
Keith Kucherek

Thanks!

Dennis M. Atkins
Project Manager
Project Planning Division
(410) 545-8548

>>> "Dan Lieman" <lieman@erols.com> 01/14/02 12:41AM >>>
Mr. Atkins:

For a few years, I attended most MD210 Focus Group meetings at the Harmony Hall Performing Arts Center in Fort Washington MD. The meetings were led by your predecessor Heather Murphy. Since the June 2001 hearing on MD210, I have not heard about any meetings to discuss design selections for the improvement of MD210 intersections. I submitted detailed comments about the MD210 designs based on the information provided for the June 2001 hearing and extra study information distributed to the Focus Group. The public comments were supposed to be discussed by the Focus Group.

Have there been any Focus Group meetings I was not told about?
Are any Focus Group meetings scheduled?

Dan Liemen

**Supplemental Response:**
Two focus group meetings have been held, May 7, 2002 and September 12, 2002, to discuss the status of the project and to introduce Alternative 5A Modified to the group, which was based on comments heard at the June 2001 Public Hearing. Alternative 5A Modified is the SHA-Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Your comments have been addressed in the FEIS Section VI Comments and Coordination.

A final project newsletter will be mailed pending location approval from the Federal Highway Administration anticipated in Spring 2004.



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**Boot, Robert**

From: CHRIS WEBER [CWeber@sha.state.md.us]
Sent: Monday, June 24, 2002 1:57 PM
To: BOB BOOT; DENNIS ATKINS; HEATHER AMICK; MELISSA KOSENAK
Subject: Helen Sinclair 301-894-2073

```
Item Type:  Phone
Caller:  Helen Sinclair
Company:  MD 210 - Indian Head Hwy. Project
Phone:  301-894-2073

[X] Telephoned            [X] Please Call
[ ] Will Call Again       [ ] Returned Your Call
[ ] Wants to See You      [ ] Came to See You
[X] Urgent

Ms. Sinclair would like more hearings on the Indian Hwy. Project and no
selection/decision made on July 2.  She feels it is dangerous to
eliminate all the traffic signals.  The community walks and drives to
stores, etc., and needs the traffic stopped to do so.  She feels we
should not mix high speed traffic with the local, slower traffic.  There
are plans for 2 sr. citizen developments to be built - 1 at Ft.
Washington & Indian Head Hwy. (& 1 further south).  She feels the
residents need calmer traffic conditions and should not be expected to
merge into and out of the uninterrupted, high speed traffic.

If you have any questions about this message please call me.

Thanks,
  - Chris
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**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes interchanges from Kerby Hill Road to Old Fort Road South and at-grade signalized intersections at Farmington Road and MD 373 on MD 210. Traffic signals on MD 210 will be eliminated from Wilson Bridge Drive to Old Fort Road South. The proposed interchanges, with the side roads bridging over MD 210, may have traffic signals at the ramp intersection tie-ins to the existing side roads. All interchange ramp tie-ins to MD 210 will have acceleration/deceleration lanes, based on current American Association of State Highway and Transportation Officials (AASHTO) standards to allow safe merging to/from MD 210.

For example: A person wanting to travel from east of MD 210 to west of MD 210 on one of the existing side roads would be able to cross over MD 210 on a proposed bridge without having to interact with MD 210 mainline traffic.

3420 RICKEY AVENUE
APT 323
TEMPLE HILLS, MD 20748





From: MELISSA KOSENAK
To: BOB BOOT; CHISA WINSTEAD; DENNIS ATKINS
Date: 6/27/02 3:29PM
Subject: Sandra Robinson

FYI...e citizen, Sandra Robinson, called with concerns about the Woodrow Wilson Bridge as well as our MD 210 Project. Sha raquasted e hearing to address all issues in tha Oxon Hill area. I informed her that wa ara in tha process of planning soma form of public involvement for the MD 210 corridor project.
Thanks,
Melissa

**Supplemental Response:**
The Woodrow Wilson Bridge Project is a separate effort from the MD 210 Multi-Modal Study. An Informational Public Workshop, which the public was invited, was held on September 26, 2002.

Alternative 5A Modified is the SHA-Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



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**From:** MELISSA KOSENAK
**To:** BOB BOOT; DENNIS ATKINS
**Date:** 6/26/02 10:47AM
**Subject:** MD 210 Citizen Call

FYI, an Oxon Hill resident, JR Hewthorne, called on 6/26/02. He received the newsletter and was upset that lightrail wasn't icluded in the project. I expleined to him that traffic projections do not warrant lightrail. I indicated thet the structures for the interchenges would be built approximetely 50' longer than necessery in order to not preclude future transportetion enhencements. He was unhappy with this, because he believes that SHA is conspiring to allow insufficient right-of-wey for transit so thot in the future lightroil can be ruled out becouse there won't be enough room. Therefore, leeving HOV lanes are the only option. Mr. Hawthorne will be putting his thoughts into writing and sending them to Dennis.
Thenksf
Melisse

**Supplementel Response:**
Alternative 5A Modified is the SHA-Selected Alternative. Rail is not being considered as part of this project; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future. Earlier studies had indicated thet the MD 5 corridor wes e better candidate for rail in the near term future.



**From:** MELISSA KOSENAK
**To:** DICK RAVENSCROFT
**Date:** 6/28/02 1:39PM
**Subject:** MD 210 Resident

Dick,
I received a phone call from Mr. Everhett Keeton, a citizen who lives at 10000 Indian Head Highway. According to the MD 210 project, his home is e take. He would like for you to phone him to explain what his rights are es a property owner. His phone number is (301)265-9050.
Thank you,
Melisse

**CC:** BOB BOOT; DENNIS ATKINS

**Supplementel Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes Old Fort Road North Interchange Option C; however, proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

A meeting with the property owners of potential residential displacements was held on July 30, 2002 to discuss the project and explain the SHA Right of Way and Relocation Assistance Process property owner's rights and benefits.

ACCOKEEK DEVELOPMENT REVIEW DISTRICT COMMISSION

# ADRDC

2307 Rockwood Road
Accokeek, MD 20607
(T) 301-283-2854
(F) 301-283-4520

October 25, 2002

Dennis Atkins, Project Manager
MD 210 Multi-Modal Study
State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717, Mail Stop C-301
Baltimore, MD 21203-07171

Subject: DSP-02047—Indian Head Woods Subdivision

Dear Mr. Atkins:

The ADRDC has reviewed the Detailed Site Plan (DSP-02047) submitted to Prince George's County for Indian Head Woods subdivision adjacent to MD 210 (Indian Head Highway) in Accokeek.

The plan includes an access to Indian Head Highway (MD 2100, which ADRDC thinks is very dangerous.

Context:

MD 210 was built in 1949 as a controlled access highway to serve Indian Head Naval Base (now Naval Surface Warfare Center/Indian Head Division). The access at issue was accepted at that time. In 1993, the Prince George's County Planning Board accepted a Preliminary Subdivision Plat (Plat 4-93013) that included this access point.

A great deal has happened since then. Indian Head Highway has been widened to 6 lanes (3 each way), a median is in place, and MD 228 from MD 5/US 301 in Waldorf now joins MD 210 with a 4-lane entry (2 each way).

Traffic on MD 210 has expanded exponentially, to 60,000 cars a day, as southern Maryland (Charles, Calvert, and St. Mary's counties have built out; exacerbated by the relocation of Naval Air Systems Command to the Patuxent River Naval Air Station, Lexington Park, MD.



Plans are being considered for divided grade entry/exit points on Indian Head Highway from I495 (Washington Beltway) to MD 228.

The crossroads to the north and south of the proposed Indian Head Woods Subdivision are both considered dangerous. Farmington Road, to the north, has been certified as a dangerous intersection—with plans for a traffic control camera at the existing traffic light; and MD 373, to the south, already has a traffic control camera. More than one death has occurred at these intersections.

Traffic on Indian Head Highway routinely moves at speeds in excess of 55 mph, typically at about 70 mph.

The Detailed Site Plan submitted does not include merge/acceleration/deceleration lanes. Also, a hill blocks the view of the access point from the south.

The Maryland Department of Transportation, State Highway Administration, Office of Planning and Preliminary Engineering has been conducting a series of hearings and public informational workshops since June 2001 (last date: September 22, 2002) to study access points to Indian Head Highway and develop safe future options. Indian Head Woods access has not been mentioned during these hearings. Also, it is not noted in informational material (attachment 1) on maps provided for these hearings.

Given this background, ADRDC *strongly recommends* that you not allow this access to be built.

Previous to the 1993 acceptance of the Preliminary Subdivision Plat, the Maryland Department of Transportation, State Highway Administration, reviewed the plat (attachment 2). John Contestabile, then Chief of the Engineering Access Permits Division, recommended, "allowing the construction of a public street to serve this parcel and the adjoining parcel to the north."

ADRDC's preferred option is that this recommendation be made mandatory before Indian Head Woods can be built. It was a good and thoughtful recommendation in 1992. It is an even better one in 2002.

Realizing that this recommendation is legally and fiscally difficult, ADRDC still thinks that the bottom line of public safety must take precedence. Too much is at stake—human lives—for other considerations to dominate this decision.

If ADRDC's recommendation is not accepted, and the Indian Head Woods access is allowed, ADRDC recommends that every possible safety precaution be taken including, but not limited to:

- warnings to motorists in advance of construction;
- inclusion of merge/acceleration/deceleration lanes;





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- a traffic light, or flashing warning lights;
- prominent signage, well in advance of the access point.

ADRDC's considered opinion remains that the only way to prevent loss of life at this access point is to not build it.

Sincerely,

Jean Thompson, Chairman, ADRDC

Attachments:

~~(1)~~

(1) Memorandum, July 8, 1992, Md Dept of Transportation, SHA, subj.: right-of-way plat #46525

Craig Rovelstad, MNCPPC

...n McDonald
Chief, Engineering Access Division, SHA
707 N. Calvert St.
Baltimore, MD 21202





Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 23, 2003

Ms. Jean Thompson,
Chairman
Accokeek Development Review
District Division (ADRDC)
2307 Rockwood Road
Accokeek, Maryland 20607

Re: Prince George's County
MD 210 (east side)
North of Livingston RD)
Indian Head Woods
Revised Plan
File No. #02-AP-PG-020
Mile Post 11.48

Dear Ms. Thompson:

This is in reference to your October 25, 2002 letter to Mr. Dennis Atkins, of our Office of Planning and Preliminary Engineering. We were asked by Mr. Atkins to reply to your inquiry regarding the Indian Head Woods subdivision. Please accept our apology for not responding sooner. Since the letter was not addressed to us directly, we assumed a response would come from the Office of Planning and Preliminary Engineering

It is my understanding that the Accokeek Development Review District Division is concerned about potential impacts to traffic movements along MD 210. The State Highway Administration (SHA) recognizes that when additional traffic is introduced onto public roads the transportation system is impacted. As a matter of routine, this office will review supplied Traffic Impact Studies and make recommendations for mitigation in order to maintain adequacy of service and safety. The SHA has offered our review and comment with regard to Indian Head Woods at the Subdivision Review Committee meeting. Based upon SHA standards and guidelines we have concluded that access to MD 210 (Indian Head Highway) is appropriate for the proposed use. Given the development size and location the expected total traffic generated upon full build will not negatively impact the roadway system. A proposed public street designed to connect the subdivision with the state road will be built by the developer and will effectively mitigate the impact of this development.

This office is currently reviewing a permit application for the improvements described above that lie within the state right-of-way along the Indian head Woods property fronting MD 210. Rest assured that the work will be compliant with current design standards for facilities of this type.



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Ms. Jean Thompson
March 23, 2003
Page 2

Thank you again for your letter. We appreciate your opinions and interest.

If you have any questions, feel free to contact Michael Bailey at (410) 545-5593 or call our toll free number in Maryland only 1-800-876-4742 extension 5593. Also, you may E-mail him (mbailey@sha.state.md.us).

Sincerely,

Michael P. Bailey

FOR Kenneth A. McDonald, Jr., Chief
Engineering Access Permits
Division

KAM/MB

Cc: Mr. Dennis Atkins, O. P.P.E., State Highway Administration
Mr. Erie Foster, Chief, Transp. Plann., M-NCPPC
Mr. Thomas Green, Project Engineer, ACTS, P.L.C.
Mr. Richard Ravenscroft, Chief, R/W/, State Highway Administration
Mr. Majid Shakib, A.D.E. Traffic, State Highway Administration
Mr. Charlie Watkins, District Engineer, State Highway Administration

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 1, 2002

Mr. Alphonso Pegram
15406 Whistling Oak Way
Accokeek MD 20607-2709

Dear Mr. Pegram:

This letter is a follow-up to your recent telephone conversation with Ms. Nicole Ross, of our staff, regarding a sound barrier for the Farmington Woods community along southbound MD 210 between Farmington Road East and Livingston Road (MD 373) in Prince George's County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, a multi-modal study of MD 210, between I-95/I-495 and MD 228 is being conducted. The effects of highway traffic noise are being studied as part of this study. We are determining whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we will also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise will also have to predate the approval of the highway improvements. If these conditions are met, we will then determine whether we could reduce the excess noise levels for a reasonable cost. By copy of this letter, we are forwarding your name and address to Mr. Dennis Atkins, the Project Manager for the MD 210 Multi-Modal Study, so that you will receive updates on the progress of the study as well as notice of any public meetings that may be conducted. Mr. Atkins can be contacted by phone at 410-545-8548 or 1-800-548-5026 or, by e-mail, at datkins@sha.state.md.us. He will be happy to assist you.

When a highway already exists and is *not* being expanded–so that Type I criteria do not apply–a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process and are fully-controlled access highways where access to the highway is by interchange rather than at-grade intersections. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and we must be able to build an effective barrier for $50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**



The Farmington Wood community has been evaluated under the Type II portion of our Sound Barrier Program as outlined above. The homes along Whistling Oak Way were constructed between 1997 and 2001 after the 1986 dualization of MD 210 from MD 373 northward to Fort Washington Road. Also, MD 210 is not a fully controlled-access highway. Based on this information, the Farmington Woods community is not eligible for a Type II sound barrier. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State's Sound Barrier Policy.

Thank you for your telephone call and interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will also be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

Enclosure
cc: Mr. Dennis Atkins, Project Manager, Office of Planning and Preliminary Engineering, State Highway Administration
The Honorable M.H. Jim Estepp, Member, Prince George's County Council
The Honorable Thomas V. Mike Miller, Jr., Member Senate of Maryland
The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

May 27 2003



Mr. Alphonso Pegram
15406 Whistling Oak Way
Accokeek MD 20607-2709

Dear Mr. Pegram:

This letter is a follow-up to your recent e-mail message to Ms. Nicole Ross, of our staff, regarding a noise study for the Farmington Woods community along southbound MD 210 approximately mid-way between Farmington Road and Livingston Road (MD 373) in Prince George's County. I appreciate the opportunity to clarify my last letter to you.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. As part of the current MD 210 Multi-Modal Study between I-95/495 and MD 228, the Farmington Woods community has been studied to determine if the community would be impacted by highway traffic noise levels from the proposed improvements to MD 210. It is our understanding that Ms. Heather Amick, SHA's Environmental Manager for the MD 210 Multi-Modal Study, has provided you with a copy of the *Draft Environmental Impact Statement and Section 4(f) Evaluation MD 210 Multi-Modal Study, Prince George's County, I-95/I-495 to MD 228*, (DEIS), approved by the Federal Highway Administration (FHWA), April 30, 2001.

In this document, the "Noise Sensitive Area" designated "N" (NSA N) includes the Farmington Woods community, along southbound MD 210 approximately mid-way between Farmington Road and Livingston Road (MD 373) and the Accokeek Groves community, also along southbound MD 210 between Livingston Road (MD 373) and Berry Road (MD 228). In NSA N, Noise Receptor 8 (R-8) was 15404 Whistling Oak Way, the home next door to yours. The noise levels measured for the DEIS were recorded in March 2000. There are three proposed alternative designs for the improvements to MD 210 and are designated "Alternative 5A," "Alternative 5B" and "Alternative 5C." The results of the noise study for these alternatives for NSA N are summarized in Table IV-27, Table IV-28 and Table IV-299 on pages IV-98, IV-100 and IV-102 respectively. For Receptor R-8, the table indicates that the measured existing noise level was 61 decibels and the predicted "build" noise level in Design Year 2020 is 61 to 62-decibels; the predicted "no-build" noise level in Design Year 2020 is 61-decibels. The impact threshold noise level we follow is 66-decibels. Existing and design year noise levels for R-8 neither equal nor exceed the 66-decibel impact threshold. A sound barrier for the homes in the Farmington Woods community was not recommended because the noise levels did not equal or exceed the 66-decibel impact threshold.

It is important to note that while the measured noise levels reported in the DEIS date to March of 2000, it is upon the design year predicted noise levels that decisions regarding sound barriers are made. The design year predictions are based on future year traffic conditions that would result in the highest noise levels. This approach is standard practice in highway noise analysis and is intended to forecast the maximum level of noise impact that may be expected from the proposed project improvements.

My telephone number/toll-free number is _____
*Maryland Relay Service for Impaired Hearing or Speech* 1.800.735.2258 Statewide Toll Free
*Street Address:* 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • www.marylandroads.com





When a highway already exists and is *not* being expanded–so that Type I criteria do not apply–a community that predates the original highway may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. The Type II program only applies to those highways that are fully-controlled-access highways where access to the highway is by interchange rather than at-grade intersections. The Farmington Woods community has been evaluated and we have determined the community is not eligible for the Type II program. This is based on the fact that MD 210 is not a fully controlled-access highway. If MD 210 were a fully controlled-access highway, the community would not be eligible because the homes along Whistling Oak Way were constructed between 1997 and 2001 after MD 210 was expanded, in 1986, from MD 373 northward to Fort Washington Road. In those circumstances where a community is not eligible based on the date of development, no further investigation such as noise level measurement studies can be performed because to do so may raise expectations that cannot be met.

Thank you for your e-mail message to Ms. Ross and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Marilynn M. Bland, Member, Prince George's County Council
Mr. Mark Lotz, Project Manager, Office of Planning and Preliminary Engineering, State Highway Administration
The Honorable Thomas V. Mike Miller, Member, Senate of Maryland
The Honorable James E. Proctor, Jr., Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Joseph F. Vallario, Jr., Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

From: BOB BOOT
To: Carr2M@ncr.dise.mil
Date: 12/18/02 11:14AM
Subject: MD 210 Project Planning Study

Dear Lt. Col. Carr

Thank you for you inquiry into the status of the MD 210 Project Planning Study. You can review our Spring Newsletter for the MD 210 Project Planning Study on the Internet. This will provide a summary of the preferred alternative that hes been developed. See the link below:
http://www.marylendroads.com/oppe/brochures/md210_brochure.pdf

We ere also in the process of putting the Fell Newsletter on the Internet. We will also send you a set of plans for the study. Please provide your mailing address so thet we can send these to you.

Project planning will be completed in mid-2004 with receipt of Location/Design Approval. The project is not yet funded for design, so the future of the project beyond Location/Design Approval remains uncertain. Construction will likely occur in et least several steges, prioritized from north to south.

Altemate decisions resulting from this phase of project development ere besed on belancing the trensportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by stete end local elected officiels will influence project funding for future phases.

Pleese don't hesitate to call Dennis Atkins (Project Manager) with any questions or concerns. He can be reached et (410) 545-8548 or toll free et 1 (800) 548-5028.

Sincerely,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by:

Dennis M. Atkins
Project Manager
Project Planning Division

CC: CHISA WINSTEAD; CYNTHIA SIMPSON; DENNIS ATKINS; ROBERT SANDERS; Thomas_V_Mike_Miller@senate.state.md.us]

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, however, this does not preclude rail, HOV or any other studies/improvements in the future along MD 210.

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Walter A. & Martha I. Ellison
102 Golf View Lane
Greenville, SC 29609-6911
Telephone Number 1-864-268-9258

May 3, 2003

RE: MD 210 Property Owners

The Honorable
Robert L. Ehrlich, Jr.
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401
Telephone Number 1-410-974-3591

Dear Honorable,

Your time is very valuable, but there is no way this letter can be made brief. Please forgive me for intruding on you time, but I think you can be of help to Martha and me.

We have been Maryland Land Owners and Taxpayers since our marriage in 1939 and residing on the property in question from 1949 until 1971.

The property in question is located at 919 Palmer Road, the southeast quadrant of the on going MD 210 project of Maryland Department of Transportation State Highway Administration (SHA). We purchased this property for our investment from Martha's uncle with a sizeable mortgage on April 16, 1966.

Years later (I think in the 1980's), we heard that Indian Head Highway (RD 210) was going to be widened, and the State would be taking some our property to make the improvement. From that time until now, we have had many enquiries to purchase this property, but there has been no one who has wanted it as a dwelling. It was for that reason we decided to apply for commercial zoning. We have had several signed contracts subject to commercial zoning with prices ranging from three hundred thousand dollars to one nearly one-half million dollars.

Zoning application number A-9181 was filed (do not remember the date), and many hearings were held. During one of those hearings a testimony was given something similar to, "Why should this rezoning be granted, and the government have to pay a commercial price for the property to widen the road?" There was a petition submitted with about ninety percent of the people living in the neighborhood that were in favor of the commercial zoning. The zoning was denied and the case was closed.

Sometime later Steak and Ale Restaurants thought that with their help they could obtain the rezoning. They entered into a contract with us to have a long-term lease but finding that the road improvements were too far in the future they withdrew from the contract.



In March 1999, a request was made to SHA to acquire this property because of hardship. They decided there was no hardship because we had an income from the rented property. A little more than four years have passed since that request was made, and things have gotten worse for us in health and financially.

Since we have owned the property, taxes and insurance has increased while the rental income has decreased. In the seventies the rental income was six hundred and fifty dollars per month and has been decreasing with each tenant. Presently it has decreased to five hundred dollars. On our 2002 IRS return Schedule E shows the total rental income of ($3,166.64) three thousand, one hundred, sixty-six dollars and sixty four cents. This amount is included our adjusted gross income of ($14,695.00) fourteen thousand, six hundred, ninety-five dollars.

Now, to us this is definitely a hardship. May I suggest some reasonable offer be proposed to us from The Maryland State Government in the very near future? However, the most important reason for writing to you is our question, will you do what you can to help us?

As stated above, time is valuable, and at our age we have found it to be precious also. I can think of many more reasons to ask for your help, but I will not take any more of your time at present.

Very truly yours,

Walter A. Ellison

Martha I. Ellison

Enc. Copy of MD 210 proposed plan

Cc: E. Lowe Ellison

J. William Ellison

Charles A. Ellison

Jo-Ann E. Sykes

**Maryland Department of Transportation**
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

Trent M. Kittleman
Deputy Secretary

September 5, 2003

Mr. and Mrs. Walter A. Ellison
102 Golf View Lane
Greenville SC 29609-6911

Dear Mr. and Mrs. Ellison:

Thank you for your letter to Governor Robert L. Ehrlich, Jr. regarding your property, which is located at 919 Palmer Road in Prince George's County, Maryland. The Governor received your letter and asked me to respond to you on his behalf.

The State Highway Administration's (SHA) planned improvements for Indian Head Highway are progressing. Various designs are being studied, and the next step will be to select the alternative that best serves the needs of the public. The SHA will then seek the approval of the Federal Highway Administration to continue with the design of the selected alternative. The SHA normally obtains this approval before it acquires real estate. If you would like your names to be added to SHA's project mailing list, so that you can be kept up to date on the progress of this project, please contact Mr. Dennis M. Atkins, SHA's Project Engineer, at the State Highway Administration, MS C-301 707 N. Calvert Street, Baltimore MD 21202. You may also call him at 410-545-8548 or 1-888-204-4828 or reach him by e-mail at datkins@sha.state.md.us. Mr. Atkins will be pleased to answer any questions that you may have about the project, including its schedule.

Where there is a documented hardship, the State may decide to acquire specific real estate before the environmental permits are in hand. The enclosed information describes the criteria used to evaluate a hardship claim. Decisions on hardship requests are also considered in light of the Department's overall budget. Mr. Robert H. Tresselt, SHA's Deputy Director of Real Estate, will be pleased to answer any questions that you may have about how to document your claim of hardship. You may reach him at 410-545-0021, 1-888-204-4245 or, by e-mail, at rtresselt@sha.state.md.us. Mr. Tresselt's mailing address at the State Highway Administration is MS M-302, 707 N. Calvert Street, Baltimore MD 21202.

SEP08'03 PM 4:16 OPPE

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076



The Governor appreciates hearing from you and, on his behalf, I also thank you for your interest in this very important issue. If you have any additional questions, please do not hesitate to contact either Mr. Tresselt or Mr. Atkins. SHA will be pleased to assist you.

Sincerely,

Robert L. Flanagan

Robert L. Flanagan
Secretary

Enclosure
cc: Mr. Dennis M. Atkins, Project Engineer, SHA
Mr. Robert H. Tresselt, Deputy Director of Real Estate, SHA
Mr. Neil J. Pedersen, Administrator, SHA

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes Palmer/Livingston Road Interchange Option E, with your residence identified as a displacement. Currently, there is no funding for design and/or construction of this project. However, based on your buyout request, SHA District 3 Right of Way has placed this property into the Advanced Acquisition Program.

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# 2. PUBLIC INFORMATIONAL WORKSHOP (SEPTEMBER 2002)

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**MD 210 Public Informational Workshop September 26, 2002**

The following is a summary of oral comments received at the Public Informational Workshop wall displays:

- Several residents of Old Palmer Road want the existing connection retained that allows them to access Old Fort Road North directly from Old Palmer Road. The selected option would leave them with Broadview Road and Old Palmer Road (to Palmer Road) as the only ways in and out of their communities, both of which are unsafe and unacceptable to them. A resident along Broadview Road is strongly opposed to the proposed design since it would increase cut-through traffic on a steep and narrow section of roadway. One solution that we may consider is a new connection between Old Palmer Road and Old Fort Road North that parallels the proposed northeast quadrant ramp. Note: The new connector road was briefly studied but was deemed to be too expensive and impactive as compared to the option currently proposed due to possible residential displacements, proposed excavation and a costly retaining wall. SHA and Prince George's County will coordinate to determine existing maintenance and roadway conditions to see if improvements are needed to accommodate possible additional traffic on the county roads.

- Several residents of the Brookside Park Condominiums, who are also bus patrons, were concerned with the median closure at Wilson Bridge Drive. After discussing the various options, they were amenable to the proposed design with either pedestrian overpasses or the collector bus system.

- Representatives of the Southminster United Presbyterian Church on Livingston (Kerby Hill Road) Road were concerned about impacts of the proposed interchange improvements on the church property. Note: The impacts will be reexamined in final design and may be able to be minimized.

- The owner of the Brookside Park Condominiums generally agrees that our design is the best solution for his complex, but has concerns on a range of issues, including playground relocation, security (doesn't want more bus traffic), reinforcing existing pavement for increased traffic because of redirected traffic from the proposed access road, schedule for noise barrier construction, is opposed to pedestrian overpasses and maintenance responsibilities (would the complex be responsible?) for the proposed access road. Note: SHA and Prince George's County will coordinate to determine maintenance issues for the access road.

- The owners of the former ABC Drive-in had concerns about access to that property, which they hope to develop. The selected alternative would leave them with only one location for a right-in/right-out access, which would not support their development. Note: The access issue may be reexamined in final design.

- Several requests were received for bike trails along sections of MD 210. Note: New bike trail connections are being added in the Henson Creek Stream Valley Park area as well as new bike lanes being provided on all side roads crossing over MD 210.

- What will become of the playground at the Brookside Park Condominiums? Note: The playground location has not been determined but it appears that it will be able to be moved to another location within the complex in close proximity to where it now resides.

- Are there sidewalks across MD 210 on Livingston/Swan Creek and Fort Washington Road? The landscape drawings do not show pedestrian crossings there. Note: All proposed side roads will have sidewalks.

- One person voiced opposition to the Swan Creek Road Interchange because it may divide the community. Note: Impacts to the existing level of community cohesion are anticipated as a result of the proposed Swan Creek Road Interchange Option G. The Swan Creek Interchange will not physically bisect any community not already divided by MD 210 and the existing side roads. The proposed interchange improvements are based on comments received to optimize accessibility and visibility. They will substantially reduce delays for motorists allowing local users to cross MD 210 as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic will no longer be factored into the timing. Ultimately, safety would improve on the east and west side of MD 210 for motorists, bicyclists and pedestrians providing beneficial community cohesion.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Frankie Ann Baker DATE 9-26-02
ADDRESS 513 Wilson Bridge Dr C2
CITY Oxon Hill STATE MD ZIP 20745

**I/We wish to comment or inquire about the following aspects of this project:**

I think it's very wrong to inconvient the people at Brookside. You think more about the people that are busidy coming from the southern part of the State. You are inconvient the people at Brookside and taking away some their Land. Our Children play in the parklots because there's not that much traffic. Now you are opening it up for people to take short cuts through our complex. I am truly disappointed with this project. People are already speeding down the highway like it's a race track. and now you are giving them more. You don't care about the people but just to move traffic.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Ms. Frankie Ann Baker
513 Wilson Bridge Drive, Unit C-2
Oxon Hill MD 20745

Dear Ms. Baker:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the impacts to the Brookside Community, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

The right-in/right-out will allow motorists to enter and exit the community, without having to wait for the signal light to change. While making a right turn onto MD 210 southbound to use the interchange at Kirby Hill Road to go north towards Washington may be more circuitous than the existing conditions, it will probably take about the same amount of time as it would to wait for the signal to change on MD 210. *This is because the signals on MD 210* are designed to give priority to the main road versus the side streets. With increasing traffic volumes in 2020 this condition is expected to worsen substantially in the future.

In addition, the service road from the south along Wilson Bridge Towers is designed to allow for additional access into the Brookside Community from the proposed Kirby Hill interchange. This proposal should not increase the amount of through traffic in Brookside since most of it would be generated by residents of the development. The community currently has speed bumps, several low speed turns, and a couple of stop signs. We believe this would discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and use the nearest interchange.

SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate impacts where possible. Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These may or may not change the preliminary results of the property impacts along the entire corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa L. Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Ms. Sylvia Baruch, President, Brookside Park Homeowners Association (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

MS. BONNIE BICK

# Vote No Record of Decision Now on MD 210 Overpasses

This $200 million overpass project is NOT FUNDED. It is not projected to start for YEARS. So why are we being told that we need a Preferred Alternative and a Record of Decision now?

It is to our benefit to make a decision closer to the time that the actual changes would take place.

What do we REALLY need? We need RAIL ON THE WILSON BRIDGE.

Once we have final decision to build a Metro stop in Oxon Hill – that will be the time to make such secondary decisions as overpasses – or, light rail along the 210 Corridor.

Overpasses on Indian Head Highway are designed to promote additional growth in the south side of the corridor in Accokeek and Charles County. **Is this what we want?**

**These overpasses would not make it easier** for residents of Oxon Hill and Fort Washington to get on the highway.

**These overpasses would completely close access** at Wilson Bridge Drive.

**These overpasses are designed to** facilitate through traffic. Because they will attract additional traffic, they would **increase pressure for a new Lower Potomac Crossing.**

What do we **REALLY** need? We need **RAIL NOW ON THE WILSON BRIDGE – NOT HOV**.

Choosing a preferred alternative and Record of Decision now may keep us from getting light rail along MD Route 210 in the future ($200 million for overpasses may be better spent on light rail).

For more info, call: Sierra Club (301) 839-7403



**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 3, 2003

Ms. Bonnie Bick
Sierra Club
P.O. Box K
Bryans Road MD 20616

Dear Ms. Bick:

Thank you for submitting the Sierra Club's position regarding the MD 210 Project Planning Study in Prince George's County Maryland. Your comments about mass transit, access to MD 210, and the decision making process for MD 210, like many others that have been received, help us better understand community issues and concerns within the study area.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified. Rail is not being considered as a part of this project; however, the proposed improvements will not preclude rail or any other studies/improvements in the future.

As for access to MD 210 from the existing communities of Oxon Hill and Fort Washington there are currently lights on MD 210 with very long signal cycles. The overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic, which is programmed to be a priority over the side streets, will no longer be factored into the timing.

It should be noted that there would be access at Wilson Bridge Drive from MD 210 via right-in/right-out movements. Left turns in would be accomplished by using service roads and the proposed Kerby Hill/Palmer Road interchange. The MD 210 Study Team has been working with the leadership at the Brookside Park Condominium Complex and plans to continue that coordination.

As you know, this project is currently funded for project planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Finally, with regards to the rail decision along the Woodrow Wilson Bridge, this is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210. As previously stated, the footprint along MD 210 associated with the preferred alternative would not preclude additional improvements along the corridor including rail. It should be noted that earlier studies had indicated that the MD 5 corridor was a better candidate for light rail in the more near term future.

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME May Chen DATE 9/26/02

ADDRESS 9116-B Livingston Rd

CITY Oxon Hill STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

I opposed to this project because the ~~proj~~ project is not fund yet. the overpass would just causes more traffic into Ft Washington which we really don't need anymore.

☑ 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-197

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 4, 2002

Ms. May Chen
9116 B Livingston Road
Fort Washington MD 20744

Dear Ms. Chen:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments expressing your opposition to the project due to lack of funding for future phases are appreciated.

The project is currently funded for project planning only. Alternate decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The project is currently funded for project planning only.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Nicole Chen DATE 9/26/02
ADDRESS 9116 Livingston Rd.
CITY Ft Washington STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

I believe that more alternatives needed to be considered for family run business. I believe that Public Services of Pr. County need to have a one to one conversation with business owners. To know about our concerns. I also think that mailing list should be up to date. Considering that this is a government run operation. I myself was not inform until just recently which caused me and my family to miss other meeting about this situation. So I greatly opposed to this intention in my life & business.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 13, 2002

Ms. Nicole Chen
9116 Livingston Road
Fort Washington MD 20744

Dear Ms. Chen:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments expressing your concern with the project, like many other comments that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

In June, 2001, State Highway Administration (SHA) held a Public Hearing and presented three alternatives: Alternatives 5A, 5B and 5C. Alternative 5A was the proposed interchange improvements and Alternatives 5B and 5C were HOV options (with an additional lane in either direction) along with various interchange improvements. Alternatives 5B and 5C were not supported through the hearing process. In an effort to strike a compromise, we took Alternative 5A, which was supported, and incorporated the footprint of Alternatives 5B and 5C. This way Alternative 5A could be implemented without additional lanes along MD 210, but with overpass bridges wide enough to accommodate the potential future improvements. This way, the improvements proposed by SHA would not preclude future projects or development along the corridor.

The improvements at Palmer/Livingston location were very hard to design without impacting any of the businesses along Livingston Road. The property operated by your family's business, unfortunately would be impacted by the proposed alternative.

Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Your name is on our mailing list and you will be notified of future progress on this initiative. This summer we had a series of meetings with impacted business owners throughout the corridor. Unfortunately, representatives from your family were unable to make these meetings. If you would like us to set up an additional meeting with your family and our Right-of-Way Office to explain your rights as a property owner please contact us at one of the numbers listed below.

Finally, if you have any additional questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

Proposed Palmer/Livingston Road Interchange Option E was selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources. Unfortunately, the proposed option would impact your family business and, as stated above, you are encouraged to call the SHA project representatives to explain the situation. Please note this project is only funded for the planning phase.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Gloria Fitzgerald DATE 9/26/02
ADDRESS 13302 Coldwater Dr.
CITY Ft. WAsh. STATE Md ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

(1). ~~What~~ What consideration is being made to ensure that the SWM AREAS don't become breeding grounds for mosquitoes. ~~and~~ If there is a balance for the Ecosystem who will provide or assure that balance occurs?

(2). How will this encourage business to locate in this area?

(3). It appears that the flow of traffic from Charles County will be unhindered but there are traffic lights on some over passes for local residence. How is this helping us?

(4). 210 has historically been used as a drag strip, this seems to be inviting more traffic deaths.

☑ 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-201

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Ms. Gloria Fitzgerald
13302 Coldwater Drive
Fort Washington MD 20744

Dear Ms. Fitzgerald:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about stormwater management, continued business growth, local impact of the overpasses and safety issues, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Safety, aesthetics and insect proliferation with stormwater management areas are a concern for SHA. SHA will continue to work with project area communities to develop stormwater management practices that are sensitive to the community while meeting environmental protection objectives. Preferred methods for providing stormwater management, such as infiltration and bioretention, result in no standing water for extended periods of time.

Encouraging businesses to locate in the area is not a specific goal. However, in general, transportation projects are designed to address a traffic need. For this project we used a 2020 horizon year and developed improvements that would provide for acceptable traffic operations in that "design" year. The improvements may help businesses overall due to the reduction in congestion, and better access.

As for the traffic lights on the overpasses, there are currently lights on MD 210 with very long signal cycles. The overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic, which is programmed to be a priority over the side streets, will no longer be factored into the timing.

The preferred alternative should improve traffic operations along MD 210 and the side roads. Those traveling north and south will be able to do so without the interruptions and safety issues associated with motorists stopping and turning at traffic signals. The use of interchanges and control of access points will allow for motorists to safely enter and exit MD 210 to reach their destinations.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Karuna Pujara (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The responses provided in the SHA response letter above, dated December 6, 2002, still apply to the concerns stated in the original comment form for Alternative 5A Modified. Please note the project is currently only funded for the planning phase.

Comment Card

Name: Christopher D. Fountain

Business Address: 9119 Livingston Rd Route 99
Ft Washington, MD 20744

Mailing Address
P.O. Box 6278
Annapolis, MD 21401

Phone: 410-562-6091 Evening
301-227-0357 Day

Comment: I was not on your original mailing list. I own a business which is located at 9119 Livingston Rd, Ft Washington, MD. Option E at Palmer/Livingston Rd appears to affect the front of my property. Possibly taking off the front of my building, with the access road that goes to the car wash located next door. Please included me in the process.

Sincerely,



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Mr. Christopher Fountain
P.O. Box 6278
Annapolis MD 21401

Dear Mr. Fountain:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments regarding Option E, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

We have requested from the county, site plans for your business and are reviewing them currently. We will contact you to discuss with you, specifically, how Option E may impact your property and explain your rights. Please note that this project is funded only for the planning phase. During the design phase, refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns and minimize impacts. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. We regret that you were not on the original mailing list, but we are glad that you were able to attend the workshop this fall. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The responses provided in the SHA response letter above, dated December 6, 2002, still apply to the concerns stated in the original comment form for Alternative 5A Modified Palmer/Livingston Road Interchange Option E. Please note the project is currently only funded for the planning phase.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME CHAN CHEUNG FUI DATE 9/26/2002

ADDRESS 9116 Livingston Rd

CITY OXON HILL STATE MD ZIP 20744

I/We wish to comment or inquire about the following aspects of this project:

VOTE NO RECORD OF DECISION NOW ON MD. 210 OVERPASSES.

☐ 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-205

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

January 3, 2003

Mr. Chan Fui
9116 Livingston Road
Fort Washington MD 20744

Dear Mr. Fui:

Thank you for submitting a comment card regarding the MD 210 Project Planning Study in Prince George's County Maryland. Your comments about the decision making process for MD 210, like many others that have been received, help us better understand community issues and concerns within the study area.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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As you know, this project is currently funded for Project Planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



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The Record of decision should be postponed until other mass transit programs have been identified and funded. The solution should be comprehensive and not piecemeal.

Sidney Gibson
9706 Polis Terr
Fort Wash., MD 20744

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 3, 2003

Mr. Sidney Gibson
9706 Polis Terrace
Fort Washington MD 20744

Dear Mr. Gibson:

Thank you for submitting comments regarding the MD 210 Project Planning Study in Prince George's County Maryland. Your comments about mass transit and the decision making process for MD 210, like many others that have been received, help us better understand community issues and concerns within the study area.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternates including the no build alternate. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, consistent with the county master plan, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**



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As you know, this project is currently funded for Project Planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

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**Supplemental Response:**
The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. The additional capacity and operational improvements that will result from the proposed interchanges and intersection improvements associated with the Selected Alternative will improve travel times for all bus routes traveling on or across MD 210. Improved travel times for transit vehicles promote increased ridership and reduced transit operating costs. Each of the bus routes and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot. Future transit service changes in this area will continue to be evaluated on an as-needed basis by the respective transit service agencies, independent of the MD 210 project.

Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME GREEN, Petey DATE 9-26-02

ADDRESS 6009 Oxon Hill Rd, Suite 206

CITY Oxon Hill STATE MD ZIP 20745

**I/We wish to comment or inquire about the following aspects of this project:**

After careful consideration I am assured that Option C is the best and should be the preferred alternative for Swan Creek Road. The Option (G) that you've chosen as the preferred alternative will drive the shopping center out of business, due to the inability of traffic to see the shopping center as they approach the center. The community will become underserviced if you don't accept or change to Option C.

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 13, 2002

Mr. Petey Green
6009 Oxon Hill Road Suite 206
Oxon Hill MD 20745

Dear Mr. Green:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments supporting Option C at Swan Creek, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Trying to provide access to the existing shopping area has been challenging. It is true that Option C may provide better access, generally, for the shopping area, however, it would have greater impacts to the wetlands in the area. In fact, almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers has expressed strong concerns about Option C which lead the team to subsequently develop Option G. To move forward with Option C, a permit would need to be obtained from the Corps and given their past concerns this scenario is not very likely. With that said, Option C does still remain under consideration primarily because of the concerns you have raised.

Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later rather than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

594

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Swan Creek Interchange Option C may provide better access, generally, for the shopping area; however, it would have greater impacts to the wetlands in the area. Almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers has expressed strong concerns about Option C, which led the team to subsequently develop Option G. Option C would require a permit from the U.S. Army Corps of Engineers and given the past concerns with this option, the permit will be difficult to obtain. Meetings have been held with the shopping center representatives to discuss the preferred interchange options at the Swan Creek intersection resulting in modifications to Selected Option G to better facilitate access to the property.
Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later rather than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.
Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications and additional pedestrian connections as necessary.
Alternative 5A Modified is the SHA Selected Alternative (which includes Swan Creek Interchange Option G); however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

9/26/02
Dorothy Hodges

Comments of Dorothy D. Hodges
306 Careybrook Lane, Oxon Hill MD 20745-1403

All intersections should provide for pedestrian and bicycle safe access, including crosswalks. Some commercial areas are inaccessible except by motorized vehicles - Example: Fort Washington Road

Diamond intersections could be used more.

The drawings do not show right of way for proposed MetroRail route (purple line) to Oxon Hill area.

DDH



**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 11, 2002

Ms. Dorothy Hodges
306 Careybrook Lane
Oxon Hill MD 20745-1403

Dear Ms. Hodges:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about bicycle and pedestrian access at intersections and rail right of way are appreciated.

For the recommended alternative, the existing intersections are being replaced with interchanges. Pedestrian/bicycle access would be provided along the over passes of MD 210, using sidewalks, crosswalks and outside bike lanes. Crosswalks would also be provided at the remaining intersections in the study area.

In the past, we studied diamond interchanges, as well as other traditional types of interchanges. However, in many cases they were more impactive than the concepts identified as part of the preferred alternative. One of the big challenges the study team faced was to provide interchanges while maintaining access via at-grade intersections during construction to serve existing development along the corridor.

Rail options are not part of this project; however, the typical section does not preclude future rail along the corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. If you have further questions please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa L. Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)



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**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The specific intersection/interchange options included in the SHA-Selected Alternative consist of: Wilson Bridge Drive At-grade Option A, Kerby Hill Road Interchange Option C, Palmer/Livingston Road Interchange Option E, Old Fort Road North Interchange Option C, Fort Washington Road Interchange Option D, Swan Creek Road Interchange Option G, Old Fort Road South Interchange Option C, Farmington Road At-grade Option A and MD 373 At-grade Option A. These options were selected as a result of coordination among MD 210 study team members, the focus group, environmental resource agencies and citizens, based on the extent to which they addressed safety and traffic operational needs and minimized impacts to sensitive resources.

Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current pedestrian/bicycle plans show connections to the Henson Creek Trail at the Palmer/Livingston Road interchange. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Short auxiliary lanes, severe skew angles, sharp curvatures, lack of open space and the close proximity of the service roads and businesses have created the need to study non-traditional types of interchanges to solve traffic congestion problems. Diamond interchanges, as well as other traditional types of interchanges have been developed and subsequently dropped at some intersection locations because in many cases those types of interchanges were more impactive than the concepts preferred as part of the selected alternative.

The rail decision along the Woodrow Wilson Bridge is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Jane Hudnall DATE 9-26-02
ADDRESS 412 River Wood Drive
CITY Fort Washington STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

A side path for pedestrians and bicycle riders should be constructed along 210 (Indian Head Hwy). Apartment buildings, communities, and employment/shopping centers should be connected. The present plans accomodate only cars. Although the overpasses show side walks, once you cross 210 you can not walk or cycle to the next intersection. Connect the service roads that parallel 210 with side paths that encourage people to walk and cycle.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 11, 2002

Mrs. Jane Hudnall
412 Riverwood Drive
Fort Washington MD 20774

Dear Mrs. Hudnall:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the pedestrian and bicycle use along the corridor, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

A path along MD 210 was considered by the study team. However, it was concluded that most pedestrians were crossing MD 210 versus traveling north/south along the roadway. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications and additional pedestrian connections as necessary.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

5990

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545 respectively or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Harvey Muller (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications and additional pedestrian connections as necessary.
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Jim Hudnall DATE 9/26/2002
ADDRESS 412 River Wood Drive
CITY Fort Washington STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

- I am very pleased that side roads crossing 210 will have 5 foot marked bicycle lanes on both sides.
- Take care that intersection design will accommodate bicyclists by having bike lanes for turning and straight-through cyclists.
- Consider direct connection from Palmer Road to Henson Creek Trail for bicyclists.
- Consider using roundabouts instead of traffic lights because a well-designed roundabout can be bike friendly and minimize delay for all vehicles.
- Consider bicycle access along MD210 corridor. Bike paths on both sides would encourage more trips by bicycle and be better than cycling on shoulder next to very high speed car & truck traffic.

☐ Please add my/our name(s) to the Mailing List.

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- Prefer OPTION C for Swan Creek Road. (over)

VI-217

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 13, 2002

Mr. Jim Hudnall
412 River Wood Drive
Fort Washington MD 20744

Dear Mr. Hudnall:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments on bicycles issues and Option C, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

A path along MD 210 was considered by the study team. However, it was concluded that most pedestrians were crossing MD 210 versus traveling north/south along the roadway. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Thank you for your support of Option C at Swan Creek. Trying to provide access to the existing shopping area has been challenging. It is true that Option C may provide better access, for the shopping area, however, it would have greater impacts to the wetlands. In fact, almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers have expressed strong concerns with Option C which led the team to subsequently develop Option G. To move forward with Option C, a permit would need to be obtained from the Corps and given their past concerns this scenario is not very likely. With that said, Option C does still remain under consideration primarily because of the concerns you have raised.

Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later rather than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.

Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These may or may not change the preliminary results of the property impacts along the entire corridor.

*My telephone number is* _____

Maryland Relay Service for Impaired Hearing or Speech
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**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

109

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BALTIMORE, MD 21203-0717

FOLD FOLD

- I would prefer to see more near-term, less costly improvements that can be done to ~~increase~~ make it easier for people off MD 210 to get on and across 210. At several intersections, an additional lane on the side road can reduce the number of light cycles one must wait through.
- The MD 210 project is an expensive project to move more people from Charles County through the corridor. It is sure to lead to MORE ~~SPRA~~ SPRAWL and traffic. Delay decision until funds are available and we have better land use policy.

Mr. Jim Hudnall
Page 2

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Harvey Muller (w/incoming)
Mr. Charlie Watkins (w/incoming)

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**Supplemental Response:**
Proposed improvements include sidewalks and wider outside lanes for bikers and pedestrians throughout all of the interchanges to allow community access from either side of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, crosswalks, etc.). Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements. The current pedestrian/bicycle plans show connections to the Henson Creek Trail at the Palmer/Livingston Road interchange. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

Refinements will continue to be made to the selected alternative in final design, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications (including roundabouts) and additional pedestrian connections as necessary. For example: a roundabout was studied for the Swan Creek interchange on Livingston Road at the proposed Access Road west of MD 210 but was dismissed because right of way impacts based on the radius required to fulfill traffic volume demands for a two lane roundabout.

Meetings have been held with the shopping center representatives to discuss the preferred interchange options C and G at the Swan Creek intersection resulting in modifications to Selected Option G to better facilitate access to the property.

Alternative 5A Modified is the SHA-Selected Alternative (which includes Swan Creek Interchange Option G), which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Blynn Kuhstoss DATE 9/26/02

ADDRESS 4673 Duley Dr.

CITY White Plains STATE MD ZIP 20695

**I/We wish to comment or inquire about the following aspects of this project:**

Would you respond to how much property will be taken on the closed Exxon station at Old Fort Road South

☑ 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-220

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 4, 2002

Mr. Blynn Kuhstoss
4673 Duley Drive
White Plains MD 20695

Dear Mr. Kuhstoss:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. The preferred alternative, will require 0.85 acres of the Exxon Station located at Old Fort Road South. Additionally, the proposed alternate will actually displace the existing building with no access being provided to this building in the future.

Please note that this project is in the planning phase and more detailed engineering evaluations will be necessary during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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609

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**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The Old Fort Road South Interchange Option C will require 0.86 acre of right of way from the Exxon Station located at Old Fort Road South in the southeast quadrant. Additionally, the selected option will displace the existing building with no access being provided to this building in the future.

Please note that this project is only funded for the planning phase and more detailed engineering evaluations will be necessary during the final design phase. Refinements will continue to be made to Alternative 5A Modified, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.



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**Remarks on**
**MD210 Multi-Modal Study I-95/I-495 to MD228**
**Preferred Alternative 5A Modified Workshop Draft (September 2002)**

The Preferred Alternative 5A Modified Workshop Draft was distributed to the public at a workshop in Fort Washington on September 26, 2002. Preferred Alternative 5A Modified is intended to become the basis for the official proposal for improvements on MD210. It remains subject to adjustments resulting from public comments and final design considerations. My remarks emphasize the Preferred Alternative 5A Modified, but other items will be mentioned as needed.

Figure 1 shows the currently proposed improvements for MD210 and nearby sections of the Beltway, Oxon Hill Road, and the I-295 ramp. These proposed improvements under the Woodrow Wilson Bridge project are of interest to the users of MD210. They have been upgraded from the obsolete information previously published in MD210 study documents. This is good. However, it is likely that the bridge for Bald Eagle Road includes cars and not only pedestrians and bicycles.

Figure 2 shows Wilson Bridge Drive Option A with its right in / right out turns. It seems to be the same as the previous Option A with more details of noise barriers and bus stop changes. Option A generally looks reasonable. A bus pullout lane has been added on northbound MD210 and a pedestrian overpass has been added across MD210. This may be helpful, but the merge-crossover of buses with heavy northbound MD210 traffic to the I-295/I-95/I-495 connection may be a problem. A suggestion to route northbound buses from Livingston-Kerby Hill Road (figure 3) to the service road near southbound MD210 to the Wilson Towers Apartments and Brookside Park Apartments to Wilson Bridge Drive to southbound MD210 to Kerby Hill-Livingston Road to northbound MD210 should be examined. There is some concern about whether the Brookside Park Apartments parking lot and the service road will become a short cut for southbound MD210 traffic to Kerby Hill Road. The possibility of restricting the southbound lane of the service road (on figure 3) to southbound buses should be determined. To clarify what I have written: southbound buses would use the southbound lane of the service road. Northbound buses would use the northbound lane of the service road and return to the Kerby Hill-Livingston Road interchange using the main MD210 highway southbound before returning to northbound MD210.

Figure 2 and many of the other figures mention "Potential SWM Areas". Storm Water Management areas should contain flowing water only. The increasing problems with disease-causing mosquitoes should preclude creating additional areas of standing water.

Figure 3 shows the new "Kerby Hill Road" Option C, which provides smoother curves near Kerby Hill Road than the old design proposal. The interchange should be called "Livingston Road / Kerby Hill Road", as before. Provision for a connection to the presently undeveloped commercial property west of MD210 was removed from an earlier proposal. The removal may not be useful since this will promote an unspecified future connection between the property and Oxon Hill Road, a connection that local residents consider undesirable. There is no apparent change for the Livingston Road side of the interchange. Option C is generally the best option. A bus pullout lane is added on the ramp from Livingston Road to northbound MD210 and a pedestrian overpass is added over MD210.

On the southern (right) end of figure 3, a business is shown west of MD210. This business is closed and the building was removed. The property is proposed to be a commercial development.

The service road near northbound MD210 is shown partly on figure 3 and partly on figure 4. The connection from the service road to northbound MD210 has a new acceleration lane to increase safety. A new curve in the service road allows some vehicles from northbound MD210 to travel southbound on the service road. Buses on the service road have a pulloff lane. The service road adjacent to the bus pulloff lane should be one-way southbound. The bus pulloff lane should be one-way northbound. Buses traveling northbound on MD210 should be routed south on the service road and turn left into the southern end of the pullout lane. The northbound exit of the bus pullout lane should be connected straight into the top of the new curve on the service road. A pedestrian overpass is added over MD210. Another bus pullout lane should be added on southbound MD210 since southbound buses will no longer be allowed to cross MD210.



**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 8, 2003

Mr. Daniel S. Lieman
13216 Park Lane
Fort Washington MD 20744

Dear Mr. Lieman:

Thank you for submitting comments concerning the MD 210 Project Planning Study. Your comments about this project, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Your comments regarding the operations with potential bus pullout opposite Wilson Bridge Drive are noted. The concerns with the costs (including potential pedestrian overpasses) and operations with the pullout option, which preserves the existing bus stop location, will be weighed against the feeder bus system option. Restricting the service road to bus only is not preferred; we do not think that the short-cutting issue will be a concern because the community currently has speed bumps, several low speed turns, and a couple of stop signs to discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and then use the nearest interchange.

The potential impacts to residential communities regarding safety, aesthetics and insect proliferation with stormwater management areas are issues which concern us as well. SHA will continue to work with communities to develop stormwater management practices that are sensitive to the community while meeting environmental protection objectives. Preferred methods for providing stormwater management, such as infiltration and bioretention, result in no standing water for extended periods of time.

The removal of the potential connection to the undeveloped commercial property west of MD 210 from our displays at Kerby Hill Road was not necessarily to promote a connection of that development to Oxon Hill Road. Rather, it was intended to clarify that the potential developer, not SHA, would be responsible for building the service road along MD 210 and connection to Kerby Hill Road and/or Palmer Road to provide access to the development west of MD 210.

Thank you for the update on the removal of the building on Figure 3. We will update our mapping accordingly.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

606

A deceleration/acceleration lane is needed for the southbound bus pullout lane. No connections are shown from the service road to the property of the former ABC Drive-In. I suggest a one-way driveway into the property be provided near the park boundary just south of the bus pullout lane and a one-way driveway out of the property be provided to the service road at the north end of the bus pullout lane. The service road should be terminated for vehicles at the park boundary and become part of the new hiker-biker trail connection to the trail in the park.

Figure 4 shows the new Palmer / Livingston Road Option E. It is similar to the previous design proposal but has longer ramps connecting southbound MD210. Based on the arrows, it also reduces the width of the MD210 exit ramp from three lanes to two. I believe that three lanes will be more useful near Livingston Road. (The right lane for right turns. The center lane for straight ahead and left turn movements. The left lane for left turns.) There is no indication of a street connection to the golf range. A retaining wall seems to block access to the property. The street stub to Hovermale's or the street stub for the car wash should provide a connection to the golf range.

Figure 5 shows Old Fort Road North Option C. This looks like the best option. On Old Fort Road at the Livingston Road intersection, a right-turn lane, a straight-ahead lane, and a left-turn lane are identified. Local residents indicate a need for a reasonable connection between Old Palmer Road and Old Fort Road North to service the neighborhood east of MD210. The existing connection is removed by the design proposal. The off-the-map Old Palmer Road intersection with Palmer Road has a difficult left turn during rush hours. Also, the off-the-map indirect connection between Old Palmer Road and Old Fort Road requires use of a narrow, hilly residential street. With the reduction in the visibility of the shopping center, I suggest you place the name of the shopping center and fast food logos on highway exit and road signs.

Figure 6 shows the Fort Washington Road Option D. This looks like the best option. A business removal is marked at the connection of the relocated Fort Washington Road and the old Fort Washington Road. This business is already closed. A residence is identified on the southeast corner of Fort Washington Road and Livingston Road. This residence is no longer occupied. It is included in the property of a proposed police station. At the Fort Washington Road intersection with Livingston Road, the single westbound lane of Fort Washington Road is shown to allow right-straight-left actions. Left turns should be permitted in a separate lane with right-turns and straight-ahead actions from the right lane. With the reduction in the visibility of the shopping center, I suggest you place the name of the shopping center and three gas station logos on highway exit and road signs.

Figure 7 shows the area between interchanges. It includes the proposed closing of the median to remove a U-turn.

Figure 8 of the September 2002 Preferred Alternative 5A Modified shows a new "Swan Creek Road" Option G. It is based on a previous proposal but changes the position of the proposed bridge for Livingston Road and a proposed southbound MD210 exit and adds a new northbound MD210 loop exit. The interchange should be called "Livingston Road / Swan Creek Road", as before. Option G has a bridge connecting Livingston Road over MD210. The new northbound MD210 loop exit has an unsafe combination merge-crossover with the southbound service road to allow a right turn to the bridge to northbound Livingston Road or a straight-ahead action to southbound Livingston Road. This is followed by a complex Y-intersection with two straight-ahead actions, two left-turn actions, and two right-turn actions that merge with other actions at peculiar angles. Even with traffic light controls, I do not think the loop exit and Y-intersection can operate acceptably.

Old figure 8 of the May 2002 Alternative 5A Modified (distributed to the MD210 Focus Group) is a better version of the Livingston Road / Swan Creek Road interchange and is called Option F. Old Option F also has a bridge connecting Livingston Road over MD210. There is no loop exit from northbound MD210 and no complex Y-intersection between Livingston Road and the service road adjacent to northbound MD210. Livingston Road east of MD210 has perpendicular intersections with the service road and the ramps to/from northbound MD210. The simpler T-intersections on Livingston Road are easier to navigate.





We are in the process of working with the property owner of the former ABC Drive-in site and River Point apartments to revise the northbound MD 210 connection to these properties.

We concur that a bus pull-off would likely be necessary along southbound MD 210 under the pedestrian overpass scenario. Our current plans indicate the service road as a dead end at the park boundary with a trail connection to the existing Henson Creek trail.

Three lanes would be more useful at the ramp intersection with Livingston (Palmer) Road; however, analyses indicate that two lanes would work satisfactorily, and an additional lane may be hard to develop within the geometry of the proposed interchange. Access to the golf range is possible from the Hovermale's entrance (where there is currently a connection) and the car wash property. We are reevaluating the small service road connection opposite the interchange ramps due to impacts to the business adjacent to the car wash.

We have investigated the use of shopping center or restaurant logo signs at the highway exit and determined that they are not permitted under current policies for this type of highway. Some type of special signage may be feasible if shopping centers obtain some type of town center or village designation.

Perhaps a phone conversation or meeting is advisable to better understand your concerns regarding the "complex Y-intersection" associated with the Swan Creek interchange. The traffic volumes on the service road north of the loop ramp merge will be quite low and are unlikely to pose a problem for the operations of the loop ramp or downstream T-intersection. We concur that Option F presents a cleaner design from a traffic operations standpoint; however Option G provides the added shopping center visibility requested by the shopping center owner's representative and members of the Focus Group. We hope to continue coordination with the shopping center's representatives regarding truck access. The connector road behind the shopping center may need to be wider. Option C provides many advantages regarding traffic operations and access to the shopping center in comparison to the other options; however, the wetland impacts at this one location would match those for the entire remainder of the project. The decision at this location will be heavily influenced by the Corps of Engineers and their interpretation of the shopping center accessibility and other traffic operations issues with Options F and G in comparison to the wetland impacts with Option C.

607

Both Option G and old Option F reduce the visibility of the shopping center west of MD210. I suggest you place the name of the shopping center and fast food logos on highway exit and road signs. Signs to MD210 northbound/southbound, Livingston Road, Swan Creek Road, the shopping center, the hospital, and the Park and Ride are needed from all directions in the Option G/F area. Some signs are needed to/from Gable Lane. Some signs are needed to/from the service road near northbound MD210. The new road behind the shopping center is used for connections from Livingston Road to Swan Creek Road and southbound MD210, from northbound MD210 to Swan Creek Road, and from Swan Creek Road to Livingston Road and northbound MD210. It provides the only connection between the Park and Ride lot and northbound MD210. A direct connection between the new road and the rear of the Park and Ride lot would be useful. Tractor-trailers service the shopping center using the new road. This road needs to be widened beyond the proposed two opposing lanes. At least a paved shoulder should be available.

Figure 8a of the September 2002 Preferred Alternative 5A Modified shows another Livingston Road / Swan Creek Road interchange proposal called Option C. It is based on design-part selections from the old Option C, D, and E proposals for the June 2001 Location/Design Public Hearing. New Option C has a bridge connecting Livingston Road east of MD210 with Swan Creek Road west of MD210. Livingston Road east of MD210 has perpendicular intersections with the service road and the ramps to/from northbound MD210. This design has the same benefits as the May 2002 Option F.

West of MD210, new Option C includes southbound MD210 in/out ramps at Livingston Road, a southbound MD210 loop ramp at Swan Creek Road, and a ramp from Swan Creek Road to southbound MD210. Also, Livingston Road connects with Swan Creek Road via a new road behind the shopping center. The new road is the same as for Option G and old Option F. For new Option C, the new road will primarily be used to connect Swan Creek Road with the hospital and northbound Livingston Road. The in/out ramps exist now and are too short to be safe. Longer in/out ramps might be useful at the new road connection with Livingston Road. This would require the removal of the car repair business and the gas station the same as Options G/F. (The car repair business is not vacant.) The loop ramp connects southbound MD210 with westbound Swan Creek Road, southbound Livingston Road, and the front of the shopping center. The loop ramp would be build over a ragged wetland area.

New Option C is more convenient to local residents than Option G or old Option F. However, the wetlands at the loop ramp that may preclude the construction of new Option C in favor of old Option F..

Figure 9 shows the new Old Fort Road South Option C. It is similar to an old Option C but separates local street access from the interchange ramp to southbound MD210. The new Option C is safer than the old option. The business removal identified in the southeast quadrant is already closed. With the reduction in the visibility of the shopping center, I suggest you place the name of the shopping center on highway exit and road signs.

Figure 10 shows the terrain features of a road section without changes.

Figure 11 shows the closing of the median to remove a left turn between major intersections. The northbound MD210 right in / right out turns at the T-intersection remains.

Figure 12 shows Farmington Road Option A. It is the same as the old Option A. The Farmington Road intersection with MD210 remains and has left turns in all directions under the control of traffic lights.

Figure 13 shows the terrain features of a road section without significant changes.

Figure 14 shows MD373 Option A. It is the same as the old Option A. The MD373 intersection with MD210 remains and has left turns in all directions under the control of traffic lights.

Daniel S. Lieman
13216 Park Lane
Ft. Washington, MD 20744





Thank you again for your comments. We regret that you were not on the original mailing list, but we are glad that you were able to attend the workshop this fall. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Glen Burton (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Harvey Muller (w/incoming)
Mr. Karuna Pujara (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The pedestrian overpasses have been eliminated from part of this study due to low observed pedestrian volumes, visual impact concerns, cost and data regarding general lack of use of pedestrian overpasses.

Please note that this project is only funded for the planning phase and more detailed engineering evaluations will be necessary during the final design phase. Refinements will continue to be made to Alternative 5A Modified, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME MORRIS A. LITTLE DATE 9-26-02
ADDRESS 6009 OXON HILL RD. Suite 412
CITY OXON HILL STATE MD ZIP 20745

**I/We wish to comment or inquire about the following aspects of this project:**

SWAN CREEK / LIVINGSTON RD

OPTION C IS BY FAR THE BEST OPTION to secure a quality commercial development for the community. The proposed Safeway and the rest of the center will be at risk if the preferred option is chosen.

☒ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

VI-225

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 18, 2002

Mr. Morris A. Little
6009 Oxon Hill Road - Suite 412
Oxon Hill MD 20745

Dear Mr. Little:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments supporting Option C at Swan Creek, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

It is true that Option C may provide better access, generally, for the shopping area. However, it would have greater impacts to the wetlands in the area. In fact almost half of the total wetland impacts associated with this project are associated with Option C. The U.S. Army Corps of Engineers have expressed strong concerns with Option C which lead the team to subsequently develop Option G. To move forward with Option C, a permit would need to be obtained from the Corps and given their past concerns this scenario is not very likely. With that said, Option C does still remain under consideration primarily because of the concerns you have raised.

Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.

Please note that his project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

609

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative (which includes Swan Creek Interchange Option G); however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME JUDY MEADE DATE 9/26/02
ADDRESS 706 LOCH NESS CIRCLE
CITY FT WASH STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

- All plantings must be native to Md

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

V1-227

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Ms. Judy Meade
706 Loch Ness Circle
Fort Washington MD 20744

Dear Ms. Meade:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments concerning the proposed landscaping for the MD 210 corridor, like many others that have been received, help us better understand community issues and concerns within the study area.

A comprehensive landscaping plan was presented at the workshop. All efforts are being made to use native plantings as part of this plan. However, in some highly visible areas, or streetscape areas, native planting may not be appropriate. A lot of things are considered while designing the landscaping, however aesthetics and the community preference for native planting are a high priority.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa L. Winstead
Chisa Winstead
Project Engineer
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

611

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cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Akila Nayak DATE 9/26/02

ADDRESS P.O. BOX 441328

CITY Fort wash STATE Md ZIP 20749

**I/We wish to comment or inquire about the following aspects of this project:**

9215 Old Palmer Rd Fort wash Md 20744

Property touches all the way to Indian Head Hwy. We are interested in how we will be affected. Currently, it is ~~[illegible]~~ rented out.

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

VI-229

SHA State Highway Administration — Drive to Excel

MARYLAND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., *Governor* · Michael S. Steele, *Lt. Governor* · Trent M. Kittleman, *Acting Secretary*

February 11, 2003

Ms. Akila Nayak
915 Palmer Road
Ft Washington MD 20744

Dear Ms. Nayak:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about your rented homes and the Day Star day care facility, like the many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

The two properties that you own have been added to our mailing list. These two properties will be able to access MD 210 as follows:

- The residents living at 9201 and 9215 Old Palmer Road, may go left and take Old Palmer Road to Palmer Road and then take Palmer Road to access MD 210, they can either make a right or a left to go north or south on MD 210.
- They may also travel to the right to Broadview Road and follow this out to Old Fort Road North. They then can take Old Fort Road North to access MD 210 where they may make a right or a left turn to go north or south on MD 210.

Our Real Estate office has reviewed the Day Star day care property, in the Palmer/Livingston Road area, in light of the proposed Alternate 5A Modified design. It has been concluded that the day care is impacted by the proposed design. At this point in our process the specific "damages" can not be determined. However, it may also be possible for the day care to remain operative if arrangements for a reorientation of the facility could be made. Our Real Estate office is aware of the issue and will keep in contact with you as the project moves into the design phase. If you desire, our planning and real estate staff would be happy to meet with you to discuss your concerns. Again, once detailed topographic information is available during the design phase we will be in a better position to address your concerns.

My telephone number/toll-free number is _____
*Maryland Relay Service for Impaired Hearing or Speech* 1.800.735.2258 Statewide Toll Free
*Mailing Address:* P.O. Box 717 · Baltimore, MD 21203-0717
*Street Address:* 707 North Calvert Street · Baltimore, Maryland 21202 · *Phone* 410.545.0300 · www.marylandroads.com

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Akila Nayak DATE 9/26/02
ADDRESS P.O.BOX 441328
CITY Ft wash STATE Md ZIP 20749

**I/We wish to comment or inquire about the following aspects of this project:**

9201 Old Palmer Rd Ft wash, Md 20744

Currently this property is located off of Old Palmer Rd
the house is rented, how are we affected.

☑ Please add my/our name(s) to the Mailing List.
☐ Please delete my/our name(s) from the Mailing List.
* Persons who have received a copy of this brochure through the mail are already on the project Mailing List





Please note that his project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Richard Ravenscroft (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. - 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Akila Nayak DATE 9/26/02

ADDRESS 915 Palmer Road

CITY Ft Washington STATE Md ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

We are operating a childcare at this location. Under the current plans, half of our property will be affected. This acquisition affects the operation of our business. It will take our parking spaces (zoning) and our playground. We never received a notice regarding the business meeting — Please let us know. We have been operating since 1967. We are concerned about the safety of the highway being right in front of a childcare center. Please keep us informed.

☑ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

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615

9/26/02

I have lived in Pinewood Hill Townhouses since 1978 (off Palmer Road) and in So. P.G. Co. since 1972. In that time I have seen the traffic get worse every year! Not only is the W.W. Bridge often backed up during the day! (non-rush hour) but it takes me 3 (three) minute light changes to get through the Palmer/Livingston Roads intersection (9 min. total) during rush hour.



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 18, 2002

Ms. Donna Olsen
1513 Potomac Heights Drive
Fort Washington MD 20744

Dear Ms. Olsen:

Thank you for submitting comments concerning the MD 210 Project Planning Study. Your comments, in which you indicated you support for Alternate 5A Modified, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

We are aware that there are currently long waits associated with the signal cycles for the side roads along MD 210. This is because the timing of the signals is factored giving MD 210 priority. Improvements proposed under Alternative 5A Modified should substantially improve this situation.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545 respectively or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

616

This looks like a good plan

(Alternate 5A)

MD 210 multi-modal study:
I-95/I-495 to No. of MD 228

to me. Full speed ahead!

Donna Olsen
(I'm on the mailing list)

Oh yes, I've seen commuters, in a hurry, turn R on red from Palmer onto 210 N. & go to first cut-through & make a U turn to go south rather than wait 9 min to turn Left at the stoplight, Dangerous!

**Supplemental Response:**
Currently, traffic signals on MD 210 with very long signal cycles control access to MD 210 from the existing communities. Proposed overpasses will allow the local users to cross MD 210, as they do today, but without the long signal cycles because the northbound/southbound MD 210 traffic, which is programmed to be a priority over the side streets, will no longer be factored into the timing. Improvements proposed under Alternative 5A Modified should substantially improve this situation.
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Anne Pearl DATE 9-26-02
ADDRESS 557 Wilson Bridge DR C-1
CITY OXON Hill STATE Md ZIP 20745

**I/We wish to comment or inquire about the following aspects of this project:**

Wilson Bridge DR Brookside condo
the proposed plan for Brookside
is Not a fair Study. I Live ON the
SouthSide right Where the proposed
Road will be going through. And it will
be right in My Bedroom. We have
children to think of And the Noise
from vechiles please reconsidir
this option. And also the right
IN and right out is ridiculous.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 11, 2002

Ms. Anne Pearl
557 Wilson Bridge Drive, Unit C-1
Oxon Hill MD 20745

Dear Ms. Pearl:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the projected noise levels and the proposed right-in/right-out at the Brookside Community, like many others that have been received, help us better understand community issues and concerns within the study area.

Based on the information we have developed for the preferred alternative, a barrier will be further evaluated at the Brookside Community. A final determination on noise mitigation will be made after SHA has identified the selected alternative and additional design information is available.

The right-in/right-out will allow motorists to enter and exit the community, without having to wait for the signal to change. While making a right turn onto MD 210 southbound to use the interchange at Kirby Hill Road to go north towards Washington may be more circuitous than the existing conditions, it will probably take about the same amount of time as it would to wait for the signal to change on MD 210. This is because the signals on MD 210 are designed to give priority to the main road versus the side streets. With increasing traffic volumes in 2020 this condition is expected to worsen substantially in the future.

SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate impacts where possible. Please note that this project is only funded for the planning phase. More detailed evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These may or may not change the preliminary results of the property impacts along the entire corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

618

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,
Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Ms. Sylvia Baruch, President, Brookside Park Homeowners Association (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
The service road from the south along Wilson Towers is designed to allow for additional access into the Brookside Community from the proposed Kerby Hill Road interchange. This proposal should not increase the amount of through traffic in Brookside since residents of the development would generate most of it. The community currently has speed bumps, several low speed turns, and stop signs. It is believed this would discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and use the nearest interchange.

Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

619

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME BARRY PICKETT DATE 9-26-02
ADDRESS 526 WILSON BRIDGE DRIVE #A1
CITY OXON HILL, STATE MARYLAND ZIP 20745

**I/We wish to comment or inquire about the following aspects of this project:**

VOTE NO RECORD OF DECISION NOW ON MARYLAND 210 OVERPASSES, WE DON'T NEED OVERPASSES. WE NEED RAIL ON THE WILSON BRIDGE. WE NEED SUBWAY STATIONS.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

VI-236

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 12, 2002

Mr. Barry Pickett
526 Wilson Bridge Drive A1
Oxon Hill MD 20745

Dear Mr. Pickett:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about mass transit (rail/subway) and the decision making process for MD 210, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of all reasonable alternatives including the no build alternative. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in our project study area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration. The study team is evaluating multimodal measures that will improve transportation in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations, expanded park and ride facilities and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified. Rail is not being considered as a part of this project; however, the proposed improvements will not preclude rail or any other studies/improvements in the future.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

628

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Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
The rail decision along the Woodrow Wilson Bridge is a separate effort that is also supported by Prince George's County and would not be precluded by a decision on MD 210. Rail is not being considered as a part of this project; however, the proposed improvements will not preclude rail or any other studies/improvements in the future. Earlier studies had indicated that the MD 5 corridor was a better candidate for light rail in the near term future.
This project is currently funded for Project Planning only. Alternative decisions resulting from this phase of project development are based on balancing the transportation need with impacts to the natural and human environment. Transportation improvement needs and priorities as established by state and local elected officials will influence project funding for future phases. Alternative 5A Modified is the SHA Selected Alternative.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Lona Powell DATE 9-26-02

ADDRESS 1126 Apple Valley Rd

CITY Accokeek STATE MD ZIP 20607

**I/We wish to comment or inquire about the following aspects of this project:**

The Swan Creek intersection is unworkable as designed. This should remain an at grade intersection because the proposed changes are unworkable for the businesses located there and pedestrian traffic.
Road improvements in Prince Georges County should not sacrifice the neighborhoods to facilitate the commute of far off commuters. Pedestrian activity is an "indicator species" of a healthy neighborhood. Most of the proposed "improvements" provide significant impediments to pedestrian traffic

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 18, 2002

Ms. Lona Powell
1126 Apple Valley Road
Accokeek MD 20607

Dear Ms. Powell:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments regarding the Swan Creek Road options, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Trying to develop an interchange at Swan Creek that gives as much access as possible to the shopping center and to the residents, with minimal impacts to the wetlands, has been difficult. We currently have two options, Option C and Option G. Option C may provide better access, generally, for the shopping area. However, it would have greater impacts to the wetlands in the area. Also, the U.S. Army Corps of Engineers have expressed strong concerns with Option C which lead the team to subsequently develop Option G.

Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen until the ultimate improvements are funded.

Also, a path along MD 210 was considered by the study team. However, it was concluded that most pedestrians were crossing MD 210 versus traveling north/south along the roadway. Sidewalks and wider outside lanes for bikes will be provided throughout all of the interchanges to allow community access from either side of MD 210.

Please note that his project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: C. Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Swan Creek Interchange Option C may provide better access, generally, for the shopping area; however, it would have greater impacts to the wetlands in the area. Almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers has expressed strong concerns about Option C, which led the team to subsequently develop Option G. Option C would require a permit from the U.S. Army Corps of Engineers and given the past concerns with this option, the permit will be difficult to obtain. Meetings have been held with the shopping center representatives to discuss the preferred interchange options at the Swan Creek intersection resulting in modifications to Selected Option G to better facilitate access to the property.
The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.
Alternative 5A Modified is the SHA Selected Alternative (which includes Swan Creek Interchange Option G); however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Sonya Ransome DATE 9/26/02
ADDRESS 533 Wilson Bridge Dr.
CITY Oxon Hill STATE MD ZIP 20745

**I/We wish to comment or inquire about the following aspects of this project:**

What will this effect the land value at Wilson Bridge Dr?

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

VI-240

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

Ms. Sonya Ransome
533 Wilson Bridge Drive
Oxon Hill MD 20745

Dear Ms. Ransome:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments expressing your concern for the land value at Wilson Bridge Drive, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

It is impossible to predict what effect the MD 210 project could have on property values in the corridor; however, if no improvements to MD 210 are initiated and traffic volumes continue to increase to 2020 levels, congestion in the corridor will increase substantially. It could be argued that housing values could go down because of decreased accessibility.

SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate any unavoidable impacts as much as possible. The proposed relief road in front of Wilson Bridge Towers will help those that live in the community by giving them more that one exit out.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 and 410-545-8545 or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impeired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Addraaa: P.O. Box 717 • Baltimora, MD 21203-0717**
**Street Address: 707 North Calvert Straat • Baltimore, Maryland 21202**

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cc: Ms. Heather Amick (w/incoming)
Ms. Sylvia Baruch, President, Brookside Park Homeowers Association (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
The right-in/right-out will allow motorists to enter and exit the community, without having to wait for the traffic signal light to change. While making a right turn onto MD 210 southbound to use the interchange at Kerby Hill Road to go north towards Washington may be more circuitous than the existing conditions, it will probably take about the same amount of time as it would to wait for the signal to change on MD 210. This is because the signals on MD 210 are designed to give priority to the main road versus the side streets. With increasing traffic volumes in 2020 this condition is expected to worsen substantially in the future.
In addition, the service road from the south along Wilson Bridge Towers is designed to allow for additional access into the Brookside Community from the proposed Kerby Hill Road interchange. This proposal should not increase the amount of through traffic in Brookside since residents of the development would generate most of it. The community currently has speed bumps, several low speed turns, and stop signs. It is believed this would discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and use the nearest interchange.
Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These may or may not change the preliminary results of the property impacts along the entire corridor.
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME R. T. SMITH DATE 26 Sept 02
ADDRESS 8871-RUSLAND CT
CITY Ft. Washington STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

Amount, extent & duration of construction (vehicle, land changes) that will occur near the entrance to DEVON HILLS.

It appears that this project will not operate as an advantage to me. It appears to get to my home (when traveling south) I must do a loop-loop (which is scary & dangerous

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

VI-242

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 6, 2002

M' R. T. Smith
8871 Rusland Court
Fort Washington MD 20744

Dear M' Smith:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your inquiry about the impacts near the Devon Hill community, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

The Devon Hills Community is near the terminus of the project at the Palmer/Livingston interchange. The amount of construction at this location is minimal, consisting of minor paving and resurfacing. Access to the Devon Hill Community will be maintained during construction.

Secondly, access to MD 210 is fairly straight forward. To go north on MD 210, you will be able to travel down Palmer Road and then make a right turn, as you do today. To travel south on MD 210, you would continue on Palmer Road, go across the bridge/overpass (MD 210) then make a left turn. In general the interchanges will operate safer than the existing traffic signals.

Please note that his project is only funded for the planning phase. More detailed engineering evaluations will be undertaker during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These could include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications. These may or may not change the preliminary results of the property impacts along the entire corridor.

My telephone number is _____

Maryland Relay Service for Impeired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545 respectively or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Access to MD 210 from the Devon Hills community is as follows.

- To travel north on MD 210; make a right turn from the community onto Palmer Road and then make a right turn onto the proposed northbound ramp.
- To travel south on MD 210, make a right turn from the community onto Palmer Road, go westbound across the proposed bridge/overpass (MD 210) then make a left turn onto the proposed southbound ramp.

In general the interchanges will operate safer than the existing traffic signals because all of the north/south MD 210 traffic has been removed.
Alternative 5A Modified is SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Zeno St. Cyr II DATE 9/26/02
ADDRESS 601 River Bend Rd.
CITY Ft. Washington STATE MD ZIP 20744-5344

**I/We wish to comment or inquire about the following aspects of this project:**

Under the proposed alternative the shopping center at Swan Creek Road will be severely negatively impacted. Consequently, I strongly support Option G for the intersection.

In addition, with the projected increase in traffic on Rt 210, I fail to understand the rationale in deleting the lane expansions from this project. Notwithstanding costs, if traffic projections are correct, the State may simply be delaying the inevitable. And future cost estimates will likely be higher than current estimates.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 19, 2002

Mr. Zeno St. Cyr II
601 River Bend Road
Fort Washington MD 20744

Dear Mr. St. Cyr:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments concerning the Swan Creek Road options, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

It appears that you may have meant to express your support for Option C, as opposed to Option G, which would provide better access to the shopping area. However, this option would have greater impacts to the wetlands in the area. In fact almost half of the total wetland impacts associated with this project are associated with Option C. The U.S. Army Corps of Engineers expressed strong concerns about Option C which led the team to subsequently develop Option G. To move forward with Option C, a permit would need to be obtained from the Corps and given their past concerns this scenario is not very likely. With that said, Option C does still remain under consideration primarily because of the concerns you have raised.

Thank you for your support of Option C (or G) at Swan Creek. Trying to provide as much access to the existing shopping area has been challenging. Since it is likely that the interchanges for this project will be funded from north to south, major traffic improvements at this intersection would probably occur later rather than sooner. This area could be considered for some type of at-grade interim improvement as traffic conditions worsen, until the ultimate improvements are funded.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection). By replacing the existing intersections with interchanges, as proposed under Alternate 5A Modified, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020. Therefore, it is not necessary to move forward with the additional lanes that were proposed in the previous alternatives at this time. However the wider footprint has been incorporated into Alternative 5A Modified: the overpass bridges that are to be constructed will be wide enough to cover the additional lanes if they become necessary in the future without further impacting the communities along the corridor.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Please note that his project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: C Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
Swan Creek Interchange Option C may provide better access, generally, for the shopping area; however, it would have greater impacts to the wetlands in the area. Almost half of the total wetland impacts associated with this project are as the result of Option C. The U.S. Army Corps of Engineers has expressed strong concerns about Option C, which led the team to subsequently develop Option G. Option C would require a permit from the U.S. Army Corps of Engineers and given the past concerns with this option, the permit will be difficult to obtain. Meetings have been held with the shopping center representatives to discuss the preferred interchange options at the Swan Creek intersection resulting in modifications to Selected Option G to better facilitate access to the property.
Alternative 5A Modified is the SHA Selected Alternative (which includes Swan Creek Interchange Option G); however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

*PG221A11*
*INFORMATIONAL PUBLIC WORKSHOP*
*MD 210*
*FROM I-95/I-495 TO MD 228*

*THURSDAY, SEPTEMBER 26, 2002, 5:30 P.M. – 8:30 P.M.*
*FRIENDLY HIGH SCHOOL*
*10000 ALLENTOWN ROAD*
*FORT WASHINTON, MD 20744*

PLEASE PRINT

NAME Michael Thompson DATE 9/26/02

ADDRESS 3104 Ivy Bridge Rd.

CITY Fort Washington STATE MD ZIP 20744

**I/We wish to comment or inquire about the following aspects of this project:**

I would like to comment on the proposed traffic flow for the community of Brookside Condos. The problem I have with the proposed flow is that it further inconveniences the residents of this community because it will increase ~~the~~ safety for it's children if traffic is introduced to Wilson Bridge Dr. by making it a traffic relief road for 210. This plan will also take away the only playground that children of this community have to use, in a community that doesn't have enough public grounds as it is! I also have an issue about how this new traffic pattern ~~will~~ will affect emergency vehicle ~~[illegible]~~ responses to this community.

Out side of a pedestrian bridge being added to the community, I feel that having Wilson Bridge Dr. used as a traffic relief road will provide more benefits to residents that don't live in the community, than to the residents of this community. I also have concerns for how this will affect the property value.

Michael Thompson
Brookside property owner

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 13, 2002

Mr. Michael Thompson
3104 Ivy Bridge Road
Oxon Hill MD 20745

Dear Mr. Thompson:

Thank you for completing a comment form concerning the MD 210 Project Planning Study. Your comments about the impacts to the Brookside Community, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

The right-in/right-out will allow for motorists to enter and exit the community, without having to wait for the signal light to change. While making a right turn onto MD 210 southbound to use the interchange at Kirby Hill Road to go north towards Washington may be more circuitous than the existing conditions, it will probably take about the same amount of time as it would to wait for the signal to change on MD 210. This is because the signals on MD 210 are designed to give priority to the main road versus the side streets. With increasing traffic volumes in 2020 this condition is expected to worsen substantially in the future.

SHA has coordinated with emergency services agencies along the corridor regarding emergency response times. In order to provide the Brookside Community with the same level of protection, the Prince George's County Fire/EMS Department recommends that either the intersection at Wilson Bridge Drive remain at grade with a traffic signal or access be provided from the existing service road from the Kerby Hill Road interchange. The SHA preferred alternative includes a grade separated interchange to facilitate traffic flow; however, additional access to the community will be provided with a connection to Kerby Hill Road via the existing service road, as recommended.

The service road allows for additional access into the Brookside community, but should not increase the amount of through traffic in Brookside since most of it would be generated by residents of the development. The community currently has speed bumps, several low speed turns, and a couple of stop signs. We believe this would discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and then use the nearest interchange.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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SHA will work with the Brookside Park Community Homeowners Association to minimize impacts to community property as well as mitigate impacts where possible. Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: • Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Ms. Sylvia Baruch, President- Brookside Park Homeowers Association (w/incoming)
Mr. Charlie Watkins (w/incoming)

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**Supplemental Response:**
Alternative 5A Modified is the SHA-Selected Alternative, which includes no HOV lanes or mainline capacity enhancements other than auxiliary lanes to support the interchange/intersection improvements. However, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

The service road from the south along Wilson Towers is designed to allow for additional access into the Brookside Community from the proposed Kerby Hill Road interchange. This proposal should not increase the amount of through traffic in Brookside since residents of the development would generate most of it. The community currently has speed bumps, several low speed turns, and stop signs. It is believed this would discourage highway travelers from cutting through Wilson Bridge Drive when it would be easier for them to stay on the highway and use the nearest interchange.

The playground location has not been determined but it appears that it will be able to be moved to another location within the complex in close proximity to where it now resides.

The pedestrian overpasses have been eliminated from part of this study due to low observed pedestrian volumes, visual impact concerns, cost and data regarding general lack of use of pedestrian overpasses.

The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to provide improvements to MD 210 that support and enhance transit operations however practicable within the purpose and need of the project. Representatives of these organizations have provided input throughout the study. Each of the bus routes and bus stops in the vicinity of MD 210 has been reevaluated in this study in terms of number of boardings, safety and accessibility. Many of the existing bus stops in the vicinity of Wilson Bridge Drive, Kerby Hill Road and Palmer Road will be relocated, with some of the lesser used stops consolidated. Several of the stops along the shoulder of MD 210 will be relocated with Alternative 5A Modified since they have become unsafe with the growth in traffic volumes along MD 210. The relocation of several bus stops in the vicinity of the Brookside Park Condominiums and Wilson Towers Apartments will alleviate the necessity of patrons to make the dangerous crossing of MD 210 on foot.



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Suggestion -

1. have tarred/blacktop NOT cement sidewalks

2. add bus facility further down on 210 — on east side.

3. Metro is better than all this

4. light rail along #210 with overpasses & pedestrian stairwell for overpass to enter/exit light rail platform. You could reduce much of the road work ancillary to overpasses

Jackie Walsh
301-203-5120

VI-249


SHA
State Highway Administration
Driven to Excel

MARYLAND DEPARTMENT OF TRANSPORTATION
Robert L. Ehrlich, Jr., *Governor* · Michael S. Steele, *Lt. Governor* · Trent M. Kittleman, *Acting Secretary*


February 11, 2003

Ms. Jackie Walsh
P. O. Box 44259
Ft. Washington MD 20749-4259

Dear Ms. Walsh:

Thank you for submitting your comments concerning the MD 210 Project Planning Study. Your comments regarding sidewalks, bus facilities and light rail, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Project specifics and details such as the type of materials to be used for sidewalks in the study area will be done as the project proceeds into its design phase in the future.

The purpose of the study was to address the increasingly severe and frequent traffic congestion along this ten mile segment of MD 210. The study involved the development and analysis of reasonable alternatives including the no build alternative. Traffic operations indicated that peak hour traffic entering or crossing MD 210 from side roads often required several signal cycles to go through the intersection. The short auxiliary lanes, severe skew angles, sharp curvatures, and the close proximity of the service roads created congestion for the side road traffic. Five of the nine major intersections in project area are currently operating at failing conditions in the peak hour periods.

Future operations are predicted to worsen along the corridor. By the year 2020, all nine study area intersections will reach level of service grade F (represents failing traffic flow with total congestion, where several signal cycles are required to clear traffic through an intersection) and some intersections will be handling almost twice the traffic they are designed to handle. In addition, the number of reported accidents occurring from Fort Washington Road to the Capital Beltway is significantly higher than the statewide average for similar facilities. By replacing the existing intersections with interchanges as proposed under Alternate 5A Modified, traffic is projected to operate at acceptable levels of service (LOS E or better) in the design year 2020.


My telephone number/toll-free number is _____
*Maryland Relay Service for Impaired Hearing or Speech* 1.800.735.2258 Statewide Toll Free

*Mailing Address:* P.O. Box 717 · Baltimore, MD 21203-0717
*Street Address:* 707 North Calvert Street · Baltimore, Maryland 21202 · *Phone* 410.545.0300 · www.marylandroads.com


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The MD 210 study team is working in coordination with Prince George's County, the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority and the Maryland Transit Administration to evaluate multimodal measures that will improve transit in the corridor in conjunction with highway improvements. Enhanced bus services, bus stop relocations, expanded park and ride facilities and bicycle and pedestrian accommodations are being considered as part of the preferred Alternative 5A Modified. Light rail is not being considered as a part of this project; however, the proposed improvements will not preclude light rail or any other studies/improvements in the future.

Please note that his project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric features. These may or may not change the preliminary results of the property impacts along the entire corridor.

Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545, respectively, or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Charlie Watkins (w/incoming)

634

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**Supplemental Response:**
Both the Southern Maryland Mass Transportation Alternatives Study, completed in 1996, and the U.S. 301 Corridor Study, completed in 1998, considered multiple rail corridor alternatives in or adjacent to the MD 210 corridor. However, the study recommended that rail in these corridors be dropped from further consideration because of the following:

- They would have had significantly higher capital and lower cost recovery than alternatives in the MD 5/U.S. 301 corridor that are being evaluated further.
- The Rosecroft/Piscataway/MD 210 corridor through which many of the alignments were to be located is not slated for dense enough level of development to support rail.
- They would not have provided an efficient connection to the Metro system at any location, including the Branch Avenue Metro rail station.

Based on these findings, any type of rail link along the MD 210 corridor was excluded from consideration in the MD 210 Project Planning Study.
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.



635

Jean Wiggins
11007 Valley Brook Dr
Ft Wash, MD 20744

TO MD 210
D. Atkins

I would appreciate very much if during the planning of our new highway the community residents could have access to (Walk Path Bike Path) and good planning of trees and schrubs.

Please keep in mind to have access roads for this community.

VI-252

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2003

Ms. Jean Wiggins
11007 Valley Brook Drive
Fort Washington MD 20774

Dear Ms. Wiggins:

Thank you for submitting comments concerning the MD 210 Project Planning Study. Your comments about the pedestrian, bicycle access and landscaping along the corridor, like many others that have been received, help us better understand community issues and concerns within the study area. The information you provided serves as a tool to inform us of your views and preferences regarding potential outcomes of this project.

Our improvements include sidewalks and wider outside lanes for bikes throughout all of the interchanges to allow community access from either side of MD 210. The current plans also show connections to the Henson Creek Trail. For bicyclists traveling north and south within the corridor there are several local roads that will be signed as alternative bike routes. In addition, bicycles will not be prohibited from using the outside shoulder of MD 210 as they do today.

A comprehensive landscaping plan was presented at the workshop. All efforts are being made to use native plantings as part of this plan. A lot of things are considered while designing the landscaping, however aesthetics and the community preference for native planting are a high priority.

Please note that this project is only funded for the planning phase. More detailed engineering evaluations will be undertaken during the design phase. Refinements will continue to be made to the proposed alternatives, where feasible, to address citizen concerns. These might include adjustments to the roadway alignment, reductions to the overall proposed roadway width, and other geometric modifications and additional pedestrian connections as necessary.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717**
**Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

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Thank you again for your comments. The MD 210 Study Team welcomes your participation throughout the term of this study. Finally, if you have any questions regarding our efforts please feel free to contact the Project Manager, Mr. Dennis M. Atkins or the Project Engineer, Ms. Chisa Winstead. They can be reached at 410-545-8548 or 410-545-8545 respectively or toll free in Maryland at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Chisa Winstead
Project Engineer
Project Planning Division

cc: Ms. Heather Amick (w/incoming)
Mr. Keith Kurcharek (w/incoming)
Mr. Harvey Muller (w/incoming)
Mr. Charlie Watkins (w/incoming)

**Supplemental Response:**
For the SHA Selected Alternative, the existing intersections are being replaced with interchanges. Bicycle and pedestrian access will be included in the interchange designs to accommodate the crossings of MD 210. All crossroads assume a five-foot wide bike lane outside the travel lanes in each direction within the limit of improvement. A five-foot wide sidewalk on each side of the crossroad has been assumed for each overpass design. Any intersections that are proposed to remain at-grade have been evaluated on a case-by-case basis for pedestrian/bicycle accommodation (e.g., sidewalk connections, cross-walks, etc.). The current plans also show connections to the Henson Creek Trail. Coordination between SHA and community residents will be maintained throughout the project planning and design phases to ensure appropriate accommodation of bicyclists and pedestrians with the proposed improvements.
Alternative 5A Modified is the SHA Selected Alternative; however, the proposed improvements will not preclude rail, HOV or any other studies/improvements in the future.

637

# D. ADDITIONAL CORRESPONDENCE

639

# 1. MD STREAMLINED PROCESS COORDINATION SUMMARY/LETTERS

MD 210: I-95/I-495 to MD 228

## STREAMLINED PROCESS AGENCY CORRESPONDENCE

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Federal Highway Administration<br>Date: 12/24/97 (see page VI-62-DEIS)<br>11/16/99 (see page VI-86-DEIS)<br>1/28/04 (see page VI-256) | • Concurred with the Purpose and Need (1/22/98).<br>• Concurred with the Alternatives Retained for Detailed Study (12/6/99).<br>• Concurred with Selected Alternative and Conceptual Mitigation (1/28/04). | |
| Maryland Dept. of Natural Resources<br>Date: 1/26/98 (see page VI-257)<br>1/23/04 (see page VI-258) | • Concurred with the Alternatives Retained for Detailed Study (12/17/99).<br>• Provided guidelines to help minimize project impacts.<br>• Concurred with Selected Alternative and Conceptual Mitigation Package (1/23/04). | |
| U.S. Department of the Interior<br>Fish and Wildlife Service<br>Date: 12/23/97 (see page VI-64-DEIS)<br>11/16/99 (see page VI-88-DEIS)<br>12/4/02 (see page VI-259)<br>9/9/03 (see page VI-260)<br>2/3/04 (see page VI-262) | • Concurred with the Purpose and Need (1/15/98).<br>• No Action with the Alternatives Retained for Detailed Study (11/23/99).<br>• No biological assessment or section 7 consultation is required.<br>• Recommendations for stream restoration.<br>• No objection to Selected Alternative and Conceptual Mitigation.<br>• Concurred with minor comments on the Selected Alternative and Conceptual Mitigation (2/3/04). | |
| U.S. Environmental Protection Agency<br>Date: 12/23/97 (see page VI-66-DEIS)<br>1/27/98 (see page VI-263)<br>2/20/98 (see page VI-264)<br>11/16/98 (see page VI-90-DEIS)<br>4/22/98 (see page VI-226) | • Provided the following comments: further explanation and interpretation of accident data is needed.<br>• Concurred with the Purpose and Need (4/21/98).<br>• Concurred with the Alternatives Retained for Detailed Study (4/19/00). | |
| U.S. Army Corps of Engineers<br>Date: 12/19/97 (see page VI-267)<br>1/7/98 (see page VI-268)<br>1/14/98 (see page VI-269)<br>11/16/99 (see page VI-270)<br>9/10/03 (see page VI-271)<br>1/12/04 (see page VI-271) | • Provided the following comments: planned improvements on the MD 210 sideroads is necessary, explanation of study boundaries is necessary, ex. and prop. land use needs Chapman's Landing and National Harbor projects shown.<br>• Concurred with the Alternatives Retained for Detailed Study (12/3/99).<br>• Concurred with Selected Alternative and Conceptual Mitigation w/ minor comments (9/10/02).<br>• Concurred with Selected Alternative and Conceptual Mitigation (1/12/04). | |

## STREAMLINED PROCESS AGENCY CORRESPONDENCE

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Maryland Department of the Environment<br>Date: 11/16/99 (see page VI-98-DEIS) | • Concurred with the Alternatives Retained for Detailed Study (3/15/00). | |
| Maryland Office of Planning<br>Date: 1/23/98 (see page VI-272)<br>2/20/98 (see page VI-273)<br>12/15/99 (see page VI-274)<br>5/8/00 (see page VI-275)<br>2/18/04 (see page VI-277)<br>2/12/04 (see page VI-277a) | • Provided the following comments: purpose statement does not fully reflect the needs, clarify development outside of study area, discussion on land use is inadequate, not clear how cms study incorporated into study.<br>• Provided the following comments: conduct traffic origin/destination studies, address alternative transportation solutions, additional information on how transit and park and ride facility enhancements would reduce congestion, study other TDM/TSM strategies, provide info on ridesharing programs to support HOV, assess the need for bicycle facilities, discuss Value Pricing study, developer-based improvements should be provided.<br>• Strongly support continuing Multi-Modal study, unclear if Alternative 2 meets purpose and need, suggest further study to measure connectivity of PFA's.<br>• Provided comments for Selected Alternative and Conceptual Mitigation (2/12/04)<br>• Smart Growth concurrence (2/18/04). | |
| Maryland Historical Trust<br>Date: 2/12/04 (see page VI-277) | • Provided no comments for Selected Alternative and Conceptual Mitigation (2/12/04). | |
| United States Department of Commerce National Marine Fisheries Service<br>Date: 7/31/03 (see page (VI-279) | • Concurred with the Selected Alternative and Conceptual Mitigation Package with conditions. | |
| Washington Metropolitan Council of Governments<br>Date: 1/5/04 (see page VI-280) | • Concurred with Selected Alternative and Conceptual Mitigation (1/5/04). | |
| State Highway Administration<br>Date: 12/15/03 (see page VI-281) | • Draft Selected Alternative and Conceptual Mitigation Package errata sheet | |



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MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):**

✓ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
___ Corps of Engineers ___ National Marine Fisheries Service

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 1/28/04

JAN28'04 PM 2:56 OPPE

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Parris N. Glendening
*Governor*

**Maryland Department of Natural Resources**
**ENVIRONMENTAL REVIEW**
Tawes State Office Building
Annapolis, Maryland 21401

John R. Griffin
*Secretary*

Carolyn D. Davis
*Deputy Secretary*

January 26, 1998

Gay Olsen
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Olsen:

This letter is in reply to Joseph Kresslein's letter of request, dated December 23, 1997, for Maryland Department of Natural Resources (DNR) comments on the revised Purpose and Need Statement for Project No. PG221A11, MD 210 Corridor Study from I-95/I-495 to MD 228, Prince George's County.

The Department participated in discussions of this project at the Interagency Meeting. We would like to re-emphasize the following comment, which we made during that meeting: the areas served by the section of MD 210 under study appear to have high potential for traffic reducing measures such as mass transportation, ride-sharing, etc. Relatively dense residential development exists or is planned to the south, and many commuters travel to similar destinations in the District of Columbia and suburban Virginia and Maryland. Expected continuation of residential development in this area through the next several decades presents a major challenge for meeting the demand for transportation facilities. We advocate comprehensive consideration of innovative methods for reducing the number of single occupancy vehicles. Consideration should include, but not be limited to: car pool and bus lanes, enhanced bus service, commuter rail, enhanced park and ride lots, and connections to Metrorail.

We note that you have included in the Statement information which we previously provided to you regarding aquatic, natural heritage, and other natural resources in the project area. We advocate optimized

Telephone:



protection of these resources. Also, we remind you that any potential impacts to DNR lands should be coordinated at the earliest possible time with our Resource Planning unit (contact person for this project: Wanda Cole, at 410-260-8408). Our review of wetland and waterway impacts through the interagency NEPA/404 process is a separate review, and does not fulfill DNR's requirements to review impacts to DNR property.

During our review of the Purpose and Need Statement, we identified two minor editing errors in the section on Safety (page 6). In the third paragraph, if the referenced numbers are correct, the word "lower" should be "higher". In the fifth paragraph, if the numbers are correct, the word "slightly" is incorrect and should be removed.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 260-8334.

Sincerely,

Ray C. Dintaman, Jr.

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD

cc: Elizabeth Cole, MHT
Elder Ghigiarelli, MDE
Christine Wells, MOP
Danielle Algazi, USEPA
Jennifer Moyer, USCOE
John Nichols, NMFS
Renee Sigel, FHWA
David Sutherland, USFWS

Robert L. Ehrlich, Jr.
*Governor*

Michael S. Steele
*Lt. Governor*

**Maryland Department of Natural Resources**
*Environmental Review*
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

C. Ronald Franks
*Secretary*

W. P. Jensen
*Deputy Secretary*

January 23, 2004

Ms. Gay Olsen
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Olsen:

This letter is in reply to Joseph Kresslein's letter of request, dated December 23, 2003, for Maryland Department of Natural Resources (DNR) concurrence with the Selected Alternative and Conceptual Mitigation (SACM) for the MD 210 Multi-Modal Planning Study, Project No. PG221A11, MD 210: I-95/495 to MD 228, Prince George's County.

The Department has participated in discussions of this project at the Interagency Meeting and at field meetings. Department comments have been provided throughout this participation. We note that you have included information regarding natural resources and the avoidance and minimization of natural resource impacts in the SACM document, as well as proposals for natural resources mitigation. The Department concurs with the Selected Alternative and Conceptual Mitigation. We advocate and support continued efforts during planning and construction of this project to optimize protection of the natural resources in the project area; several of these continued efforts are specifically referenced within the SACM document.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at 410-260-8334.

Sincerely,

Ray C. Dintaman, Jr.

Ray C. Dintaman, Jr., Director
Environmental Review Unit

TTY via Maryland Relay: 711 (within MD) (800) 735-2258 (Out of State)





Robert L. Ehrlich, Jr.
*Governor*

Michael S. Steele
*Lt. Governor*

**Maryland Department of Natural Resources**
*Environmental Review*
Tawes State Office Building
Annapolis, Maryland 21401

C. Ronald Franks
*Secretary*

W. P. Jensen
*Deputy Secretary*

**FAX TRANSMITTAL MEMO**

Date: 1 / 23, 2004

We are sending 2 Pages
(Including this cover sheet)

To: Gay Olsen

Office: SHA

Fax #: 410 - 209 - 5004

Comments:

DNR Concurrence on!
SACM – MD 210

Thx
Ray

From: Ray Dintaman

Fax #: 410-260-8339

Phone #: 410-260-8331

Telephone: (410) 260-8330
DNR TTY for the Deaf: (410) 260-8835

644

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401



December 4, 2002

Susie Ridenour, Chief
Environmental Programs Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attn: Rob Shreeve

Dear Ms. Ridenour:

A U.S. Fish and Wildlife biologist attended the mitigation field trip for MD 210 on August 15, 2002. Two streams were investigated for restoration potential. One stream is called Carey Branch and the other is called Tinkers Creek. Carey Branch is located next to MD 210 and south of I-95. The segment of Tinkers Creek designated for restoration is located next to the Prince Georges Air Park in Friendly, Maryland.

Carey Branch

Carey Branch has a total drainage area of three square miles and is between 2.5 and 3.0 miles in length. It is a tributary of Henson Creek. The Maryland State Highway Administration (SHA) proposes to remove two concrete trapezoid channels and stabilize two eroded stream channels.

One concrete channel is located next to Wilson Bridge Drive and is at least 2,000 feet long. The other concrete channel is located east of MD 210, is approximately 1000 feet in length, and located between 100-200 feet above its confluence with Henson Creek. One of the natural stream channels is located between the two concrete channels and the other is located at the confluence with Henson Creek.

The Service applauds SHA's efforts to pick challenging stream segments to restore but would like to take this opportunity to recommend against a major effort in restoring the Carey Branch. We do not believe the restoration of this stream will provide adequate habitat for fish and aquatic insects. The watershed is small and probably contains more than 25% impervious surface. The water quality of this stream is marginal due to low base flows and storm runoff consisting of lawn fertilizers, herbicides, insecticides, animal waste, oil, grease, and anti-freeze. The Service



cannot endorse this stream restoration project, as proposed, because it does not have the potential of providing moderate or high quality aquatic habitat when it is completed.

The Service believes that the removal of the concrete channels has the potential of increasing bank and stream bed erosion and further degrading the water quality of Carey Branch and Henson Creek. The removal of these concrete channels could also increase the frequency of flooding in the adjacent apartment complexes. Residents will also be disturbed with construction equipment and noise in their backyards. Construction traffic will impede access to residential parking lots. Equipment will tear up lawns and damage the macadam in the parking lots. The Service recommends the elimination of this project from further consideration due to its potential to increase erosion and to the excessive costs, liability and community disturbance associated with concrete channel removal.

The Service believes the pool below the most downstream concrete channel be left intact. This pool has already been scoured by pass flood flows down the concrete channels. Presently, the pool has sufficient depth and width to dissipate future flood flows. We do not see any benefits to altering the present geomorphology of this pool.

The section of natural channel located between the two concrete channels is eroding badly. This erosion has also exposed a concrete manhole. If this stream section is reconfigured and stabilized, it would reduce sediment input to Henson Creek and protect the manhole. However, we do not believe this segment of stream will ever provide good quality fish habitat.

Tinkers Creek

The Tinkers Creek restoration proposal next to the Prince Georges Air Park has a drainage area of approximately 10 square miles. This project has the potential of providing moderate value fish habitat and reducing bank erosion by a significant amount. Presently, the banks are eroding at a high rate because all the trees have been removed to provide a landing strip for airplanes. No tree roots are left to hold the banks which consist of highly erodible soils containing large amounts of sand and gravel.

The Service recommends that the stream channel be reconfigured and the stream banks planted with trees to provide long-term bank stability. A riparian buffer, at least 70 feet in width, should be established on each side of the restored stream to provide this stream bank stability and to provide a corridor for terrestrial wildlife. The outside bends of the restored stream segment will probably need to be protected with boulders or root-wads to prevent the banks from eroding until the planted trees become established.

We recommend that bare-root seedlings be used for the reforestation portion of this project and a State of Maryland certified forester be employed to oversee the planting and possible re-planting and to conduct survival surveys during the first and third years after planting.

If you have any questions, please call Bill Schultz of my staff at (410) 573-4586.

Sincerely,

for John P. Wolflin
Supervisor

cc: John Nichols, NMFS
Greg Golden, DNR
Steve Hurt, MDE
Joe DaVia,COE

**Supplemental Response:**
Please see USFWS letter dated September 9, 2003 page VI-260 and SHA response in the errata sheet on page VI-281.

filename
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bs
cc 12/4/02
bz





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

September 9, 2003

Mr. Neil Pedersen
Administrator
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attn: Heather Amick

*RE: MD 210 Selected Alternative and Conceptual Mitigation*

Dear Mr. Pedersen:

The U.S. Fish and Wildlife (Service) reviewed the MD 210 Selected Alternative and Conceptual Mitigation package and would like to take this opportunity to comment on this proposal. We do not object to Maryland State Highway Administration's (SHA) selection of Alternative 5A Modified. This alternative includes the construction of six interchanges and the upgrade of three intersections. We are especially pleased that SHA selected the interchange design labeled Option G at Swan Road. Option G reduced the wetland impacts by 2.0 acres.

High Occupancy Vehicle (HOV) Lanes

We are, however disappointed that the SHA did not select Alternatives 5B or 5C which included the construction of HOV lanes. HOV lanes reduce the need for the construction of additional lanes because at least two or three people need to occupy each vehicle that uses HOV lanes. HOV lanes also reduce the amount of air pollution per person mile traveled. We believe HOV lanes on MD 210 will reduce the eventual need for having to upgrade parallel roads such as Oxon Hill Road and Livingston Road to increase vehicular capacity in the area. Parallel road upgrades will increase the impacts to wetlands, streams, and forests.

The Service recommends that SHA purchase all the necessary right-of-way adjacent to existing MD Route 210 for future HOV lane construction. We believe prior purchase can minimize the potential of the right-of-way being blocked by future commercial and residential development.

Wetland Mitigation-Parker Farm

A Service representative visited the proposed Parker Farm mitigation site on August 13, 2003, and determined that the site has an excellent potential for providing high value wetland habitat. We are especially pleased with the 16.0 acres of high value forested floodplain of Piscataway Creek that will be preserved in perpetuity as a component of the mitigation. This site will also be used to construct approximately 7.0 acres of wetlands and restore 1.0 acre of wetlands. The preservation of the Piscataway Creek floodplain will optimize the quality of the created and restored wetlands. The Service concurs that 2.6 acres of created wetlands at Parker Farm can provide compensatory mitigation for 1.3 acres of unavoidable impacts to existing wetlands adjacent to MD 210. The Service agrees that the surplus acreage of created, restored, and preserved wetlands can be used as mitigation for future highway construction projects in Prince George's County.

Stream Restoration-More mitigation is needed to replace impacts

Alternative 5A Modified will impact 9,140 linear feet of stream channel during construction. SHA proposes to relocate 1,205 feet of Carey Branch which will be accepted as 1 to 1 in-kind mitigation. They also propose to restore 2,200 feet of Tinkers Creek adjacent to the Potomac Airfield. This leaves 5,735 linear feet of unmitigated stream channel impacts. The Service realizes that there is limited opportunity to find any more stream restoration sites in the watersheds that will be impacted by the upgrade of MD 210. Therefore, the Service has decided to propose an out-of-kind mitigation option for the remaining 5,735 linear feet of impacts. We recommend that SHA acquire the forested wetland and remaining forested upland located at the southwest quadrant of MD 210 and Swan Road and protect it with a perpetual conservation easement. This parcel of habitat could then be turned over to the adjacent Tantallion South community association as a wildlife sanctuary and buffer to the traffic noise from upgraded MD 210.

A Service biologist visited the proposed Carey Branch (downstream of Kerby Hill Rd.) and Tinkers Creek mitigation sites on August 14, 2002. This biologist determined that both sites were capable of replacing the functions and values of 3,405 linear feet of stream channel that will be lost during the construction of Alternative 5A Modified.

Road construction will require the relocation of 1,205 linear feet of Carey Branch downstream of Kerby Hill Road. This segment of Carey Branch is experiencing excessive erosion because 2000 feet upstream of Kerby Hill Road was placed in a cement lined trapezoid channel. This cement channel has accelerated water velocities and caused excessive erosion to this 1,205 linear feet of unarmored channel. SHA can only improve this highly degraded stream channel by relocating it and should not be required to provide addition mitigation for this impact.

The 2,200 section of Tinkers Creek proposed for restoration is eroding excessively and could eventually cause the downstream and upstream channels to start unraveling. The Service agrees that this stream section should be restored and the stream banks lowered to reconnect the incised



stream with a newly created floodplain. To ensue the success of this restoration effort, the banks and floodplain of this newly constructed channel will need to be planted with a trees and willow stakes. This tree buffer should be at least 75 feet wide as measured from the outside turns on each bank. The Service recommends that the channel be relocated further to the southwest so a mature forest can be reestablished without causing a safety hazard to planes taking off or landing at the airport.

If you have any comments or questions, please contact Bill Schultz of my staff at (410) 573-4586.

Sincerely,

for John P. Wolflin
Supervisor

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**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation coacurrence/comment package and the summary presented above, the following agency (by signing this document):**

___ Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
X Fish and Wildlife Service
___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

___ **Concurs (without comments)** ✓ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence: Thank you for agreeing to purchase the 6.5-acre forested wetland + upland parcel at MD 210 + Swan Creek Road as a component of the mitigation package. This purchase is a benefit to the environment.

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: William Schultz Date: 2/03/04

FEB05'04 PM 4:08 OPPE





6048

UNITEO STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107-4431

JAN 27 1998

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21202

RE: Project No. PG221A11 MD 210 Corridor Study from I-95/I-495 to MD 228 Prince George's County, Maryland, December 15, 1997

ATTN: Ms. Gay Olsen

Dear Mr. Ege:

The U.S. Environmental Protection Agency (EPA) has reviewed the Purpose and Need (P&N) Statement for the Maryland 210 Corridor Study from I-95/I-495 to MD 228 Prince George's County, Maryland. While we believe that traffic congestion in the project area may be a problem, the data presented does not support the safety concerns as stated in the P&N. Until the inconsistencies are clarified and a revised Purpose and Need is presented, the EPA can not concur with the MD 210 Purpose and Need Statement.

The following questions and comments should be addressed in the revised Purpose and Need document.

- Please provide further explanation to support the limits of the study area. While the EPA does not believe study limits should be defined at the P&N stage of the NEPA/404 process, we question the decision to designate the southern boundary at the MD 228 intersection.
- The P&N states that the county roads that run parallel to MD 210 that are receiving increased traffic due to congestion on MD 210. Please provide traffic accident data specific to the county roads referred to in the P&N.
- Page 6, second paragraph, the text states that the statewide average accident rate for the section of MD 210 between MD 228 and Fort Washington Road was 116.45 acc/100mvm, yet the figure in Appendix A lists the statewide average accident rate as 190.50 acc/100mvm for this same section. Please clarify which rate is correct. If the data from the appendix is correct the text should reflect that this area has a *significantly lower* accident rate than the statewide average, as stated in the appendix.
- Page 6, third paragraph states that the area of MD 210 between Fort Washington Road and Palmer/Livingston Roads accident rate was 169.36 acc/100mvm, compared to 155.10 acc/100mvm statewide average. It is then stated that this area's accident rate is lower than the statewide average. Please clarify.
- Page 6, fifth paragraph, the text should explain more throughly why the data for the section of MD 210 between the I-95 ramps and the I-95/495 interchange may not be valid. If the information is not valid, document the determination that this section had a "slightly higher than statewide accident rate."
- Please include the accident data for each of the intersections and interchanges along the MD 210 study area.
- Please provide documentation explaining how the reference points dividing MD 210 for the accident rate studies were chosen. The distance between each of these reference points should be stated in the text.
- Please provide a map depicting the accident rates at various points on the road. The map should also identify the locations of the 5 of 11 intersections that currently experience congestion with poor levels of service and the four intersection that have been designated High Accident Intersections.
- Page 7 briefly lists the intersections that were classified as High Accident Intersections for the years 1994-1996. Please document how the threshold of 14 accidents and 1.0 accident per million vehicles entering the intersection was determined. Is the threshold for High Accident Intersections the same in Charles County as it is in Price George's County?
- Please document why Fort Washington Road, Old Fort Road (north), and Swan Creek/Livingston Roads did not remain High Accident Intersections in 1996. Did intersection improvements take place that decreased traffic accidents at these intersections?
- Page 8 and 9, the Conclusion section should summarize both of the stated purposes for this project: improved traffic flow and improved intersection safety. As it is written, only traffic congestion is addressed in the conclusion.
- Appendix B. Please identify where wetland # 11, as referred to in the text as a seasonally tidal wetland, is located on the Environmental Features Map.
- Appendix B states that portions of the project fall within the boundary of the Chesapeake Bay Critical Area. Please include this boundary on the Environmental Features map.

Thank you for the opportunity to review and comment on the Purpose and Need Statement for the MD 210 Corridor Study from I-95/495 to MD 228 Prince George's County, Maryland, December 15, 1997. We look forward to working with you to review the revised





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P&N. If you have any questions concerning this matter please contact Jamie Stark of my staff at (215)566-5569.

Sincerely,

Roy E. Denmark, Jr.
Deputy Director
Office of Environmental Programs

cc: David Sutherland, USFWS
John Nichols, NMFS
Mark Radloff, MDSHA
Gay Olsen, MDSHA
Elizabeth Cole, MHT
Greg Golden, MDDNR
Elder Ghigiarelli, MDE
Jennifer Moyer, COE
Christine Wells, MOP



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

February 20, 1998

RE: Project No. PG221A11
MD 210, MD 228 to 95/495
Prince George's County

Mr. John Forren
NEPA Compliance Section (3EP30)
Environmental Protection Agency
Region III
841 Chestnut Street
Philadelphia PA 19107

ATTN: Ms. Danielle Algazi

Dear Mr. Forren:

Thank you for your, comments on the original Purpose and Need statement (P/N) for MD 210. Although your January 27, 1998, comments applied to the original draft Purpose and Need statement, we believe that the revised document incorporates most of your suggestions. While accident rates are a main concern on any project, traffic congestion and operations problems along MD 210 was emphasized as the need for this project.

- The revised P/N statement will justify the study limits by citing the average daily traffic volumes drop by 46% north of I-95/495 and south of MD 228.
- Accident statistics for the county roads that parallel MD 210 were not the justification for the P/N. Congestion on MD 210 is the driving issue.
- On both comments regarding accident statistics, the appendix for this statewide average is correct. The paragraph was changed to reflect a significantly lower than statewide average ranking in the second paragraph and higher than the statewide average in the third paragraph.
- The accident data for the MD 210 section between the I-95 ramps is valid; however, because such a short section is being analyzed between a ramp and an intersection, data can sometimes be misleading. Most accident statistics are done between links that contain a longer segment.

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- The High Accident Intersection (HAI) data sheets are available and accident data for the other intersections throughout the study area are being completed. Due to the length of the reports, it was decided to include only the vital information in the P/N.
- Reference points for roadways are selected because of changes in Average Daily Traffic (ADT) volumes or an intersection roadway. The link mileage that is in the appendix will be added to the text.
- All intersections are identified on Figure 2.
- The threshold of high accident locations is determined county by county. The number of intersections and number of accidents at those intersections determines a number that is in the middle range for that particular county. Consequently, when you have an intersection with double the rate of accidents for a similar type of intersection, it would be considered a high accident intersection. The rate for Charles County is lower (8 in 1996) than Prince George's County because of fewer overall intersections and accidents.
- No improvements were made at Fort Washington Road, Old Fort Road or Swan Creek /Livingston Road since 1994 to account for the loss of the HAI. Changes in accident statistics from one year to the next cannot always be attributed to identifiable causes.
- The statement "By providing better congestion management on the study portion of MD 210, it is hoped that frequency of accidents will decrease", will be added to the conclusion.
- The map has been modified to indicate the location of wetland #11.
- The Chesapeake Bay Critical Area boundary has been included on the Environmental Features map.





We hope that the revised Purpose and Need statement addresses your concerns. Should you have any additional questions, please feel free to contact either Joseph Kresslein at (410) 545-8550 or the project manager, Mark C. Radloff at (410) 545-8543.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Chief
Project Planning Division

cc: Ms. Danielle Algazi
Mr. Ray Dintaman
Mr. Elder Ghigiarelli
Ms. Patricia Greene
Ms. Mary Huie
Mr. John Nichols
Ms. Gay Olsen
Mr. Mark Radloff
Ms. Cathy Rice
Mr. Robert Sanders
Ms. Cynthia D. Simpson
Ms. Christine Wells
Mr. Robert Zepp

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Mr. John Forren
MD 210 Corridor Study
Page Two

Purpose and Need Statement

Please check one:

- [x] Concur (without comments)
- [ ] Concur (comments attached)
- [ ] Do not concur (comments attached)

James C. Stark
Environmental Protection Agency

4/21/98
Date

LHE:PG
Attachment

cc: Mr. Louis H. Ege, Jr.
Mr. Thomas Folse
Ms. Patricia Greene
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Renee Sigel
Ms. Cynthia Simpson
Mr. James Wynn



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DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO ATTENTION OF

DEC 19 1997

Operations Division

Subject: CENAD-OP-RX (MD SHA/MD 210 INDIAN HEAD HIGHWAY FROM MD 228 TO CAPITOL BELTWAY) 97-01091-11

Ms. Susan Binder
Federal Highways Administration
The Rotunda Suite 220
711 West 40th Street
Baltimore, MD 21211

Dear Ms. Binder:

The Corps of Engineers has reviewed the draft purpose and need statement for the subject project. We offer the following comments.

- Further explanation of how the study area boundaries were reached is necessary. For example, explain why the southern boundary is the MD 228 intersection. This office does not support hardened study area limits at this stage of the NEPA/404 process.

- Discussion of planned improvements on the roads intersecting with MD 210 is necessary. Will any of these roads be improved to facilitate movement of vehicles to MD 210?

- The existing and proposed land use section needs to identify the planned Chapman's Landing development, and the proposed National Harbor Development (formerly known as Port of America).

- The figures included need to be labeled, and referred to in the text.

For the purposes of satisfying the requirements of section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, this office considers the basic project purpose to be transportation improvements. The overall project purpose is defined by the Corps as: to alleviate congestion and resolve intersection delays along MD 210. The Corps also recognizes the public and private need for a solution to the transportation problems associated with MD 210. It would be helpful to include these statements in the final purpose and need document.

If you have any questions, please contact Ms. Jennifer Moyer of my staff at (410) 962-5679.

Sincerely,

KEITH A. HARRIS
Chief, Special Projects
Permit Section

Copy furnished:

Richard Spencer, USACE
Danielle Algazi, USEPA
David Sutherland, USFWS
John Nichols, NMFS
Cynthia Simpson, MDSHA
Thomas Folse, MDSHA
Elizabeth Cole, MHT
Greg Golden, MDDNR
Elder Ghigiarelli, MDE
Christine Wells, MOP

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MD 21203-1715

REPLY TO
ATTENTION OF

JAN 07 1998

Operations Division

Subject: CENAB-OP-RX (MD SHA/MD 210 INDIAN HEAD HIGHWAY FROM MD 228 TO CAPITOL BELTWAY) 97-01091-11

Ms. Susan Binder
Federal Highways Administration
The Rotunda Suite 220
711 West 40th Street
Baltimore, MD 21211

Dear Ms. Binder:

The Corps of Engineers has reviewed the purpose and need statement for the subject project. Comments were sent on December 19, 1997 that were not incorporated into the final document. We concur that there is a purpose and a need for transportation solutions on MD 210 south of the Capitol Beltway and re-offer the following comments to clarify our position.

- Further explanation of how the study area boundaries were reached is necessary. For example, explain why the southern boundary is the MD 228 intersection. This office does not support hardened study area limits at this stage of the NEPA/404 process.

- Discussion of planned improvements on the roads intersecting with MD 210 is necessary. Will any of these roads be improved to facilitate movement of vehicles to MD 210?

- The figures included need to be labeled, and referred to in the text. Figures 1 and 2 are not mentioned in the text, and the tables on pages 5 and 6 are not labeled or referenced.

For the purposes of satisfying the requirements of section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act, this office considers the basic project purpose to be transportation improvements. The overall project purpose is defined by the Corps as: to alleviate congestion and resolve intersection delays on MD 210 south of I-95/I-495. The Corps also recognizes the public and private need for a solution to the transportation problems associated with MD 210. It would be helpful to include these statements in the final documentation.

If you have any questions concerning this matter, please contact Ms. Jennifer Moyer of my staff at (410) 962-5679.

Sincerely,

KEITH A. HARRIS
Chief, Special Projects
Permit Section

Copy furnished:

Renee Sigel, FHWA
Danielle Algazi, USEPA
David Sutherland, USFWS
John Nichols, NMFS
Cynthia Simpson, MDSHA
Thomas Folse, MDSHA
Gay Olsen, MDSHA
Elizabeth Cole, MHT
Greg Golden, MDDNR
Elder Ghigiarelli, MDE
Christine Wells, MOP



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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

January 14, 1998

RE: Project No. PG221A11
MD 210, MD 228 to 95/495
Prince George's County

Mr. Keith A. Harris
U. S. Army Corps of Engineers- Baltimore District
CENAB-OP-RX
P. O. Box 1715
Baltimore MD 21203-1715

Dear Mr. Harris:

Thank you for your January 7, comments and concurrence on the original Purpose and Need statement for MD 210 (Ref. 97-01091-11). Although your December 19, 1997, comments applied to the original draft Purpose and Need statement, we believe that the revised document incorporates most of your suggestions.

- The revised statement justifies the study limits by citing average daily traffic volumes which drop by 46% north of I-95/495 and south of MD 228.
- The Purpose and Need statement mentioned that MD 228 is under design for reconstruction as a four-lane divided highway. The next draft will include discussions of improvements to I-95/495 south of MD 210, including the MD 210 interchange, which will be included in the design of the Woodrow Wilson Bridge replacement. In addition, other improvements to I-95/495 are currently under consideration as a separate project planning study. All of these potential improvements would facilitate the movement of vehicles to and from MD 210. None of these potential improvements are funded for construction.
- The planned Chapman's Landing development and the proposed National Harbor development were discussed in the revised statement.
- The figures were labeled and referenced in the text as appropriate. The tables on pages 5 and 6 are labeled, "Level of Service and Volume Conditions" and "Projected Level of Service", respectively. Further references to the figures will be added to the text of the next draft.

My telephone number is _____

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1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
707 North Calvert Street • Baltimore, Maryland 21202



We hope that the revised Purpose and Need statement addresses your concerns. Should you have any additional questions, please feel free to contact either Joseph Kresslein at (410) 545-8550 or the project manager, Thomas K. Folse at (410) 545-8543.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Robert K. Sanders for
Joseph R. Kresslein
Assistant Chief
Project Planning Division

LHE:TF:rt
cc: Ms. Danielle Algazi
Mr. Ray Dintaman
Mr. Thomas K. Folse
Mr. Elder Ghigiarelli
Ms. Mary Hule
Mr. John Nichols
Ms. Gay Olsen
Mr. Robert Sanders
Ms. Cynthia D. Simpson
Ms. Christine Wells
Mr. Robert Zepp



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**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

NOV 17 '99 PM 12:24

November 18, 1999

Re: Project No. PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Prince George's County, Maryland

Mr. Paul Wettlaufer
Transportation Program Manager
U.S. Army Corps of Engineers
Baltimore District (CENAB-OP-R)
P.O. Box 1715
Baltimore, Maryland 21203

Dear Mr. Wettlaufer:

In accordance with the merged Environmental/Regulatory Process, the Maryland State Highway Administration (SHA) requests your concurrence on the attached description of Alternates Retained for Detailed Study for the MD 210 Multi-Modal Transportation project. The Alternates Retained for Detailed Study were presented at the Interagency Review meeting held on October 20. In response to comments from Maryland Historical Trust (MHT) and Maryland Office of Planning, the cultural resources discussion was revised and information regarding the multi-modal asoect of the project was included. In addition, changes were made to the matrix and the text to reflect a more accurate representation of Alternative 4. A new Alternatives Mapping Supplement does not accompany this mailing since no changes were made to the mapping. Please use the Supplement provided with the Draft comment/concurrence package.

Please provide us with your concurrence by December 17. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. If we do not hear from you within 30 days we will assume that you have no concerns. Should you have any questions, please call Mr. Joseph Kresslein at (410) 545-8550.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

---

Mr. Paul Wettlaufer
MD 210 Multi-Modal Study
Page Two

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Alternates Retained for Detailed Study

Please check one:

- [x] Concur (without comments)
- [ ] Concur (comments attached)
- [ ] Do not concur (comments attached)

Paul R. Wettlaufer
U.S. Army Corps of Engineers

3 Dec 99
Date:

This confirms our verbal concurrence granted on 20 Oct 99

JDK:DC:lc

Attachment

cc: Mr. Bruce Grey
Ms. Patricia Greene
Mr. Joseph R. Kresslein
Ms. Heather Murphy
Ms. Gay Olsen
Ms. Pamela Stephenson
Mr. Jim Wynn



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**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):**

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
X Corps of Engineers ___ National Marine Fisheries Service

___ **Concurs (without comments)** X **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:
We recommend SHA acquire the wetland at Swan Creek Road intersection, and place it in a conservation easement. We will count it toward mitigation. We all worked hard to avoid that wetland - now let's *

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Paul Wettlaufer Date: 9/10/03

* ensure that it is not threatened by development.



MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):**

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
X Corps of Engineers ___ National Marine Fisheries Service

X **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Paul R. Wettlaufer Date: 1/12/04



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MARYLAND *Office of Planning*

*Parris N. Glendening*
*Governor*

*Ronald M. Kreitner*
*Director*

January 23, 1997 ← Note: Should be 1998. TF

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717
*Attention: Ms. Gay Olsen*

Dear Mr. Ege:

Staff at the Maryland Office of Planning have reviewed the information provided in the Purpose & Need Statement for the MD 210 Project (from MD 228 to I-95/495). Our comments on the adequacy of the information follow.

The purpose statement does not fully reflect the needs presented in the report. It appears that the discussion on needs focuses on the congestion and safety problems at the intersections. It seems that the purpose of the project is to relief congestion and to improve safety at intersections so as to improvement traffic operations along MD 210. ?

p.2, the second paragraph The report should clarify that development outside of the designated study area also significantly contributes to the congestion along the section of MD 210.

p.7, Existing & Proposed Land Use The discussion on land use is inadequate. It is important to adequately address land use issues since the area's growth significantly contributes to the congestion along the MD 210 corridor. An adequate analysis of land use issues will also help in the cumulative effects analysis to be done later and assist in the Smart Growth Act assessment.

A broader area including southern Prince George's County and a portion of northern Charles County should be included for the purpose of the land use analysis. The report should discuss the existing and planned land use in a greater detail including information on land use densities, types, and associated street patterns. The impacts of land use patterns on auto traffic and transit service should also be assessed. It is suggested that land use maps be included.

It is not clear from the information presented whether, or how the proposed National Harbor and Chapman's Landing projects would affect the traffic along MD 210. Have the traffic projections for MD 210 included the traffic generated from these two major developments?

The report barely mentioned that a CMS study will be included as part of the alternative development (p.9). A CMS study in a non-attainment area is "intended to support the analysis of reasonable alternatives to projects that will result in a significant increase in capacity for SOVs"

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(the 1997 Federal Final Rule for CMS). It is not clear that how a CMS study would be incorporated into this project study. Additionally, it is not clear how sufficient the study limits from MD 228 to I-95/495 would be for a CMS study.

Several statements should be corrected for accuracy. Re: p.6, the third paragraph The average accident rate of 169.36 acc/100mvm should be higher than the statewide average accident rate. On the same page, the last paragraph The accident rate of 912.19 acc/100mvm should be significantly higher than the statewide accident rate. ?

Should you have any questions regarding our comments, please do not hesitate to contact me at (410)767-4550.

Sincerely

Christine A. Wells

Christine A. Wells
Principal Planner
Maryland Office of Planning

cc: Renee Sigel, FHWA
Keith Harris, COE
Attention: Vance Hobbs
John Forren, EPA
Robert Zepp, USFWS
Timothy Goodger, NMFS
Attention: John Nichols
Jeffrey Knoedler, NPS
Ray Dintaman, DNR
Elder Ghigiarelli, MDE
J. Rodney Little, MHT

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

February 20, 1998

RE: Project No. PG221A11
MD 210, MD 228 to I-95/495
Prince George's County

Ms. Christine Wells
Maryland Office of Planning
Comprehensive Planning
301 West Preston Street
Baltimore MD 21201

Dear Ms. Wells:

Thank you for your January 27, letter in which you offered comments on the Purpose and Need Statement for MD 210 from MD 228 to I-95/495. This letter is a response to your comments.

- We agree that development outside the study area contributes to traffic congestion on MD 210. The last sentence of the second paragraph will be modified to reflect this.

- We agree that an analysis of land use would be helpful, however it is not required to establish a purpose and need for this project. Commuters on MD 210 currently experience severe traffic congestion during the peak travel hours of every working day. The need to address existing traffic and safety deficiencies is established based on existing and projected traffic volumes and accident statistics. A more detailed analysis of land use will be provided in the draft environmental document, prepared for this project.

- The traffic projections will include expected traffic volumes generated by the portion of the proposed Chapman's Landing development anticipated to be in place by 2020. The National Harbor development is not anticipated to generate significant travel demand on MD 210, except on the short section between MD 414 and I-95/495. A traffic impact study has not yet been developed for the current proposal; however, it will be reflected in updated traffic analyses completed for the draft environmental document.

- As you noted the Purpose and Need statement mentioned that a CMS study will be required; however, the scope of the CMS study has not yet been determined. The CMS study will be done concurrently with early project planning activities.

If you have any questions, please feel free to contact the Project Manager, Mr. Mark Radloff, at (410) 545-8507.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

cc: Ms. Patricia Greene
Ms. Gay Olsen
Mr. Mark Radloff

My telephone number is _____

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Address: P.O. Box 717 • Baltimore, MD 21203-0717

MARYLAND *Office of Planning*

Parris N. Glendening
Governor

Ronald M. Kreitner
Director

December 15, 1999

Ms. Cynthia D. Simpson, Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

*Attention: Ms. Gay Olsen*

Dear Ms. Simpson:

Staff at the Maryland Office of Planning have reviewed the information provided in the **Alternatives Retained for Detailed Study Package for the MD 210 Multi-Modal Transportation Project.** Our comments on the alternatives retained follow.

**Growth Management Implications**
In our view, this transportation project should improve transportation accessibility to/from priority funding areas (PFAs) since we have not found that safety and other exceptions defined by the Smart Growth Areas Act are indicated as the primary purposes of the project. We note that MD 210 serves as a major road connecting the Capital Beltway vicinities with southern Prince George's County and northern Charles County. Both counties designated PFAs along the MD 210 corridor. The Capital Beltway vicinities, Fort Washington, Bryans Road/Indian Head Manor, Indian Head, and Waldorf are among the PFAs designated by the Counties. Based on the information provided, we have not found clear indication that the alternatives retained mainly benefit PFAs. We suggest that SHA conduct traffic origin/destination studies to demonstrate where the majority of traffic flows are coming from or going to, thus, helping evaluate whether and how the recommended alternatives would improve accessibility to/from those PFAs.

The proposed improvements on MD 210 could also invoke secondary development impacts on non-PFAs. We are aware that Prince George's County designated a significant amount of its southern area east of MD 5 as non-PFAs. Forests, woodlands, wetlands, creeks and streams, and low density residential uses are the prevailing existing land use features in the area. Except protected resource and environmentally sensitive areas, the County designates the rest of non-PFAs for low density residential development. The area is also considered as "High Development Pressure" land according to OP (*Atlas of Agricultural Land Preservation in Maryland: Location, Protection, Threat, and Opportunities for the Future*, Maryland Office of Planning). We believe that significant highway capacity expansion on MD 210 would particularly induce such low-density and automobile-oriented developments. At the next detailed study stage, SHA anticipates

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to recommend multiple combinations of the alternatives retained for detailed study. Given such potential secondary effects of the project, it is important to adequately address alternative transportation solutions to reduce the need for capacity expansion on MD 210. We see that the project study has built a strong base to promote alternative transportation by recommending multi-modal considerations, HOV lanes and associated intersection/interchange improvements, and TSM strategies for detailed study.

**Multi-Modal Considerations**
We strongly support SHA in carrying forward this multi-modal element for detailed study. The description of transit options is brief and broad. There is also no detailed information on how park & ride facilities would be enhanced. Additional information on specific options and their performances would help us to understand how transit and park & ride facility enhancements would serve to reduce congestion on MD 210. We acknowledge that, in coordination with MTA and regional and local transit agencies, SHA will continue to refine the transit enhancement options.

In addition to the mentioned transit and park & ride facility enhancements, we suggest that other TDM/TSM strategies be studied, e.g., expansion of the existing ridesharing program, telecommuting, implementation of alternative work schedules, ITS, and biking. Given that implementation of TDM/TSM strategies on the MD 210 corridor would only be part of the regional efforts, it is essential to develop such strategies in close coordination with the MDOT Headquarter, the Metropolitan Washington Council of Governments, the Tri-County Council for Southern Maryland and other associated parties. There is no information on what ridesharing program would be developed to support the recommended HOV lanes operation. The project should examine ridesharing options. Considering that more than 40% of workers commute out of the southern Maryland region ("Southern Maryland Regional Strategy," 1998, Tri-County Council for Southern Maryland), telecommuting, flexible work schedules, and ITS strategies could also be important alternatives in helping reduce dependency on SOV travel. The project should also assess the need for providing bicycle facilities along the MD 210 mainline and/or on intersecting side roads, and should address plans to accommodate bicycles.

The costs and impacts of Multi-Modal options should be assessed and included in Figure 9.

MD 210 is selected as one of the corridors to be evaluated in the MDOT's Value Pricing Study. The progress of the Value Pricing Study and its relationship with this MD 210 project should be discussed.

**Mainline MD 210 Alternatives**
Re: Alternative 1 (No Build), page 3. To help fully evaluate the no build alternative, a description of "the developer-based improvements" should be provided.

Under Alternative 4 or Alternative 4 Revised, the proposed HOV lanes are relatively small segments of MD 210. There seems to be a lack of connections between the proposed HOV lanes and I-95/I-495 or I-295. It is questionable how sufficient these HOV lanes would be.

**Other Comments**
In Figure A-2, does the HOV lane figure indicate "persons per lane per hour?" To help examine how the HOV lanes would perform, SHA may also provide a consistent traffic measurement for an adjacent general use lane. It is known if HOV lanes are added on I-95/I-495 and I-295, the performance of HOV lanes on MD 210 would be impacted. Are HOV lanes on I-95/I-495 and I-295 part of the assumptions for this project? We anticipate that HOV lane performances will be further evaluated at the detailed study stage.

On page A-6, the National Harbor development project is briefly mentioned. Additional information on this project should be included (e.g., a description of the proposed land uses on the site; time frames for build-out of the development; and potential traffic impact of the development on MD 210).

Should there be questions about our comments please contact Bihui Xu or me at 410-767-4550.

Sincerely

Larry Duket
Deputy Chief
Local Planning Assistance

cc: Jim Noonan, OP
Bob Rosenbush, OP Regional
Ron Young, OP
Ray Dintaman, DNR
John Forren, EPA
George K. Frick, Jr. FHWA
Elder Ghigiarelli, MDE
Timothy Goodger, NMFS
Attention: John Nichols
Keith Harris, COE
Attention: Vance Hobbs
Jeffrey Knoedler, NPS
J. Rodney Little, MHT
Bob Pennington, USFWS



MARYLAND *Office of Planning*

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*Governor*

*Kathleen Kennedy Townsend*
*Lt. Governor*

*Ronald M. Kreitner*
*Director*

*Ronald N. Young*
*Deputy Director*

May 8, 2000

Ms. Cynthia D. Simpson, Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attention: Ms. Gay L. Olsen

**Re: MD 210 Multi-Modal Study, from I-95/I495 to MD 228**
**Prince George's County**

Dear Ms. Simpson:

This is in response to the request for OP's preliminary assessment of the Alternatives Retained for Detailed Study for the MD 210 Multi-Modal Study Project for consistency with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992. In December 1999, OP provided written comments on the Alternatives Retained for Detailed Study for this project. The comments addressed our concerns regarding the lack of a thorough study of multi-modal options and growth management implications posed by the project. In response to the OP comments, on March 31, 2000 SHA held a meeting with OP to provide a project update. The information presented by SHA at the March 31st meeting was helpful. We have reviewed the Planning Act Project Checklists completed by SHA and provide our comments as follows. Our comments pertain to the Planning Act consistency assessment as well as to the Smart Growth - Priority Funding Area (PFA) law compliance evaluation.

**No-Build Alternative**
It is our understanding that the No-Build Alternative would not improve transportation accessibility and mobility to and from planned growth areas, and thus it would not address the purpose and need of the project in any measurable ways. We consider the No-Build Alternative to be not consistent with the intent of the Planning Act.

**Multi-Modal Considerations**
At the March 31st meeting, SHA informed us that, working with WMATA, MTA and local citizens, SHA is investigating a potential bus transit network along the MD 210 corridor. SHA is also studying potential park and ride lots and exclusive ramps connecting HOV lanes to support HOV lane evaluation. The State growth management policies encourage alternative

SEE SHA RESPONSE TO COMMENTS ON PAGES VI-279-285

*301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305*
*Tel: 410-767-4500 • Fax: 410-767-4480 • Toll Free: 1-877-767-6272 • TTY Users: Maryland Relay*
*Internet: www.op.state.md.us*

transportation solutions to SOV travel. We strongly support continuing this multi-modal study and would hope to be continually informed on the status of the multi-modal alternatives study.

**Alternative 2**
Overall, Alternative 2 would provide various at-grade or interchange intersection improvements, thus improving traffic operations at intersections and along mainline MD 210 without adding significant highway capacity. We are unclear, however, whether Alternative 2 alone would meet the purpose and need of the project. An indication of whether meeting the projeot purpose and need should be provided to assist our assessment of Alternative 2 for consistency with the Planning Act.

Sidewalks and bikeways, particularly on side roads crossing between the east and west sides of MD 210, must be considered. Plans for improving pedestrian and bicycle accessibility should be reviewed and incorporated thoroughly. At the March 31st meeting, SHA stated that pedestrian and bicycle access is being considered. An example given by SHA is that Option 3B-Location D under Alternative 2 is considered to be an unfriendly design which may discourage biking and walking; therefore, the Option is unlikely to be selected.

Technically, all intersections proposed for improvements appear to be located either within or at the edges of certified Prince George's County PFAs. Among the intersections, Farmington Road - Location H and MD 373 - Location I are located in a strip PFA surrounded by non-PFAs featuring low density residential uses, forests, woodlands, creeks and streams and wetlands. Highway improvements at these two intersections could have potential secondary development impacts. We support the proposed minimum at-grade improvements at the two intersections, in that we believe secondary impacts would be minimum.

**Alternative 3**
Alterative 3 would consist of an additional general lane in each direction along a portion of MD 210 and interchanges for the northernmost intersections of the project area. The alternative is a typical highway capacity expansion proposal. As discussed in our December 15, 1999 letter, we believe that significant highway capacity expansion on MD 210 would serve to facilitate low density and automobile-oriented residential developments that are planned by the Prince George's County for the southernmost project area. These types of secondary development impacts will be assessed at the Detailed Study stage. Through the SHA's Streamlined Environmental and Regulatory Process, we would provide our input to the analysis of secondary and cumulative effects of the project.

Alternative 3 is a growth related capital project with capacity improvements that are located outside of PFAs. OP and SHA should evaluate this alternative for compliance with the Priority Funding Area law. As suggested in our December 15, 1999 letter, we think that improving transportation accessibility and mobility to and from PFAs, or in other words, "serving to connect Priority Funding Areas," could be considered as a potential exception for this project under the PFA law. At the March 31st meeting, SHA presented the results of a licence plate



survey that indicated the trip origins of vehicles traveling on MD 210 at a zip-code level. The zip-code level data can only portray a broad travel pattern and do not clearly demonstrate whether most of the trips are generated from PFAs. SHA staff pointed out that they would continue to contact MVA for more detailed data that could serve to indicate more specific trip origin locations. To study whether this project would serve to connect PFAs, we suggest SHA look at the following issues:

- Do most of the trips on MD 210 currently come from and to PFAs?
- Would current traffic origin/destination patterns likely be changed in the future with this alternative? With the proposed MD 210 expansion, would the majority of the traffic on MD 210 come from and to PFAs or from outside of PFAs?

So far, OP and SHA have not reached a consensus on what criteria constitute "connecting PFAs." We suggest that SHA and OP work collaboratively to develop criteria to measure this, not only for this project but also as general guidelines for the PFA law compliance evaluation.

**Alternative 4 and Alternative 5 - A, B, and C**
All of these alternatives (except Alternative 5A, which would only consist of interchange improvements at six locations from Kerby Hill Road to Old Fort Road) would provide various HOV lane options and associated interchange or at-grade intersection improvements. SHA is evaluating how these HOV lane options would improve MD 210 traffic operation. As stated in the previous discussion on Multi-Modal Considerations, we support continuing study of HOV lanes in this corridor and expect that such options will be adequately evaluated.

The proposed HOV lane improvements are growth related capital projects and located outside of PFAs. As discussed under Alternative 3, we suggest that a similar PFA law evaluation method be considered for Alternative 4, Alternative 5 - B or C.

Should you have any questions with regard to our comments, please do not hesitate to contact me or Bihui Xu at 410-767-4551.

Thank you, I remain very truly yours,

David T. Whitaker, AICP
Principal Planner

cc: Ron Young, OP
Jim Noonan, OP
Bob Rosenbush, OP Regional
Nelson Castellanos, FHWA
Attention: Pam Stephenson

Maryland Department of Planning

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Audrey E. Scott
Secretary

Florence E. Burian
Deputy Secretary

February 18, 2004

Ms. Marsha Kaiser, Director
Attn: Mr. Don Halligan
Office of Planning & Capital Programs
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: **Smart Growth Concurrence – MD210: I-95/I495 (Capital Beltway) to MD28 Prince George's County**

Dear Ms. Kaiser:

This letter is in response to your request to provide Smart Growth consistency concurrence for the MD210: I-95/I-495 (Capital Beltway) to MD228, Prince George's County, Maryland.

The information provided in your letter of February 5, 2004 describes the proposed improvements to MD210 along an approximately 9.5 mile corridor. The letter includes a map depicting the MD210 project, Prince George's County Priority Funding Areas (PFA's), a table indicating PFA lane length, and justification for the four segments that are either outside or that border PFA's along the project corridor. As currently planned, the MD210 project will maintain the existing three through lanes, both northbound and southbound, and will convert six at-grade intersections to grade-separated interchanges. The project also includes limited mainline widening in the vicinity of the interchanges to provide for acceleration and deceleration lanes. The total lane feet of the entire project is approximately 73.3 miles while the proposed lane feet of the project that are outside of certified PFA's is approximately 9.6 miles. This is less than the 20% threshold that is stated in the approved Linear Features regulations.

Based on this, the Maryland Department of Planning concurs that the proposed MD210: I-95/I-495 (Capital Beltway) to MD228 project is consistent with the Linear Features Regulations and is Smart Growth consistent. Should you have any questions with regard to this concurrence, please do not hesitate to contact me at 410-767- 4564 or by email at dwhitaker@mdp.state.md.us.

Sincerely,

David T. Whitaker, AICP
Manager, Transportation Planning

cc: Mr. Tom Rimrodt, Assistant Secretary, MDP Planning Services
Mr. Jim Noonan, Director – MDP Infrastructure Planning

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Internet: www.MDP.state.md.us

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**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):**

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
___ Corps of Engineers ___ National Marine Fisheries Service

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

___ MD Historical Trust ✓ MD Department of Planning ___ Metropolitan Planning Organization

✓ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments: Please see attached comments.

Additional Information Needed:

Signature: _____ Date: Feb. 12, 2004

David T. Whitaker, AICP
Manager - Transportation Planning
Maryland Department of Planning
301 West Preston St., Suite 1101
Baltimore, MD 21201

VI-277A



**MD 210 Multi-Modal Study**
**Selected Alternative and Conceptual Mitigation**
**February 12, 2004**

**MDP Comments on the MD 210 Selected Alternative**

Maryland Department of Planning supports the identification of Alternative 5A Modified as the Selected Alternative for the MD 210 project. We note that the MD 210 Alternative 5A Modified includes the following features:

- Six interchanges from Kerby Hill Road to Old Ford Road South with no mainline widening;
- Wider median on MD 210 in the vicinity of the interchanges so as to include adequate space for future mainline capacity improvements;
- Coordination with Prince George's County to ensure adequate right-of-way on MD 210 is preserved through the County's development review process;
- Designated bicycle lanes within the roadway along the facility and sidewalks behind the curbs with interchange improvements; and
- Coordination with transit agencies to minimize disruption to existing transit services during construction of MD 210.

MDP is coordinating with MDOT/SHA to address the Smart Growth/Priority Funding Area law compliance issue. We thank you for the opportunity to review and comment on the Selected Alternate for this multi-modal project.

669

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
904 South Morris Street
Oxford, Maryland 21654



July 31, 2003

Cynthia D. Simpson
Deputy Director, Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Attn: Gay Olsen

Dear Ms. Simpson:

This pertains to the selected alternate and conceptual mitigation plan, dated July 16, 2003, and additional information summarizing environmental impacts for the Maryland Route 210 (I-95/I-495 to Maryland Route 228) Multi-Modal Study. We offer our concurrence on the selected alternate (i.e., Alternate 5A Modified), and the conceptual mitigation plan (Parker Farm Wetland Mitigation, and, Tinkers Creek Stream Restoration), provided that the following mitigation measures are incorporated into the authorized federal permit for this project, and used during project construction to minimize impacts to our trust resources.

The reach of Henson Creek affected by this project is a documented spawning and nursery ground for alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*) (O'Dell et al., 1975). Consequently, we are very concerned about potential disruption of alosid spawning activities, including adult and juvenile migration, that could result from instream work associated with upgrading of the existing Route 210 bridge over Henson Creek mainstem. We, therefore, strongly recommend that, within the Henson Creek mainstem, instream work [i.e., work that will: 1) introduce re-suspended sediments to instream waters; 2) produce noise or shock waves below the surface of instream waters, such as driving of sheet piles; or, 3) require the presence of heavy equipment or other significant disturbances within the stream bed) be restricted from March 1 through June 15, of any year, to protect alosid spawning activities.

If instream work is to involve construction of cofferdams, then installation and dismantling of cofferdams within the stream should be restricted from March 1 through June 15. However, once cofferdams are in place, work occurring within areas enclosed by the cofferdams may occur during the latter restriction period. Additionally, work areas enclosed by cofferdams should leave at least 50% of the width of the stream open, to allow for unimpeded passage of migratory fish. Width of the stream should be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season.

The tributary to Broad Creek that will be affected by this project (i.e., near the Fort Washington Road intersection with Route 210) is a potential alosid and white perch spawning ground, although reaches above Route 210 are generally too small to support migratory fish runs. However, measures should be taken to ensure that the project does not result in secondary impacts to lower portions this watershed. For example, the proposed relocation of Broad Creek near the Fort Washington Road intersection will result in the permanent loss of approximately 585 linear feet of stream channel and associated riparian habitat. Reduction of stream channel length and sinuosity, if done without corrective measures for managing flows within the relocated channel, will increase flow velocities in stream reaches below the relocated section. Therefore, channel design measures should be used for the newly constructed channel and adjacent reaches to ensure that flow parameters (i.e., velocity and discharge) replicate those of the existing stream channel, to ensure that stream bank erosion and channel incising are not exacerbated in downstream areas.

During stream relocation activities, loss and disturbance to riparian woodlands should be minimized within areas where the newly constructed stream will be located (i.e., future riparian zone) to minimize adverse changes to instream hydrology, and avoid excessive export of nutrients and sediments to downstream areas. Mitigative measures should include: 1) minimizing tree and shrub removal in the work zone, and avoiding, where practicable, cutting of the canopy provided by larger trees; and, 2) installing protective fencing around individual trees or groups of trees that are to be conserved, so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment.

Finally, Best Management Practices should be used during all actions affecting instream waters.

If there are any questions concerning these comments, you may call John S. Nichols at (410) 226-5723.

Sincerely,

Timothy E. Goodger
Officer in Charge
Oxford Habitat Office

cc: Greg Golden, Environmental Review Unit, MD DNR
Bill Schultz, FWS, Annapolis
Barbara Rudnick, EPA, Regional III Office, Philadelphia
Paul Wettlaufer, Baltimore District COE

## LITERATURE CITED

O'Dell, Jay, J. Gabor, and R. Dintaman. 1975. Survey of anadromous fish spawning areas. Completion Report, Project AFC-8, *for*: Potomac River Drainage. Maryland Department of Natural Resources, Annapolis.





**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):**

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
___ Corps of Engineers ___ National Marine Fisheries Service

**___ Concurs (without comments) ___ Concurs (w/ minor comments) ___ Does Not Concur**

Comments / Reasons for Non-Concurrence:

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

X MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

**___ Provides Comments (below or attached) X Has No Comments**

Comments:

Additional Information Needed:

Signature: [signature] Date: 2/12/04



666

MD 210 Multi-Modal Study
Selected Alternative and Conceptual Mitigation

**Project Name & Limits: MD 210 Multi-Modal Study – I-95/I-495 to MD 228**

**Having reviewed the attached SHA Selected Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):**

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
___ Corps of Engineers ___ National Marine Fisheries Service

**___ Concurs (without comments) ___ Concurs (w/ minor comments) ___Does Not Concur**

Comments / Reasons for Non-Concurrence:

***Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.***

___ MD Historical Trust ___ MD Department of Planning ✓ Metropolitan Planning Organization

**___ Provides Comments (below or attached) ✓ Has No Comments**

Comments:

Additional Information Needed:

Signature: Renée Kirby Date: 1/5/04

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**MD 210 Multi-Modal Study**
**Draft Selected Alternative and Conceptual Mitigation Package**
**Errata Sheet**
**Dec-03**

| Agency | Comment | Response | Page Number |
|---|---|---|---|
| EPA (via email) | 1. Look into preservation of the Swan Creek wetland. | In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions. | 21 |
| | 2. Regarding Tinkers Creek: be sure that the evaluation of the cause of the down cutting is fully understood so that the restoration is not quickly degraded. | During final design of the stream mitigation project, the designer will develop a more detailed understanding of the causes of instability than is possible or needed at the conceptual level. We do know that the causes include urbanization, riparian buffer disturbance and large sources of gravel from upstream mining. The final design will determine if the channel incision has reached its final elevation or if grade control measures are required. More importantly, at final design the severe bank erosion and sediment transport discontinuity will also be taken into account. | 20 |
| NMFS | We offer our concurrence on the selected alternate and the conceptual mitigation plan provided that the following mitigation measures are incorporated into the authorized federal permit for this project, and used during project construction to minimize impacts to our trust resources. | | |
| | 1. ...within the Henson Creek mainstem, instream work [i.e., work that will: 1) introduce re-suspended sediments to instream waters; 2) produce noise or shock waves below the surface of instream waters, such as driving of sheet piles; or, 3) require the presence of heavy equipment or other significant disturbances within the stream bed] be restricted from March 1 through June 15, of any year, to protect alosid spawning activities. | Instream work within the Henson Creek mainstem will be restricted from March 1 through June 15 of any year. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package and will be included in the Final Environmental Impact Statement and federal permit. | 14 |
| | 2. If instream work is to involve construction of cofferdams, then installation and dismantling of cofferdams within the stream should be restricted from March 1 through June 15. However, once cofferdams are in place, work occurring within areas enclosed by the cofferdams may occur during the latter restriction period. Additionally, work areas enclosed by cofferedams should leave at least 50% of the width of the stream open, to allow for unimpeded passage of migratory fish. Width of the stream should be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season. | If instream work is to involve construction of cofferdams, installation and dismantling of cofferdams within the stream will be restricted from the closure period appropriate to the stream impacted by the work. Should cofferdams be utilized, the diversion channel established by the cofferdam will be sized according to hydraulic requirements. Wherever possible, SHA will maintain at least 50% of the width of the stream open to allow for the passage of migratory fish. Width of the stream will be determined from the location of ordinary high water lines occurring under base flow conditions during the spawning season. | 14-15 |

| | | | |
|---|---|---|---|
| NMFS | 3. ...measures should be taken to ensure that the project does not result in secondary impacts to lower portions of the watershed. For example, the proposed relocation of Broad Creek near the Fort Washington Road intersection will result in the permanent loss of approximately 585 linear feet of stream channel and associated riparian habitat. Reduction of stream channel length and sinuosity, if done without corrective measures for managing flows within the relocated channel, will increase flow velocities in stream reaches below the relocated section....channel design measures should be used for the newly constructed channel and adjacent reaches to ensure that flow parameters (i.e., velocity and discharge) replicate those of the existing stream channel, to ensure that stream bank erosion and channel incising are not exacerbated in downstream areas. | During the design phase of the project, studies will be undertaken to assess potential secondary impacts to the lower portion of the watershed resulting from proposed stream relocation included in the project. SHA will make every attempt to replicate the sinuosity and stream channel length in order to ensure that stream bank erosion and channel incising will not be exacerbated in downstream areas. If replication is not feasible, other measures such as instream structures (e.g., J-Hooks, cross vanes) will be considered. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package and will be included in the Final Environmental Impact Statement and federal permit. | 15 |
| | 4. During stream relocation activities, loss and disturbance to riparian woodlands should be minimized within areas where the newly constructed stream will be located (i.e., future riparian zone) to minimize adverse changes to instream hydrology, and avoid excessive export of nutrients and sediments to downstream areas. Mitigative measures should include: 1) minimizing tree and shrub removal in the work zone, and avoiding, where practicable, cutting of the canopy provided by larger trees; and, 2) installing protective fencing around individual trees or groups of trees that are to be conserved, so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment. | In order to minimize adverse changes to instream hydrology and avoid excessive export of nutrients and sediments to downstream areas mitigative measures will be employed. Tree and shrub removal in the work zone will be minimized and the cutting of the canopy provided by larger trees will be avoided wherever possible. In addition, protective fencing will be installed around individual trees or groups of trees that are to be conserved so that tree root systems and woodland soils are not compacted or otherwise disturbed by heavy equipment. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package and will be included in the Final Environmental Impact Statement and federal permit. | 15 |
| | 5. Best Management Practices should be used during all actions affecting instream waters. | Best Management Practices will be used during all actions affecting instream waters. | 15 |
| COE | Concurrence with minor comments: | | |
| | 1. Recommend SHA acquire the wetland [parcel] at the MD 210/Swan Creek Road intersection, and place it into a conservation easement. COE would count this toward mitigation. | In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions. | 21 |
| USFWS | 1. The Service is disappointed that the SHA did not select Alternatives 5B or 5C which included the construction of HOV lanes. | Alternatives 5B and 5C were not selected primarily because strenuous opposition was voiced by the public to HOV lanes. In addition, these alternatives had higher impacts and costs than Alternative 5A Modified and would have provided more roadway capacity than would be needed for the design year traffic. | 10 |

| | | | |
|---|---|---|---|
| USFWS | 2. The Service recommends that SHA purchase all the necessary right-of-way adjacent to existing MD Route 210 for future HOV lane construction. | Alternative 5A Modified includes the necessary right-of-way to accommodate future HOV lanes in the vicinity of the interchanges. Between the interchanges, very little additional right-of-way would be required in the future to widen MD 210 to provide HOV lanes. SHA is coordinating with Prince George's County to be certain that adequate right-of-way is preserved so as not to preclude such future options as widening for HOV. | 10 |
| | 3. The Service has decided to propose an out-of-kind mitigation option for the remaining 5,735 linear feet of impacts [the remainder of the 9,140 LF of total stream impact not mitigated by the 1,205 LF of Carey Branch relocation and 2,200 LF of Tinkers Creek mitigation]. We recommend that SHA acquire the forested wetland and remaining forested upland located at the southwest quadrant of MD 210 and Swan Road and protect it with a perpetual conservation easement. This parcel of habitat could then be turned over to the adjacent Tantallon South community association as a wildlife sanctuary and buffer to the traffic noise from upgraded MD 210. | In response to agency comments received on the MD 210 Draft Selected Alternative & Conceptual Mitigation package, SHA is proposing out-of-kind mitigation for the remaining unmitigated stream impacts. When funding is available, SHA will acquire the 6.5-acre forested wetland and forested upland parcel located at the southwest quadrant of MD 210 and Swan Creek Road. Preservation of the parcel will be assured through covenants and restrictions. | 21 |
| | 4. To ensure the success of [the Tinkers Creek] restoration effort, the banks and floodplain of this newly constructed channel will need to be planted with a trees and willow stakes. This tree buffer should be at least 75 feet wide as measured from the outside turns on each bank. The Service recommends that the channel be relocated further to the southwest so a mature forest can be reestablished without causing a safety hazard to planes taking off or landing at the airport. | SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation. However, final design commitments on any of these project elements would not be appropriate until further detailed assessment and property ownership issues are investigated. Appropriate wording has been added to the Selected Alternative and Conceptual Mitigation Package. | 20 |

# 2. INTERAGENCY MEETING MINUTES

## INTERAGENCY MEETING MINUTES

| | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Interagency Field Review<br>Date: 4/20/98 (see page VI-285)<br>4/22/03 (see page VI-304) | • Introduce project to agencies 2nd conduct an on-site overview.<br>• Review areas involving possible stream relocation, stream channel lining changes, stream crossings or other major structures to verify the engineering and environmental analysis has been sufficient. | |
| Jurisdictional Wetland Field Delineation<br>Date: 4/25/00 (see page VI-288)<br>4/28/00 (see page VI-288) | • Jurisdictional wetland field delineation with the U.S. Army Corps of Engineers and the Maryland Department of the Environment. | |
| Maryland - National Capital Park and Planning Commission<br>Date: 7/20/01 (see page VI-292) | • Field meeting to discuss issues pertaining to potential impacts to the Henson Creek Stream Valley Park and trail crossing of MD 210. | |
| Wetland Mitigation Site Evaluation<br>Date: 8/23/01 (see page VI-294)<br>9/18/01 (see page VI-294) | • Field review to identify six potential wetland mitigation sites. | |
| Stream Mitigation Site Search<br>Date: 7/22/02 (see page VI-299)<br>8/14/02 (see page VI-299) | • Field review to visit potential stream mitigation sites. | |
| Interagency Field Meeting Invitation<br>Date: 4/4/03 (see page VI-303) | • Invitation to an Interagency/SHA Field Meeting to discuss issues related to potential commitments in the FEIS and Joint Federal/State wetlands permit. | |
| Interagency Review Meeting<br>Date: 7/16/03 (see page VI-307) | • SHA reviewed the Selected Alternative and Conceptual Mitigation package. | |
| Prince George's County Department of Public Works and Transportation<br>Date: 6/25/02 (see page VI-312) | • Present Alternative 5A Modified to Prince George's County officials. | |
| Maryland Office of Planning<br>Date: 3/31/00 (see page VI-314)<br>8/15/00 (see page VI-315)<br>8/29/00 (see page VI-316) | • Meetings held to discuss the project and what SHA needs to do to respond to a letter regarding ARDS. | See pages VI-157<br>VI-159 |

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

**MEMORANDUM**

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Mark Radloff
Project Manager
Project Planning Division

DATE: May 11, 1998

SUBJECT: Project # PG221A11
MD 210 Project Planning Study
MD 228 to I-95/I-495, Prince George's County

RE: April 20, 1998
MD 210 Interagency Field Review Meeting

On Monday, April 20, 1998, an interagency field review meeting was held to introduce the MD 210 project to various agencies and conduct a on site overview. The meeting began at M-NPPC offices in Upper Marlboro and included a discussion of the study purpose, major project issues and potential improvements to be considered. Handouts included vicinity maps, topo maps and ADT charts. The following people attended:

| | |
|---|---|
| Mark Radloff, SHA Project Planning Division | (410) 545-8512 |
| Bill Carver, SHA Project Planning Division | (410) 545-8515 |
| Scott Holcomb, SHA Project Planning Division | (410) 545-5644 |
| Lisa Shemer, SHA Project Planning Division | (410) 545-5642 |
| Patricia Greene, SHA Project Planning Division | (410) 545-8528 |
| Barbara Allera Bohlen, SHA Env. Programs Division | (410) 545-8633 |
| Glen Burton, M-NCPPC | (301) 952-3577 |
| Kelly Huthinson, FHWA | (410) 962 4342 |
| Mary Huie, FHWA | (410) 962 4342 |
| Jamie Stark, EPA | (215) 566 5569 |
| Bob Bull, The Wilson T. Ballard Company | (410) 363-0150 |
| Mark Lotz, The Wilson T. Ballard Company | (410) 363-0150 |

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717



Mark Radloff provided an introduction which included the following points:

- This project planning study serves as a follow-up to the HOV feasibility study completed by SHA in 1997. Although HOV lanes will still be considered in this study, intersection improvements will be the emphasis. Generally, low impact solutions will be considered along with overpasses/interchanges in some areas. No budget amount for the improvements has been established at this time.
- The need for the project is based on heavy peak hour congestion, causing side road traffic at intersections to be delayed through several signal cycles. Traffic attempts to bypass MD 210 by using parallel residential county routes that were not designed for such traffic.
- An alternates meeting/workshop is planned for late fall/early winter 1998.
- MIS requirements will apply; therefore, a full range of solutions will be considered, including a water ferry system on the Potomac River, enhanced bus service, park and ride lots, HOV, etc. The MD 210 corridor is a good candidate for HOV given the higher than usual vehicle occupancy rates that are present.
- A Focus Group has been established with the first meeting to be held on April 28th.
- This study will take into consideration the proposed MD 228 improvements which are funded for construction.

As summarized by Ms. Green, the project area has several environmental concerns, including: several parks (including stream valley parks), historic districts, floodplains and wetlands. The southern portion of the project area is in the Chesapeake Bay Critical Area. SHA will obtain significance determinations for historic properties through coordination with the Maryland Historical Trust and the county's historic preservation division.

Glen Burton suggested that a graphic be prepared at the first Focus Group meeting to determine the geographical representation of the Focus Group.

The meeting continued with a van tour/field visit of the project area. Stops were made at each signalized intersection and observations were made as follows:

**The MD 210/Oxon Hill Road Intersection**

- This intersection will be addressed primarily as part of the Woodrow Wilson Bridge Project.
- The MD 210 Study Team will remain in close coordination with that project to determine if any additional improvements are needed.

**Intersection #1 - Wilson Bridge Drive**

- This is a three-way intersection in close proximity to the I-495/I-295/MD 210 interchange. Possible improvements to be considered include a fourth through lane

NB and/or SB and a "Florida tee", allowing left turns to be made without stopping NB traffic.

**Intersection #2 - Kerby Hill Road/Livingston Road**

- A Variable Message Sign is provided just north of the intersection for NB traffic.
- Major overhead utilities are present.
- A 2'-3' grade difference between the SB roadway and service road is a constraint to slip ramp connection between the two.
- A right turn lane from Kerby Hill Road onto SB MD 210 would be beneficial.
- The geometry of the Kerby Hill Road approach is poor and low impact at-grade solutions may not be available due to the close proximity of existing development and environmental features.
- An at-grade solution which realigns Kerby Hill Road and provides additional lanes at each approach will be considered; it would result in at least two residential displacements. A grade-separated alternative will also be developed which will follow generally the same alignment as the at-grade alternative and includes interchange ramps in the vacant northeast quadrant.

**Intersection #3 - Livingston Road/Palmer Road**

- Similar to Kerby Hill Road, the geometry of the Livingston Road approach is poor, and low impact at-grade or grade-separated solutions that provide major level of service improvement may not be available due to the close proximity of existing development and environmental features.
- Solutions that will be developed primarily consist of lane additions at the intersection approaches and provision of fourth through lanes NB and SB. The merits of accel lanes NB and SB will also be considered.

**Intersection #4 - Old Fort Road (North)**

- Traffic counts will be conducted to determine how the service roads are utilized. Alternatives may be considered which push these service roads further back from the intersection and connect to the next cross road north and/or south.
- An overpass may also be considered; however, the grade west of the intersection may be too steep to tie-in to, and it will not be desirable to provide improvements which increase traffic volumes on the county road system.
- At-grade alternatives will consist primarily of lane additions at the approaches to the intersection and a fourth through lane NB and SB.

**Intersection #5 - Fort Washington Road**

- The Fort Washington Memorial Church sits at the top of a steep slope just east of MD 210. Easterly relocation of the service roads to allow lane additions at the approaches and improved operations for traffic between the service roads and MD 210 would impact church property and a large cross at the top of the slope.





- The service road north of the intersection serves nothing other than the church parking lot and a vacant parcel that is for sale. South of the intersection, the service road serves Grace Lutheran Church and Potomac Knolls subdivision and continues down to the next intersection—Livingston Road. Service road traffic counts will be made at this intersection.
- In addition to service road modifications, at-grade alternatives will consider lane additions at the approaches.
- The steep grade to the west of MD 210 will likely prohibit grade-separated alternatives.
-

**Intersection #6 - Swan Creek Road/Livingston Road**

- The 20-foot wide grassed median in the Swan Creek approach provides a good opportunity for an additional left turn lane. Other improvements that will be included in the at-grade alternative include four through lanes, an additional eastbound through lane and a free right turn from NB MD 210 onto Livingston Road.
- Service road issues will be analyzed in conjunction with the Fort Washington Road intersection. Also, traffic counts/observations will be made to determine traffic patterns related to SB MD 210, north of the intersection, Livingston Road and the entrance/exit to/from Old Fort Village Shopping Center and the nearby hospital.
- Signing to the hospital appears confusing.

**Intersection #7 - Old Fort Road South**

- Traffic volumes drop off significantly south of Swan Creek Road.
- Although conditions lend themselves well to a grade-separation at this intersection, an at-grade solution may be satisfactory.
- The at-grade solution will include an additional left turn lane for each approach and fourth through lanes.

**Intersection #8 - Farmington Road**

- At-grade solutions would provide very acceptable levels of service (LOS B) for current traffic. Although topography may lend itself well to grade separations at this and other southern segment intersections, it would be prudent to put money into the northern intersections.
- At-grade solutions will include an additional lane for the westbound approach and additional lane on the west side of the intersection to allow left and left/through lanes on the western approach.

**Intersection #9 - MD 373**

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- The MD 210 HOV Feasibility Study stated that the existing park and ride in the northeast quadrant will be relocated. This needs to be confirmed. A Food Lion is under construction in this quadrant.
- At-grade solutions will include the widening of the westbound approaches to allow double left turn onto SB MD 210.

Intersection #10 - MD 228

- Substantial at-grade improvements are funded for construction at this intersection as part of a separate project to dualize MD 228 east of MD 210.
- These improvements will be evaluated and further modifications will be considered as part of this study, as warranted.

The SHA thanks the agencies for participating in this Interagency Field Review. This tour was beneficial for the group to get an introduction to the project and potential issues/improvement alternatives. If you should have any questions or comments, please contact Mark Radloff, the SHA Project Manager at (410) 545-8512, or toll free in Maryland at (800) 548-5026.

cc: Attendees
PPD ADC's
Distribution List
Mr. Neil J. Pedersen
Mr. Charlie Watkins

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

**MEMORANDUM**

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Ms. Heather Murphy
Project Manager

FROM: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

DATE: November 20, 2000 (Revised from May 22, 2000)

RE: Contract No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228

A jurisdictional wetland field delineation (JD) for the MD 210 Multi-Modal Study took place on April 25 and April 28, with the U.S. Army Corps of Engineers (COE) and the Maryland Department of the Environment (MDE) in attendance. A supplemental jurisdictional delineation took place on August 1 with MDE in attendance. The purpose of the meetings was to complete the jurisdictional determination (JD) for the entire MD 210 project area.

The first meeting on April 25 included a review of the area adjacent to southbound MD 210. The following people attended:

| | |
|---|---|
| Heather Amick | SHA Project Planning Division |
| Barbara Allera-Bohlen | SHA Environmental Programs |
| Bob Bull | The Wilson T. Ballard Company (WTB) |
| Alex Dolgos | U.S. Army Corps of Engineers (COE) |
| Joe Hamilton | Maryland Dept. of the Environment (MDE) |
| George Harrison | U.S. Army Corps of Engineers (COE) |
| Mark Lotz | The Wilson T. Ballard Company (WTB) |
| Jane Wagner | SHA Project Planning Division |

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The review began at the northern end of the corridor and progressed along southbound MD 210. Comments and/or conclusions regarding each of the wetland areas are summarized as follows, with certain Waters of the U.S. locations addressed in accordance with any field comments noted.

**Waters of the U.S. CB1 (Carey Branch)**

At the time of the field review, a connection between the Wilson Towers Apartments parking area and Oxon Hill Road, west of the apartments, was being considered which required a crossing of CB1. With the exact location and nature of the crossing unknown, George Harrison requested that the crossing be provided in a straight segment of the stream and with an alignment as close to perpendicular to the stream as possible. This proposed connection has been dropped from the MD 210 project since the time of the field review.

South of Kerby Hill Road, the Carey Branch Stream channel moves closer to MD 210 and goes through a box culvert that was constructed as part of a now abandoned roadway. South of this box culvert, the stream is parallel to and immediately adjacent to MD 210. The proposed widening of MD 210 under Alternative 5B or 5C would require relocation of approximately 600 feet of the stream channel, unless a retaining wall is constructed.

Mr. Harrison stated the COE's strong preference for a retaining wall at this location. In addition to alleviating the need for stream relocation, a wall could probably be designed in such a way as to remediate the exposed 12 inch ± water main along the stream channel. It was also concluded that there were several opportunities for stream channel enhancement in this area, including removal of the box culvert to widen the channel, reduce velocities and correct its course; and removal of some large cobbles and slabs of concrete in the channel.

Mr. Harrison noted in general, that shading of Waters of the U.S. and wetlands will not be considered an impact with this project.

**Wetland W-S2**

Accepted as flagged.

**Wetland W-S3A/Waters of the U.S. CB7**

Wetland W-S3A is part of a man-made stormwater management pond. The fenced area, preliminarily designated as entirely jurisdictional wetland, was largely re-designated as Waters of the U.S., with three small pockets remaining as a jurisdictional wetland.

In the vicinity of the Waters of the U.S./wetland system is a low-lying 10+ acre area that appears to have been excavated as a borrow pit at one time. The clear consensus was that this is a prime area for wetland mitigation.

WTB will obtain additional topographic mapping and submit mapping to SHA for additional studies (e.g., archeology).

**W-S3B**

Determined not to be a wetland based on lack of hydric soils.

**W-S4A, S4B, S4C and S4D**

Accepted as flagged.

**BC-1 (West Side of MD 210)**

In conjunction with an option associated with the full diamond interchange (Option C), which is being considered at Old Fort Road North, a lowered mainline grade (6 to 8 feet) is also being considered in order to reduce the steepness of the grade coming west off the overpass and better accommodate the entrance to the Livingston Square Shopping Center. Lowering the mainline MD 210 grade by 6 to 8 feet at the overpass would also require lowering of the invert of the tributary to Broad Creek, both for the pipe under MD 210 and the outfall channel. It appears that this stream channel is heavily silted, and water velocities and flow quantities are relatively low.

Mr. Harrison stated that lowering a stream channel invert is undesirable in general. However, it may be permissible in this situation if an adequate case can be made for lowering the grade based on the safety benefit of reducing the grades on the overpass.

An additional wetland area, to be designed wetland W-S5A, was found adjacent to the Broad Creek tributary west of MD 210. The boundary of this wetland principally follows the 50-foot contour.

**W-S5, W-S6 and W-S7**

Accepted as flagged.

Concern was raised over the 80" diameter Tulip Popular just south of Broad Creek. Every effort should be made to not impact this specimen tree. Although it appears to be just beyond the limits of the taper for the Fort Washington Road interchange ramp the mainline widening grading may impact the tree unless a retaining wall is constructed.

**W-S8**

Accepted as flagged.





**W-S9 and W-S10**

COE representatives found wetlands more extensive in the southwest MD 210/Swan Creek Road quadrant than was indicated by the preliminary delineation flagging. Because of the inclement weather, it was decided not to re-work the boundaries on this day, but wetland ecologists from WTB would re-evaluate the area prior to a follow-up COE for review.

On April 27, this area was completely re-evaluated, including extensive soil probes, and was re-flagged to allow further review by COE representatives. Refer to the section below containing the minutes of the April 28 portion of the JD field review.

**W-S11**

Accepted as flagged.

**W-S12**

Accepted as flagged

**W-S13**

COE representatives directed that this area be expanded, generally to include additional area along Farmington Road and some of Waters of the U.S. area PC-8. In the vicinity of W-S13 is a 5+ acre old field area that may be considered as a potential wetland mitigation site.

Day 2 of the JD Field Review occurred on April 28, 2000. The following attended:

| | |
|---|---|
| Heather Arnick | SHA Project Planning Division |
| Bob Bull | The Wilson T. Ballard Company |
| Alex Dolgos | U.S. Army Corps of Engineers |
| Joe Hamilton | Maryland Dept. of the Environment |
| George Harrison | U.S. Army Corps of Engineers |
| Mark Lotz | The Wilson T. Ballard Company |
| Heather Murphy | SHA Project Planning Division |

**W-S9 and W-S10**

The second day began with an additional review of Wetlands W-S9 and W-S10, which had been re-flagged to include as wetland a larger portion of the southwest MD 210/Swan Creek intersection quadrant that had been preliminarily determined. COE representatives agreed in general with new delineation; however, final boundary concurrence was withheld until the boundaries could be surveyed, plotted on large-scale mapping and reviewed with a COE representative. WTB will proceed with surveying and plotting the re-flagged W-S9 and W-S10

boundaries as soon as possible. The Summary/Follow-up section below contains a summary of the supplemental JD Field Review held for these wetland areas on August 1, 2000.

It appears that there are no practical avoidance alternatives at this location. COE representatives requested that notes be put in the construction specifications prohibiting disturbance outside the footprint of the ramps, and the footprint of the ramps should be minimized as much as possible.

**W-N1A**

Following the W-S9/W-S10 discussion, the second day JD review proceeded onto northbound MD 210 with the southern-most wetland, W-N1A. W-N1A was accepted as flagged.

**W-N1, PC-7**

W-N1 was accepted as flagged. All agreed that the area around W-N1 provided an excellent potential wetland mitigation site. The mitigation site would be created by removing the unused 600-foot long portion of the service road paving south of Chatsworth Drive, allowing the expansion of wetland W-N1 to fill in the 1+ acre area between MD 210 and the residential properties along Jenkins Court South.

Mr. Harrison used water courses in this area to describe how the distinction should be made between roadside drainage, Waters of the U.S. that are not streams and Waters of the U.S. that are streams. Since the COE was in the process of drafting new guidelines for Waters of the U.S., to be adopted later this year, Mr. Harrison stated his intention to research this issue with other COE staff and get back to SHA with some guidance. On June 14, 2000, Mr. Paul Wettlaufer of the COE provided the following supplemental information to clarify these guidelines:

- *Ditches that connect at both ends to a water of the U.S., including wetlands; are jurisdictional.*
- *Ditches that do not connect to a water of the U.S. at both ends can also be jurisdictional provided they intercept groundwater and have an ordinary high water mark.*
- *A ditch that is constructed in a wetland remains a water of the U.S. (i.e., is jurisdictional) provided a high water mark is still present.*

Based on the discussions in the field and the supplemental guidance, the limits of Waters of the U.S. PC-7 were revised and scaled back considerably, as shown on Figure 19 of the JD Mapping Handout (Wetland Report Mapping).

**W-N2**

This large wetland system associated with Piscataway Creek was accepted as flagged without detailed review since no impacts are anticipated.



**W-NA**

Accepted as flagged.

**W-N3A, W-N3B**

Accepted as flagged.

**W-N4**

Boundaries were accepted as flagged. One option under consideration would have provided a right-in/right-out connection at MD 210/Aragona Boulevard and maintained a full connection between Aragona Boulevard and the service road. It was decided to drop this option from consideration based on the projected 1.07-acre wetland impact that would have resulted without substantial benefit in traffic operations.

**W-NBC/BC-2**

Minor adjustments were made to the boundary of W-NBC, expanding the area generally to the east. No impacts to this wetland are anticipated.

A substantial amount of review and discussion took place regarding Waters of the U.S. BC-2. The stream channel comprising BC-2 parallels MD 210 and would be impacted by the proposed ramp connecting the relocated Fort Washington Road overpass to northbound MD 210. Some portions of the channel are concrete lined others are natural but incised, while others are in good condition. This area presents a good opportunity for stream enhancement. COE representatives directed that this area be evaluated thoroughly. Ramp alignment shifts, retaining walls, reducing the number of stream crossings and providing velocity dissipaters should be among the stream protection measures considered.

The idea of reconfiguring the interchange to eliminate the ramp in the northeast quadrant and replacing it with a loop in the southeast quadrant was discussed. It appears that this option would result in more right of way, woodland impacts and earthwork without eliminating all stream impacts. Mr. Harrison recommended that this option be addressed briefly in the document as a minimization measure, but dismissed for the above reasons.

**W-NBC2**

The boundary of this wetland, along Old Fort Road North was expanded to the west and south. No impacts to this wetland are anticipated unless it is decided to not displace the residence in the southeast quadrant of the intersection, in which case a driveway across the wetland would be required.

**W-N5**

Accepted as flagged.

**CB-5**

Waters of the U.S. CB-5, a severely entrenched stream channel that will need to be culverted with the Livingston Road/Kerby Hill Road interchange, was reviewed. This steam could offer limited enhancement opportunity.

**Summary/Follow-up**

At the conclusion of the field reviews, agency representatives declined the offer to discuss wetland functions and values and review data sheets that had been completed.

On August 1, a supplemental JD review was held to reconcile the boundaries of W-S9 and W-S10. Mr. Joe Hamilton of MDE was the only resource agency representative in attendance. Mr. Hamilton concurred with the revised boundary, which had been re-flagged based on comments from the April, 2000 field reviews. The MD 210 Wetland Report mapping depicts the results of the wetland survey.

If there are any additions or deletions to these minutes, please contact Ms. Heather Arnick at 410-545-8526.

cc: Attendees
Mr. Mark Duvall, SHA
Mr. Greg Golden, DNR
Ms. Jamie Stark, EPA
Mr. Robert Zepp, USFWS

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**MEMORANDUM**

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Joseph R. Kresslein JK
Assistant Division Chief
Project Planning Division

DATE: August 13, 2001

SUBJECT: Project No. PG221A11
MD 210 Multi Modal Study
From I-95/I-495 to north of MD 228
Prince George's County

RE: Minutes of July 20, 2001 Meeting with Maryland National Capital Park and Planning Commission (M-NCPPC) Park Representatives

A field meeting was held on July 20, to discuss issues pertaining to potential impacts to the Henson Creek Stream Valley Park and trail crossing of MD 210. The following people were in attendance:

| | | |
|---|---|---|
| Heather Amick | SHA – PPD | 410-545-8526 |
| Marilyn Lewis | M-NCPPC | 301-699-2574 |
| Eileen Nivera | M-NCPPC | 301-699-2522 |
| Mark Lotz | The Wilson T. Ballard Co. | 410-363-0150 |

The following is a summary of the topics discussed.

1. Other than the No-Build Alternative, there are basically two northbound options being considered at the Palmer Road/Livingston Road intersection with MD 210, both of which are grade separations with interchange ramps. The northbound side is the only side of the Henson Creek Stream Valley Park and trail that may be impacted by the interchange. Mainline widening associated with either Alternative 5B or 5C would necessitate some trail reconstruction on both sides of MD 210. Interchange Option A/B consists of a standard diamond configuration, and the ramp in the northeast quadrant results in a 0.11

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acre impact to the park. Option C/D places a loop ramp in the southeast quadrant of the interchange to accommodate the northbound merge while reducing the park impact to 0.01 acre and minimizing wetland and floodplain impact in comparison to Option A/B. Although there is no preferred alternative or option at this time, it appears that Option C/D is not prudent in that it requires a left turn movement, a business displacement and a residential relocation not required with Option A/B.

2. In the case of Alternative 5B or 5C combined with Option A/B, MD 210 would need to be widened. In addition, a ramp would need to be constructed over Henson Creek and the parallel trail on the east side of MD 210. The existing mainline MD 210 bridges, which are individual northbound and southbound structures that were constructed at different times with differing designs, are proposed to be widened rather than reconstructed. Although 12 feet is the desired underclearance for multi-use (including equestrian) trails such as this, the existing MD 210 bridges have an underclearance of 7 to 8 feet over the trail. The proposed northbound ramp has been developed in the alternatives evaluation stage with a 10-foot minimum underclearance at the trail.

3. The Henson Creek trail is known to be heavily used. M-NCPPC representatives requested that trail closures during construction be kept to a minimum, while ensuring the safety of trail users. If closure is required during construction, reopening the trail on weekends should be considered. It was requested that SHA coordinate with M-NCPPC regarding any needed trail closures so that M-NCPPC can provide adequate signing or other notification of trail closure schedules.

4. The area under the span between the northern abutment and pier, where the trail is located, is also an overbank area of the stream where there has been considerable silt accumulation. M-NCPPC representatives requested that SHA consider cleaning out the silt during construction and evaluate measures to permanently avoid silting, such as armoring the banks. It was also requested that any scuppers currently draining directly onto the trail be diverted when construction takes place.

5. To help ensure that these design and maintenance issues are properly addressed during and after construction, Marilyn Lewis will determine the parties responsible for maintenance of the trail area under the bridge and provide the information to Heather Amick.

6. Due to the additional width of the bridge, lighting may be required.

7. The existing trail appears to be approximately 8 feet in width. M-NCPPC requested that SHA consider a 10-foot width in the areas to be reconstructed.

8. This memo will be included in the Comments and Coordination section of the Final Environmental Impact Statement.

cc: Ms. Heather B. Amick, SHA-PPD
Mr. Dennis M. Atkins, SHA-PPD
Ms. Caryn Brookman, FHWA
Ms. Mary Huie, FHWA
Mr. Joseph Kresslein, SHA-PPD
Ms. Marilyn Lewis, MD-NCPPC
Mr. Mark Lotz, WTB
Ms. Eileen Nivera, MD-NCPPC

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Maryland Department of Transportation
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Administrator

**MEMORANDUM**

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Mr. Dennis Atkins
Project Manager

FROM: Joseph R. Kresslein JK
Assistant Division Chief
Project Planning Division

DATE: December 10, 2001

RE: Contract No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Wetland Mitigation Site Evaluation

Six potential wetland mitigation sites have been identified for the MD 210 Multi-Modal project (see attached list of sites). The sites were field reviewed on August 23, 2001 by the COE and EPA, and on September 18, 2001 by MDE. The following people attended the field reviews:

Attendees

| | | |
|---|---|---|
| Heather Amick | Maryland State Highway Administration (SHA) | 410-545-8526 |
| Jack Dinne | US Army Corps of Engineers (COE) | 410-962-6005 |
| Joe Hamilton | Maryland Department of the Environment (MDE) | 410-631-8042 |
| Todd Nichols | SHA | 410-545-8628 |
| Barbara Rudnick | Environmental Protection Agency (EPA) | 205-824-3322 |

Site P-14, which is located within existing right-of-way for MD 210, was previously inspected by the COE and MDE, and was not included in this field review. The COE, EPA, and MDE agree that all six sites should be retained for additional evaluations, in consideration of the following agency comments/observations:

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**Site P15 – Parker Farm (5 acres +)**

Pros:
- Site P15 is considered the best potential mitigation site by all agencies.
- The site is adjacent to the floodplain of Piscataway Creek.
- Development pressure is apparent given a new subdivision to the east.
- The Maryland- National Capital Park and Planning Commission (M-NCPPC) owns the floodplain to the east, and this site could be expanded, preserving the riparian corridor.
- Tile drains have been installed in the center of the field.

Cons:
- Grading could be extensive if the site is maximized. SHA should work with the existing landform and consider water budget in sizing the site.
- Cultural resources may be an issue given the low terrace landscape position along Piscataway Creek.

**Site T1 – Steed Road (2 acres +)**

Pros:
- This recently abandoned pasture is adjacent to the floodplain of Tinkers Creek.
- A good reference wetland site exists nearby on the south side of Steed Road.

Cons:
- The site is owned by M-NCPPC and unlikely to be developed. The project team will investigate the status of this site with M-NCPPC.
- Early successional woody vegetation is established already and it may be best to let natural reforestation continue.

**Site P3 A/B – White Farm (2 acres +)**

Pros:
- The farm is for sale. Development pressure is apparent.
- It is adjacent to the floodplain of Piscataway Creek
- SHA could include preservation of wooded riparian corridor with wetland creation.

Cons:
- Utility constraints exist with the overhead power line.
- The site is comprised of two small fields rather than one larger site.

**Site BB1 – Lusby Farm (2 acres +)**

Pros:
- This active pasture could be restored to wooded riparian corridor along Burch Branch floodplain.

Cons:

- Extent of existing emergent wetlands could limit usefulness of site for wetland creation.
- Overhead power line constraints exist.

**Site P1 – Sherwood Forest (2 acres +)**

Pros:

- The site has a good potential to provide water quality benefit. It may be best to compensate for stream impacts.
- The area used to be a farm pond; it is currently surrounded by a subdivision.

Cons:

- County may have plans to construct a stormwater management pond on this site. The project team will verify the status.
- Existing wetlands in several swales provide water quality benefit.

**General Comments**

- Stream impacts will be extensive for MD 210 project (see Attached Summary of Stream Impact Chart). The Final Environmental Impact Statement must include mitigation for wetland and stream impacts. At the request of the agencies, SHA has initiated a stream restoration site search. Once potential sites have been identified an interagency field meeting will be scheduled to assess the sites and discuss mitigation strategies.

- Mitigation will be required for impacts to perennial and intermittent streams. Ephemeral channels or ditches may not require mitigation.

- SHA should propose a mitigation package that addresses all wetland and waterway impacts and submit the package for agencies to review and comment.

If there are any additions or deletions to these minutes, please contact Ms. Heather Amick at 410-545-8526.

cc: Attendees (w/attachments)
Mr. Dennis M. Atkins, SHA "
Ms. Mary Barse "
Ms. Caryn Brookman, FHWA "
Ms. Emily Burton, SHA "
Ms. Elizabeth Cole, MHT "
Mr. Greg Golden, DNR "
Ms. Mary Huie, FHWA "
Mr. Joseph Kresslein, SHA
Mr. John Nichols, NMFS "
Mr. William Schultz, USFWS "

**MD 210 Multi-Modal Study**
**Recommended Mitigation Sites**
April 2001

| Site I.D. | ADC Map | Sub-watershed | Potential Creation Area (acre) | Tax Map | Parcel Number | Zoning/Use | Property Owner & Mailing Address |
|---|---|---|---|---|---|---|---|
| T-1 | 24 C/D-13 | Tinkers Creek | 2 ac. | 115 | 21 | RE/Exempt | Maryland National Capital Park and Planning<br>Chief Park and Planning Division<br>Parks and Rec-Room 303<br>6600 Kenilworth Avenue<br>Riverdale, MD 20737 |
| BB-1 | 31 G-10 | Burch Branch | 2 ac. | 143 | 12 | RA/Agricultural | Annie E. and Arthur E. Lusby<br>5100 Floral Park Road<br>Brandywine, MD 20613 |
| P-1 | 25 H-7 | Piscataway Creek | 2 ac. | 108 | Grid D2 Parcel A Sherwood Forest | RR/Exempt | Prince George's County<br>Ray Austin Property Management<br>CAB<br>Upper Marlboro, MD 20772 |
| P-3A<br>P-3B | 31 K-6 | Piscataway Creek | 2 ac.<br>0.75 ac. | 134 | 58 | R80/Agricultural | Francis E. and Mary E. White<br>11423 Brandywine Road<br>Clinton, MD 20735 |
| P-14 | 37 E-1 | Piscataway Creek | 0.5 ac. | 152 | Grid A7 | MD 210 r/w | MD State Highway Administration<br>707 N. Calvert Street<br>Baltimore, MD 21202 |
| P-15 | 31 A-9 | Piscataway Creek | 5 ac. | 132 | 230 | Agricultural | Parker Five L.L.C.<br>12720 Parker Lane<br>Clinton, MD 20735 |



683

MD 210 Multi-Modal Study
SUMMARY OF STREAM IMPACTS (LF)

| ID | Resource/ Impact Type | Alt.1 | Alt. 5A Opt. 1 | Alt. 5A Opt. 2 | Alt. 5B Opt. 1 | Alt. 5B Opt. 2 | Alt. 5C Opt. 1 | Alt. 5C Opt. 2 |
|---|---|---|---|---|---|---|---|---|
| CB1 | Carey Branch | 0 | 270 | 270 | 290 | 290 | 290 | 290 |
| | Pipe Extension (Per.) | 0 | 270 | 270 | 290 | 290 | 290 | 290 |
| CB2 | Unnamed Tributary | 0 | 0 | 0 | 640 | 640 | 640 | 640 |
| | Relocation (Per.) | 0 | 0 | 0 | 190 | 190 | 190 | 190 |
| | Relocation (Eph.) | 0 | 0 | 0 | 415 | 415 | 415 | 415 |
| | Pipe ext. (Eph.) | 0 | 0 | 0 | 35 | 35 | 35 | 35 |
| CB3 | Unnamed Tributary | 0 | 0 | 0 | 60 | 60 | 60 | 60 |
| | Pipe Extension (Int.) | 0 | 0 | 0 | 60 | 60 | 60 | 60 |
| CB5 | Unnamed Tributary | 0 | 220 | 220 | 220 | 220 | 220 | 220 |
| | Pipe Extension (Per.) | 0 | 220 | 220 | 220 | 220 | 220 | 220 |
| HC1 | Henson Creek | 0 | 80 | 80 | 95 | 95 | 120 | 120 |
| | Pipe Extension (Per.) | 0 | 40 | 40 | 35 | 35 | 60 | 60 |
| | Bridge (Per.) | 0 | 40 | 40 | 60 | 60 | 60 | 60 |
| HC2 | Unnamed Tributary | 0 | 0 | 0 | 1,120 | 1,120 | 0 | 0 |
| | Relocation (Per.) | 0 | 0 | 0 | 1,120 | 1,120 | 0 | 0 |
| HC4 | Unnamed Tributary | 0 | 0 | 0 | 120 | 120 | 120 | 120 |
| | Relocation (Per.) | 0 | 0 | 0 | 120 | 120 | 120 | 120 |

| ID | Resource/ Impact Type | Alt.1 | Alt. 5A Opt. 1 | Alt. 5A Opt. 2 | Alt. 5B Opt. 1 | Alt. 5B Opt. 2 | Alt. 5C Opt. 1 | Alt. 5C Opt. 2 |
|---|---|---|---|---|---|---|---|---|
| HC5 | Unnamed Tributary | 0 | 460 | 460 | 500 | 500 | 450 | 450 |
| | Relocation (Int.) | 0 | 390 | 390 | 430 | 430 | 390 | 390 |
| | Pipe Ext. (Int.) | 0 | 70 | 70 | 70 | 70 | 60 | 60 |
| HM1 | Hunter's Mill Creek | 0 | 30 | 30 | 40 | 40 | 40 | 40 |
| | Pipe Extension (Per.) | 0 | 30 | 30 | 40 | 40 | 40 | 40 |
| HM2 | Unnamed Tributary | 0 | 30 | 355 | 20 | 330 | 30 | 520 |
| | Relocation (Int.) | 0 | 0 | 325 | 0 | 310 | 0 | 490 |
| | Pipe Ext. (Int.) | 0 | 30 | 30 | 20 | 20 | 30 | 30 |
| BC1 | Broad Creek | 0 | 30 | 500 | 140 | 500 | 140 | 500 |
| | Relocation (Per.) | 0 | 0 | 250 | 0 | 250 | 0 | 250 |
| | Pipe Ext. (Per.) | 0 | 30 | 250 | 140 | 250 | 140 | 250 |
| BC2 | Unnamed Tributary | 0 | 1,410 | 2,955 | 1,935 | 3,030 | 2,125 | 2,985 |
| | Relocation (Per.) | 0 | 110 | 850 | 260 | 850 | 450 | 850 |
| | Pipe Ext. (Per.) | 0 | 50 | 25 | 75 | 80 | 75 | 45 |
| | Relocation (Int.) | 0 | 0 | 310 | 0 | 310 | 0 | 310 |
| | Relocation (Eph.) | 0 | 1,200 | 1720 | 1,550 | 1,720 | 1,550 | 1,720 |
| | Pipe Ext. (Eph) | 0 | 50 | 50 | 50 | 70 | 50 | 60 |
| BC3 | Unnamed Tributary | 0 | 1,810 | 850 | 2,060 | 2,150 | 1,990 | 2,140 |



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| ID | Resource/ Impact Type | Alt.1 | Alt. 5A Opt. 1 | Alt. 5A Opt. 2 | Alt. 5B Opt. 1 | Alt. 5B Opt. 2 | Alt. 5C Opt. 1 | Alt. 5C Opt. 2 |
|---|---|---|---|---|---|---|---|---|
| | Pipe Ext. (Int.) | 0 | 20 | 280 | 50 | 300 | 50 | 290 |
| | Relocation (Eph.) | 0 | 1,760 | 460 | 1,910 | 1,740 | 1,910 | 1,740 |
| | Pipe Ext. (Eph.) | 0 | 30 | 110 | 100 | 110 | 30 | 110 |
| **BC4** | **Unnamed Tributary** | **0** | **40** | **0** | **40** | **40** | **50** | **50** |
| | Pipe Ext. (Per.) | 0 | 40 | 0 | 40 | 40 | 50 | 50 |
| **BC5** | **Unnamed Tributary** | **0** | **20** | **0** | **30** | **30** | **20** | **20** |
| | Pipe Ext. (Per.) | 0 | 20 | 0 | 30 | 30 | 20 | 20 |
| **BC6** | **Unnamed Tributary** | **0** | **0** | **1,580** | **230** | **1,580** | **230** | **1,580** |
| | Relocation (Per.) | 0 | 0 | 1,180 | 0 | 1,180 | 0 | 1,180 |
| | Pipe Ext. (Per.) | 0 | 0 | 0 | 80 | 0 | 80 | 0 |
| | Relocation (Eph.) | 0 | 0 | 400 | 150 | 400 | 150 | 400 |
| **BC7** | **Unnamed Tributary** | **0** | **30** | **40** | **80** | **80** | **80** | **80** |
| | Pipe Ext. (Per.) | 0 | 30 | 40 | 40 | 40 | 40 | 40 |
| | Pipe Ext. (Eph.) | 0 | 0 | 0 | 40 | 40 | 40 | 40 |
| **BC8** | **Unnamed Tributary** | **0** | **0** | **0** | **30** | **30** | **30** | **30** |
| | Pipe Ext. (Per.) | 0 | 0 | 0 | 30 | 30 | 30 | 30 |
| **BC9** | **Unnamed Tributary** | **0** | **0** | **40** | **30** | **40** | **30** | **40** |
| | Pipe Ext. (Eph.) | 0 | 0 | 40 | 30 | 40 | 30 | 40 |

| ID | Resource/ Impact Type | Alt.1 | Alt. 5A Opt. 1 | Alt. 5A Opt. 2 | Alt. 5B Opt. 1 | Alt. 5B Opt. 2 | Alt. 5C Opt. 1 | Alt. 5C Opt. 2 |
|---|---|---|---|---|---|---|---|---|
| **BC10** | **Unnamed Tributary** | **0** | **0** | **90** | **0** | **90** | **0** | **90** |
| | Pipe Ext. (Per.) | 0 | 0 | 90 | 0 | 90 | 0 | 90 |
| **PC1** | **Piscataway Creek** | **0** | **0** | **0** | **40** | **40** | **40** | **40** |
| | Bridge Ext. (Per.) | 0 | 0 | 0 | 40 | 40 | 40 | 40 |
| **PC2** | **Unnamed Tributary** | **0** | **0** | **0** | **100** | **100** | **100** | **100** |
| | Relocation (Per.) | 0 | 0 | 0 | 60 | 60 | 60 | 60 |
| | Pipe Ext. (Per.) | 0 | 0 | 0 | 40 | 40 | 40 | 40 |
| **PC3** | **Unnamed Tributary** | **0** | **0** | **0** | **370** | **370** | **370** | **370** |
| | Relocation (Per.) | 0 | 0 | 0 | 60 | 60 | 60 | 60 |
| | Pipe Ext. (Per.) | 0 | 0 | 0 | 160 | 160 | 160 | 160 |
| | Relocation (Int.) | 0 | 0 | 0 | 50 | 50 | 50 | 50 |
| | Relocation (Eph.) | 0 | 0 | 0 | 100 | 100 | 100 | 100 |
| **PC4** | **Unnamed Tributary** | **0** | **0** | **1,390** | **2,080** | **1,940** | **2,080** | **2,140** |
| | Pipe Ext. (Per.) | 0 | 0 | 100 | 0 | 0 | 0 | 60 |
| | Relocation (Int.) | 0 | 0 | 320 | 320 | 320 | 320 | 320 |
| | Relocation (Eph.) | 0 | 0 | 970 | 1760 | 1620 | 1760 | 1760 |
| **PC5** | **Unnamed Tributary** | **0** | **0** | **0** | **830** | **830** | **830** | **830** |
| | Relocation (Eph.) | 0 | 0 | 0 | 830 | 830 | 830 | 830 |



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| ID | Resource/ Impact Type | Alt.1 | Alt. 5A Opt. 1 | Alt. 5A Opt. 2 | Alt. 5B Opt. 1 | Alt. 5B Opt. 2 | Alt. 5C Opt. 1 | Alt. 5C Opt. 2 |
|---|---|---|---|---|---|---|---|---|
| PC7 | Unnamed Tributary | 0 | 0 | 180 | 1,660 | 1,660 | 1,660 | 1,660 |
| | Relocation (Per.) | 0 | 0 | 180 | 1,660 | 1,660 | 1,660 | 1,660 |
| PC8 | Unnamed Tributary | 0 | 300 | 770 | 770 | 770 | 770 | 770 |
| | Relocation (Per.) | 0 | 300 | 770 | 770 | 770 | 770 | 770 |
| PC9 | Unnamed Tributary | 0 | 0 | 0 | 340 | 340 | 340 | 340 |
| | Pipe Ext. (Per.) | 0 | 0 | 0 | 50 | 50 | 50 | 50 |
| | Relocation (Eph.) | 0 | 0 | 0 | 260 | 260 | 260 | 260 |
| | Pipe Ext. (Eph.) | 0 | 0 | 0 | 30 | 30 | 30 | 30 |
| PC11 | Unnamed Tributary | 0 | 20 | 0 | 130 | 130 | 130 | 130 |
| | Relocation (Eph.) | 0 | 20 | 0 | 130 | 130 | 130 | 130 |
| PC12 | Unnamed Tributary | 0 | 220 | 0 | 410 | 410 | 220 | 220 |
| | Relocation (Eph.) | 0 | 220 | 0 | 410 | 410 | 220 | 220 |
| WS9 | Unnamed Tributary | 0 | 10 | 30 | 50 | 20 | 50 | 20 |
| | Pipe Ext. (Per.) | 0 | 10 | 30 | 50 | 20 | 50 | 20 |
| WS10 | Unnamed Tributary | 0 | 20 | 50 | 50 | 50 | 50 | 50 |
| | Pipe Ext. (Per.) | 0 | 20 | 50 | 50 | 50 | 50 | 50 |

| ID | Resource/ Impact Type | Alt.1 | Alt. 5A Opt. 1 | Alt. 5A Opt. 2 | Alt. 5B Opt. 1 | Alt. 5B Opt. 2 | Alt. 5C Opt. 1 | Alt. 5C Opt. 2 |
|---|---|---|---|---|---|---|---|---|
| Total Waters Affected | | 0 | 5,000 | 9,890 | 14,510 | 17,645 | 13,305 | 16,645 |
| Relocation (Per.) Total | | 0 | 410 | 3,230 | 4,240 | 6,260 | 3,310 | 5,140 |
| Relocation (Int.) Total | | 0 | 390 | 1,345 | 800 | 1,420 | 760 | 1,560 |
| Relocation (Eph.) Total | | 0 | 3,200 | 3,550 | 7,515 | 7,625 | 7,325 | 7,575 |
| Pipe Ext. (Per.) Total | | 0 | 760 | 1,145 | 1,370 | 1,465 | 1,395 | 1,515 |
| Pipe Ext. (Int.) Total | | 0 | 120 | 380 | 200 | 450 | 200 | 440 |
| Pipe Ext. (Eph.) Total | | 0 | 80 | 200 | 285 | 325 | 215 | 315 |
| Bridge Ext. (Per.) Total | | 0 | 40 | 40 | 100 | 100 | 100 | 100 |

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

100-221

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**MEMORANDUM**

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Mr. Dennis Atkins
Project Manager

FROM: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

DATE: December 16, 2002

RE: Contract No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Stream Mitigation Site Search

An agency field review was held to visit potential stream mitigation sites for the MD 210 Multi-Modal Study. The sites were field reviewed on July 22, 2002 and August 14, 2002. The following people attended the field reviews:

**Attendees - July 22, 2002**

| | | |
|---|---|---|
| Prakash Dave | SHA-Bridge Hydraulics Division | 410-545-8355 |
| Joe Dement | Wilson T. Ballard, Inc | 410-363-0150 |
| Jack Dinne | U.S. Army Corps of Engineers | 410-962-6005 |
| Greg Golden | MD Department of Natural Resources | 410-260-8334 |
| Dale Hamel | Prince George's County DPW | 301-499-8515 |
| Don Herring | MD National Capital Park & Planning Commission (M-NCPPC) | 301-699-2574 |
| Mary Huie | Federal Highway Administration (FHWA) | 703-519-9800 |
| Keith Kucharek | SHA-Highway Hydraulics Division | 410-545-8792 |
| Karen Moreland | Prince George's County DPW | 301-499-8507 |
| John Nichols | National Marine Fisheries Service (NMFS) | 410-226-5771 |
| Barbara Rudnick | U.S. Environmental Protection Agency | 205-824-3322 |
| Robert E. Shreeve | SHA-Environmental Programs Division | 410-545-8644 |
| Beverly Warfield | P.G. County Department of Environmental Resources | 301-883-5838 |

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



| | | |
|---|---|---|
| Chuck Weinkam | Coastal Resources, Inc. | 410-956-9000 |

**Attendees - August 14, 2002**

| | | |
|---|---|---|
| Heather Amick | SHA-Project Planning Division | 410-545-8526 |
| Steve Hurt | MD Department of the Environment (MDE) | 410-537-3768 |
| Bill Schultz | U.S. Fish and Wildlife Service (FWS) | 410-573-4536 |
| Chuck Weinkam | Coastal Resources, Inc. | 410-956-9000 |

Two potential stream mitigation sites have been identified for the MD 210 project. Site H-1 is Carey Branch from Wilson Bridge Drive to its confluence with the Henson Creek. The total distance of this potential site is approximately 4,500 linear feet. The Carey Branch site could be divided into several different sites with only SHA implementing those needed to fulfill the final mitigation requirement. Site P-1 is at Potomac Airfield along Tinkers Creek south of Steed Road. This site is approximately 2,000 linear feet (lf). It consists of an incised channel with unstable streambanks that are nearly vertical in some areas.

**Site H-1 – Carey Branch at MD 210**

**Pros:**

- Site H-1 is located along MD 210 and close to proposed impact areas.
- This site offers several options, including (in order of decreasing priority):
  1. Correction of scour pool at downstream end of concrete channel (200 lf).
  2. Stabilization of streambank erosion, removal of channel constriction at old road crossing, and protection of exposed utility line between Kerby Hill Road and MD 210 (400 lf).
  3. Removal of concrete-lined channel between MD 210 and Henson Creek that potentially provides additional flood storage and an expanded riparian zone (1,500 lf).
  4. Reconfiguration of the double-cell structure under MD 210 to facilitate fish passage (200 lf).
  5. Removal of the large concrete-lined channel between Wilson Bridge Drive and Kerby Hill Road and restoration of a natural channel and functional floodplain through this area (2,200 lf).
- Concrete removal appears to be beneficial if flooding concerns can be answered through detailed hydraulics and hydrology studies at the final design stage.
- The scour pool at the downstream end of Carey Branch is a long-term problem that was documented in the 1985 Henson Creek Watershed Study. NMFS also would like to see this project completed to expand the spawning habitat for anadromous fish species.

**Cons:**

- There is a certain level of risk inherent in working with a stream as close to structures as the Wilson Bridge Drive channel restoration project would necessitate (FWS). To a



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lesser degree, the same concerns are present with the concrete-lined channel downstream of MD 210 that also borders an apartment complex.
- Concrete removal and grading could be expensive for the Wilson Bridge Drive channel with little habitat gain (FWS).

Site P-1 – Potomac Airfield on Tinkers Creek

**Pros:**
- Project was liked by all attendees based on obvious need to stop severe bank erosion.
- Project may be able to create a riparian buffer where none now exists if conflicts with airport operations can be avoided.
- Open field with easy construction access and staging.
- Site is privately owned by an owner anxious to cooperate. M-NCPPC recommended this site as it helps to create a contiguous corridor with other properties they own along Tinkers Creek.

**Cons:**
- Full scope of work will not be determined until full geomorphic assessment has been conducted in highway design.

**Follow-Up**

The section of Carey Branch north of the Kerby Hill Road culvert has been dropped from mitigation consideration due to potential problems with flooding and erosion. The project team will be in contact with the agencies regarding proposed mitigation concepts within the next few months.

The above information represents a summary of the essential discussion points of the field review. If any information is incorrect, or if any additions or deletions to these minutes are required, please contact Heather Amick at 410-545-8526.

cc: Attendees
Mr. Dennis M. Atkins, SHA-PPD
Mr. Todd Nichols, SHA-EPD
Ms. Elizabeth Cole, MHT
Ms. Mary Huie, FHWA
Mr. Joseph Kresslein, SHA-PPD





## BACKGROUND

Based on current impact estimates for the project, it is anticipated that mitigation will need to be provided for approximately 3.7 acres of wetland impacts. Replacement ratios for unavoidable wetland impacts are based on the Maryland Compensatory Guidance (1994) and agency coordination on a project-by-project basis, but impacts are generally mitigated according to the following ratios:

- forested wetlands - 2:1 (i.e., 2 acres created for each acre impacted)
- scrub/shrub wetlands - 2:1
- emergent wetlands - 1:1

The impacted areas are a mix of forested, scrub/shrub and emergent wetlands, however, for the purposes of the site search, it has been assumed that 2 acres of wetland may need to be created for each acre impacted. Therefore, it is assumed that at least 7.4 acres of mitigation will be required for the project. Ideally, 5.7 acres will need to occur in the Henson/Broad Creek watershed and 1.7 acres in the Piscataway Creek watershed. To ensure that adequate mitigation acreage is located, the search aims to identify at least 10 acres that would be suitable for the creation of nontidal wetlands.

The watersheds in which the project impacts will occur have undergone a long-term transition from a landscape dominated by farmland to one dominated by urban and suburban development. During this transition, many of the open lands have been developed, while the stream valleys have reverted to forested riparian areas. Many of these riparian areas are under long-term protection as stream valley parks, particularly along the main-stem of Henson Creek and Piscataway Creek tributaries such as Tinkers Creek. Because of current land use in the watersheds to be searched, it is anticipated that the search will need to be particularly thorough to meet the mitigation goals of the project.

## METHODOLOGY

A mitigation site search has been initiated within the Henson/Broad Creek and Piscataway Creek watersheds to identify potential mitigation sites for proposed impacts to wetlands from the MD 210 Improvement Project. Mitigation planning for unavoidable wetland impacts is being carried out in accordance with the sequencing guidelines presented in the Maryland Compensatory Mitigation Guidance (1994). The goal of the search is to locate sites with the highest potential for wetland creation or restoration with emphasis on "in-kind" replacement first on-site and then within the sub-watershed of impact or larger watershed if on-site locations are not available. Although the search is in its initial phases, the search methodology has been developed to provide a thorough

review of potential sites. The primary steps in completing the search are summarized in Table 1, and discussed in more detail below.

| Table 1: Primary Steps in Completing the Mitigation Site Search | |
|---|---|
| 1. | Review of existing data on impacted wetlands, including their functions and values, |
| 2. | Review of existing mitigation site searches in the impacted watersheds to locate any suitable sites that may have already been identified, |
| 3. | Desktop inventories of potential sites using available resource mapping of the impacted watersheds including aerial photographs, soil surveys, topographic mapping and MDNR wetland mapping, |
| 4. | Preliminary windshield level field surveys to verify land cover, landscape position and sources of hydrology and narrow list of sites, |
| 5. | Property owner identification and access requests for suitable sites, |
| 6. | Field investigation of soil types, depth to groundwater and/or availability of surface water inputs, estimated cut required and potential constraints, |
| 7. | Presentation of most feasible sites to regulatory agencies for concurrence. |
| 8. | Negotiations with landowner to acquire top-ranked sites. |

In recent years, a number of mitigation site searches have been undertaken in portions of the Henson and Piscataway Creek watersheds for impacts from improvements along the MD 5 corridor and for the Woodrow Wilson Bridge Replacement Project. The initial phase of the mitigation search, which is currently underway, will review the documentation from these previous searches to determine if any suitable sites were identified that have not already been utilized for mitigation. Although most of the sites investigated in the previous searches were found to be technically unsuitable for mitigation, a number of the sites, particularly those investigated for the Woodrow Wilson Bridge project, may have been dropped due to the specific functional replacement goals of the search. Size or other constraints that are not applicable under the current search may also have precluded a site from consideration that would be suitable for the MD 210 project. Based on preliminary review, it appears that at least four sites that were considered and dropped in the other searches warrant further review.

In addition to reviewing previous mitigation site search reports, additional sites will be identified using the Natural Resource Conservation Service Soil Survey for Prince George's County, USGS topographic maps, digital Maryland Department of Natural Resources (MDNR) wetland inventory maps, digital ortho quarter quads (DOQQ) and aerial infrared photographs. The search will emphasize sites that are:

- non-forested, adjacent to streams or existing wetlands,
- have hydric soils or soils with hydric inclusions,
- in a topographically low landscape position, with slopes less than 3%,
- require less than 5 feet of cut to obtain adequate hydrology, and
- a minimum of 5 acres in size so that a minimum 2 acres of actual wetland creation area is feasible.

A summary roster of all of the sites will then be developed listing the site identifier, site location, name of adjacent stream, underlying soils, watershed, and potential acreage of created wetlands. A preliminary map of each site will also be prepared. Two potential sites have already been identified adjacent to the project site by the SHA during agency field reviews. These sites, as well as those identified in previous searches will be included on the site roster.

Using the roster of sites and site maps, each of the candidate sites will be reviewed from public roadways to confirm land cover observed on the aerial photos. This step is especially important in the rapidly developing watersheds of the study area where land cover can change quickly over time. A digital photographic record will be maintained of each site. Following this review, the roster will be revised and sites will be ranked to eliminate any unacceptable sites. Rankings will be based on the following factors:

- Technical feasibility – existing site conditions conducive to wetland creation including adequate hydrology, potential for poorly drained soils and a low-lying landscape position;
- Potential mitigation acreage – area of the site available for creation;
- Site constraints – factors limiting the viability of the site from a logistical or cost perspective including present land use, presence of utilities, and ease of access.
- Functional replacement value – ability of the site to meet the specific functional replacement goals of the project upon completion.

Research will then be conducted using County land records for the reduced candidate list to determine property ownership. At that time, property access requests can be prepared to further evaluate the viability of the remaining sites in the field.

Upon authorization from landowners, field analysis will be conducted to evaluate soils and depth to groundwater with a hand auger, assess the potential for additional surface hydrology from adjacent wetlands and streams, estimate the amount of cut required for wetland creation and provide further documentation on constraints and functional replacement value. Following field analysis, sites will again be ranked. The most viable sites, typically no more than five, will then be presented to the resource agencies during a field review for concurrence with SHA's evaluations of the sites' ability to satisfy mitigation requirements for the project. Agency recommendations will then be factored into the ranking procedures to develop a hierarchy of sites to pursue negotiations with landowners.

All mitigation activities will be carried in accordance with federal and state regulations. Coordination has been initiated and will be maintained with the USACOE, MDE and other agencies to ensure awareness of project developments and compliance with regulatory requirements concerning wetland impacts and mitigation throughout the planning process.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

MARYLAND DEPARTMENT OF TRANSPORTATION

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

AUG 26 2003

April 4, 2003

RE: Project No. PG221A11
MD 210 Multi-Modal Study
Prince George's County, Maryland

Mr. Paul Wettlaufer
Transportation Program Manager
U.S. Army Corps of Engineers
Baltimore District (CENB-OP-RT)
P.O. Box 1715
Baltimore MD 21203

Attention: Mr. Jack Dinne

Dear Mr. Wettlaufer:

The purpose of this letter is to confirm that an Interagency/SHA Field Meeting has been scheduled for the MD 210 Multi-Modal Project on April 22. The purpose of the field meeting is to discuss issues related to potential commitments in the Final Environmental Impact Statement and the Joint Federal/State Wetlands permit.

The meeting will begin at 9:00 A.M. at the Park and Ride lot on Oxon Hill Road in Prince George's County (see attached map). We will then proceed to tour the project area, stopping at pertinent areas of interest throughout the corridor.

If you have any questions, please contact the Environmental Manager, Heather Amick, at 410-545-8526 or toll free at 1-866-527-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering





by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure

| | | |
|---|---|---|
| cc: | Ms. Barbara Allera-Bohlen, SHA-OED | w/enclosure |
| | Ms. Heather Amick, SHA-PPD | " |
| | Mr. Dennis M. Atkins, SHA-PPD | |
| | Ms. Sara Blumenthal, NPS | " |
| | Mr. Kenneth Briggs, SHA-OHD | " |
| | Ms. Lisa Choplin, SHA-OHD | " |
| | Ms. Elizabeth Cole, MHT | " |
| | Mr. Prakash Dave, SHA-OBD | " |
| | Mr. Andrew Der, MDE | " |
| | Mr. Greg Golden, DNR | " |
| | Mr. Bruce Grey, SHA-PPD | |
| | Ms. Mary Huie, FHWA | " |
| | Mr. Steve Hurt, M/TA (for MDE) | " |
| | Mr. Joseph Kresslein, SHA-PPD | |
| | Mr. Keith Kucharek, SHA-OHD | " |
| | Mr. Mark Lotz, WTB | " |
| | Mr. Paul Matys, SHA-OBD | " |
| | Mr. Kirk McClelland, SHA-OBD | " |
| | Mr. John Nichols, NMFS | " |
| | Ms. Barbara Rudnick, EPA | " |
| | Mr. Bill Schultz, USFWS | " |
| | Mr. Glenn Vaughn, SHA-OBD | |
| | Ms. Chisa Winstead, SHA-PPD | " |
| | Mr. David Whitaker, MDP | |

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

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Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

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**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

**FROM:** Mark D. Lotz
Project Manager
Project Planning Division

**DATE:** July 14, 2003

**SUBJECT:** Project No. PG221A11
MD 210 Multi-Modal Study
Agency Field Review to Evaluate Proposed Structures
and Stream Impacts/Mitigation

A field meeting for the MD 210 project was held on April 22, 2003. The purpose of the meeting was to review areas involving possible stream relocation, stream channel lining changes, stream crossings or other major structures (e.g., retaining walls) to verify that the scope of engineering and environmental analysis has been sufficient to complete alternative selection and final environmental documentation under the streamlined process. The following individuals attended:

| Name | Representing |
|---|---|
| Barbara Allera-Bohlen | State Highway Administration (SHA) – Environmental Programs Division |
| Heather Amick | SHA – Project Planning Division |
| Caryn Brookman | Federal Highway Administration |
| Lisa Choplin | SHA – Highway Design Division (HDD) |
| Prakash Dave | SHA – Office of Bridge Development |
| Joe Dement | The Wilson T. Ballard Company (WTB) |
| Jack Dinne | U.S. Army Corps of Engineers (ACOE) |
| Keith Kucharek | SHA – Community Design Division |
| Mike Hitchings | ACOE |
| Steve Hurt | Maryland Department of the Environment |
| Mark Lotz | WTB |





| Name | Representing |
|---|---|
| Paul Matys | SHA – Bridge Design Division |
| Kirk McClelland | SHA – Office of Highway Development |
| John Nichols | National Marine Fisheries Service |
| Barbara Rudnick | Environmental Protection Agency |
| Bill Schultz | U.S. Fish and Wildlife Service |

**Introduction**

Following introductions, Heather Amick distributed project mapping and discussed the purpose of the meeting and the project schedule. The draft Selected Alternative and Conceptual Mitigation Package was distributed to the agencies in June, with a presentation scheduled for the July Interagency Review Meeting. The FEIS will be finalized this fall, with Location Approval anticipated in early 2004.

Heather summarized the proposed wetland and stream mitigation sites. As a result of prior coordination with agency representatives, Tinkers Creek on the Potomac Airfield property has been identified as the selected stream mitigation site and the Parker Farm property has been identified as the selected wetland mitigation site.

The following is a summary of the areas visited, the issues discussed at each area and direction for follow-up action (if any) at each location:

**Location 1: Segment of Carey Branch just south of Kerby Hill Road**
**Issues/Discussion:**

- Mark Lotz summarized some of the background issues in this segment:
  - This segment is just south of the concrete-lined segment of stream behind the Brookside Park Condominiums and Wilson Towers Apartments that was previously identified as a potential stream mitigation site. Due to SHA and agency concerns this site was dropped from consideration for stream mitigation.
  - This segment of Carey Branch is characterized by poor channel definition and substantial erosion. The stream has migrated close to the existing edge of MD 210, exposing some underground utilities. An abandoned box culvert remains that once accommodated driveway access to a property west of the stream. Agency comments from the Wetland Jurisdictional (JD) Field Review encouraged "cleaning up" this area as part of the MD 210 project, including providing better channelization and removal of the box culvert. The environmental agencies reiterated the request that SHA should improve this

reach of stream at the field meeting. This mitigation would be considered in-kind 1:1 mitigation for this reach of Carey Branch. The approximate impact is 1200 linear feet with the preferred alternative. Therefore, the same amount of in-kind mitigation would be accomplished at this location.

- A future service road may be considered in this area by developers to provide access from Kerby Hill Road to the proposed Henson Square development. All of the MD 210 widening, potential noise barriers and stream relocation (including potential future widening for additional lanes or transit), would fit within the 110 foot of ROW proposed without requiring any ROW from the Indian Hill Manor community, however, ROW from the community may be required should the future developer service road be constructed. There appears to be about a 75-foot buffer between the existing ROW line and the edge of the parking lot for this town home community; therefore, some ROW acquisition may be possible without substantially impacting the community. Any ROW acquisition beyond that needed to accomplish the potential stream relocation associated with the on-ramp for southbound MD 210 would be the responsibility of the developer and would only be included in the Final Environmental Impact Statement (FEIS) in the Secondary and Cumulative Effects Analysis should a development plan be submitted.

- The general consensus was that this segment of stream can be culverted (as opposed to bridged) under the proposed ramps connecting MD 210 to/from Kerby Hill Road. Bill Schultz stated that this is not a prime habitat area. The environmental agencies requested the removal of the old culvert under existing Kirby Hill Rd and to try and daylight as much of the stream as possible .
- Paul Matys and Prakash Dave requested that the mapping and other documentation associated with the SHA-Selected Alternative remain flexible as to the type and shape of proposed culvert, but should acknowledge the likely requirement that the invert be depressed.
- General channel stabilization and restoration of riparian shading should be made part of any work through this area.
- Consideration should be given to placing the proposed noise wall (if warranted) along the shoulder in this area because of the limited space that will be available between MD 210 and the townhome community to fit all potential elements (i.e., acceleration lane, stream relocation, developer service road, and noise barrier).

**Follow-up Activities:**

- Determine the status of the Henson Square development to get a feel for the timing of a potential developer-constructed service road in relation to the MD 210 project.





**Location 2: Palmer/Livingston Road – Henson Creek and Golf Driving Range**
**Issues/Discussion:**

- Impacts to the driving range were discussed, but the agency representatives did not raise any concerns, as it primarily involves right-of-way and structures issues.
- The group discussed in detail matters related to the proposed improvements at the MD 210 crossing of Henson Creek, consisting of complete bridge reconstruction to widen MD 210 to allow for six lanes plus an auxiliary lane southbound, a new bridge for the northbound ramp, and a new hiker/biker trail bridge to provide a connection from Livingston Road to the existing Henson Creek Stream Valley Park trail.
- Agency representatives were concerned over construction methods and maintenance of traffic (MOT). Paul Matys stated that MOT could probably be achieved in three stages. John Nichols stated that the National Marine Fisheries Service would oppose the use of explosives.
- At first inspection of the plans, it appeared that the proposed hiker/biker trail might be too close to MD 210 to perform all grading necessary to tie the proposed trail in with the existing trail. It appears that the ample channel depth in this area may permit the design shown.

**Follow-up Studies:**

- Evaluate placing the hiker/biker trail on the MD 210 structure to save the expense of an additional structure. If the trail remains on separate structure, confirm that the grades permit the location as close to MD 210 as currently shown on plans.
- Coordinate with Maryland-National Capital Parks and Planning Commission (M-NCPPC) to determine maintenance of trail traffic requirements during construction.

**Location 3: Swan Creek Interchange**

- Two interchange options have remained under consideration to this point– Option C and Option G. Option C is generally favored by the owners of the Safeway located in the Old Fort Village shopping center and some Focus Group members for reasons of shopping center visibility and access. However, Option C has approximately 2.0 acres of wetland impact more impact than Option G, and thus may not be permitable since Option G, which was originally suggested by the ACOE, appears to be a feasible and practicable alternative. Access to the hospital would be better with Option G.
- Attendees walked the wooded wetland areas in the southwest quadrant of this intersection and reconfirmed the high quality of this area. With the lack of evidence from the Safeway owner supporting a previous claim that Option G would hurt the shopping center, Option G becomes the only design that the agencies can support.
- Attendees also walked the area behind the shopping center where the alignment of the new service road, critical to the overall operations of the proposed interchange, would be located. Other than concerns with overhead utilities along the shopping

center/hospital property line and hospital helipad proximity, there were no major problems seen with this service road. Only very minor wetland impacts would occur to the major systems to the north and west of the shopping center.

**Follow-up**

- Present findings to the SHA Planning Director to confirm inclusion of Option G in the Preferred Alternative.
- Coordinate with the hospital regarding helipad use and the appropriate regulators regarding air space restrictions for helipads.

**Location 4: Northbound MD 210 at the Fort Washington Road Interchange**
**Issues/Discussion:**

- Mark Lotz explained how the interchange design at this location has been modified during the course of project planning to involve a smaller footprint through smaller ramp radii and use of retaining walls between the mainline and the interchange ramps. The smaller footprint was requested by the agencies to reduce stream and overall grading impacts in the steeply sloped, rolling wooded area to the east of MD 210. The current version reduces stream impacts by 410 LF from the original version. The stream relocation would be approximately 40 to 60 feet east from its current location.
- John Nichols was concerned about the loss in stream linear footage with the proposed stream relocation due to loss in sinuosity. He requested that this loss be documented and the difference mitigated.
- John Nichols requested that project impacts to the forested riparian corridor at all applicable locations be quantified, with the riparian corridor defined as a 300-foot wide band centered on the existing stream
- Agency representatives asked how the impacts to velocities due to loss in gradient will be addressed (i.e., grade control structures). This will be addressed in the design stage.
- Bill Schultz and John Nichols requested 1"=50' scale plans of the stream relocation areas with the recently constructed sanitary sewer line shown. Bill is concerned that the sewer will adversely impact the design of the stream relocation, limiting the amount of meander that could be provided.

**Follow-up Studies:**

- SHA will verify that that the sewer line is correctly shown on the plans and submit plans to Bill Schultz and John Nichols.
- SHA will measure loss of stream/channel length due to relocations and loss in sinuosity as well as impacts to the forested riparian corridor as directed. These impacts will be reported in the FEIS.





This is a summary of the SHA/Agency preferred alternative field review meeting. If you have any questions or concerns, please feel free to contact the Environmental Manager, Ms. Heather Amick, at (410) 545-8526 or the Project Manager, Mark Lotz, at (410) 363-0150.

by: Heather Amick
Environmental Manager

cc: List of Attendees
MD 210 Study Team
Mr. Ken Briggs, SHA - HDD
Mr. Robert Sanders, SHA – PPD
Mr. Chuck Weinkam, Coastal Resources, Inc.

**Maryland Department of Transportation**
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## GENERAL

SHA (Darrell Sacks) welcomed everyone to the meeting and introductions were made. There were no agency requests for presentations.

SHA (Darrell Sacks) announced that free parking for federal and state agency representatives is now available under the JFX.

## STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

SHA distributed *Outstanding Streamlined Process Correspondence*, the *Tentative Schedule of Project Activities*, and the *Three-Month Calendar*.

COE (Steve Elinsky) noted that the July 22 meeting for I-95/Contee Road was canceled.

SHA (Darrell Sacks) announced that ICC meetings would be held in the afternoon after the Interagency Review Meeting, the third Wednesday of each month.

## HANDOUTS

FHWA (Dan Johnson) distributed copies of *Federal Guidance of the Use of the TEA-21 Preference for Mitigation Banking to fulfill Mitigation Requirements under Section 404 of the Clean Water Act*, dated July 11, 2003. FHWA (Dan Johnson) encouraged wetland banking for wetland mitigation using the flexibility available under TEA-21.

**MD 140**
**Carroll County**
**Project Number CL702A11**
**Presentation Focus:** Alternates Retained for Detailed Study
**Project Manager:** Carmeletta Harris (410) 545-8522
**Environmental Manager:** Eric Almquist (410) 545-8533

### *Presentation Summary*

The presentation's purpose was to update agencies on the MD 140 Transportation Improvement Study and discuss the alternates retained for detailed study.

A project planning study was initiated in 1987 to evaluate a bypass around Westminster. Phases I and II of the project were completed and Phase III is under construction. Phase



IV was removed from the Consolidated Transportation Plan (CTP) in 1999 because it did not comply with Smart Growth legislation. Subsequently, a working group was established to develop concepts to accommodate 2025 traffic within the Priority Funding Area (PFA). The project limits extend from Market Street to Sullivan Road.

Preliminary alternates evaluated included Alternate 1, No Build; Alternate 2, Transportation System Management/Travel Demand Management; Alternate 3, Mainline Widening; Alternate 4, Compressed Diamond Interchanges; Alternate 5, Single Point Urban Diamond Interchanges; and Alternate 6, Half Bridge Option.

Three intersections were identified as having a critical need for improvements: Malcolm Drive, Center Avenue, and Englar Road.

Alternates 1, 2, 5 and 6 were recommended for detailed study. Alternate 1, the No Build consists of normal maintenance and safety improvements. Alternate 2 Modified is the TSM/TDM alternate and includes intersection improvements, access consolidation, auxiliary lane additions, signal system optimization, and mainline widening features.

Alternates 4 and 5 are similar except for the interchange type. Therefore, only Alternate 5 was recommended for further study because it addresses the traffic better than Alternate 4.

Alternate 6 carries westbound MD 140 under Malcolm Drive and Center Street and eastbound lanes will remain at grade. At the Englar Road interchange, MD 140 eastbound through lanes would be carried under Englar Road while the westbound lanes would be kept at existing grade.

Alternate 3 was not recommended for further study because it does not substantially improve corridor operation and safety and does not adequately address future travel.

Public involvement has consisted of meetings with the Focus Group and the Carroll County Chamber of Commerce. An Alternates Public Workshop was held and SHA is now developing a newsletter. The location design hearing is scheduled for Winter 2003/2004.

The final ARDS will be submitted in approximately two weeks. Agency representatives are requested to submit comments as soon as possible on the draft ARDS.

### *Issues Discussed*

COE (Steve Elinsky) asked if the project interfered with operations at the Carroll County Air Park and SHA responded that it did not.

FHWA (Caryn Brookman) has provided comments on the ARDS. One comment addresses the failing LOS at Market Street for all alternates. FHWA noted that the intersection requires an additional lane to function and that the additional lane will require extending the project limits. SHA responded that the intersection would be evaluated during detailed study. More traffic studies including critical lane analysis would be completed. Subsequent modifications to the intersection may improve the LOS.

USFWS (Bill Schultz) asked if a project could be constructed if it was shown to fail in the design year. FHWA noted that a design exception could be made if necessary. However, the project should not move forward with a failing intersection because it will create a bottleneck. The limits of the study should be extended if necessary to address the LOS.

MDP (Bihui Xu) asked about the number of lanes at Market Street and SHA noted that there are four lanes.

USFWS (Bill Schultz) asked about the status of the EIS. SHA responded that it would be completed after detailed study. SHA added that there are considerable business impacts but these may be reduced in the next study phase.

MDP (Bihui Xu) asked about the reaction of the public to commuter bus service. SHA stated that the public was not interested at the meeting but SHA is still coordinating with Carroll County.

COE (Paul Wettlaufer) initiated a discussion regarding SHA policy on evaluating projects that have failing LOS in the design year. He noted that there are some commonalities between MD 140, the Intercounty Connector, and the Waldorf Bypass. All involve undertaking considerable expense, substantial impacts to businesses and lots of retaining walls. All are at capacity in the design year. However, for the ICC, SHA is suggesting that some alternates be dropped because they do not provide enough capacity beyond the design year. Since SHA is recommending consideration of a bypass for the other projects, why not consider one for MD 140.

FHWA (Dan Johnson) responded that MD 140 is already a bypass and that it is too early in the process to decide on the final outcome. SHA added that the Market Street intersection will be evaluated in more detail and that there are likely modifications that can be made to improve the LOS.

MDP (Bihui Xu) added that Carroll County has recently updated the Master Plan. The update includes dropping a section of the bypass. COE (Paul Wettlaufer) commented that it seems shortsighted to drop the bypass from the plan if the LOS fails in 2023. SHA added that a bypass was evaluated for MD 140 but that it was dropped because it did not comply with Smart Growth. Thus, SHA has to fit the project within the existing corridor.



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**US 15/MD 26**
**Frederick County**
**Project Number FR406A11**
**Presentation Focus:** SHA Selected Alternate (Courtesy)
**Project Manager:** Russ Walto (410) 545-8547
**Environmental Manager:** Sarah Michailof (410) 545-8563

***Presentation Summary***

SHA reviewed the project history. The project was initiated in July 2001. Various public meetings have been held on the project including the public hearing, which was held in January 2003.

During the Alternates Retained for Detailed Study (ARDS) phase, the project was dropped from the streamlined process because it had minimal environmental impacts. A Categorical Exclusion may be adequate for environmental documentation.

SHA has chosen Alternate 2 as the Selected Alternate based on comments and coordination with the public and local governments.

Right-of-way acquisition is 1.2 acres. No floodplains, wetlands, woodlands streams, waters of the US, or rare, threatened or endangered species will be affected by the project. Section 106 coordination has been completed and there are no impacts on historic resources.

It was noted that the project is not funded for design.

***Issues Discussed***

There were no comments on the project.

**MD 210 from I-95/I-495 to MD 228**
**Prince George's County**
**Project Number PG221A11**
**Presentation Focus:** Selected Alternate and Conceptual Mitigation
**Project Manager:** Mark Lotz (410) 363-0150
**Environmental Manager:** Heather Amick (410) 545-8526

***Presentation Summary***

SHA reviewed the Selected Alternative and Conceptual Mitigation package. The purpose of the project is to address poor levels of service at project area intersections and to improve safety. Current ADTS range from 43,000 to 68,000 vehicles per day (vpd). Projections for 2020 are for 62,000 to 93,000 vpd.

The no-build and three build alternates were retained for detailed study as well as two intersection options. Alternate 5A Modified was developed after the June 2001 public hearing to address strong public opposition to MD 210 HOV and to avoid precluding future widening of MD 210 for possible transit, HOV, or general use capacity needs.

Alternative 5A Modified was identified as the selected alternate in June 2003. The Selected Alternate addresses purpose and need with lower cost and impacts than Alternates 5B and 5C; responds to public opposition to HOV lanes; and does not preclude future widening.

Alternate 5A Modified includes capacity option 2 intersection improvements. Six intersections will be converted to interchanges and three will remain at-grade. Alternate 5A modified does not include widening of MD 210 except for auxiliary lanes near interchanges and intersections. HOV lanes are not included. The overpass abutments will be set back to accommodate the Alternative 5C footprint.

The project area near the intersection of MD 210 and Fort Washington Road contains many natural resources and extensive coordination with agency representatives was conducted as part of the design process. SHA defined the riparian corridor impacts as requested by NMFS. Stream relocation will be required at this location but wording regarding the potential for retaining wall construction will be included.

SHA reviewed the environmental impacts. There are no cultural resource impacts. Noise barriers will continue to be evaluated. There are some parkland impacts and SHA is coordinating with MNCPPC regarding these impacts. Woodlands will be replaced on a 1:1 basis.

Two mitigation sites are proposed and both are located in the Piscataway Creek watershed. The Parker Farm wetland mitigation site includes an existing farm that is

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under development pressure. The site includes eight acres of wetland creation and 16 acres of wetland preservation. Both surface and groundwater hydrology sources are available. Topsoil will be stockpiled during grading for use in the wetland area. An archeological site identified near the mitigation site is being avoided. DNR (Greg Golden) asked if the landowner would stay on the land. SHA responded that the parcel is part of a larger farm and did not include the residence.

The Tinkers Creek mitigation site will link surrounding MNCPPC parkland corridor and continue SHA restoration efforts in the Tinkers Creek watershed. Stream restoration will include reconnecting the stream with its historic floodplain, creating a natural channel platform, enhancing the riparian buffer, strengthening and stabilizing the stream banks, stabilizing the storm drain outfall channel, and providing fish passage over the exposed sanitary sewer line.

SHA (Heather Amick) stated that COG approval had been received but there have been no other comments to date.

***Issues Discussed***

BMC (Candace Tan) asked about current levels of service. SHA responded that the project area problems are mostly due to through traffic. The side roads have lower volumes.

USFWS (Bill Schultz) asked about reforestation near the mitigation area. SHA responded that reforestation is not an option because of FAA regulations. Shrubs are the only woody vegetation permitted in the channel area.

NMFS (John Nichols) stated that he would provide comments on the package. He expressed disappointment that the lower part of Carey Branch was dropped from mitigation plans. He noted that Carey Branch is a tributary of Henson Creek, a known spawning area for river herring. He approved of inclusion of the Parker site however he wants more threatened areas of Piscataway Creek to be included for preservation.

NMFS (John Nichols) asked if the wetland preservation area on Parkers Farm included all wetlands. SHA responded that it is all floodplain though it has some upland areas within the floodplain. COE noted that the area proposed for wetland creation was drained for agricultural use.

COE (Steve Elinsky) asked about relocation impacts. SHA responded that during the study, worst-case impacts were assumed so the proposed mitigation will compensate for all of the relocation impacts.

COE (Paul Wettlaufer) requested that SHA purchase the Swan Creek wetland area property, as part of project mitigation, to preclude future development. COE commented that SHA had done a good job of wetland avoidance at the Swan Creek interchange.

USFWS (Bill Schultz) asked about construction of a noise wall at Swan Creek. SHA responded that the barrier south of Swan creek will be retained for further study.

DNR (Greg Golden) asked about the problems with HOV lanes. SHA responded that HOV lanes were seen as a negative impact on local residents for the benefit of Charles County commuters.

USFWS (Bill Schultz) asked if Tinkers Creek could be moved in case the airfield expands. SHA responded that some shifting is possible but is limited by the sewer line and the hill. COE asked if there were plans for expansion of the airfield and SHA responded that there were no plans at this time.

**Section 100: I-95, I-895 (N) Split to North of MD 43 (by MdTA)**
**Baltimore City and CountyPresentation Focus:** Project Initiation Kick-off
**Project Manager:** Melissa Kosenak, Maryland Transportation Authority
**Environmental Manager:** Andy Smith, McCormick,Taylor and Associates

***Presentation Summary***

MdTA (Pamela McNicholas) handed out a distribution package to agency representatives for this project. The distribution package included the following: a revised Draft Purpose and Need Statement, a cover letter transmitting the revised Draft Purpose and Need Statement, a Draft Purpose and Need Concurrence form, a Draft Agency Scoping Meeting Agenda, and a Draft Meeting Preview sheet.

MdTA announced that project planning studies are beginning for Section 100 to address safety and capacity issues. The study area extends from the I-895 (N) split to north of MD 43. She noted that FHWA will be the lead agency for the study. She also announced that Project Initiation notices were published in July.

An agency scoping meeting will be held August 13 and MdTA will be sending a confirmation notice to representatives. The field portion of the meeting will focus on wetland and stream enhancement/mitigation.

The information package distributed includes a Draft Agency Scoping Meeting agenda. Comments on the agenda or other parts of the package should be submitted to Roxane Mukai, MdTA, Director or Planning.



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MdTA has revised the purpose and need statement with updated traffic volumes and forecasts. The purpose and need statement has also been revised to be more consistent with recent CEQ guidance (CEQ letter dated May 12, 2003, addressed to Secretary Minetta, Department of Transportation). The letter suggests that purpose and need statements are typically one or two paragraphs long. MdTA revised the Section 100 Purpose and Need statement to one page with the supporting documentation included as an Appendix. MdTA is seeking comments/concurrence from agencies on the Purpose and Need statement, and hopes to receive concurrence by September 2003. The purpose and need statement will be discussed in more detail at the upcoming meeting.

***Issues Discussed***

There were no comments on the I-95 presentation.

**Other Discussion**

COE (Paul Wettlaufer) asked about SHA interpretation of the new guidance. For the ICC, SHA is not planning to obtain concurrence for the Purpose and Need. FHWA (Dan Johnson) mentioned that the ICC is different since it falls under the Federal Executive Order as one of the priority transportation projects. COE (Paul Wettlaufer) noted that SHA's streamlined process includes concurrence on purpose and need and allows the Draft EIS to be used as a permit application. However, if the process is not followed for the ICC, a separate Section 404 permit application will be required as well as a separate public hearing. SHA (Cynthia Simpson) stated that these issues could be discussed in more depth at the afternoon ICC meeting.

**MATERIALS DISTRIBUTED**

Three-Month Calendar
Tentative Schedule of Project Activities
Outstanding Streamlined Process Correspondence

**ATTENDANCE**

| Name | Representing | E-mail |
|---|---|---|
| Eric Almquist | State Highway Administration | ealmquist@sha.state.md.us |
| Carmeletta Harris | State Highway Administration | charris@sha.state.md.us |
| Joe Kresslein | State Highway Administration | jkresslein@sha.state.md.us |
| Keith Kucharek | State Highway Administration | |
| Prakash Dave | State Highway Administration | |
| Sarah Michailof | State Highway Administration | |
| Nadia Pimentel | State Highway Administration | |

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| | | |
|---|---|---|
| Darrell Sacks | State Highway Administration | dsacks@sha.state.md.us |
| Alvaro Sifuentes | State Highway Administration | asifuentes@sha.state.md.us |
| Cynthia Simpson | State Highway Administration | |
| Chisa Winstead | State Highway Administration | |
| Jim Wynn | State Highway Administration | jwynn@sha.state.md.us |
| Candice Tan | BMC | ctan@baltometro.org |
| Greg Golden | MD Dept. Natural Resources | ggolden@dnr.state.md.us |
| Larry Hughes | MD Dept. Natural Resources | lhughes@dnr.state.md.us |
| Bihui Xu | MDP | bxu@mdp.state.md.us |
| Tim Tamburrino | MHT | tamburrino@dhod.state.md.us |
| Keith Duerling | MdTA | |
| John Nichols | NMFS | john.Nichols@noaa.gov |
| Caryn Brookman | Federal Highway Administration | caryn.brookman@fhwa.dot.gov |
| Dan Johnson | Federal Highway Administration | danw.johnson@fhwa.dot.gov |
| Denise King | Federal Highway Administration | denise.winslow@fhwa.dot.gov |
| Bill Schultz | US Fish and Wildlife Service | bill_Schultz@fws.gov |
| Steve Elinsky | USACE | steve.elinsky@usace.army.mil |
| Paul Wettlaufer | USACE | |
| David Griffin | MT/A – MDE | smhurt@mccormicktaylor.com |
| Barbara Rudnick | EPA | rudnick.barbara@epa.gov |
| Ray Moravec | URS | |
| Brian Horn | RKK | |
| Chuck Weinkam | CRI | |
| Pam McNicholas | MTA | |
| Noreen Kirkpatrick | Greenhorne & O'Mara, Inc. | nkirkpatrick@g-and-o.com |



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**MEMORANDUM**

**TO:** Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

**FROM:** Dennis M. Atkins
Project Manager
Project Planning Division

**DATE:** June 28, 2002

**SUBJECT:** **MD 210: Meeting with Prince George's County – Meeting Minutes**

A meeting for the subject project was held on June 25, 2002, at the Prince George's County Government Offices.

The purpose of this meeting was to share with Prince George's County Department of Public Works and Transportation the progress and status of developing alternatives for the MD 210 project. The following members were in attendance:

| Name | Representing |
|---|---|
| Robert Boot | SHA - PPD |
| Melissa Kosenak | SHA – PPD |
| Doug Simmons | SHA - OPPE |
| Mark Lotz | Wilson T. Ballard |
| Cicero Salles | Prince George's DPW&T – O/D |
| Jim Raszewski | Prince George's DPW&T – O/T |
| Jim Wilson | Prince George's DPW&T – OPM |
| Dale Cappage | Prince George's DPW&T – O/D |
| Amir Asghari | Prince George's DPW&T – O/E |
| Rick Gordon | Prince George's DPW&T – O/T |
| Dawit Abraham | Prince George's DPW&T – O/E |
| Betty Hager Francis | Prince George's DPW&T - Director |

**Project Update**
Doug Simmons introduced the project with a brief review of the history and status of the project. Betty asked if the project had any design funds. Unfortunately at this time, no design funds have been allocated for the MD 210 Project Planning Study.

Bob Boot then reviewed the results of the Public Hearing and comment period. The majority of the comments opposed HOV, while there was support for the interchange options. SHA has coordinated over the past year with internal divisions to refine the interchange options and to receive buy-in for the proposed alternative. Bob then introduced Alternative 5A Modified with an overall summary of the alternative, which would not include High Occupancy Vehicle (HOV) lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction with auxiliary lanes to facilitate interchange operations, would require a separate project planning study.

Mark Lotz then reviewed Alternative 5A Modified in more detail focusing on specific issues at each interchange. The following sections more specifically address each intersection:

Livingston/Kerby Hill Road
Mark reviewed the difficulties with this interchange including the service road and the transit issue. Betty stated that this would be an excellent time to improve bus circulation to accommodate pedestrians.

Palmer/Livingston
It was mentioned that the County Council did not approve the Henson Square rezoning.

Old Fort Road North
Betty wanted to make sure the study retained the concept of reducing the SB ramp profile to maximize visibility to the Livingston Square Shopping Center. We assured her that this concept would be kept.

Fort Washington Road
No comments.

Livingston/Swan Creek Road
Betty liked the new concepts that we developed to address the visibility issue for the shopping center.

Old Fort Road South
No comments

Farmington Road & MD 373
No comments

We then reviewed the project schedule and the next steps to be taken to get to an alternative decision. An Administrator's Review is scheduled for July 2nd. Betty stated that she should draft a letter from the County Executive giving support for the project sometime this summer.

By: _____
Robert A. Boot, Jr.
Assistant Project Manager
Project Planning Division

cc: List of Attendees
Mr. Robert Sanders

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: File

DATE: June 22, 2000

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG 221 A11

RE: Coordination with the Maryland Office of Planning
March 31, 2000
In response to their letter dated 12/15/99

A meeting was held on Friday, March 31, 2000 to discuss SHA's response to a letter received from the MD Office of Planning regarding the Alternatives Retained for Detailed Study for the above referenced project. Those in attendance included:

| | |
|---|---|
| Dave Whitaker | MD Office of Planning |
| Bihui Xui | MD Office of Planning |
| Heather Murphy | SHA Project Planning Division |
| Jane Wagner | SHA Project Planning Division |
| Heather Amick | SHA Project Planning Division |

Heather Murphy began by giving a brief history and an overview of the MD 210 project planning study. A map of the surrounding region with the Priority Funding Areas (PFA) shaded in green was reviewed indicating that the majority of the project is contained within the PFA except for a few pockets such as the Broad Creek Historic District.

The map also depicted the results of a license plate survey performed in November 1996. This information showed that approximately 40% of the traffic just south of the Capital Beltway originated in Charles County.

The Washington Council of Governments' (Wash COG) traffic model indicates that 40% of MD 210 traffic is destined for the Woodrow Wilson Bridge (WWB), 40% travels up I-295 and 20% travels east on I-495. SHA is carrying an HOV (High Occupancy Vehicle) alternative forward for MD 210 in order to facilitate the HOV system being planned for the region, and that is included on the future WWB.

My telephone number is _____ _____ _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717



The question was raised if the development pattern that exists today will continue into the future or will it be influenced by our project? Heather responded that some developments may not occur until we upgrade MD 210. SHA is still investigating the effects of the proposed MD 210 alternatives on future land use through the Secondary and Cumulative Effects Analysis that will be included in the Environmental Impact Statement.

In response to public comments received at the Alternatives Workshop held in December 1998, SHA has included interchanges as options for 6 of the 9 intersecting roadways and HOV direct connect ramps to the I-295 "S" curve ramps. There are remaining access issues associated with the Brookside Condos/Apartments located at Wilson Bridge Drive. SHA proposes to eliminate the signal and left turns at that location, allowing right-in/right-out access only. SHA is still investigating an additional connection at this location.

Heather went on to describe the current Alternatives is greater detail. Mr. Whitaker asked whether the proposed National Harbor development is projected to influence our traffic data. Heather said it amounts to about 6% of the daily traffic, non-peak because it's an entertainment destination.

Mr. Whitaker agreed that there is a lot of potential for HOV in this corridor and that it makes sense to locate park & ride facilities in the southern portion of the project and to include the enhanced transit services in support of the HOV lanes.

Mr. Whitaker asked how bicycles are being accommodated and Heather replied that there are paralleling local roads throughout the region. The proposed overpasses will include a 16' outside lane and sidewalks in order to facilitate bicycle and pedestrian traffic and mainline MD 210 will have an 8' shoulder.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: Heather Murphy
Heather Murphy
Project Manager
Project Planning Division

cc: attendees

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Attendees

DATE: August 29, 2000

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG 221 A11

RE: Coordination with the Maryland Deaprtment of Planning & MDOT
August 15, 2000

A meeting was held on Wednesday, August 15, 2000 to discuss the above referenced project and what SHA needs to do to respond to a letter received from the MD Department of Planning (MDP) regarding the Alternatives Retained for Detailed Study for the above referenced project. Those in attendance included:

| | |
|---|---|
| Dave Whitaker | MD Office of Planning |
| Bihui Xui | MD Office of Planning |
| Doug Haligan | MDOT |
| Doug Simmons | SHA Regional and Intermodal Planning |
| Cynthia Simpson | SHA Project Planning Division |
| Bruce Grey | SHA Project Planning Division |
| Joe Kresslein | SHA Project Planning Division |
| Heather Murphy | SHA Project Planning Division |
| Jane Wagner | SHA Project Planning Division |
| Amy Hribar | SHA Project Planning Division |
| Ed Strocko | MDOT |
| Meg Andrews | MDOT |

Heather Murphy began by giving a brief history and an overview of the MD 210 project planning study. A map of the surrounding region with the Priority Funding Areas (PFA) shaded in yellow was reviewed indicating that the majority of the project is contained within the PFA except for a few pockets such as the Broad Creek Historic District. Another map also depicted the results of a license plate survey performed in November 1996. This information showed that approximately 40% of the traffic just south of the Capital Beltway originated in Charles County.

The agenda for the meeting included two main issues; defining adequate access controls along MD 210 and the process to define connecting PFA's.

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A question was raised about the definition of connecting PFA's. Bihui suggested that connecting PFA's should require greater than 50% of the trips using the improved highways to and from the PFA areas. Heather remarked by saying that the problem is that the transportation analysis zones will never match PFA's. The zipcode and license plate survey gave a general idea, but the area is too large to pinpoint the origin and destination of people. More than 50% of the trips would be from the PFA since they are more densely populated regions.

A comment suggested that the 50% threshold might hinder the progress with some of the state projects. It was questioned what criteria were used to determine that 50% would be considered enough traffic volume to connect PFA's. The justification for the number was not given or explained.

In any case, will we have to prove where traffic is coming from and going to? Is there an easier way to look at this problem?

Along MD 210, does connecting PFA's refer to the holes present along the corridor or rather connecting major PFA's, Charles County and Prince George's County? The map was reviewed and Heather explained why regions along MD 210 may lie outside the PFA areas. Some of the areas were developable, but other areas held environmental constraints designated as steep slopes, critical areas, wetlands, or parkland. If the entire projects limits were in the PFA, the issue with Charles County would still exist, but it would not technically be a Smart Growth concern.

Access points along the corridor as well as the interchange locations were identified. This project does not provide any new access points along MD 210, some of the points are combined. What is meant by adequate access control? It is important not to place a new access point in non-PFA areas and make improvements at intersections.

Is the project going to promote growth outside the PFA's? Plans already exist for development in Charles County. The MD 210 project may affect the timing of this development. There is a possibility that HOV may not extend the whole way down MD 210. Does this improve the Smart Growth argument? Yes, capacity would decrease in the south.

What is necessary to move the project forward? Dave said that MDP will respond in a week. Project Planning is moving forward with the project and more information is needed for the draft environmental document. Since this is a linear project that is not entirely in the PFA, what criteria must be met with this situation?

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: Heather Murphy
Heather Murphy
Project Manager
Project Planning Division

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Attendees

DATE: September 28, 2000

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG 221 A11

RE: Coordination with the Maryland Department of Planning & MDOT
August 29, 2000

A meeting was held on Tuesday, August 29, 2000 to discuss the above referenced project and what SHA needs to do to respond to a letter received from the MD Department of Planning (MDP) regarding the Alternatives Retained for Detailed Study for the above referenced project. Those in attendance included:

| | |
|---|---|
| Jim Noonan | MD Office of Planning |
| Dave Whitaker | MD Office of Planning |
| Bihui Xui | MD Office of Planning |
| Doug Haligan | MDOT |
| Cynthia Simpson | SHA Project Planning Division |
| Joe Kresslein | SHA Project Planning Division |
| Heather Murphy | SHA Project Planning Division |
| Amy Hribar | SHA Project Planning Division |
| Heather Aimck | SHA Environmental Management |
| Gay Olsen | SHA Project Planning Division |
| Ed Strocko | MDOT |
| Meg Andrews | MDOT |

The meeting began with a discussion concerning regions along the MD 210 corridor that lie outside the Priority Funding Areas (PFA's). The locations along the corridor were identified and the land uses in these areas were described.

Two sections along the corridor were outside the PFA. The first area is located between Oxon Hill Road and Fort Washington Road. From the master plan, the land is zoned estate. This allows no more than one house per acre. There is a large portion of the land that is wetlands or is a conditional reserve area. The area has moderate constraints on the ability for development.

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The second area is located south of Piscataway Park. The master plan proposes an expansion of the park where the land is already zoned MNCPPC. GIS data has revealed that a large section of the land is historic. The area between Bryan Point Road and Farmington Road is zone as suburban estate and low suburban areas. The elevation of the area is very low near the roadway height reaches between 17 and 25 feet.

Questions were raised as to what was used to define the PFA's. The county began by taking out all areas of land that can not be developed. The PFA was supposed to target areas within the county's growth areas. With this background we need to establish criteria for connecting PFA's.

The current project has both ends within the PFA and a certain percent of traffic is also within the PFA. Who is generating the traffic? About 40% of the traffic originates from Charles County. About 47% of the traffic originates from areas along the project corridor. We can make an assessment that nearly 60% to 70% of traffic is originating from within the PFA. There is not a defined percent that needs to travel to connect PFA's. Where is the traffic going?

The license plate surveys were very labor intensive and didn't seem like an adequate way to define connecting PFA's. If this approach is not feasible, what else can we come up with? What should be done to land areas that are outside the PFA and are already developed to a scale that is not dense enough to be called a PFA?

There was a lengthy discussion concerning the intent of the Smart Growth Legislation and how the MD 210 project and other projects are justified under the law. The following are major questions that came out of the discussion.

Does the project meet the intent of the smart growth legislation? Will a written paper explain the relationship to the smart growth legislation? Does it make a difference that the widening is basically for HOV use, and no more access points are being created from the project?

SHA will write a paper justifying that the MD 210 project is consistent with Smart Growth Legislation.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: Heather Murphy
Heather Murphy
Project Manager
Project Planning Division

cc: Attendees
Ms. Gay Olsen

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# 3. SECTION 106 AND GENERAL AGENCY COORDINATION

## SECTION 106 AND GENERAL COORDINATION CORRESPONDENCE

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Maryland Historical Trust<br>Date: 4/14/98 (see page VI-320)<br>10/16/00 (see page VI-325)<br>12/8/00 (see page VI-330)<br>2/27/01 (see page VI-336) | • Provided the Eligibility Determination Table and Concurrence for the J.R. Lee Manning House.<br>• Assessed the Archeological Identification Survey.<br>• Concurrence for the Phase I Archeological Survey.<br>• Concurrence of Historic Resources which are eligible for the National Register of Historic Places. | See page VI-318<br>VI-323<br>VI-326<br>VI-332<br>VI-334<br>VI-337<br>VI-339a |
| Maryland-National Capital Park and Planning Commission<br>Date: 11/25/97 (see page VI-340)<br>Date: 3/26/02 (see page VI-344)<br>3/22/01 (see page VI-342)<br>1/6/04 (see page VI-345) | • Concur no adverse impact to Oxon Hill Manor or J. R. Lee Manning House.<br>• Request landscaping to minimize visual impact to the Broad Creek Historic District.<br>• Concurrence for the proposed minimization and mitigation measures for Henson Creek Stream Valley Park. | See page VI-343 |
| Maryland Department of Natural Resources<br>Date: 2/5/03 (see page VI-347)<br>3/10/03 (see page VI-348) | • Provided information on the presence of fish species in the vicinity of proposed wetland and stream mitigation studies.<br>• Provided information about rare, threatened or endangered plants or animals within project site. | N/A |
| U.S. Department of the Interior Fish and Wildlife Service<br>Date: 3/12/03 (see page VI-349) | • Comments on presence of species federally listed or proposed for listing. | N/A |



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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

March 2, 1998

Re: Project No. SP503B48
MD 210: I-495 to MD 228 Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Attention: Ms. Anne Bruder

Dear Mr. Little:

This letter serves to transmit the draft **Historic Structures Identification Study for MD 210: I-495 to MD 228.** The study identifies and evaluates historic resources in a narrow corridor surrounding MD 210 (Attachment I) in compliance with Section 106 of the National Historic Preservation Act, as amended, in anticipation of future efforts to alleviate traffic congestion and improve efficiency and safety along the roadway.

Based on a summer 1997 meeting with Maryland Historical Trust (MHT) staff, this study represents a thorough investigation into the history of the area with full survey for only a small percentage of the mid-twentieth century resources included in the area of potential effects. The remaining thirty resources have been documented with black and white photographs and determination of eligibility forms (DOEs) briefly describing the structures.

The study definitively recommends two resources within the APE as eligible for the National Register; the J.R. Lee Manning House (83-16) and the Broad Creek Historic District (80-24). Although the report recommends Salubria (80-2) as potentially eligible, SHA is aware that fire damage to the great house has severely compromised the integrity of the main structure. The condition of the property prompted MHT to concur with a determination that the property was ineligible in 1989. While SHA respects that the structure itself is no longer eligible under Criterion C, the presence of other structures, such as the log building and slave cabin, and the continued association with the family of John Bayne, a prominent national figure key to the historic context for the MD 210 study area, prompted SHA to suggest that the property overall may retain the requisite integrity to be considered National Register eligible.

My telephone number is _____

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**Review Request**

Please review the report enclosed. By April 6, we seek your signature on the line below, documenting your concurrence with SHA's determinations of eligibility (Attachment II) for the resources identified in the MD 210 study. Please call Ms. Jill Dowling at (410) 545-8559 should you have any questions.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Cynthia D. Simpson
Cynthia D. Simpson
Deputy Division Chief
Project Planning Division

Concurrence:

_____ _____
State Historic Preservation Office Date

Attachments: I. Environmental feature map generally illustrating APE
II. Eligibility table for MD 210 study
III. **Historic Structures Identification Study for MD 210: I-495 to MD 228** (1 volume)

LHE:JAD
cc: Ms. Jill Dowling
Mr. Bruce M. Grey
Ms. Patricia Greene
Dr. Charles Hall
Mr. Joseph Kresslein

Denise Rigney, EPA
Attention: Jamie Stark
Keith Harris, COE
Attention: CENB-OP-R, Paul Wettlaufer
Bob Pennington, USFWS
Timothy Goodger, NMFS
Attention: John Nichols
Jeffrey Knoedler, NPS
Ray Dintaman, DNR
Elder Ghigiarelli, MDE
Michael Day, MHT
Fatimah Hasan, MDOT
Ron Kirby, WCOG

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D·H·C·D

Maryland Department of Housing and Community Development

Division of Historical and Cultural Programs

100 Community Place
Crownsville, Maryland 21032

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1-800-756-0119
Fax: 410-987-4071
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http://www.dhcd.state.md.us

Parris N. Glendening
*Governor*

Patricia J. Payne
*Secretary*

Raymond A. Skinner
*Deputy Secretary*

April 14, 1998

APR20'98 PM 1:51 01 PM

Ms. Cynthia D. Simpson
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. SP503B48
MD 210; I-495 to MD 228 Project Planning Study, Prince George's County

Dear ~~Ms.~~ Cynthia Simpson:

Thank you for your March 2, 1998 letter regarding the above-referenced project along the Indian Head Highway in southern Prince George's County. Trust staff have carefully reviewed the accompanying materials which were completed by SHA's cultural resources staff. As we understand the project, SHA is planning intersection improvements along the MD 210 corridor as a result of increased traffic, particularly during the peak travel periods.

SHA submitted the draft "Historic Structures Identification Study of MD 210: I-495 to MD 228," which provided an historic overview of the project area, determination of eligibility and survey forms, maps, photos and negatives. SHA staff member Jill Dowling has conferred with Anne Bruder of my office regarding the technical corrections that need to be made to the Report and the forms. We have returned the draft to Ms. Dowling under separate cover along with plastic sleeves for the photos and negatives. As the Report now stands, there are no corrections necessary. Please provide us with a double-sided, bound copy of the Report for our Library.

Regarding the eligibility determinations for the surveyed properties, we have enclosed the Eligibility Determination Table as Attachment I. The Trust is only able to concur with SHA's eligibility determination for the J.R. Lee Manning House. We are unable to provide concurrence on Salubria and the Broad Creek Historic District because we did not receive photographs of the resources SHA believes to be eligible. The remaining resources are ineligible for inclusion in the National Register of Historic Places. Again, all the forms should be on archival quality paper for inclusion in the inventory books.



Once SHA makes specific plans for intersection improvements, the Trust will be happy to work with you regarding the archeological requirements for the project.

Thank you for providing us with this opportunity to comment. Should you have any questions regarding the structures review, please contact Ms. Bruder at 410-514-7636.

Sincerely,

Rodney

J. Rodney Little
Director/State Historic Preservation Officer

JRL:AEB
9800645
Enclosures
cc: Mr. Bruce Grey (SHA)
Dr. Charles Hall (SHA)
Ms. Jill Dowling (SHA)
Mr. W. Dickerson Charlton
Ms. Pat Williams
Ms. Gail Rothrock
Mr. Don Creveling

**ATTACHMENT I: DETERMINATIONS OF ELIGIBLITY TABLE**

| MHT NUMBER | ADDRESS | SHA DETERMINATION | TRUST'S DETERMINATION | TRUST'S COMMENTS |
|---|---|---|---|---|
| PG 80-2 | Suburbia | Eligible | Cannot Concur | Please provide photographs of the resources SHA believes to be eligible. |
| PG 80-24 | Broad Creek Historic District | Eligible | Cannot Concur | Please provide photographs of the resources SHA believes to be eligible. Both the DOE and the district form should identify the individually surveyed sites through their MIHP numbers. Please complete the APE map to indicate location of each site. |
| PG 80-25 | Hovermales' Taste Best | Not eligible | Concur – not eligible | However, this site is a unique example of a rapidly disappearing resource – the 1950s roadside architecture. Although it does not meet the age exception, it represents a very clear response to the increased suburbanization of the area following World War II and the increased use of the automobile rather than public transportation. |
| PG 80- | Kaydot Circle Survey District | Not eligible | Concur – not eligible | Please list each resource as a separate paragraph on the form. |
| PG 80- | Accokeek/Bryan Point Triangle | Not eligible | Concur – not eligible | Like Hovermale's these resources were also constructed in response to the 1950s suburbanization of this area. |
| PG 83-16 | J.R. Lee Manning House | Eligible | Concur – eligible | |
| 1 | 7801 Indian Head Highway | Not eligible | Concur – not eligible | Please clarify if both #1 and #2 are on the same tax parcel – their parcels are marked the same on each map. |
| 2 | 7805 Indian Head Highway | Not eligible | Concur – not eligible | |
| 3 | 8411 Indian Head Highway | Not eligible | Concur - not eligible | |
| 4 | 8416 Indian Head Highway | Not eligible | Concur - not eligible | |
| 5 | 9300 Old Palmer Road | Not eligible | Concur – not eligible | |
| 6 | 9410 Old Palmer Road | Not eligible | Concur – not eligible | |
| 7 | 9408 Old Palmer Road | Not eligible | Concur – not eligible | For these two properties to have the same number and no way to distinguish them is confusing – make one 7A and the other 7D. |
| 7 | 9406 Old Palmer Road | Not eligible | Concur – not eligible | |
| 8 | 9404 Old Palmer Road | Not eligible | Concur – not eligible | |
| 9 | 10908 Indian Head Highway | Not eligible | Concur – not eligible | |
| 10 | 11207 Livingston Road | Not eligible | Concur – not eligible | |
| 11 | 1204 Rich Hill Drive | Not eligible | Concur – not eligible | |
| 12 | 12107 Livingston Road | Not eligible | Concur – not eligible | |
| 13 | 12300 Livingston Road | Not eligible | Concur – not eligible | This is a local example of Tudor Revival. |
| 14 | Victory Deliverance Temple 12304 Livingston Road | Not eligible | Concur – not eligible | |
| 15 | 1400 Piscataway Road | Not eligible | Concur – not eligible | |
| 16 | 12317 Livingston Road | Not eligible | Concur – not eligible | |
| 17 | 14313 Indian Head Highway | Not eligible | Concur – not eligible | |
| 18 | 1200 Farmington Road | Not eligible | Concur – not eligible | |
| 19 | 14912 First Street | Not eligible | Concur – not eligible | |
| 20 | 15700 Main Boulevard | Not eligible | Concur – not eligible | |
| 21 | 15846 Accokeek Road, Accokeek Grove | Not eligible | Concur – not eligible | While we agree that this property and the six adjoining properties are not eligible, it appears that this too is another example of a 1930s subdivision in the area. Therefore, SHA should treat these properties as a survey district, which the Trust identifies as the |

| | | | | |
|---|---|---|---|---|
| | | | | Accokeek Grove Survey District. Points to consider would be how the property was subdivided, with the rear lot lines joining one another, but all the houses facing the streets, as well as the uniformity of the houses. |
| 22 | 15842 Accokeek Road, Accokeek Grove | Not eligible | Concur – not eligible | See note above for Accokeek Grove Survey District |
| 23 | 15838 Accokeek Road, Accokeek Grove | Not eligible | Concur – not eligible | See note above for Accokeek Grove Survey District |
| 24 | 15834 Accokeek Road, Accokeek Grove | Not eligible | Concur – not eligible | See note above for Accokeek Grove Survey District |
| 25 | 15830 Accokeek Road, Accokeek Grove | Not eligible | Concur – not eligible | See note above for Accokeek Grove Survey District |
| 26 | 15822 Accokeek Road, Accokeek Grove | Not eligible | Concur – not eligible | See note above for Accokeek Grove Survey District |
| 27 | 315 Biddle Road, Accokeek Grove | Not eligible | Concur – not eligible | See note above for Accokeek Grove Survey District |
| 28 | 16311 Manning Road | Not eligible | Concur – not eligible | |
| 29 | 16313 Manning Road | Not eligible | Concur – not eligible | |
| 30 | 714 Manning Road | Not eligible | Concur – not eligible | |

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**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

September 12, 2000

Re: Project No. PG221A11
MD 210: I-495 to MD 228
Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Since 1998, the Maryland State Highway Administration (SHA) has been coordinating with the Maryland Historical Trust (MHT) regarding a planning study considering improvements to traffic operations along a narrow corridor of MD 210 extending from I-495 to MD 228 in Prince George's County. This multi-modal study addresses the increasingly severe and frequent traffic congestion along a 10-mile long segment of MD 210, and provides engineering and environmental analysis of existing and projected transportation, safety, environmental, and aesthetic conditions. Presently, three mainline alternatives with two types of capacity options each have been developed to address the project objectives. This letter serves to present the results of archeological identification efforts. Information on structures and our effect determinations for the project will be sent later.

Enclosed is one copy of the draft technical report entitled **Phase IB Intensive Archeological Identification Survey for the Widening of MD 210 (Indian Head Highway) and the Improvement of Nine Signalized Intersections, Extending from the Capital Beltway to MD 228, Prince George's County, Maryland** (Enclosure 1). The report was prepared for the State Highway Administration by Thunderbird Archeological Associates, Inc., for the subject project. The report requires substantial revision; however, we believe the presented information is adequate to agree with the consultant's recommendation for no additional archeological investigations. Our comments are appended as Enclosure 2. A completed NADB Reports Recording Form is included as Enclosure 3.

The APE for this project extends along MD 210 from I-495 to MD 228, and incorporates an I-495 access ramp and several intersection locations along the project limits. The inclusion of

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the I-495 access ramp has broadened the APE defined in our 1998 correspondence at the northern end of the corridor in the vicinity of the National Register-listed Oxon Hill Manor. The APE for archeology was defined by the limits of proposed and existing right of way associated with worst case impacts under Alternative 5B. Because extensive prior archeological surveys have been conducted along the MD 210 corridor, and because of recent disturbance resulting from development and prior road construction, the APE was substantially reduced to include undisturbed areas situated primarily at the various intersections under study.

Numerous surveys that have been conducted in the project area vicinity (Conrad 1976; Curry 1979, 1986; Gardner 1976a, 1976b; Gardner and Curry 1977; Gardner and Stewart 1977; Lothrop 1997; Wesler et al. 1981), have resulted in the identification of many archeological sites within the general project area. Of these, sites 18PR141, 18PR144, 18PR166, and 18PR297 are situated in or immediately adjacent to the current APE and were considered during construction of the project's research design. Sites 18PR141 and 18PR144 were identified by Gardner (1976a, 1976b) on low-order tributaries of Piscataway Creek for improvements to the Washington Suburban Sanitary Commission's substation at Whitehall, Maryland. Although portions of Site 18PR141 were subjected to data recovery, unexcavated portions of the site remain. No further investigations were conducted at Site 18PR144 as deposits there were confined to the plow disturbed A horizon where evidence for erosion and the collapsing of strata (deflation or mass wasting) was also encountered (Gardner 1976a:24). Approximately 20% of Site 18PR141, and 10% of Site 18PR144, are located within the APE. In the case of both sites the portions that extend into the APE are situated on steep slopes that may have been graded back during construction of the existing parallel service roads along this portion of MD 210.

Gardner's (1976b) excavations mitigated portions of 18PR141 extending along the 45-foot wide Washington Suburban Sanitary Commission's sewerline right of way running perpendicular and across MD 210. In total, 300 square feet of the site were excavated and the work was sufficient to characterize component representation as dating to the Middle and Late Woodland, and functional activities as relating to hunting and food processing. It is not likely that additional work in the context of the current project - particularly as the impact area is confined to steep and eroded slopes - would enrich or inform previous interpretations of this significant site. However, SHA will erect protective fencing during all phases of construction to ensure that the undisturbed and intact portions of the site situated on level terrain immediately adjacent to the proposed right of way are avoided. Because deposits associated with 18PR144 are confined to plow disturbed strata and the portion of the site located with the APE appears even more severely disturbed, no additional investigations were conducted at Site 18PR144 in the context of the current project. We are requesting your concurrence that Site 18PR144 is not National Register eligible under all applicable criteria.

Other surveys for the Washington Suburban Sanitary Commission by Gardner and Stewart (1977) resulted in the identification of Site 18PR166 which was interpreted as a multiple component prehistoric site with undisturbed, buried deposits. Twenty-five shovel test proveniences containing artifacts are listed in the technical report detailing the findings of Gardner and Stewart's (1977) previous research. However, the total number of tests excavated and their locations are not specified in the report. As interpreted from discussions of this site by Gardner and Stewart (1977:12-14), the site's boundary depicted in the Maryland Archeological Site Survey files encompasses only the area of highest artifact density. Approximately 20% of the mapped site is located within the APE. Surface reconnaissance and shovel testing in the portion of the mapped site situated within the current APE documented an absence of artifacts and disturbed soil conditions. As archeological deposits associated with this site will be avoided, we are not requesting a determination of eligibility in the context of the current undertaking. We will request that our consultant revise the site's boundary on Figure 40 of the report and submit an updated inventory form reflecting the current work and revised boundaries.

Previous Maryland State Highway Administration surveys of MD 210 south of Old Fort Road South (Conrad 1976; Gardner and Curry 1977, Lothrop 1997), and MD 228 near the current project's southern terminus (Curry 1986), resulted in the identification of numerous other sites in or near the current APE: 18PR146, 18PR147 (destroyed, Gardner and Curry ~~1977:25-26~~); 18PR148 (destroyed, Gardner and Curry 1977:26), 18PR218, 18PR219, 18PR297, 18PR298, 18PR300, 18PR441, and 18PR442. Except for 18PR297 and 18PR298, all of these sites have been formally determined ineligible for the National Register by the Maryland Historical Trust (June 29, 1997; January 19, 1988; May 14, 1997). MHT concurred in the potential significance of 18PR297 and 18PR298 (MHT letter of May 14, 1997), but both were avoided by the selected alternate for MD 228 and neither resource was evaluated for eligibility to the National Register for that undertaking. Of these potentially significant sites, only Site 18PR297 is situated within the APE where approximately 20% of the mapped site will be subject to impacts. The current Phase I Survey investigated the portion of 18PR297 situated within the APE. No artifacts were observed during surface reconnaissance and limited shovel testing within the APE. Because any archeological deposits associated with this site will be avoided, we are not requesting a determination of eligibility in the context of the current undertaking. We will request that our consultant revise the site's boundary on Figure 40 of the report and submit an updated inventory form reflecting the current work and revised boundaries.

As documented in the attached report, the only newly identified archeological resource is Site 18PR590 represented by a low density scatter of historic and prehistoric artifact within an area measuring approximately 13,000 square meters (3.2 acres). Approximately 40 percent of the site lie within the APE. Shovel testing ascertained that deposits were confined to the disturbed plowzone, and no evidence to suggest the presence of features was encountered. Given the paucity of artifacts observed both within and outside the APE, and the results of shovel





testing within the APE, the site is not likely to contribute information important in history and no further work has been recommended. SHA agrees with the recommendations of the consultant and requests your concurrence in our determination that Site 18PR590 is not National Register eligible.

We respectfully request your comments on the enclosed archeological report by October 13, 2000. We appreciate your assistance on this project and look forward to working with you in the future. Should you have any questions or wish additional information, please feel free to contact Ms. Mary F. Barse at (410) 545-2883.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

CONCURRENCE:

_____ _____
State Historic Preservation Office Date

BMG:MFB:mfb

Enclosures (3)
cc: Ms. Heather Amick
Ms. Mary Barse
Mr. Donald K. Creveling, Natural and Historical Resources Division (MNCPPC)
(w/ Enclosure 1 and Enclosure 2)
Dr. Charles Hall
Mr. Joseph Kresslein
Mr. Donald H. Sparklin

**Maryland Department of Housing and Community Development**

*Division of Historical and Cultural Programs*

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Crownsville, Maryland 21032

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Parris N. Glendening
*Governor*

Raymond A. Skinner
*Secretary*

Marge Wolf
*Deputy Secretary*

October 16, 2000

Mr. Bruce Grey
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project No. PG221A11, MD 210 (I-495 to MD 228), Prince George's County, Maryland

Dear Mr. Grey:

Thank you for your recent letter, dated 12 September 2000 and received by the Maryland Historical Trust (MHT) on 18 September 2000, regarding the above-referenced project.

## IDENTIFICATION AND EVALUATION

Your September 12th submission included a draft review copy of the following report: *Phase Ib Intensive Archeological Identification Survey for the Widening of MD 210 [Indian Head Highway] and the Improvement of Nine Signalized Intersections, Extending from the Capitol Beltway to MD 228, Prince George's County, Maryland* (February 2000). Thunderbird Archeological Associates, Inc., prepared the document.

The report describes the survey's goals, methods, and results. It is clearly written, contains much information on soil contexts, and addresses the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). In our opinion, the background research and fieldwork were sufficient to identify the full range of archeological properties in the area of potential effects.

The consultant newly identified one archeological site in the area of potential effects: 18PR590 (Walzel). Surface reconnaissance and shovel testing recovered less than 80 artifacts. These dated from both prehistoric and historic times. The prehistoric component (unknown period) is a lithic scatter, and the historic component (late eighteenth to twentieth centuries) represents secondary deposition of trash. All cultural materials derived from a plowzone. Due to the lack of both physical integrity and important research potential, we concur that 18PR590 is ineligible for the National Register of Historic Places.

Several other archeological sites were previously known to be located in or adjacent to the area of potential effects. Survey at sites 18PR166 and 18PR297 found no cultural material. No new survey took place at prehistoric site 18PR144, which had about ten percent of its area in the present project area. Work at the site in 1976 by the Catholic University of America found temporally undiagnostic lithic artifacts in a plowzone. MHT concurs that the lack of both physical integrity and significant research potential means 18PR144 is ineligible for the National Register.



## ASSESSMENT OF EFFECTS

No further archeological investigations are warranted for the present project. We understand that you will forward us your studies on historic architecture and your effect determination.

We request that the consultant address the following points when revising the archeological report:

- The title page should identify the principal investigator.
- Editing is needed on pages 16 (animals such as) and 21 (did not secede).
- MHT's copy of the report should have original photographs or clear halftones.
- The order of Figures 36 and 37 needs to be changed.
- On page 59, the phrase "turn of the century" needs to be more specific (1900 or 2000?).

If you have questions or require additional information, please call Ms. Anne Bruder (for structures) at (410) 514-7636 or Dr. Gary Shaffer (for archeology) at (410) 514-7638.

Thank you for your cooperation and assistance.

Sincerely,

Elizabeth J. Cole
Administrator
Project Review and Compliance

EJC/GDS
200003364
cc: Dr. Charles Hall (SHA)
Ms. Denise Winslow (FHWA)
Ms. Kate Dinnel (JPPM)

**Maryland Department of Transportation**
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

October 31, 2000

Re: Project No. PG221A11
MD 210: I-495 to MD 228 Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

**Introduction and Project Description**

Since 1998, the Maryland State Highway Administration (SHA) has been coordinating with the Maryland Historical Trust (MHT) regarding a planning study involving improvements to traffic operations along a narrow corridor of MD 210 extending from I-495 to MD 228 in Prince George's County. This multi-modal study addresses the increasingly severe and frequent traffic congestion along a 10-mile long segment of MD 210, and provides engineering and environmental solutions to existing and projected transportation, safety, environmental and aesthetic conditions. Presently, three mainline alternatives with two types of capacity options each have been developed to address the project objectives. This letter serves to establish an area of potential effect (APE); clear up outstanding issues related to historic structure identification; introduce the alternatives under study; and finally determine the effect of each alternative on cultural resources.

**Funding**

Federal funds are anticipated for this project.

**Area of Potential Effects (APE)**

The APE for this project extends along MD 210 from I-495 to MD 228, and incorporates an I-495 access ramp and several intersection locations along the project limits (Attachment I: Project Map). The inclusion of the I-495 access ramp has broadened the APE defined in our 1998 correspondence at the northern end of the corridor, in the vicinity of the National Register-listed Oxon Hill Manor (PG: 80-1).

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Address: P.O. Box 717 • Baltimore, MD 21203-0717



**Identification of Historic Properties**

The historic investigation for this proposed project entailed the research of potentially significant architectural and archeological resources.

*Architecture:*

SHA architectural historian Jill Dowling prepared a historic context and inventoried and evaluated properties along the MD 210 corridor.

In March 1998, SHA submitted a draft **Historic Structures Identification Study for MD 210: I-495 to MD 228.** Based on documentation requirements established at a summer 1997 meeting with MHT staff, this study represents a thorough investigation into the history of the area with full survey for only a small percentage of the mid-twentieth century resources included in the APE. The remaining resources have been documented with black and white photographs and Determination of Eligibility Forms (DOEs) briefly describing the structures.

In subsequent correspondence, SHA and MHT have agreed on eligibility determinations for 35 resources, including one National Register-eligible property, the J.R. Lee Manning House (PG: 83-16). MHT was unable to concur with SHA's opinion on two final resources, Salubria (PG: 80-2) and the Broad Creek Historic District (PG: 80-24). Although the report originally recommended both as eligible, SHA and MHT have since recognized that Salubria was formally determined "not eligible" for the National Register during Section 106 coordination for the Woodrow Wilson Bridge project in 1989.

The Broad Creek Historic District represents the site of Aire, one of the six original port towns established in 1706 by the Maryland General Assembly as a tobacco shipping port. Based upon the inclusion of three important 18th century structures; St. John's Episcopal Church (1766), Harmony Hall (circa 1760), and Piscataway House (circa 1750) and the ruin of a fourth, Want Water (circa 1708), SHA initially suggested that the district might be eligible for the National Register of Historic Places. Since that time, SHA and MHT have discussed the property and the boundaries suggested in Maryland National Park and Planning Commission's (MNCPPC) 1983 "Broad Creek Historic District Study."

The eligibility of the Broad Creek Historic District is a complicated issue, requiring extensive additional study and likely to elicit substantial controversy. Such a study would concentrate on the four 18th century resources previously mentioned; all of which are substantially removed from SHA's worst case project limits. The boundaries originally put forth by MNCPPC in 1983 included 590-acres fashioned to provide maximum protection of environmental and architectural features. Over the past seventeen years, extensive development in and adjacent to these boundaries has resulted in pervasive modern residential and commercial intrusion. At the time the boundaries were suggested, the study recognized that "the determination of boundaries is the most difficult issue surrounding the creation of the Broad

Creek Historic District." As a result of this dilemma, MNCPPC's historical study recommended the largest land area considered.

The MD 210 alternatives presently under study by SHA have the potential to impact this broad boundary in only one location, along Old Fort Road North. Despite the fact that no properties dating from the period of significance exist within 1000 feet of Old Fort Road North, the suggested historic district boundary follows Oxon Hill Road across Livingston Road extending east nearly to Kaydot Road. On the north side of Old Fort Road, modern commercial development and freestanding franchise operations line the roadway. As described in further detail subsequently in this letter, the most invasive "worst case" alternative proposed for the project would impact 0.15 acre of a vacant lot on the south side of Old Fort Road (Parcel 180), facing a strip development. MHT and SHA have agreed that the parcel does not contribute to the significance of the Broad Creek Historic District, and further constitutes a mere 0.076% of the area suggested for the historic district. In anticipation of the considerable expenditure required to resolve issues related to the Broad Creek Historic District relative to the small amount of property affected by the project, SHA seeks no formal determination of eligibility for the Broad Creek Historic District. For Section 106 purposes, we will assume that the district as delineated in the 1983 study is eligible for the National Register of Historic Places. SHA has prepared and provided a Determination of Eligibility Form and photographs establishing that the parcel impacted by the MD 210 improvements is not a contributing element to the Broad Creek Historic District (Attachment II: DOE Form).

In addition to these properties, the expanded APE in the vicinity of the proposed I-495 access ramp now includes the National Register-listed Oxon Hill Manor (PG: 80-1).

A revised copy of the draft **Historic Structures Identification Study for MD 210: I-495 to MD 228** (Attachment III) is included with this transmittal. New eligibility and effect tables (Attachment IV: Tables) reflect MHT's opinions as transmitted in 1998. The table has been revised since our last correspondence to include Oxon Hill Manor; to register MHT's concurrence that Salubria is not eligible for the National Register as determined in coordination for the Woodrow Wilson Bridge Project: and to indicate that SHA is assuming eligibility for the Broad Creek Historic District. In addition, SHA seeks your concurrence with our determination that Parcel 180 within the Broad Creek Historic District is not a contributing element to the district and on the eligibility of ten additional resources. As the table indicates, the MD 210 APE includes three architectural resources eligible for or listed on the National Register of Historic Places: Oxon Hill Manor (PG: 80-1), the Broad Creek Historic District (PG: 80-24), and the J.R. Lee Manning House (PG: 83-16).

***Archeology:***

A Phase I Archeological Identification Survey was conducted by Thunderbird Archeological Associates, Inc. for the project on behalf of SHA in January, 2000. The draft technical report was submitted for review and comment in our previous coordination





correspondence dated September 12, 2000. At that time, we iterated that archeological sites 18PR141, 18PR166, and 18PR297, would be avoided by the undertaking and fencing would be erected during construction to protect site 18PR141. On October 20, we received concurrence that sites 18PR144 and 18PR590 are ineligible for inclusion on the National Register of Historic Places. Consequently, we have determined there will be no impacts to National Register Eligible resources.

**Alternatives Under Consideration**

Plans for the alternatives under consideration are included in the brochure provided with this letter as Attachment V. SHA is considering three build alternatives with two capacity options each, as well as a no-build alternative. The MD 210 intersection improvement options, previously designated under Alternative 2, have been incorporated into Alternatives 5A, 5B, and 5C and categorized into two groupings under each alternative: Intersection Capacity Option 1 and Intersection Capacity Option 2. These two intersection options consist of different combinations of interchanges and at-grade intersections for each major roadway crossing. Figure 3 on page 11 of the brochure contains an overall summary of the alternatives and options under consideration with references to the figures in the brochure that illustrate the proposed improvements. Multi-modal enhancements will be considered with all of the build alternatives and options, including enhanced bus service, park-and-ride facilities, and bus stop relocations.

Capacity Option 1 includes the least number of interchanges considered reasonable. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections are proposed to be expanded with the existing traffic signals to remain. Under this option, a 4th through lane in each direction will be included on MD 210, from Old Fort Road North to Old Fort Road South.

Capacity Option 2 includes the greatest number of interchanges considered necessary to achieve level of service (LOS) D or better during the peak periods. Interchanges are proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations.

1) Alternative 5A would provide only those improvements necessary (acceleration and deceleration lanes) to accommodate interchanges as determined with intersection Capacity Option 1 or Capacity Option 2 and includes no HOV lanes. This option includes no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). There would be no improvement to the MD 210 connection to or from I-295. This alternative is predicted to reduce traffic congestion, but not alleviate it altogether.

2) Alternative 5B considers the same interchange options as 5A, but provides a 2-lane reversible, barrier-separated HOV facility in the median of MD 210 for the portion of the

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study area from I-495 south of Swan Creek Road. South of Swan Creek Road, the barrier-separate HOV lanes would transition to concurrent flow HOV lanes for the remaining portion of the study area down to MD 228. The reversible section of the HOV lanes would operate northbound for morning peak traffic conditions and southbound for evening peak conditions. Access to and from the HOV lanes would not be permitted at the intersections, but would be provided at approximately three locations northbound and southbound between I-495 and MD 228. The access points would consist of slip ramps allowing general-use traffic to merge into and out of the HOV lanes, at certain locations.

3) Alternative 5C would widen MD 210 to provide an additional lane in each direction designated as a concurrent flow HOV lane (i.e., one HOV lane in each direction). Special striping to create an approximate four-foot wide separation between the new HOV lane and the existing three general-use lanes will be included. Studies are on-going to determine whether flexible pylons would be used to separate the HOV and general-use lanes and the extent to which vehicles would have the freedom to move between the HOV and general use lanes as they travel along the corridor.

4) The No-Build Alternative remains under consideration at each of the intersection locations as well as along mainline MD 210. This alternative would include routine maintenance, minor construction projects, and developer-based improvements associated with new developments. The No-Build Alternative serves as a baseline for the comparison of all other alternatives. These minor improvements would not be expected to measurably affect roadway capacity or safety.

**Assessment of Adverse Effects**

Despite the differences between the three build alternatives and each of their two options, all involve the same impacts in the areas where historic properties have been identified.

At the northern end of the project, the construction of an I-495 access ramp will take place behind existing and proposed higher ramps for the Woodrow Wilson Bridge Project in the vicinity of Oxon Hill Manor. Construction of one additional ramp for HOV access behind extant ramps should not substantially increase the visual or vibration impacts incurred or anticipated at this historic site. To substantiate this opinion, SHA has requested that the consultants quantifying similar impacts anticipated for the Woodrow Wilson Bridge project assess the actual increase expected in impacts to Oxon Hill Manor as a result of this additional ramp. While we presently feel that the MD 210 project should have NO ADVERSE IMPACT on Oxon Hill Manor, we will coordinate a revised effect determination promptly if the results of this study contradict this finding.

All three alternatives impact the boundary set forth in MNCPPC's study of the Broad Creek Historic District by proposing the acquisition of between 0.25 and 0.45-acre for





intersection improvements at Old Fort Road. As established in the accompanying documentation, the parcel impacted is not a contributing element of the historic district. Based on this and considering that the proposed acquisition represents between 0.042% and 0.076% of the broadest possible boundary for the property, all proposed alternatives should have NO ADVERSE IMPACT on the Broad Creek Historic District.

All three options restrict intersection improvements at the southern end of the project well removed from the J.R. Lee Manning House. As a result, the proposed project should have NO IMPACT on this resource.

Based on these findings and the absence of significant archeological resources within the APE, no historic properties should be adversely affected by the proposed improvement to MD 210 (Alternatives 5 A, B, and C and the two capacity options considered for each).

**Review Request**

Please examine the attached maps and plans. We request your concurrence by November 30, 2000 that there should be no historic properties adversely affected by the proposed improvements to MD 210. By carbon copy, we invite the Broad Creek Historic District Local Advisory Committee, the Oxon Hill Manor Foundation, the National Park Service, and the Prince George's County Historic Preservation Commission to provide comments and participate in the Section 106 process. Pursuant to the requirements of 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project. (See 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4 and 800.5 regarding the identification of historic properties and assessment of effects. For additional information regarding the Section 106 regulations, see the Advisory Council on History Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by November 30, 2000, we will assume that these offices decline to participate. Please call Ms. Rita Suffness at 410-545-8561 with questions regarding standing structures for this project. Ms. Mary Barse can be reached at 410-545-2883 with concerns regarding archeology.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

Concurrence:

State Historic Preservation Office  Date

Attachments
I: Project Map
II: DOE Form, Parcel 180
III: Historic Structures Identification Study for MD 210:I-495 to MD 228
IV: Eligibility and Effect Tables
V: Proposed Plans

cc: Ms. Heather Amick
Ms. Mary Barse
Ms Ingrid Britt, Oxon Hill Manor Foundation
Dr. Charles Hall
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein
Mr. John Parsons, National Park Service
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission
Ms. Carroll Savage, Broad Creek Historic District Local Advisory Committee
Mr. Donald H. Sparklin
Ms. Rita Suffness

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Maryland
Department of
Housing and
Community
Development

Division of Historical and
Cultural Programs

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Parris N. Glendening
Governor

Raymond A. Skinner
Secretary

Marge Wolf
Deputy Secretary

December 8, 2000

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. PG221A11
MD 210: 8:495 to MD 228 Project Planning Study
Prince George's County, Maryland (Section 106 Review – FHWA)

Dear ~~Mr. Grey~~ Bruce:

Thank you for your 31 October 2000 letter which the Maryland Historical Trust received on 1 November 2000 providing our office with the documentation for standing structures within the above-reference project area. Trust staff have reviewed the documentation and below are our comments.

*Archeology:* SHA has completed the Phase I archeological survey and the Trust concurs that no additional archeological investigations will be necessary.

*Architecture:* SHA staff investigated the project area and prepared a report, *Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland*, (SHA, 2000) which provides sufficient context to make determinations of eligibility for the eleven newly identified properties within the APE. SHA has determined that the following properties are eligible or listed in the National Register of Historic Places:

Oxon Hill Manor, PG:80-1
*J.R. Lee Manning House, PG:83-16*
Broad Creek Historic District, PG:80-24

The Trust concurs that these resources are eligible. The resources identified in our 14 April 1998 letter as not eligible remain so, with the exception of Hovermale's Taste Best, MIHP #PG:80-25. In light of our growing understanding of the importance of this threatened resource, we reexamined the information presented by Prince George's County in 1993 and SHA's own evaluation in 1997. It is our opinion that Hovermale's Taste Best is *eligible* for inclusion in the National Register of Historic Places, under



Criterion A (history of the automobile) and Criterion C (architecture). The building was constructed in 1953-54, making it less than fifty years of age. We also believe it meets Criterion Consideration G, for exceptional significance. It is an increasingly rare example of roadside architecture from the mid-century. In light of MD 210's history as the generating force of suburbanization in this area, we believe that the construction of the ice cream store on the highway is one of the best examples of that history in the project area. Furthermore, the images presented in SHA's report indicate that it retains excellent integrity of materials, design, workmanship, setting, feeling and association. As a result of our opinion, SHA will need to provide us with an effect determination for the historic property.

SHA's submission also identified eleven new resources as not eligible:

7927 Livingston Road
10901 Livingston Road
11005 Fort Washington Road
11009 Fort Washington Road
9727 Old fort Washington Road
Parcel 180, Old Fort Road
509 Kerby Hill Road
511 Kerby Hill Road
512 Kerby Hill Road
520 Kerby Hill Road
919 Palmer Road.

The Trust also concurs that these resources are not eligible. With regard to Parcel 180, Old Fort Road in the Broad Creek Historic District, this particular parcel fronts MD 210 and the surrounding suburban development. Thus the Trust concurs that this parcel does not contribute to the Broad Creek Historic District, and it is not individually eligible for inclusion in the National Register.

Although the Trust has concurred with SHA regarding eligibility determinations, we are unable to forward any of this material to the Office of Research, Survey and Registration because certain items are missing from the submission.

- A USGS quadrangle (or SHA GIS) map showing the locations of all the properties identified by MIHP or DOE form within the APE. Trust staff's notes from the July 1997 meeting regarding this project indicate that SHA was instructed to provide a map showing all of the identified properties. While the tax map is acceptable for the individual forms, the APE map must show all the properties.
- Approved photo sleeves. We are unable to accept the sleeves which SHA has provided (Perma/Dur #416-52584). Trust staff have discussed this with Dr. Charles Hall and requested that SHA acquire and use University Products, Inc.'s #416-52572, which is a side load sleeve. All of the photographs should be submitted in the appropriate sleeves.
- The following historic resources require Capsule Summary Sheets, Inventory Numbers or a Determination of Eligibility Form:

Broad Creek Historic District (Capsule summary and DOE form)
Kaydot Circle (Inventory number and Capsule summary)
Accokeek/Bryan Point Triangle (Inventory number and Capsule summary).

- Please xerox Section 7 Page 1 of the Broad Creek District form – this contains the map of the district boundaries taped to the larger sheet. We are unable to accept taped items into the inventory, because the tape damages the paper.
- All of the properties identified by DOE form will also require MIHP numbers. Please contact Ms. Barbara Shepherd, Keeper of the Inventory, 410-514-7656, to obtain the numbers.
- Please provide complete addresses for all of the properties identified – the street address must include the town, county and the zip code.

Many of these changes were requested in staff discussions in 1998, following the Trust's initial review. Pursuant to our new Standards and Guidelines, we are unable to provide an effect determination without these items (see *Standards and Guidelines*, page 39). Enclosed is the binder for the MD 210 project, which we are returning to facilitate the requested corrections.

Once we have received these items, including the effect determination for Hovermale's, we will be able to provide SHA with an effect determination for the project. Thank you for providing us this opportunity to comment. Should you have any questions regarding the review of the project, please contact Ms. Anne Bruder (for structures) at 410-514-7636 or Ms. Elizabeth Cole (for archeology) at 410-514-7631.

Sincerely,

Rodney

J. Rodney Little
Director/State Historic Preservation Officer

JRL:AEB
200003906
cc: Mr. Donald Sparklin, SHA
Dr. Charles Hall, SHA
[redacted]
Ms. Gail Rothrock, Prince George's County



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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 26, 2001

Re: Project No. PG 221A11
MD 210: I-495 to MD 228
Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

We are in the process of revising the report entitled *Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland* and addressing your comments on that report provided in your letter of December 8, 2000. In that comment letter, you stated your opinion that Hovermale's Tastes Best (PG: 80-25) is *eligible* for the National Register of Historic Places. Because of that opinion, the State Highway Administration (SHA) will consider the property as eligible for the National Register for the purposes of Section 106 identification and assessment of effects for the above-referenced project. This letter is a follow up to our initial effect determination letter of October 31, 2000 for the project.

In order to identify the property completely and to properly assess potential effects on the property, it is necessary to define the National Register boundary for the resource. To that end, SHA Architectural Historian, Katry Harris, has prepared an addendum to the MIHP form for the resource along with illustrations of the proposed boundary (Attachment I).

Based on this boundary, Ms. Harris has assessed the potential effects on the Hovermale's Tastes Best property. With any of the build alternatives there are four options being considered for the design and configuration of the intersection of MD 210 and Palmer/Livingston Road. All four options (Palmer/Livingston Road Options A, B, C, and D) will reconfigure the existing intersection as an interchange, and the resource, located on the west side of Livingston Road, will be in the area of potential effects for all options.

Palmer/Livingston Road Options A and D (Attachment II) propose an off-ramp serving southbound MD 210-to westbound Livingston Road vehicles in front (east) of the resource. Another off-ramp serving southbound MD 210-to eastbound Palmer Road vehicles will be added





south of the resource. With this configuration, access to the property directly from Livingston Road will no longer be possible. To enable the property to continue functioning as an ice cream drive-in, a new access road will be constructed in front of the resource along the west side of the new off-ramp.

Options A and D will permit the continued visibility of the resource from MD 210 and Livingston Road. In particular, southbound MD 210-to westbound Livingston Road vehicles will have a clear view of the resource from the off-ramp as proposed. A clearly marked new access road will be provided that will enable the continued use of the property. Because the visibility of the property and the use of the property will be maintained through the project, Options A and D will *not adversely affect* the historic property.

Palmer/Livingston Road Options B and C (Attachment II) propose a new access road in front of the resource in a similar fashion to Options A and D. These two interchange options will permit the continued visibility of the resource from MD 210 and Livingston Road and the new access road will enable the continued use of the property. Because the visibility of the property and the use of the property will be maintained through the project, Options B and C will *not adversely affect* the historic property.

At this time, we invite your comments on the proposed boundary and assessment of effects for Hovermale's Tastes Best (PG: 80-25). We request your concurrence by February 26, 2001, that the boundary is appropriate for the historic resource and that there will be *no adverse effect* on the historic property. By carbon copy we invite the Prince George's County Historic Preservation Commission and Prince George's Heritage Inc. to provide comments and consult in the Section 106 process for this project. If no response is received by February 26, 2001, we will assume that these offices decline to provide comments. Please call Ms. Katry Harris at 410-545-8698 (or at her Virginia Beach office at 757-463-8770) with questions. Once we have determined the boundary and effects, the revised report for the above-referenced project will be transmitted to your office.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division



121

Concurrence:

_____ _____
State Historic Preservation Office Date

BMG:KH:lc

Attachments:
I: MIHP Form Addendum (10. Geographic Data with Boundary Illustrations)
II: Illustrations of Palmer/Livingston Road Options A, B, C, and D for All Alternates and All Capacity Options

cc: Ms. Heather Amick, PPD (w/Attachments)
Ms. Katry Harris, PPD
Dr. Charles Hall, PPD (w/ Attachments)
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments)
Mr. Donald H. Sparklin, PPD
Ms. Patricia Williams, Prince George's Heritage, Inc. (w/Attachments)

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 27, 2001

Re: Project No. PG 221A11
MD 210: I-495 to MD 228
Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Attached please find the final report entitled *Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland* (Attachment I). The report was revised to address your comments provided in your letter of December 8, 2000. A large-format map illustrating the project area of potential effects (APE) and the identified resources is included in the report.

Also attached please find the final documentation forms for the resources identified (Attachment II). The forms are printed on acid-free paper and include original photographs is approved archival sleeves. The forms should be ready to be incorporated in the collections of the Office of Research, Survey and Registration.

As a reminder, we sent information regarding the boundary and impact assessment for Hovermales' Tastes Best (PG: 80-25) in our letter of January 26, 2001. In that letter, we determined that the various project alternatives would have **no adverse** impact on the resource. We have not to date received your comments on this information, but the Maryland National Capital Park and Planning Commission (MNCPPC) has concurred with the findings presented in their letter of February 1, 2001. (see Appendix B of the report).

In your December letter, you stated that once you have received the revised report, including the impact determination for Hovermales' Tastes Best, you would provide the State Highway Administration (SHA) with an effect determination for the project. A summary of our impact assessments is presented in the attached table (Attachment III).

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free



At this time, we invite your effect determination for the entire project. As discussed with Ms. Beth Cole, we request your concurrence with our determination that no historic properties will be adversely affected by the proposed MD 210 project by March 16. Please call Ms. Katry Harris at 410-545-8698 (or at her Virginia Beach office at 757-463-8770) with questions.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: for Donald Sparklin
Bruce M. Grey
Deputy Division Chief
Project Planning Division

Concurrence:

_____ _____
State Historic Preservation Office Date

Attachments:

I: Report: *Historic Stuctures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland* (February 2001)
II: Acid-free documentation forms for properties identified with original photographs in approved archival sleeves.
III: Effect Table

cc: Ms. Heather Amick
Ms. Katry Harris
Dr. Charles Hall (w/ Attachments)
Mr. Joseph Kresslein
Mr. Donald H. Sparklin
Ms. Cynthia D. Simpson

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Effect Table

MD 210: I-495 to MD 228 Project

February 27, 2001

| Resource Number | Resource Name | Type | Impact | SHPO Concur. | Attachment | Remarks |
|---|---|---|---|---|---|---|
| PG: 80-1 | Oxon Hill Manor | S | No Adverse | | -- | See letter in Appendix B |
| PG: 83-16 | J.R. Lee Manning House | S | None | | -- | See letter in Appendix B |
| PG: 80-24 | Broad Creek Historic District | HD | No Adverse | | -- | See letter in Appendix B |
| PG: 80-25 | Hovermales' Tastee Best | S | No Adverse | | -- | See SHA letter in Appendix B |
| Effect | | | | | | NAE |

Codes:
Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
Impact: None, No Adverse, Adverse
Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
Bold rows indicate review action requested

Attachment III

Maryland Department of Housing and Community Development

*Division of Historical and Cultural Programs*

100 Community Place
Crownsville, Maryland 21032

0-514-7600
1-800-756-0119
Fax 410-987-4071
Maryland Relay for the Deaf:
1-800-735-2258

http://www.dhcd.state.md.us

Parris N. Glendening
*Governor*

Raymond A. Skinner
*Secretary*

Marge Wolf
*Deputy Secretary*

February 27, 2001

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. PG221A11
MD 210: I-495 to MD 228, Project Planning Study
Oxon Hill, Prince George's County, Maryland (Section 106 Review – FHWA)

Dear Mr. Grey:

Thank you for your 26 January 2001 letter which the Maryland Historical Trust received on 31 January 2001 regarding the National Register boundary for Hovermale's Tastes Best, and the likely impacts as a result of the above-referenced project. Trust staff have reviewed the four options and below are our comments.

SHA has proposed a boundary for Hovermale's based on a site visit and the landscape buffer surrounding the building and its parking lot. Based on the information provided, the Trust concurs that this is an appropriate boundary. With regard to the four options, A, B, C, or D for the Livingston Road overpass, the Trust is able to concur that each will have *no adverse effect* on the historic property, provided that the following condition is met:

*SHA will provide the Trust with a plan at 60% completion for final review and approval when a build alternative is chosen.*

Thank you for providing us this opportunity to comment. Should you have any questions regarding the review of the project, please contact Ms. Anne Bruder (for structures) at 410-514-7636.

Sincerely,

Elizabeth J. Cole
Administrator
Project Review and Compliance

EJC/AEB
200100264
cc: Mr. Howard Berger, Prince George's County
Mr. Don Sparklin, SHA
Ms. Katry Harris, SHA

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F
SHA

EJL/AEB

**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 9, 2001

Re: Project No. PG221A11
MD 210: I-495 to MD 228 Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

**Introduction and Project Description**

Since 1998, the Maryland State Highway Administration (SHA) has been coordinating with the Maryland Historical Trust (MHT) regarding a planning study considering improvements to traffic operations along the corridor of MD 210 extending from IS 495 to MD 228 in Prince George's County. Our most recent correspondence of February 27, 2001, included submittal of the final report entitled **Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland**, and a request for your concurrence in our determination that no historic properties will be adversely affected by proposed project No. PG221A11. Since that time we have developed a wetland minimization alternative for the Swan Creek/Livingston Road intersection at the request of the Army Corps of Engineers. The purpose of this letter is to seek your agreement in our opinion that no cultural resources will be impacted as a result of Option E, and that no historic properties will be adversely affected by the undertaking as planned.

Option E proposes an interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210. Access to Swan Creek Road from MD 210 southbound would be achieved with an at grade right-in/right-out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound is proposed in the southeast quadrant. A Livingston Road crossing over MD 210 to the north of the existing intersection requires one lane eastbound and westbound with a center turn lane. The existing service road in the northeast quadrant would be relocated east of its current location. A Swan Creek Road to Livingston Road connector, behind the Old Forte Village Shopping Center, is also proposed. The benefit of this option is the elimination of any roadway movements in the environmentally sensitive southwest quadrant.

Piscataway Quad
Archeo: IA Bc 3/14/01

2 CATH.
IA FOR FNDS
3/21/01

My telephone number is .
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202







Project plans detailing wetland minimization Option E are included as **Attachment I** for your review.

**Funding**

Federal funds are anticipated for this project.

**Area of Potential Effects (APE)**

The expanded Area of Potential Effects (APE) for Option E is confined to the vicinity of the existing Swan Creek Road/Livingston Road intersection. It is defined to anticipate all direct and indirect construction, viewshed, and landuse impacts, and is indicated on the attached SHA-GIS *Piscataway, MD*, quadrangle mapping (**Attachment II**).

**Identification of Historic Properties**

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by proposed wetland minimization Option E for reconfiguration of the Swan Creek/ Livingston Road intersection.

*Architecture:*

In March 1998, SHA submitted a draft **Historic Structures Identification Study for MD 210: I-495 to MD 228**. Based on documentation requirements established at a Summer 1997 meeting with MHT staff, this study represented a thorough investigation into the history of the area with full survey for only a small percentage of the mid-twentieth century resources included in the APE. The remaining resources were documented with black and white photographs and Determination of Eligibility Forms (DOEs) briefly describing the structures. MHT responded on April 14, 1998, providing concurrence in determinations of eligibility on 35 properties. Of these, only the J.R. Manning House was determined National Register eligible.

SHA subsequently submitted a revised draft copy of **Historic Structures Identification Study for MD 210: I-495 to MD 228** to accommodate an expansion of the APE which included Oxon Hill Manor (PG:80-24) and 11 newly identified structures in correspondence dated October 31, 2000. In addition we provided a Determination of Eligibility Form and photographs establishing that the parcel impacted by the MD 210 improvements within the National Register eligible Broad Creek Historic District (Parcel 180) is not contributing. We also provided impact assessments for Oxon Hill Manor (PG:80-24) (No Adverse Impact), the Broad Creek Historic District (PG:80-24) (No Adverse Impact), and the J.R. Manning House (PG:83-16) (No Impact). Your office concurred in a letter of December 8, 2000 that the newly identified resources, including Parcel 180, were not eligible, and that Oxon Hill Manor (PG:80-11, J.R. Manning House (PG:83-16), and the Broad Creek Historic District (PG:80-24) were eligible. Your letter also documented your reconsideration of Hovermale's Tastes Best (PG:80-25) as eligible to the National Register.

SHA provided boundary documentation and an impact assessment for Duvermale's Tastes Best (PG:80-251 in correspondence dated January 26, 2001. You agreed that the property would not be adversely affected in your response of February 27, 2001, conditioned on not submittal of 60% plans of the build alternative for your review and comment. We submitted the final report entitled **Historic Structures Identification Study for MD 210: I-495 to MD 228** in our letter of February 27, 2001 and requested your concurrence in our determination that no historic properties will be adversely affected by the undertaking.

The expanded APE, which encompasses the area at Swan Creek Road/Livingston Road, was included within the APE of our previous architectural studies for the MD 210 project (Attachment III). Two previously identified historic standing structures are located within the expanded APE. PG:80-34 and PG:80-38 were previously determined not eligible as documented in your letter of April 14, 1998. Consequently, no National Register eligible resources are located in or near the expanded APE.

*Archeology:*

A Phase I Archeological Identification Survey was conducted by Thunderbird Archeological Associates, Inc. for the project on behalf of SHA in January 2000. The survey encompassed an APE designed to accommodate worst case impacts from Alternatives 5 A, B, and C, and the two capacity options considered for each. The draft technical report was submitted for review and comment in our previous coordination correspondence dated September 12, 2000. At that time we iterated that archeological sites 18PR141, 18PR166, and 18PR297, would be avoided by the undertaking and fencing would be erected during construction to protect site 18PR141. We requested your concurrence that sites 18PR144 and 18PR590 are ineligible for inclusion on the National Register of Historic Places, and that there would be no impacts to National Register Eligible resources. SHA received your concurrence in your letter of October 16, 2000.

Our previous archeological investigations did not include actual fieldwork at the Swan Creek Road/Livingston Road intersection because that portion of the original APE was considered to have a low potential for significant archeological resources based upon prior disturbance from commercial development and previous road construction activities. An earlier archeological reconnaissance by Wesler et al (1981) included a portion of MD 210 where it is crossed by Livingston Road within the APE with negative results. The expanded APE deviates little from that reviewed in 2000 with the exception of the addition of the access road around the Old Forte Village Shopping Center connecting Swan Creek Road and Livingston Road east of MD 210, and the access road adjacent to the US Postal Service Office.

The access road connecting Swan Creek Road and MD 210 follows the footprint of an existing gravel road and the edge of the Old Fort Village Shopping Center parking lot before turning west to occupy the intervening areas between the parking lots and the Fort Washington Hospital complex. This area has been disturbed by prior commercial construction. The access







road adjacent to the Post Office is planned in the intervening area between the complex's existing parking lot and a commercial office building. This area has also been disturbed by previous construction activities. Examination of selected historic maps (Martenet 1861; Hopkins 1878; USGS 1911) suggests that no structures were present near the intersection prior to 1911 when only one is indicated in the northwest quadrant of the intersection now occupied by the Old Fort Village Shopping Center. As this area has been destroyed by construction of the shopping center, it is not likely that any archeological resources associated with the historic map indicated structure location survive intact. Two architectural resources are located within the expanded APE east of MD 210. PG:80-38 at 1204 Rich Hill Road and PG: 80-34 at 12107 Livingston Road were determined ineligible in previous Section 106 consultation (MHT letter of April 14, 1998). Both structures were constructed in 1945, suggesting a relatively recent occupation history and consequent low potential for significant archeological resources.

The expanded APE is considered to have low archeological potential based on the results of previous survey coverage, prior disturbance, and absence of historic map indicated structure locations. Additionally, no further work is recommended at PG: 80-34 and PG: 80-38 owing to their late construction dates and consequent low archeological research potential.

**Review Request**

Please examine the attached maps and plans. We request your concurrence by March 23, that there will be no historic properties adversely affected by the proposed improvements to MD 210 extending from IS 495 to MD 228 in Prince George's County. By carbon copy, we invite the Broad Creek Historic District Local Advisory Committee, the Oxon Hill Manor Foundation, the National Park Service, and the Prince George's County Historic Preservation Commission to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4 and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by March 23, we will assume that these offices decline to participate. Please call Ms. Liz Baxton at 410-545-8698 with questions regarding standing structures for this project. Ms. Mary F. Barse can be reached at 410-545-2883 with concerns regarding archeology.

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Mr. J. Rodney Little
MD 210: I-495 to MD 228 Project Planning Study
Page Five

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Bruce M. Grey
Deputy Division Chief
Project Planning Division

CONDITIONED UPON FURTHER CONSULTATION FOR NOTHWARD BASIC TEST, ESSAY & FUNN

Concurrence:

State Historic Preservation Office

3/21/2001
Date

Attachments
I: Project Plans
II: SHA-GIS Cultural Resources Map showing APE
III: USGS 7.5' Piscataway Quadrangle showing APE for Architectural Studies

cc: Ms. Heather Amick, SHA-PPD (w/Attachments II and III)
Ms. Mary Burse, SHA-PPD (w/Attachments II and III)
Ms Ingrid Britt, Oxon Hill Manor Foundation (w/ Attachments I, II, and III)
Ms. Liz Buxton SHA-PPD (w/Attachments II, and III)
Dr. Charles Hall, SHA-PPD
Ms. Mary Huie, Federal Highway Administration (w/ Attachments I, II, and III)
Mr. Joseph R. Kresslein, SHA-PPD
Mr. John Parsons, National Park Service (w/Attachments I, II, and III)
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments I, II, and III)
Ms. Carroll Savage, Broad Creek Historic District Local Advisory Committee (w/Attachments I, II, and III)
Ms. Cynthia Simpson, SHA-PPD
Mr. Donald Sparklin, SHA-PPD

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 8, 2004

Re: Project No. PG221A11
MD 210: I-95/I-495
(Capital Beltway) to MD 228
Prince George's County, MD
USGS *Piscataway* 7.5" Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

**Introduction, Project History and Current Project Description**

This letter serves to describe the State Highway Administration's (SHA) Selected Alternate 5A Modified, and to request the concurrence of the Maryland Historical Trust (MHT) in our finding that proposed Project No. PG221A11 would have no adverse effect on historic properties. In order to conclude consultation on project effects, SHA is also providing documentation regarding the identification and evaluation of historic properties within the Parker Berry Farm wetland mitigation site and the Tinkers Creek stream restoration area.

SHA has consulted with MHT regarding this planning study to improve traffic operations along a narrow corridor of MD 210, extending from I-495 to MD 228 in Prince George's County, since 1998. This multi-modal study addresses the increasingly severe and frequent traffic congestion along a ten mile long segment of MD 210, and provides engineering and environmental analysis of existing and projected transportation, safety, environmental, and aesthetic conditions. Three mainline alternates (Alternate 5A, 5B, 5C) with two types of capacity options each were developed to address the project objectives. The potential impact of these three alternates on historic properties has been coordinated in two previous letters to MHT dated January 26, 2001 and March 9, 2001. SHA received your concurrence in a no adverse effect determination for the undertaking on March 21, 2001.





SHA's letter of March 14, 2002 provided documentation on identification and evaluation efforts for standing structures at the Parker Berry Farm wetland mitigation site. MHT agreed that the Parker Berry Farm (PG: 81-B-13) was not eligible for listing in the National Register of Historic Places (NRHP) on April 9, 2002. No prior consultation has taken place with respect to the Tinkers Creek restoration site. SHA now seeks to resolve this project's outstanding compliance issues regarding identification and evaluation efforts for archeological resources at the Parker Berry Farm wetland mitigation site and for all historic properties at the Tinker's Creek Stream restoration area.

The location and limits of the project's mainline component and locations of wetland/restoration sites are depicted on **Attachment 1**. Project plans for Selected Alternate 5A Modified are provided as **Attachment 2**.

SHA Selected Alternate 5A Modified

Alternate 5A proposed to maintain the existing three through lanes on MD 210 in both the northbound and southbound directions with no High Occupancy Vehicle (HOV) Lanes, and to convert six at-grade intersections to grade-separated interchanges with some mainline MD 210 widening in the vicinity of the interchanges to provide acceleration and deceleration lanes. However, SHA modified Alternate 5A following the Public Hearing in response to comments. As a result, Alternative 5A Modified would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. The median would be widened to provide for the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the Alternative 5C footprint, but the mainline lanes would generally coincide with the existing roadway pavement, as feasible, between the interchanges. Where needed, the right-of-way would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout. Designated bike lanes within the roadway, as well as sidewalks behind the curb, are included with all the proposed overpasses with SHA-Selected Alternate 5A Modified.

The individual intersection/interchange options comprising the SHA-Selected Alternate are summarized as follows:

Location A -- Wilson Bridge Drive Option A consists of an at-grade intersection with no widening of MD 210, but closure of the median opening and removal of the traffic signal, allowing right-in, right-out movements only. Improvements would be made to the internal roadway network for the Brookside Condominiums and Wilson Towers Apartments to provide the full range of access to MD 210 at the Kerby Hill Road interchange (**Attachment 2, Figures SA-2 and SA-3**).

Location B -- Kerby Hill Road Option C consists of a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. On the west side of MD 210, the southbound exit ramp from MD 210 ties in to Kerby Hill Road opposite a two-way service road that serves the Brookside Park Condominium and Wilson Towers Apartment communities. A ramp to MD 210 southbound from existing Kerby Hill Road uses the existing access road alignment adjacent to the existing service station. East of MD 210, a loop ramp from northbound MD 210 to Relocated Kerby Hill Road and a ramp to MD 210 northbound from Relocated Kerby Hill Road are proposed. The proposed Relocated Kerby Hill Road requires two lanes in each direction through the interchange area, and is realigned to the north side of the existing roadway on the west side of MD 210 for better geometrics and maintenance of traffic (**See Attachment 2, Figure SA-3**).

Location C -- Palmer/Livingston Road Option E consists of a half-diamond interchange on the east side of MD 210, with single-lane ramps each in the northeast and southeast quadrants. In the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. The proposed Palmer/Livingston roadway alignment is skewed rather sharply in relation to MD 210 in order to tie the vertical grade into existing Livingston Road on the west side of MD 210 with as few business displacements as possible. The northwest quadrant contains a proposed access road to allow access to the existing businesses along Palmer/Livingston Road. The existing trail along Henson Creek would be reconstructed as necessary where the MD 210 bridge over the trail and Henson Creek is proposed to be widened, and a new trail connecting the above-described access road to the existing Henson Creek trail would be constructed (**Attachment 2, Figure SA-4**).

Location D -- Old Fort Road North Option C consists of a diamond interchange at Old Fort Road North. Old Fort Road North would be realigned to the south of the existing intersection and would be comprised of two lanes in each direction while crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection (**Attachment 2, Figure SA-5**). Commitments have been made to keep the profile of the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.





Location E -- Fort Washington Road Option D consists of a ¾ diamond interchange with a relocated Fort Washington Road flyover north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would flyover MD 210 and tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. The existing Fort Washington Road then becomes a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction with left turn lanes at intersections (**See Attachment 2, Figure SA-6**).

Location F -- Swan Creek Road Option G is a variation of Option F, developed at the request of the US Army Corps of Engineeers to minimize impacts to wetlands in the southwest intersection quadrant. Option G consists of a configuration to restore the continuity of Livingston Road across MD 210 via an overpass. Redundant exit ramps are proposed from northbound MD 210 to Livingston Road to maximize visibility and accessibility to the Old Forte Village Shopping Center and Fort Washington Hospital. Northbound Livingston road would remain connected to the existing parallel service road on the east side of MD 210. Exits would also be redundant off of southbound MD 210, with a new ramp to intersect Livingston Road in front of the Fort Washington Hospital and the retention of the existing right turn onto Swan Creek Road at the existing intersection location. A new road behind the Old Forte Village Shopping Center would maintain access to Livingston Road, on the west and east sides of MD 210, for Swan Creek Road traffic from the west (**See Attachment 2, Figure SA-7 and SA-8**).

Location G -- Old Fort Road South Option C consists of a standard diamond interchange with Old Fort Road South over MD 210. Location G is the southernmost of the grade-separated interchanges proposed with the SHA-Selected Alternate. Old Fort Road South is proposed to include two lanes in each direction in the interchange area. Since a service road is being eliminated by the ramp onto southbound MD 210, a new access road is proposed to serve residences in the southwest quadrant of the interchange (**Attachment 2, Figure SA- 9**).

Location H -- Farmington Road Option A includes minor improvements to widen the eastbound and westbound approaches of the at-grade intersection. The westbound approach would be widened by one additional lane width to provide a deceleration lane for the ramp spur connecting to northbound MD 210 and separated through and left turn lanes at the MD 210 intersection. The eastbound approach would be widened by one additional lane width to allow an exclusive right turn lane onto southbound MD 210 (**Attachment 2, Figure SA-12**).

Location I -- MD 373 Option A includes lengthening the accel/decel lanes on the MD 210 approaches to the intersection. The westbound MD 373 approach to MD 210 is proposed to be widened by one lane width to provide a double left turn, a single thru and a right turn lane. The

eastbound approach would remain as is with a single left turn and thru/right turn lane. MD 210 resurfacing is proposed throughout the intersection area (**Attachment 2, Figures SA-13 and SA-14**).

Proposed Mitigation Sites

Parker Farm Wetland Mitigation Site: Approximately seven acres of wetland creation, one acre of wetland restoration, and 16 acres of wetland preservation are proposed on the Parker Farm (**Attachment 1**), with an average cut of three feet to achieve a design elevation of 25 to 30 feet. Groundwater monitoring wells will be installed to determine appropriate design parameters, and existing wetlands in the area will be surveyed and shown on the final wetland mitigation design plans. The SHA proposes that 2.6 acres (2:1 replacement ratio) of the Parker Farm wetland creation be considered as mitigation for wetland impacts for the construction of Alternate 5A Modified. SHA desires to utilize the remaining available wetland mitigation credit at the Parker Farm for future highway projects.

Tinker's Creek Stream Mitigation Site: The SHA proposes the restoration of approximately 2,200 linear feet of Tinkers Creek Tinkers Creek along the Potomac Airfield as mitigation for the proposed stream impacts associated with Alternate 5A Modified (**Attachment 1**). SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation. The adjacent airfield property would likely be used as the primary construction access and staging area for any restoration effort. Proposed restoration goals and measures include:

- Reconnecting the stream with its historic floodplain by grading the stream banks above the bankfull elevation and increasing the flood-prone width;
- Creating a natural channel planform by realigning portions of the stream to a more stable pattern;
- Enhancing the riparian buffer and strengthening and stabilizing the stream banks by installing riparian and streambank plantings;
- Stabilizing the storm drain outfall channel by realigning the outfall to direct the flow downstream and grading and stabilizing the banks around the channel; and providing fish passage (i.e., double wing deflector to narrow the channel, grade control to create backwater) over the exposed sanitary sewer line located at the downstream end of the project.





**Area of Potential Effects**

The area of potential effects (APE) for the project includes a corridor along MD 210 that accommodates all direct and indirect impacts anticipated by road widening and interchange construction. While there are some extremely minor changes to the footprint at the intersection locations, the APE for SHA Selected Alternate 5A Modified essentially remains the same as that coordinated in previous consultation efforts. However, the APE no longer includes the MD 210/ I-95/I-495 interchange at the northern end of the project. The APE also encompasses the two discontiguous mitigation sites at the Parker Berry Farm (**Attachment 3**) and Tinker's Creek (**Attachment 4**). The APE for the SHA Selected Alternate is delineated on the compilation of USGS topographic quadrangle maps for Anacostia, Mount Vernon, Piscataway, and Alexandria included as **Attachment 5**.

**Identification Methods and Results**

Potentially significant architectural and archeological resources were both researched with respect to changes in the project's design under Alternate 5A Modified, and incorporation of wetland mitigation and stream restoration into the project's scope.

*Architecture:*

SHA Architectural Historian Liz Buxton reviewed the proposed plans for the SHA Selected Alternate 5A Modified and the Tinker's Creek Stream Restoration Area, and consulted the SHA-GIS Cultural Resources Database, and SHA project files, historic maps and aerial photographs. The MHT concurred on April 9, 2002 that the Parker Berry Farm (PG: 81-B-13) is the only historic structure within the APE for the Parker Farm Wetland Mitigation Site, and that it is not eligible for the NRHP. Research indicated that the APE for the Tinker's Creek Stream Restoration Area contained no previously identified historic structures. The closet recorded historic property is Belleview (PG: 81-B1), which lies 2,500 feet to the northeast, well outside the APE. USGS topographic quadrangle map and aerial photography indicate no structures in the area except the PG Air Park, which is not older than 50 years. Consequently, there are no historic standing structures within the APE for the wetland mitigation/stream restoration sites.

In March 2001, SHA submitted a revised **Historic Structures Identification Study for MD 210: I-495 to MD 228.** The study identified 49 individual and district architectural resources in the project APE for the main line alternatives. Only four of these properties are considered eligible for, or listed on, the NRHP: Oxon Hill Manor (PG: 80-1), J.R. Lee-Manning House (PG: 83-16), Broad Creek Historic District (PG: 80-24) and Hovermales' Tastes Best (PG: 80-25). The potential impacts of the project on these were presented by SHA in two previous letters to the MHT. The first letter, dated October 31, 2000, determined that the project will have no adverse impact on Oxon Hill Manor (PG: 80-1) and the Broad Creek Historic District (PG:

80-24). It also determined that the project will have no impact on the J.R. Lee Manning House (PG: 83-16). The second letter, dated January 26, 2001, determined that the project would have no adverse impact on Hovermales' Tastes Best (PG: 80-25). The MHT concurred on March 9, 2001 that there would be no adverse impacts to historic properties conditioned on their review and approval of plans in the area of Hovermales Tastes Best at the 60% completion stage.

Under SHA Selected Alternate 5A Modified, the APE for historic standing structures along the main line has been slightly reduced and now excludes the access ramp from MD 210 to I-95/I-495. Although we indicated in previous correspondence that Oxen Hill Manor was located in the APE, we have since determined that the property lies outside the APE for Selected 5A Modified, as the access ramp from MD 210 to I-95/I-495 was incorporated into the Woodrow Wilson Bridge Project.

The SHA-Selected Alternate would require 0.29 acre of property acquisition within the Broad Creek Historic District for the Old Fort Road interchange. This area is located entirely within Parcel 189, a non-contributing element of the historic district. On December 8, 2000, MHT concurred with our finding that the parcel does not contribute to the significance of the Broad Creek Historic District. This parcel was incorrectly identified as parcel 180 in previous SHA/MHT correspondence but was corrected by MHT staff in the March 30, 2001 MHT concurrence. SHA will incorporate landscaping into the project's design to buffer the Broad Creek Historic District from the planned interchange. Once the project is in the final engineering phase SHA will develop a landscaping plan for review and approval by MHT and will coordinate with the Broad Creek Historic District Advisory Committee during development and implementation of the plan along Parcel 189. Conditioned on acceptance and implementation of the landscape plan, SHA believes that Selected Alternate 5A Modified would have no adverse impacts on the Broad Creek Historic District.

The SHA-Selected Alternate 5A Modified improvements associated with the Palmer/Livingston Road interchange would maintain access to Hovermales Tastes Best and permit its continued visibility from MD 210 and Livingston Road. A clearly marked new access road will be provided that will enable the continued use of the property. Because the visibility of the property and the use of the property will be maintained throughout the project, Alternate 5A Modified will have no adverse impact on Hovermales Tastes Best.

The J.R. Lee Manning House remains well removed from the proposed intersection improvements under Alternate 5A Modified, and will continue to accrue no impacts as a result of the undertaking.





*Archeology*:

The Area of Potential Effects (APE) for archeology at the Parker Farm Wetland Mitigation Site contains approximately 18 acres (7.20 hectares) in which all ground disturbing activities will take place. While wetland creation and enhancement will require only eight acres to be undertaken primarily along the terraces and floodplain of Piscataway Creek and an adjacent tributary, other aspects of the project that may impact the adjacent uplands include construction of stormwater management and water quality ponds, equipment staging and storage areas, access roads, and stockpile areas. Areas where wetland preservation is proposed were not included in the APE as no impacts are anticipated from that component of the undertaking. Consequently, the APE for archeology was defined to include all anticipated direct and indirect impacts as indicated on **Attachment 3**.

SHA archeologist Mary Barse assessed the archeological potential of the project area through consultation of previous archeological studies, the SHA-GIS Cultural Resources Database, modern landuse mapping, and historic mapping, and a series of field visits in 2001 and 2002. Given the ecological setting of the project area, positive historic map review results, and the presence of historic standing structures, the APE was considered to have high archeological potential. Consequently, the archeological consulting firm of URS Corporation was contracted to conduct a Phase I Archeological Identification survey for the project.

Phase I archeological investigations within the APE resulted in the identification of Site 18PR622 and Site 18PR623. Subsequent Phase II evaluation of Locus 4 within Site 18PR622 was conducted and the Locus 4 component is recommended eligible for the NRHP. Locus 4 represents the remains of a Late Woodland or Contact Period hamlet, probably occupied by a single family. Features investigated during the evaluation include a refuse pit and a house structure. This is a highly significant archeological site as few Late Woodland sites have been investigated in the Potomac Valley. Its location in the middle reaches of Piscataway Creek upstream from the embayed portion of the drainage is unique in the existing regional archeological database, and corroborates the dispersed settlement pattern hypothesized for this time period from John Smith's (1608) map of the Chesapeake region. The site retains excellent preservation of organic materials, and patterns in the distribution of features and artifact deposits. Consequently, Locus 4 within Site 18PR622 contributes important information to our knowledge of Late Woodland settlement patterns, technology, and subsistence. Site 18PR623 is characterized as a chronologically and functionally non-diagnostic lithic scatter confined to the surface and plowzone of a cultivated field. It is recommended not eligible by virtue of its low information potential and disturbed context.

Enclosed for your review and comment is one copy of the resulting draft technical report entitled **Phase I and Phase II Terrestrial Archeological Survey, Maryland Route 210 Wetland Mitigation at the Parker Berry Farm, Prince George's County, Maryland (Attachment 6)**. The report was prepared on behalf of SHA by URS Corporation. SHA has prepared Determination of Eligibility forms for the identified resources, and these are provided in **Attachment 7**.

The report has been reviewed by SHA and we believe it clearly conveys that sufficient work was conducted to identify the full range and number of archeological properties within the APE, and provides satisfactory documentation of the evaluation of each site's integrity, research value, and eligibility to the NRHP. We agree with the consultant's recommendation for avoidance, including a protective buffer. Overall, SHA is pleased with the report's presentation. We have a few minor comments included as **Attachment 8** that will be addressed along with yours in the forthcoming final report.

**Attachment 9** depicts the size and location of Site 18PR622 based on the results of Phase II evaluation, with respect to the limits of disturbance (LOD) for wetland creation. Given the sensitive nature of the site, SHA instructed the consultant not to provide detailed mapping of the location within the technical report. SHA redesigned the wetland creation area to avoid the significant Late Woodland component of Site 18PR622, and to provide a 50 foot buffer around the site. In addition, SHA will further ensure avoidance by placing special provisions in the project's construction contract to erect temporary chain link fencing along the buffer, and language that prohibits any activity immediately adjacent to, or within, the fenced buffer. A qualified Archeologist will monitor construction during that period in which grading will take place adjacent to the buffer. Consequently, there will be no impacts to historic archeological properties eligible for listing in the NRHP.

The Area of Potential Effects (APE) at the Tinker's Creek Stream Restoration Area includes approximately 13.6 acres (5.5 hectares) in which all possible ground disturbing activities will take place. While stream restoration and enhancement will be undertaken primarily along the stream bed of Tinkers Creek, other aspects of the project that include equipment staging and storage areas, and access roads, may impact the adjacent well-drained floodplain margins and low terrace settings.

SHA Archeologist Henry Ward assessed the archeological potential of the project area through the SHA-GIS Cultural Resources Database, previous archeological studies, survey inventory information, modern land use mapping, and historic mapping, and a field visit in September 2003. Regional prehistoric occupation models suggest that stable floodplain



landforms - such as that within the APE - would have represented an attractive location for prehistoric occupation. Given this, as well as the presence of artifacts observed on the ground surface during the field visit, SHA determined that Phase I archeological investigations were warranted and contracted with the archeological consulting firm of John Milner Associates, Inc., who conducted the work in October 2003.

The field survey included the excavation of one hundred and forty-seven (147) shovel test pits, excavated along systematic transects set at 20-meter intervals. The survey identified one prehistoric site (18PR653), and two prehistoric isolates (18PRX182 and 18PRX183). The Phase I testing indicated that 18PR653 represented an approximately 2,600 square meter site, oriented parallel and 50 meters to the northwest of Tinker's Creek. The site yielded 25 prehistoric artifacts from plowzone contexts; however, none represented temporally diagnostic forms. The site also yielded a sparse scatter of 20th century historic material. Given the limited artifact density and lack of diagnostics, the site was interpreted as a short-term transient camp, of unknown cultural affiliation, with no evidence of intact cultural features or significant archaeological deposits. As a result, the site was concluded to have limited research potential and no further investigations were recommended.

Enclosed for your review and comment is one copy of the resulting draft technical report entitled **Phase I Archeological Investigations at the MD 210 Stream Restoration Project, Prince George's County, Maryland (Attachment 10)**. The report was prepared on behalf of SHA by John Milner Associates, Inc. SHA has prepared a Determination of Eligibility form for identified Site 18PR653, which we submit as **Attachment 11**.

The report has been reviewed by SHA and we believe it clearly conveys that sufficient work was conducted to identify the full range and number of archeological properties within the APE, and to support a recommendation for no additional archeological investigations. We will instruct the consultant to remove the Archeological Site Survey Form from the report; otherwise, SHA has no substantive comments.

In a letter of September 12, 2000 to the MHT, SHA recommended that the project APE for the original main line alternates with capacity options did not contain archaeological resources of sufficient significance and integrity to fulfill the criteria for NRHP eligibility. This finding was based on the results of the **Phase Ib Intensive Archaeological Identification Survey for the Widening of MD 210 (Indian Head Highway) and the Improvement of Nine Signalized Intersections, Extending from the Capital Beltway to MD 228, Prince George's County, Maryland**. MHT concurred with this determination and agreed that additional archaeological work was not warranted (MHT Letter of October 16, 2000).

With respect to Alternate 5A Modified, SHA Archaeologist Henry Ward carefully compared the differences between the footprint of the new design elements to that of the previously studied mainline alternates. The current design plans indicate very minor alterations to the originally studied footprint in only three segments of the APE: I-95/I-495 to Livingston Road (**Attachment 12**); Old Fort Road North to Old Fort Road South (**Attachment** 13); and Farmington Road to MD 373 (**Attachment 14**).

Modifications to the project's design under Alternate 5A Modified in the segment between I-95/I-495 and Livingston Road include changes to four interchanges or access roads: 1) expansion of the access drive/parking lot to the Brookside Park Condominiums; 2) construction of new ramps to and from Kerby Hill Road on the south side of MD 210; 3) alterations to the existing access driveway into the River Point Apartments; 4) the addition of MD 210 off ramps onto Livingston Road; and 5) minor alterations to the MD 210 ramps to Palmer Road (**Attachment 2, Figures SA -2, SA-3 and SA- 4, Attachment 12**).

Design changes in the segment of MD 210 from Old Fort Road North to Old Fort Road South include: 1) the addition of a ramp from southbound MD 210 to Swan Creek Road (on the west side of MD 210); 2) realignment of the ramps from Livingston Road onto north and southbound MD 210 (east of MD 210); 3) minor grading along the MD 210 ramp onto east bound Livingston Road; and 4) the construction of a minor access road extending soutb from Old Fort Road South (**Attachment 2, Figure SA -8, Attachment 13**).

From Farmington Road to MD 373, the only alteration under Alternate 5A Modified is the inclusion of a minor (less than 500 square feet) Storm Water Retention Pond to be constructed in a wooded area in the northeast quadrant of the intersection of MD 210 and Farmington Road (**Attachment 14**). However, this new component of the APE was included in a previous Phase I survey (Gardner 1977), which failed to identify any archeological resources. As a result, this design alteration will not impact any archeological resources.

Using SHA-GIS resources, aerial photographs, historic maps, previous survey reports, and field visits, SHA concludes there is an absence of previously identified arcbeological sites within or adjacent to the APE for any of the design cbanges identified above. The closest archeological site (18PR144) is situated on the opposite side of MD 210, a minimum of 300 feet west of the APE. It was determined ineligible for the NRHP by MHT in October 2000. All of the areas associated with the design changes have low archeological potential, or bave been surveyed previously with negative results, or have been subject to prior disturbance, and no additional arcbeological investigations are recommended.





In conclusion, SHA maintains that the project as planned will have no adverse impacts on historic standing structures and no impact on archeological resources along the mainline ot MD 210 or areas slated for wetland mitigation and stream mitigation. The SHA Selected Alternate 5A will have no adverse effect on NRHP eligible of listed historic properties as indicated in the attached Hybrid Eligibility and Effects Table included as **Attachment 15**.

**Review Request**

Please examine the attached maps, plans and the Eligibility/Effects Table. We request your concurrence by April 9, 2004 that Alternate 5A Modified would have no adverse effect on historic properties. By carbon copy, we invite the Broad Creek Historic District Local Advisory Committee, the Oxon Hill Manor Foundation, the National Park Service, Prince George's County Historic Preservation Commission, and Prince George's Heritage, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by April 9, 2004, we will assume that these offices decline to participate. Please call Ms. Liz Buxton at 410-545-8698 with questions regarding standing structures for this project. Mr. Henry Ward may be reached at 410-545-5793 with concerns regarding archeology.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

Attachments:
1) Project Location Maps
2) Project Plans – Alternate 5A Modified
3) APE Map for the Parker Farm Wetland Mitigation Site
4) APE Map for the Tinker's Creek Stream Restoration Site
5) APE Map and Architectural Resources on Mainline MD 210
6) Archeological Report - Parker Farm Wetland Mitigation Site
7) DOE Forms for Archeological Sites 18PR622 and 18PR6
8) SHA Comments on Draft Archeological Report - Parker Farm Wetland Mitigation Site
9) Map showing Extent and Location of Locus 4 in relation to the LOD
10) Archeological Report – Tinker's Creek Stream Restoration Site
11) DOE Form for Archeological Site 18PR653
12) SHA – GIS Map of Project Segment - I-95/I-495 to Livingston Road
13) SHA – GIS Map of Project Segment - Old Fort Road North to Old Fort Road South
14) SHA – GIS Map of Project Segment - Farmington Road to MD 373
15) Hybrid Eligibility/Effects Table

cc: Ms. Heather Amick, SHA-PPD (w/Attachments 1, 2, 15)
Ms. Mary F. Barse, SHA-PPD (w/Attachments1, 15)
Ms. Ingrid Britt, Oxon Hill Manor Foundation (w/Attachments 1, 2, 15)
Ms. Liz Buxton, SHA-PPD
Ms. Susan Hinton, National Park Service (w/Attachments 1, 2, 15)
Mr. Dan Johnson, FHWA, (w/Attachments 1, 2, 15)
Mr. Joseph Kresslein, SHA-PPD
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments 1, 2, 15)
Ms. Carroll Savage, Broad Creek Historic District Local Advisory Committee (w/Attachments 1, 2, 15)
Ms. Cynthia D. Simpson, SHA - PPD
Mr. Donald H. Sparklin, SHA - PPD
Mr. Henry Ward, SHA-PPD
Mr. Patricia Williams, Prince George's Heritage, Inc., (w/Attachments 1, 2, 15)

VI-339G



**Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects**

Project Number: PG211A11 **MHT Log No.** 200400792
Project Name: MD 210: SHA Selected Alternate 5A Modified
County: Prince George's
Letter Date: March 8, 2004

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

**Eligibility** (as noted in the Eligibility Table [Attachment 15]):
[X] Concur
[ ] Do Not Concur

**Effect** (as noted in the Effects Table [Attachment 15]):
[ ] No Properties Affected
[X] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

**Agreement with FHWA's Section 4(f) criteria of temporary use** (as detailed in the referenced letter, if applicable):
[ ] Agree

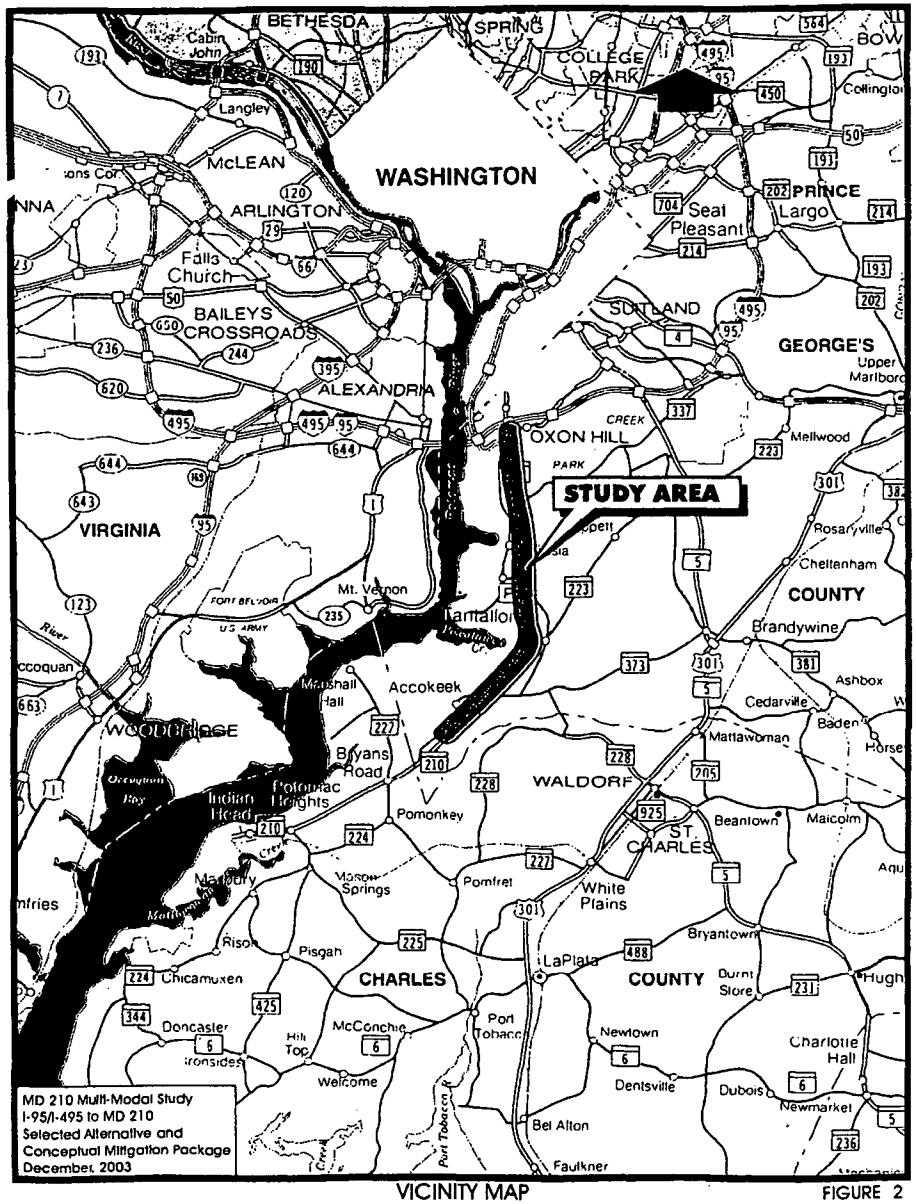
**Comments:**
MHT Concurs with SHA's comments on the draft archeology reports.

By: [signature] 4-23-04
MD State Historic Preservation Office/ Date
Maryland Historical Trust

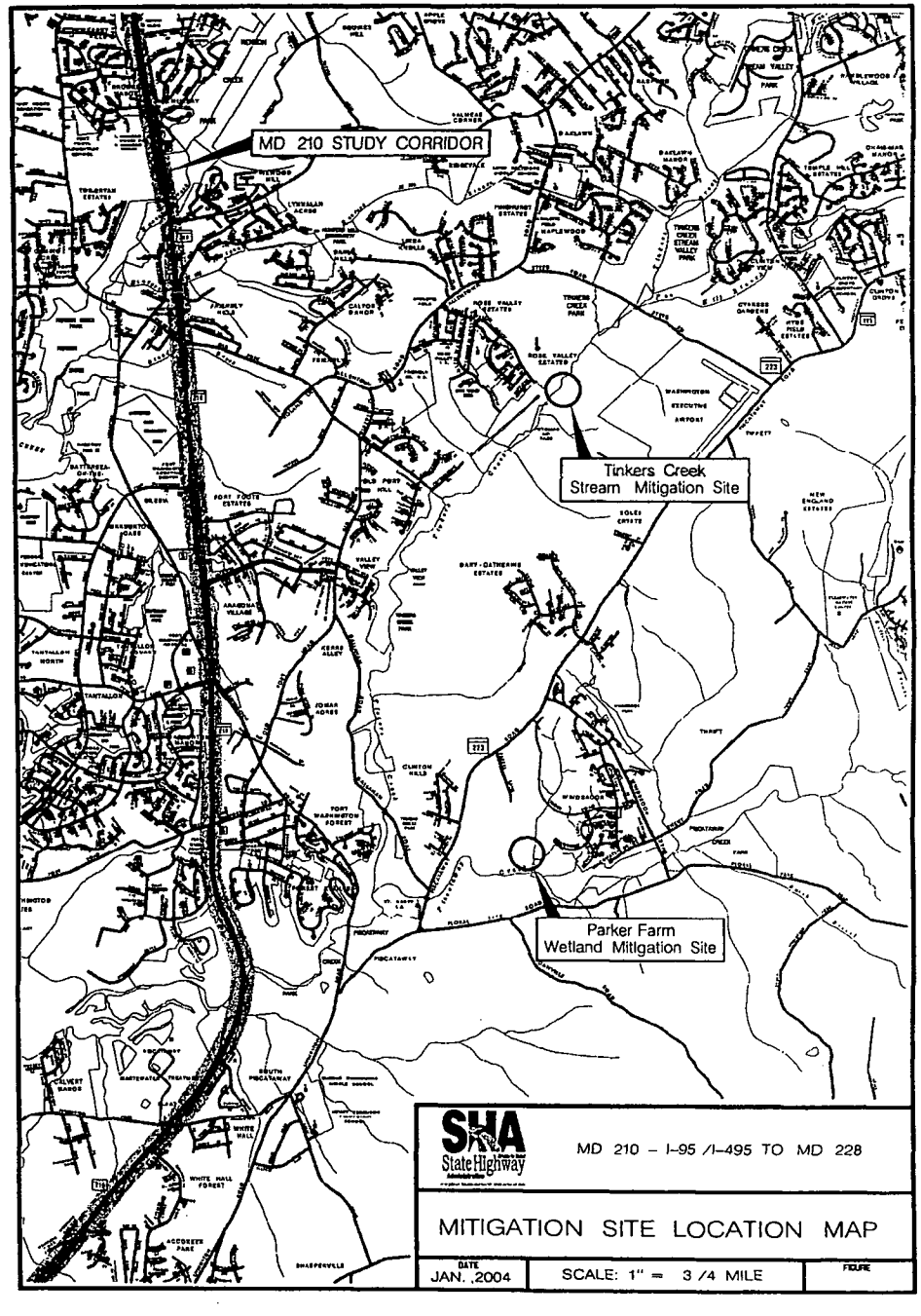
Return by U.S. Mail or Facsimile to:
Mr. Bruce M. Grey, Deputy Division Chief, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8540 and Facsimile: 410-209-5004

735

Attachment 1




VICINITY MAP FIGURE 2



*Hybrid Eligibility/Effects Table*

Attachment 15

**Project Name: MD 210: I-95/I-495 to MD 228** **March 8, 2004**

| | | | | SHA Selected Alternate 5A modified | | | |
|---|---|---|---|---|---|---|---|
| **Resource** | **Type** | **SHA NR Det.** | **SHPO Opinion** | **Impact** | **SHPO Concur** | **Attachment** | **Remarks** |
| **J.R. Lee Manning House (PG: 83-16)** | **S** | **NR** | **Concurred 12/08/2000** | **None** | **Requested 03/2004** | | |
| **Broad Creek Historic District (PG: 80-24)** | **HD** | **NR** | **Concurred 12/08/2000** | **No Adverse** | **Requested 03/2004** | | Contingent on review and approval of landscape plan for Parcel 189 |
| **Hovermales' Tastes Best (PG: 80-25)** | **S** | **NR** | **Concurred 12/08/2000** | **No Adverse** | **Requested 03/2004** | | Contingent on 60% plan review by MHT |
| **Oxon Hill Manor (PG: 80-1)** | **S** | **NRL** | **Concurred 12/08/2000** | **None** | **Requested 03/2004** | | No longer located within the APE of MD 210 project |
| **18PR622 Locus 4** | **A** | **NR** | **Requested 03/2004** | **None** | **Requested 03/2004** | **6** | Parker Farm Wetland Mitigation |
| **18PR623** | **A** | **X** | **Requested 03/2004** | **None** | **Requested 03/2004** | **6** | Parker Farm Wetland Mitigation |
| **18PR653** | **A** | **X** | **Requested 03/2004** | **None** | **Requested 03/2004** | **10** | Tinker's Creek Stream Restoration |
| | | | | | | | |
| | | | | | | | |
| **Effect** | | | | **NAE** | **Requested 03/2004** | | |

**Codes:**

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion
Impact: None, No Adverse, Adverse
Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
**Bold rows indicate review action requested**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
*Department of Parks and Recreation*
6600 Kenilworth Avenue Riverdale, Maryland 20737

November 25, 1997

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202



RE: Project No. PG211A11
MD 210: MD 228 to I-95/I-495

Dear Mr. Ege, Jr.,

This is in response to your letter October 27, 1997, in which you request information relating to Maryland State Highway Administration (SHA) Widening of MD 210. Staff have prepared information as requested in your letter. Please note that all of the park acreage owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) serves a current or future function of "significance". Park acreage is accumulated based on the requirements of the local populations; 2.5 acres/1000 for active recreational use and 7.5 acres/1000 for passive recreational, open space, flood plain protection, protection of stream valleys and historic preservation. Parks are identified in master plans which are adopted and approved through public hearings and official Prince George's County Council action. Funding for acquisition frequently utilizes State of Maryland Program Open Space (POS) funding.

The maps enclosed identify all parkland that may be impacted prior to, during and/or after this SHA reconstruction project by M-NCPPC's official name and numeric designation (highlighted in green) within approximately 2000' range of the MD 210 corridor located on the east and west (shown as a red line). These maps were copied from the State Wide Grid Maps produced by the State Highway Administration for the Maryland Department of Transportation, at 1" = 2000'.

**STATUS: Unchanged** a. Southlawn Neighborhood Park/School, Tax Map 105, Grid A-1, Parcel A, 7.68 Acres. This active recreation park includes a picnic area, picnic shelter, two tennis courts, a football/soccer field with a softball field overlay, play equipment and parking. Program Open Space (POS) funds were utilized for the development of this park.



**STATUS: Unchanged** b. Leyte Drive Neighborhood Playground, Tax Map 105, Grid A-3, Parcel B, 3.21 Acres. This tract is undeveloped and was not acquired with POS funds.

c. Henson Creek Stream Valley Park, Tax Map 105, Grid A-1 and A-2, multiple parcels. This section of the park is undeveloped except for a hiker/biker trail which follows the creek on both sides and crosses underneath Maryland Route 210. POS funds were utilized in the purchase of these parcels, except for Grid A-2, Parcel 84. POS funds were also used in the construction of the trail.

**STATUS: Unchanged** d. Livingston Road Community Park, Tax Map 123, Grid A-2, Parcel 49, 45.43 Acres. This undeveloped park is not contiguous with existing right-of-way for Maryland Route 210, but is in the immediate vicinity. This parcel was not Acquired using POS funds.

**STATUS: Unchanged** e. Fort Washington Forest Neighborhood Park/School, Tax Map 142, Grid B-1, Parcel A, 19.12 Acres. This active recreation park includes, a picnic area , two tennis courts, a football/soccer field, a baseball diamond, play equipment, a basketball court and parking. This site was acquired using HUD funds. Conversion of this parcel would not require approval from HUD, but will follow Commission guidelines for conversion.

**STATUS: Unchanged** f. Piscataway Creek Stream Valley Park, Tax Map 142, Grids B-1, B-2, B-3 and C-3, various parcels. This area of the park is currently undeveloped and the property was acquired using POS funds.

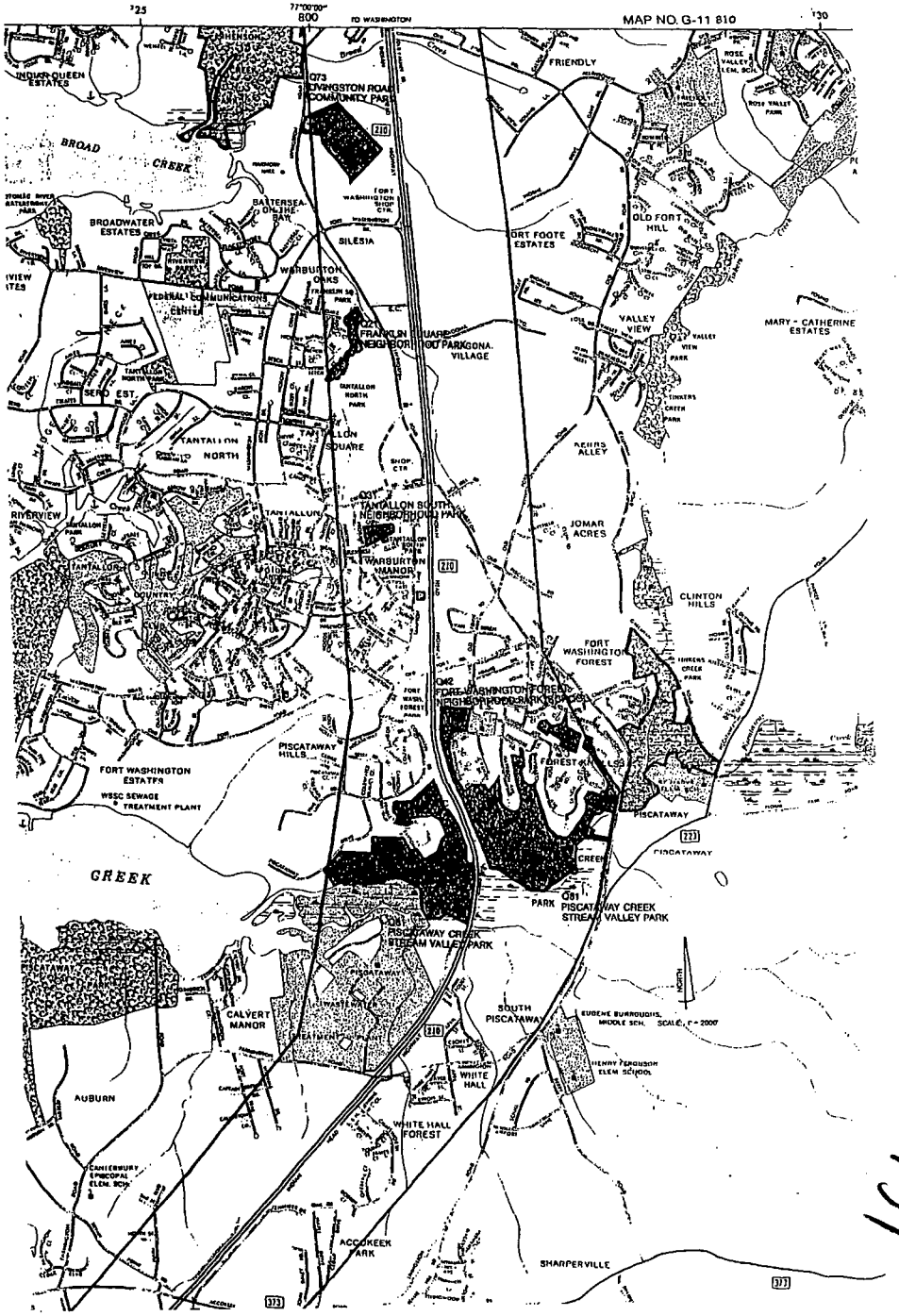
We do not record data for the frequency of park usage; however, the land associated with the stream valley parks is extensively utilized by hikers (on and off trails) and bikers (on trails). All of the active recreational components in our developed parks are also well used. Enclosed please find copies of the current mater plans for Subregions V and V11. Additional information or questions may be directed to the area park planner, Marilynn Lewis, at 301-699-2574.

Sincerely,

Jacqueline S. Gilbert, Chief
Park Planning and Development Division

Enclosures


BOLLING AIR FORCE BASE
PRINCE GEORGE
WASHINGTON HIGHLANDS
SOUTHVIEW
GLASSMANOR
NORTH BARNABY
U.S. NAVAL RESERVATION
SEWAGE DISPOSAL PLANT
FOREST HEIGHTS
OXON CREEK
OXON HILL CHILDREN'S FARM
PHELPS CORNER
RIVERTOWNE SHOP. CTR.
NUNTS CORNER
ROSECROFT PARK
REDFORD ESTATES
HOUGHS PARK
LIVINGSTON LEYTE NEIGHBORHOOD PARK
POTOMAC VISTA
KERBY HILLS
SQUIRES HILL
APPLE GROVE
RIVER BEND
RIVER BEND ESTATES
PALMERS CORNER
Q79 HENSON CREEK STREAM VALLEY PARK
TOR-BRYAN ESTATES
PINEWOOD HILL
RIDGEVALE
LYNNALAN ACRES
LINDA KNOLLS
ADAMS HILLS
FRIENDLY HILLS
CALTON MANOR
CAMINO ACRES
FORT FOOTE VILLAGE


MAP NO. G-11 810
TO WASHINGTON
INDIAN QUEEN ESTATES
Q73 LIVINGSTON ROAD COMMUNITY PARK
FRIENDLY
BROAD CREEK
BROADWATER ESTATES
BATTERSEA DRIVING PARK
SILESIA
FORT FOOTE ESTATES
OLD FORT HILL
WARBURTON OAKS
FEDERAL COMMUNICATIONS CENTER
VALLEY VIEW
MARY - CATHERINE ESTATES
TANTALLON NORTH
TANTALLON SQUARE
TANTALLON NORTH PARK
KEHRS ALLEY
RIVERVIEW
Q31 TANTALLON SOUTH NEIGHBORHOOD PARK
JOMAR ACRES
WARBURTON MANOR
CLINTON HILLS
FORT WASHINGTON FOREST
Q42 FORT WASHINGTON FOREST NEIGHBORHOOD PARK
PISCATAWAY HILLS
FORT WASHINGTON ESTATES
WSSC SEWAGE TREATMENT PLANT
PISCATAWAY
CREEK
Q81 PISCATAWAY CREEK STREAM VALLEY PARK
CALVERT MANOR
SOUTH PISCATAWAY
WHITE HALL
AUBURN
WHITE HALL FOREST
ACCOKEEK PARK
SHARPERVILLE



739

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TDD: (301) 952-3796
(301) 952-3520

22 March 2001

Mr. Bruce M. Grey
Deputy Division Chief, Project Planning
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Project No. PG221A11

Dear Mr. Grey:

Your letter of 9 March 2001, addressed to Mr. J. Rodney Little of the Maryland Historical Trust regarding Project #PG221A11 (MD 210: I-495 to MD 228), has been referred to the Planning Department of the Maryland-National Capital Park and Planning Commission; it has been reviewed by staff of the Planning and Preservation Section which also serves as staff for the Prince George's County Historic Preservation Commission.

Staff concurs with the State Highway Administration regarding eligibility for listing in the National Register of Historic Places, and concurs also with the SHA that Oxon Hill Manor and the J. R. Lee Manning House will not suffer adverse impact. (We do wish to point out, however, that the inventory number for Oxon Hill Manor is PG#80-1; PG#80-24 is the number for the Broad Creek Historic District.)

Regarding Broad Creek Historic District Parcel 180 (across a small part of which the access ramp to MD 210 is proposed to be constructed), we would like to request landscaping to minimize the visual impact of that ramp upon the Broad Creek Historic District. While Parcel 180 is not a National Register eligible resource, it is located at the entrance to the Broad Creek Historic District and the ramp will have a significant visual impact upon this gateway. A naturalistic, rural-looking landscaping treatment would minimize this impact and allow us to concur with your finding that no historic properties would incur adverse impact from the proposed improvements at this intersection.



Thank you for the opportunity to comment on this project.

Sincerely,

Susan G. Pearl

Susan G. Pearl
Research/Architectural Historian
Planning and Preservation, Planning Department

c: J. Rodney Little
MHT, 100 Community Place
Crownsville, MD 21032-2023

i:\historic\letters\106_SHA221A11



740

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

October 3, 2001

Ms. Susan G. Pearl
Research/Architectural Historian
Maryland-National Capital
Park and Planning Commission
Planning and Preservation
Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

Dear Ms. Pearl:

Thank you for your letter regarding the MD 210 Multi-Modal Study in Prince George's County. The Maryland State Highway Administration (SHA) appreciates the Maryland-National Capital Park and Planning Commission's comments on the proposed project and would like to take this opportunity to address your comments. We apologize for the delay in responding.

Up to 0.29 acre of Parcel 189, which is located within the Broad Creek Historic District, would be impacted by any of the build alternatives. The majority of Parcel 189 is forested and no woodland impacts would occur to this parcel as a result of any of the build alternatives. No retaining walls are proposed in this area.

Landscape treatments will be considered during the final design phase of the project. SHA will coordinate with your office during final design of the ramp to MD 210 to ensure that a visually unobtrusive entrance or gateway to the Broad Creek Historic District will be maintained.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



by: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

cc: Ms. Heather Amick, State Highway Administration
Mr. Dennis M. Atkins, State Highway Administration
Ms. Liz Buxton, State Highway Administration
Mr. Bruce Grey, State Highway Administration
Mr. Joseph Kresslein, State Highway Administration
Mr. J. Rodney Little, Maryland Historical Trust
Ms. Linda Mott, State Highway Administration
Mr. Donald Sparklin, State Highway Administration

TURNING VISIONS INTO REALITY
75 Years
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



26 March 2002

Mr. Bruce M. Grey
Deputy Division Chief, Project Planning
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Project No. #PG211A11

Dear Mr. Grey:

Your letter of 14 March 2002, addressed to Mr. J. Rodney Little of the Maryland Historical Trust regarding Project #PG211A11 (MD 210 wetland mitigation), has been referred to the Planning Department of the Maryland-National Capital Park and Planning Commission; it has been reviewed by staff of the Planning and Preservation Section which also serves as staff for the Prince George's County Historic Preservation Commission.

Staff concurs with the State Highway Administration regarding the ineligibility of the Parker Farm residence for listing in the National Register of Historic Places.

Thank you for the opportunity to comment on this project.

Sincerely,

Susan G. Pearl
Research/Architectural Historian, Planner/Coordinator
Planning and Preservation, Planning Department

cc: J. Rodney Little, MHT

i:\historic\106\2002\grey_parkerfarm.wpd

PRINCE GEORGE'S COUNTY DEPARTMENT OF PLANNING, 14741 GOVERNOR ODEN BOWIE DRIVE, UPPER MARLBORO, MARYLAND 20772
www.mncppc.org

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

January 6, 2004

Re: Project No. PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Prince George's County, Maryland

Mr. Charles Montrie
Maryland National Capital
Park and Planning Commission
Department of Parks and Recreation
Park Planning and Development Division
6600 Kenilworth Avenue
Riverdale MD 20737

Attn: Mr. Don Herring

Dear Mr. Montrie:

The Maryland State Highway Administration (SHA) is writing to request your concurrence that the mitigation measures proposed to offset impacts to the Henson Creek Stream Valley Park resulting from construction of the SHA-Selected Alternative, Alternative 5A Modified for improvements to MD 210 from I-95/495 to MD 228 in Prince George's County, Maryland (Attachment 1) are acceptable. The purpose of this project is to improve traffic operations and safety conditions along the segment of MD 210 from the Capital Beltway to MD 228. The need for this project is demonstrated by the peak hour delays and congestion that have become particularly prevalent at the 11 signalized intersections along this segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from the side roads. The SHA is currently completing the Final Environmental Impact Statement (FEIS)/Section 4(f) Evaluation and will submit it to the Federal Highway Administration (FHWA) for approval in the Spring of 2004.

The SHA-Selected Alternative, Alternative 5A Modified, would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges.) At-grade improvements for Farmington Road and MD 373 are also proposed. Attachment 2 depicts SHA-Selected Alternative 5A Modified.

Henson Creek Stream Valley Park is a publicly-owned public park under the jurisdiction of the Maryland-National Capital Park and Planning Commission (M-NCPPC) that will be impacted by SHA-Selected Alternative 5A Modified. Program Open Space funds were utilized in the purchase of several of the parcels that comprise the park and the construction of the Henson Creek Trail. Anticipated impacts to Henson Creek Stream Valley Park for construction of the proposed Palmer/Livingston Road – MD 210 northbound ramp and the proposed connection of the Henson Creek Stream Valley Park Hiker Biker Trail to MD 210 would require the acquisition of 0.20 acre of right of way as highlighted in the crosshatching on Attachment 3. Portions of the existing Henson Creek Trail will be temporarily impacted and reconstructed as highlighted in gray on Attachment 3. The temporary impacts to the trail will occur on SHA property. No additional environmental impacts are anticipated.

The measures proposed by the SHA to minimize harm and mitigate the permanent use of Henson Creek Stream Valley Park include the following:

- SHA will strive for a minimum of 10 feet vertical clearance between the Palmer/Livingston Road to MD 210 North interchange ramp and the trail.
- The reconstructed trail will be designed in consideration of the following:
  - Considerable amounts of silt have been deposited on the trail under the MD 210 Bridge. SHA will clear the silt during construction. In addition, during detailed design SHA will investigate the sediment transport ability of the channel and crossing through the channel reach where the bridge is located. The ultimate design will use this analysis to maximize the sediment transport of the crossing.
  - M-NCPPC requested that the trail be reconstructed above the elevation of the 2-year storm and that the vertical clearance between the MD 210 Bridge and the trail be increased if possible. SHA will investigate increasing the vertical clearance from the existing 8 feet while minimizing the siltation and ensuring proper drainage. (SHA recognizes that M-NCPPC prefers 12 to 14 feet of clearance with a preferred minimum of 10 feet.)
  - The existing Henson Creek trail is 8 feet wide. Reconstructed areas of the trail will be 10 feet wide wherever possible.
  - SHA will coordinate with M-NCPPC further regarding the design of the trail during the detailed design stage.
- SHA recognizes that the Henson Creek trail is known to be heavily used. Should trail closures be required during construction, SHA will coordinate with M-NCPPC regarding reopening the trail on weekends if possible. In addition, the SHA will coordinate with M-NCPPC regarding any necessary trail closures. SHA and their contractor will provide all signs and field notifications of trail closures.
- Any scuppers currently draining directly onto the trail will be diverted away from the trail.
- Sediment and erosion controls will be implemented prior to construction to minimize sediment runoff into park property and any streams within the vicinity of the park.

Section 5-906, Subsection (e)(7) of the Natural Resources Article of the Annotated Code of Maryland states "Land acquired or developed under a State grant from Program Open Space may not be converted, without written approval of the Secretary of the Department of Natural Resources and the Secretary of the Department of State Planning, from outdoor public recreation or open space use to any other use. Any conversion in land use may be approved only after the local governing body replaces the land with land of at least equivalent area and of equal recreation or open space value." In 1988, with the coordination of the Maryland Department of Natural Resources (DNR) and the Maryland Department of Planning (MDP), the SHA established a 13.65 acre land bank with the M-NCPPC against which future Program Open Space acquisitions by the SHA can be credited (Attachment 4). The land is currently used by M-NCPPC for the Glenn Dale Community Center. As discussed with M-NCPPC staff on October 3, SHA will coordinate with M-NCPPC in final design to ascertain the amount of acreage to subtract from the bank that will be equal to or greater than the appraised monetary value of the land impacted at Henson Creek Stream Valley Park.

Based on the preceding information, we ask that you indicate your concurrence with the proposed minimization and mitigation measures as jurisdictional agency official for Henson Creek Stream Valley Park on the signature line below. Should you have any questions or concerns regarding the proposed permanent use of Henson Creek Stream Valley Park property or the proposed mitigation measures outlined above, please contact Ms. Heather Amick at 410-545-8526 or hamick@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

CONCURRENCE:

Ellen Sheen Harley
Maryland National Capital
Park and Planning Commission

Date 5/27/04

Attachments

| | | |
|---|---|---|
| cc: | Ms. Heather Amick, SHA-PPD | (w/Attachments) |
| | Ms. Patricia Greene, SHA-PPD | |
| | Mr. Joe R. Kresslein, SHA-PPD | (w/Attachments) |
| | Mr. Mark Lotz, WTB | (w/Attachments) |
| | Mr. Dick Ravenscroft, SHA-D3 R/W | (w/Attachments) |
| | Ms. Chisa Winstead, SHA-PPD | (w/Attachments) |

RECEIVED
AUG 26 2003
THE WILSON T. BALLARD CO.
BY_____

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Maryland Department of Natural Resources
*Environmental Review*
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

C. Ronald Franks
Secretary

W. P. Jensen
Deputy Secretary

February 5, 2003

Mr. Joseph R. Kresslein
State Highway Administration
P.O. Box 717
Baltimore MD 21203-0717

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated January 29, 2003, for information on the presence of finfish species in the vicinity of State Highway Administration's proposed wetland and stream mitigation studies for impacts that would result from the proposed MD 210 Multi-Modal Study in Prince George's County (Project No. PG221A11).

The proposed stream mitigation study area is in the Tinkers Creek drainage. The proposed wetland mitigation study area is within the Piscataway Creek drainage area. Both Tinkers Creek and Piscataway Creek and all their tributaries (Washington Metro Drainage Area) are classified as Use I streams (Water Contact Recreation, Protection of Aquatic Life). Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

Our Fisheries Service has documented the spawning activities of anadromous fish species in both Tinkers Creek and Piscataway Creek (herring and white perch). Additionally, Table V-2 (attached) list fish species documented by our Fisheries Service within the Washington Metropolitan Area Basin. Many of these species could be found near your project sites. All of these fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

Ray C. Dintaman, Jr.

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD
Attachment

TTY via Maryland Relay: 711 (Within MD) (800) 735-2258 (Out of State)
Toll Free in MD#: 1-877-620-8DNR ext. 8331



Table V-2. Fish Species Collected in the Washington Metropolitan Area Basin, 1974 through 1984. (New species collected in 1980 to 1984 study designated by *.)

| | |
|---|---|
| Salmonidae | |
| Brook trout | Salvelinus fontinalis (Mitchill) |
| Brown trout | Salmo trutta Linnaeus |
| Rainbow trout | Salmo gairdneri Richardson |
| Cyprinidae | |
| Stoneroller | Campostoma anomalum (Rafinesque) |
| Blacknose dace | Rhinichthys atratulus (Hermann) |
| Longnose dace | Rhinichthys cataractae (Valenciennes) |
| Cutlips minnow | Exoglossum maxillingua (Lesueur) |
| Creek chub | Semotilus atromaculatus (Mitchill) |
| River chub | Nocomis micropogon (Cope) |
| Fallfish | Semotilus corporalis (Mitchill) |
| Rosyside dace | Clinostomus funduloides Girard |
| Common shiner | Notropis cornutus (Mitchill) |
| Bluntnose minnow | Pimephales notatus (Rafinesque) |
| Golden shiner | Notemigonus crysoleucas (Mitchill) |
| Spotfin shiner | Notropis spilopterus (Cope) |
| Spottail shiner | Notropis hudsonius (Clinton) |
| Silverjaw minnow | Ericymba buccata Cope |
| Swallowtail shiner | Notropis procne (Cope) |
| Satinfin shiner | Notropis analostanus (Mitchill) * |
| Catostomidae | |
| Northern hogsucker | Hypentelium nigricans (Lesueur) |
| White sucker | Catostomus commersoni (Lacepede) |
| Creek chubsucker | Erimyzon oblongus (Mitchill) * |
| Ictaluridae | |
| Margined madtom | Noturus insignis (Richardson) |
| Brown bullhead | Ictalurus nebulosus (Lesueur) |
| Yellow bullhead | Ictalurus natalis (Lesueur) * |
| Cottidae | |
| Mottled sculpin | Cottus bairdi Girard |
| Percidae | |
| Tessellated darter | Etheostoma olmstedi Storer |
| Greenside darter | Etheostoma blennioides Rafinesque |
| Fantail darter | Etheostoma flabellare Rafinesque |
| Centrarchidae | |
| Bluegill sunfish | Lepomis macrochirus (Rafinesque) |
| Smallmouth bass | Micropterus dolomieui Lacepede |
| Largemouth bass | Micropterus salmoides (Lacepede) |
| Greenside sunfish | Lepomis cyanellus Rafinesque |
| Pumpkinseed sunfish | Lepomis gibbosus (Linnaeus) |
| Red breasted sunfish | Lepomis auritis (Linnaeus) |
| Rock bass | Ambloplites rupestris (Rafinesque) |
| Anguillidae | |
| American eel | Anguilla rostrata (Lesueur) |

Robert L. Ehrlich, Jr.
*Governor*

Michael S. Steele
*Lt. Governor*

C. Ronald Franks
*Secretary*

W. P. Jensen
*Deputy Secretary*

**Maryland Department of Natural Resources**
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

March 10, 2003

Ms. Cynthia D. Simpson
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

**RE: Environmental Review for Project No. PG221A11, MD 210 Multi-Modal Study, Mitigation Impacts at Two Sites, Prince George's County, Maryland.**

Dear Ms. Simpson:

For both sites, the Wildlife and Heritage Service has no records for Federal or State rare, threatened or endangered plants or animals within this project site. This statement should not be interpreted as meaning that no rare, threatened or endangered species are present. Such species could be present but have not been documented because an adequate survey has not been conducted or because survey results have not been reported to us.

However, for the site along Tinkers Creek, the forested area on the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of this habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Concentrate development to nonforested areas.

2. If forest loss or disturbance is absolutely unavoidable, concentrate or restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), particularly in narrow peninsulas of upland forest less than 300 feet wide.

3. Limit forest removal to the "footprint" of houses and to that which is absolutely necessary for the placement of roads and driveways.

TTY via Maryland Relay: 711 (within MD) (800) 735-2258 (Out of State)
Toll Free in MD#: 1-877-620-8DNR ext. _____



4. Wherever possible, minimize the number and length of driveways and roads.

5. Roads and driveways should be as narrow and short as possible; preferably less than 25 feet and 15 feet, respectively.

6. Maintain forest canopy closure over roads and driveways.

7. Maintain forest habitat up to the edges of roads and driveways; do not create or maintain mowed grassy berms.

8. Maintain or create wildlife corridors.

9. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.

10. Afforestation efforts should target (1) riparian or streamside areas that lack woody vegetation, (2) forested riparian areas less than 300 feet, and (3) gaps or peninsulas of nonforested habitat within or adjacent to existing FIDS habitat.

For further technical assistance regarding conservation of FIDS habitat, please contact Katharine McCarthy of the Wildlife and Heritage Service at (410) 260-8569 or at the above address.

Sincerely,

Lori A. Byrne

Lori A. Byrne,
Environmental Review Specialist,
Wildlife and Heritage Service

ER# 2003.0219.pg
Cc: R. Dintaman, DNR

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

RECEIVED
AUG 26 2003
THE WILSON T. BALLARD CO.
BY_____

March 12, 2003

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

ATTN: Mr. Joseph R. Kresslein

*RE: Project No. PG221A11, MD 210 Multi-Modal Study, Wetland and Stream Mitigation Studies, Prince George's County, MD*

Dear Ms. Simpson:

This responds to your letter, received February 3, 2003, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further Section 7 consultation is required with the U.S. Fish and Wildlife Service. 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 federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Maricela Constantino at (410) 573-4542.

Sincerely,

Mary Ratnaswamy

Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

# 4. MEETING MINUTES

## MEETING MINUTES

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Director's Review Meeting<br>Date: 5/30/02 (see page VI-352) | • Alternative 5A Modified was presented to the Director for review and suggestions prior to presentation to the Administrator. | |
| Residential and Business Displacement<br>Date: 6/30/02 (see page VI-355)<br>8/12/02 (see page VI-355) | • Meeting with potential residential and business displacements. | |
| Focus Group Meetings<br>Date: 5/24/01 (see page VI-358)<br>5/7/02 (see page VI-360)<br>9/12/02 (see page VI-362) | • Focus Group meetings #21, #22, and #23. | |
| Team Meetings<br>Date: 6/21/01 (see page VI-364)<br>4/25/02 (see page VI-367)<br>9/4/02 (see page VI-369)<br>5/28/03 (see page VI-371) | • Project updates.<br>• Core team meeting with the Director of Planning concerning Swan Creek Interchange and WMATA bus service. | |
| Bicycle/Pedestrian Meeting<br>Date: 7/23/02 (see page VI-372) | • Meeting to discuss plans for pedestrian and bicycle access associated with the interchange and intersection improvements for MD 210. | |
| Bridge Coordination Meeting<br>Date: 5/7/02 (see page VI-374) | • Discuss progress of project and receive input about proposed structures. | |
| Whitehall Baptist Church<br>Date: 11/16/00 (see page VI-377) | • Meeting with Whitehall Baptist Church to update members on the progress and status of the project. | |

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## MEETING MINUTES

| ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES | | RESPONSE LOCATION (Section & Page #) |
|---|---|---|
| Brookside Park Condominium Association<br>Date: 3/4/03 (see page VI-378)<br>6/4/03 (see page VI-379) | • Discussed the direct impacts from Alternative 5A Modified upon their community and received the associations concerns and suggestions for improvements to the current design. | |
| Safeway Incorporated Meeting<br>Date: 6/12/03 (see page VI-381) | • Discussed Alternative 5A Modified, specifically the proposed Swan Creek interchange area, with the owner of the Olde Fort Village Shopping Center (Safeway Inc.). The owner shared his companies' concerns with the proposed design. | |
| Greater Accokeek Civic Association<br>Date: 4/26/00 (see page VI-383)<br>11/20/02 (see page VI-384) | • Update community members on the progress and status of the project and to solicit comments. | |
| Friends of Oxon Hill<br>Date: 5/9/00 (see page VI-387) | • Update community members on the progress and status of the project and to solicit comments. | |
| Allentown Recreation Council<br>Date: 1/23/01 (see page VI-388) | • Update community members on the progress and status of the project and to solicit comments. | |
| Washington Metropolitan Area Transit Authority (WMATA)<br>Date: 4/28/03 (see page VI-389) | • Update WMATA on the status of the study, discuss transit-related issues, the Preferred Alternative and the remaining steps. | |
| Administrators Review<br>Date: 6/26/03 (see page VI-390)<br>7/2/03 (see page VI-393)<br>9/3/02 (see page VI-397) | • Administrator agreed with team's recommendation to identify Alternative 5A Modified as SHA's Preferred Alternative.<br>• Memorandum detailing team members' comments and responses from the Administration Review meeting as well as follow-up activities since July 2002. | |

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

**MEMORANDUM**

**TO:** Mr. Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

**FROM:** Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

**DATE:** July 1, 2002

**SUBJECT:** **MD 210: I-95/I-495 to MD 228**
**Minutes of Director's Review Meeting and**
**Team Recommendation Summary**

A meeting was held on May 30, 2002 at 9:00 a.m. to make a team recommendation for the MD 210 Project Planning Study. Attached is the agenda from the meeting. The following individuals were in attendance:

| | |
|---|---|
| Dennis M. Atkins | SHA - PPD |
| Bob Boot | SHA – PPD |
| Anne Elrays | SHA – Environmental Programs |
| Mary Huie | FHWA |
| Keith Kucharek | SHA – HDD |
| Mark Lotz | The Wilson T. Ballard Co. |
| Kirk McClelland | SHA - OHD |
| Harvey Muller | SHA – RIPD |
| Neil Pedersen | SHA – Deputy Administrator |
| Bob Sanders | SHA – PPD |
| Ken Schmidt | Mahan Rykiel Associates |
| Doug Simmons | SHA – Director OPPE |
| Matt Storck | SHA – District #3 |
| Chanel Torsell | SHA – PPD |

Since the June 2001 Public Hearing, SHA has been actively working to develop an alternative that addresses both the purpose and need of the project, as well as the citizen comments and input received since the hearing. As a result, the study team has developed Alternative 5A Modified.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717



Based on the considerable public support demonstrated throughout the study for the removal of signals and provision of grade separations on MD 210, Alternative 5A Modified is being considered only at the Option 2 capacity level -- with interchanges at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. The existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized existing median break locations, leaving each of these locations right-turn in, right-turn out access only.

Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes on MD 210 (or side roads) or widening of MD 210, other than that necessary in the immediate vicinity of an intersection location, to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). At the intersections, the right-of-way limits of the MD 210 footprint would not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction, with auxiliary lanes to facilitate interchange operations, would require a separate Project Planning study and analysis under the provisions of the National Environmental Policy Act.

The study team has closely coordinated with several internal groups to refine the interchange designs at each of the areas. By reviewing the concepts with Highway Design, Bridge Design and Bridge Hydraulics, the interchange designs have been refined to best incorporate all concerns.

The Focus Group Meeting that was held on May 7th went well. There was an overall positive response from the members concerning the concept of Alternative 5A Modified and the modifications to the interchanges made since the Public Hearing. Two issues that were discussed that need to be resolved are an acceleration lane at the right turn connection of the NB service road from the River View Apartments, and the accessibility/visibility impacts to Old Forte Village Shopping Center resulting from the Swan Creek Interchange. The study team will schedule a meeting with the local businesses along the entire project, to review the new/revised interchange concepts.

Bike use along mainline MD 210 would be allowed on the shoulder, however, SHA is encouraging Prince George's County to sign their proposed alternate bike route since it will eventually be difficult to bike on MD 210. Neil suggested that alternative bike routes should be identified for the Administrator's meeting.

The overall unresolved issue related to the need for noise abatement for the project was also discussed. Neil Pedersen asked that the team provide a color coded visual for the Administrator's presentation with the noise barriers shown in three distinct categories: those directly adjacent to the areas of improvement, the additional barrier length required to protect the entire community adjacent to the areas of improvement and those barriers in between the interchanges. This will aid in the Administrator's decision regarding the spectrum of noise mitigation possibilities. Mark Lotz indicated that $40 million in noise barriers is included in the current cost estimates for Alternative 5A Modified. Neil requested cost summaries for Parker of each type of noise barrier, as well as other potential add-ons, such as a pedestrian overpasses/bus pull-outs. He also wants to make sure that the final document includes worst case right-of-way takes for the ultimate mainline widening, including pedestrian overpasses, bus pull-outs, etc.

Other general comments included:

- Neil indicated that MD 210 probably has great opportunity for stream restoration because of the amount of man's alterations over the years.
- Dennis summarized the work completed through EPD and with the agencies regarding stream mitigation strategies. He indicated that additional field studies would be conducted this summer through the team's Environmental Manager Heather Amick.
- Neil also requested renderings for the Administrator's Review, some of which have already been developed. Neil asked whether a physical barrier between the mainline and bus shelter/bus pull-out would be assumed, and suggested that curbing may be appropriate

Details of the specific interchange designs for Alternative 5A Modified were then reviewed.

Wilson Bridge Drive – Option A
An at-grade intersection improvement is proposed with right-in/right-out turn movements. Neil asked that the team confirm that the Woodrow Wilson Bridge's project for the Oxon Hill ramps can accommodate the potential MD 210 median HOV or general use widening in the future. (A subsequent review of Oxon Hill Road interchange plans confirmed this compatibility.) The transit issue with this area is still unresolved, and Neil would like the team to do as much as possible to resolve it before the Administrator's Selection Meeting. Pedestrian bridges at possibly three locations would be considered as options to be put into the final document.





Additional coordination with the Maryland Mass Transit Administration has occurred since the team recommendation meeting. The notion of a circulator bus service for this area will be discussed with Prince George's County before the meeting with the Administrator.

Livingston Road / Kerby Hill Road – Option C
A grade-separated interchange is proposed with ramps in the northwest and southwest quadrants of the crossroad. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp would tie into a two-way service road, which would then intersect with Relocated Kerby Hill Road.

The team members from bridge have indicated that the team should investigate an additional stream relocation for Carey Branch in the southwest quadrant of this interchange. This would be in lieu of placing a retaining wall along the acceleration lane from the service road to southbound MD 210. Although not discussed specifically at this meeting, the Bridge Hydraulics Division has recommended that a preliminary hydraulic study be completed for Carey Branch. This study will be completed during Stage III of Project Planning concurrent with the preparation of the Final Environmental Impact Statement (FEIS).

Palmer Road / Livingston Road – Option E
A ½ diamond interchange is proposed on the east side of MD 210, with ramps in the northeast and southeast quadrants. On the west side of MD 210, in the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. An access road with retaining walls is currently proposed in front of the existing businesses along Livingston Road. Coordination and further study is required to reduce the height or eliminate the proposed retaining wall adjacent to the golf driving range, without acquiring the range.

A bridge team member had suggested making the bridge over Henson Creek wider, to accommodate an additional lane that could then be used as a ramp connection into Palmer/Livingston Road. This movement would replace the loop ramp in the southwest quadrant. The team presented this issue to Neil, but indicated that this concept would not be pursued because it would preclude a potential future service road that may connect into the area from the north. This service road would be constructed by others.

Although not discussed specifically at this meeting, the Bridge Hydraulics Division has recommended that a preliminary hydraulic study be completed for Henson Creek. This study will be completed during Stage III of Project Planning concurrent with the preparation of the FEIS.

At the recent focus group meeting, a suggestion was made to provide a pedestrian/bike connection from the northwest quadrant of the intersection to the trail on the north side of Henson Creek. This connection will be shown at the Administrator's meeting. In addition, a smaller task force from the focus group and study team will be looking at similar additional connections throughout the corridor.

Old Fort North Road North – Option C
A diamond interchange is proposed at Old Fort Road North. A realigned Old Fort Road North to the south of the existing intersection would be comprised of two lanes in each direction crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection at Old Fort Road North. Mark Lot 2 discussed the pros and cons of trying to avoid the residential displacements on the east side of the road. Ultimately, the team decided that it would be better to take those homes than accrue additional impacts in the northeast quadrant or construct massive retaining walls on the east side of MD 210.

Fort Washington Road – Option D
A ¾ diamond interchange is proposed with ramps in the northeast, northwest and southeast quadrants. The design would also require a relocated Fort Washington Road fly-over north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would fly-over MD 210 and tie into existing Fort Washington Road west of MD 210, at the existing Livingston Road intersection. The existing Fort Washington Road would become a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction, with left turn lanes where required.

Retaining walls were used on the east side of MD 210, to help minimize impacts to adjacent streams. Additional environmental studies during Stage III will be required to further address stream impacts.

Livingston Road / Swan Creek Road
An interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210 is proposed. Access to Swan Creek Road from MD 210 southbound would be achieved with an at-grade right in/right out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound is proposed in the southeast quadrant. A Livingston Road crossing over MD 210, to the north of the existing intersection, would require one lane eastbound and westbound with a center turn lane.





Several options remain under consideration at this location pending, further coordination with the shopping center owner and the Travel Forecasting section.

Old Fort Road South – Option C
A diamond interchange with Old Fort Road South over MD 210 is proposed. The typical section for Old Fort Road South would allow for two lanes eastbound and westbound.

It was suggested to include the residence on the southwest side of MD 210 as an acquisition to provide more flexibility during construction.

Farmington Road – Option A
This option includes at-grade improvements. A single left turn, one through lane and a right turn lane eastbound and a left turn, one through lane and right turn lane westbound on Farmington Road are proposed.

MD 373 – Option A
This option includes at-grade improvements. Lengthening the acceleration/deceleration lanes on MD 210 is proposed. The typical section for MD 373 would allow for a single left turn and a through/right lane eastbound and two left turn lanes, a single through and a right turn lane westbound.

Finally, Neil gave the team suggestions for the presentation to the Administrator. Neil asked the team to break the interchanges into a logical construction sequence with PE/ROW/Construction costs for each. We need to include logical mainline breakouts in this sequence.

The above is a summary of the meeting. We request your concurrence on the recommendations for the improvement of MD 210 from I-95/I-495 to north of MD 228, contained herein. These recommendations will be presented to the Administrator on July 2 from 9 am to 11 am in the Administrator's Conference Room.

Concurrence:

Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

6/27/02
Date

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**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: September 10, 2002

SUBJECT: Contract Number PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228, Prince George's County

RE: July 30, 2002 & August 12, 2002
MD 210 Residential & Business Displacement Meetings
Meeting Summaries

On Tuesday, July 30, 2002, a meeting with property owners of potential residential displacements associated with improvements to MD 210 was held at the Harmony Hall Regional Center. Another meeting with the potential business displacements was held on Monday, August 12, 2002 at the SHA District #3 Office. These meetings included discussions of the MD 210 Multi-Modal Study and how the preferred Alternative 5A Modified improvement would affect residents and businesses along the MD 210 corridor within the project area. The following people attended:

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717



Residential Meeting

| | |
|---|---|
| Dennis M. Atkins, SHA Project Planning Division | (410) 545-8548 |
| Bob Boot, SHA Project Planning Division | (410) 545-8572 |
| Chisa Winstead, SHA Project Planning Division | (410) 545-8545 |
| Richard Ravenscroft, SHA District 3 Right of Way | (301) 513-7450 |
| Joe DeMent, The Wilson T. Ballard Company | (410) 363-0150 |
| Charles Blumenthal, Resident | (301) 839-3329 |
| Carol Dale, Resident | (301) 248-8169 |
| Jerry L. Wade, Resident | (301) 343-7686 |
| Martha Hirst, Resident | (301) 248-7699 |
| Colleen Whelan, Resident | (301) 839-1164 |
| Ed Worsham, Resident | (703) 690-9528 |
| Fred Walzel, Resident | (301) 292-1287 |
| Jane Berninghausen, Resident | (301) 292-5716 |
| The Honorable Delegate Joseph Vallario, Jr. | (301) 423-8100 |

Business Meeting

| | |
|---|---|
| Dennis M. Atkins, SHA Project Planning Division | (410) 545-8548 |
| Bob Boot, SHA Project Planning Division | (410) 545-8572 |
| Chisa Winstead, SHA Project Planning Division | (410) 545-8545 |
| Richard Ravenscroft, SHA District 3 Right of Way | (301) 513-7450 |
| Jon Chamberlin, SHA District 3 Right of Way | (301) 513-7457 |
| Joe DeMent, The Wilson T. Ballard Company | (410) 363-0150 |
| Pastor Ford, Shalom Ministries | (301) 567-5505 |
| Sonya Morehead, Shalom Ministries | (301) 651-3094 |
| Shabbir Shaikh, South Potomac Texaco | (301) 248-4469 |
| Ali Imran, South Potomac Texaco | (301) 248-4469 |
| Devin Corini, KLNB c/o NTB | (703) 288-4000 |
| Sam Wood | (410) 798-7440 |
| Maureen Wood | (410) 798-7440 |

Both meetings followed the same agenda, with Dennis Atkins opening the meeting with introductions and explaining the purpose. Overall, five residents out of the twelve potential residential displacements attended the residential meeting; and four out of twelve attended the potential business displacements meeting. Bob Boot then discussed the history of the project including a recap of events since the Public Hearing.

Bob reviewed Alternative 5A Modified and notified the attendees that this is SHA's preferred alternative at this time. Alternative 5A Modified would convert six intersections to interchanges: Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North/ Fort Washington Road, Swann Creek Road/Livingston Road and Old Fort Road South. The last two intersections in the corridor at Farmington Road and MD 373 would be modified and expanded slightly. The existing MD 210 median openings would be closed at Wilson Bridge Drive and at all unsignalized existing median break locations, leaving each of these locations right-turn in and right turn out access only.

Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes in MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g. acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction with auxiliary lanes to facilitate interchange operations would require a separate planning effort and approval process including public involvement.

Dennis explained timing and possible project funding if the project were to proceed. The four phases of a project include Project Planning, Final Design, Right of Way Acquistion and Construction. Currently, the MD 210 project is funded for Project Planning only. Assuming funding were in place for the other phases, design of the project would probably be segmented, prioritized beginning from the north proceeding south and would take 2 to 3 years to complete per segment. Right of way acquisition could begin within the design period, but actual construction would not take place for 5 to 7 years from today, at the earliest, if funding were available.

Dick Ravenscroft explained the SHA Right of Way and Relocation Assistance Process and distributed two handouts explaining property owners rights and benefits, entitled Relocation Assistance and Your Land and Your Highways as part of his presentation. Mr. Ravenscroft stated that acquisition usually does not begin until 7 months into the final design process and continues for 18 months. He stressed that the SHA would do everything in its power to create an friendly atmosphere for its negotiations and that in the design phase SHA looks at all measures to avoid taking homes and businesses. Dick also stated if the project were designed in segments, that right of way acquisition would also be phased. Dennis explained that SHA tends to be more conservative in the Project Planning phase, using a worst case scenario in identifying possible displacements. A copy of the materials Dick used is included for those individuals unable to attend these meetings.

Wilson Bridge Drive
No comments



Livingston/Kerby Hill Road
The Team then proceeded to identify potential displacements associated with the preferred alternative. The discusion began with the Kerby Hill Road Interchange Option C. The Team explained the reasoning for the location of the relocated Kerby Hill Road and the difficulties involved with the existing roadway including alignment deficiences, potential stream impacts and possibly greater displacements based on placement of the proposed roadway. One of the potential residential displacements is former-delegate Charles Blumenthal (519 Barrymore Drive). The other potential residential displacement in attendance in this area was Ms. Colleen Whelan (512 Kerby Hill Road). Understandably, Mr. Blumenthal was not happy about this and was very vocal about his concerns. His property is needed to accommodate an access road that serves 20 apartment buildings. He expressed concerns with the design and felt SHA needed to look at more options. When given the chance to suggest alternatives or options to the Alternative 5A Modified design to improve the current situation, Mr. Blumenthal indicated that he supported the no-build option.

The team has will responded by sending Mr. Blumenthal the plans, profiles and cross sections of the area, as he was very concerned with the design and wanted to better understand the vertical implications of our proposal. Traditionally in Project Planning, it is assumed that if grading impacts take more than ½ of a property that it would be a displacement. In Mr. Blumenthal's case his house would not be physically impacted by the slopes, so technically barring other factors, SHA may end up in a situation where damages are paid but the house remains. SHA representatives tried explaining that in the design phase SHA looks at all measures to avoid taking homes and that Project Planning tries to be more conservative. Delegate Joseph Vallario, Jr., who stopped by the meeting (7/30) at the request of Mr. Blumenthal, wanted to see what the project entailed and what impacts it had on Mr. Blumenthal's property at Kerby Hill Road.

The team will continue to coordinate with Mr. Blumenthal as appropriate as this project moves forward.

Pastor Ford attended the business displacement meeting representing the Shalom Ministries Worship Center (515 Kerby Hill Road). She was concerned with the timing of the project because the church is planning possible renovations and expansion of the facility.

Palmer/Livingston

The discussion moved to the Palmer/Livingston Road Interchange Option E which includes one residential displacement in the southeast quadrant and four business displacements west of MD 210. The residential displacement grading limits and proposed right of way take up more than 50% of the property resulting in the assumption of a total take, even though the house could remain. It was stated that a new access roadway could possibly be built from Old Palmer Road, allowing the home to remain stay. The tenant, Jerry Wade (919 Palmer Road), has requested a plan of the Option E, which SHA has provided. Mr. Wade will investigate access options and have further discussions to present to SHA.

Mr. Shabbir Shaikh and Mr. Ali Imran attended the business meeting representing the South Potomac Texaco Gas Station (9100 Livingston Road). They had several questions about SHA's relocation assstance procedures.

Old FortRoad North

Old Fort North Option C was then discussed, with two residential displacements in the southeast quadrant and one displacement in the southwest quadrant. The southwest quadrant displacement is unavoidable because of the location of the proposed relocated Old Fort Road North. Ed Worsham (7707 Kaydot Road) attended the meeting. Within the southeast quadrant, the southern most displacement is also unavoidable because the existing access road access has been cut off by a prosposed interchange ramp. The northern most displacement in the southeast quadrant is currently shown as a displacement because of the grading limit impact. Ms. Carolyn Dale (9727 Old Fort Road) attended the meeting (7/30) and proposed the possibility of relocating the current house to another part of the property to allow her to remain within the existing 6 acre property or possibly build a new home. Mr. Ravenscroft stated SHA would definitely try to help the homeowner to determine if this was possible. He cautioned that ultimately any decisions regrading these scenerios would have to be economically feasible.

Fort Washington Road

The discussion then proceeded to the Fort Washington Road Interchange Option D which has one residential and one business displacement. Delegate Vallario was also interested in this portion of the project as his law office is located on Fort Washington Road, and is impacted by Option D with the loss of some parking spaces on the western edge of his property. The question of access from the proposed Relocated Fort Washington Road was also discussed. As the project moves forward SHA would consider providing access for the landowner just west of the interchange ramps. Overall, Delegate Vallario was receptive to the project as a whole and understands the majority of the community wants and needs the improvements.





Livingston/Swan Creek Road

Swan Creek Road Option G was then discussed. Sam and Maureen Wood attended the meeting (8/12) as owners of the vacant property (11906 Livingston Road) on the east side. They are currently in the process of finalizing construction plans of a CVS drugstore on this lot, and are concerned with the proposed configuration and future access to the drugstore. They will send us a site plan of the proposed store, which the team will study and possibly re-align the roadway to the east to lessen the impacts to the proposed store. Devin Corini also attended the (8/12) meeting representing the vacant NTB store at 11710 Livingston Road. He was concerned with the timing of the project and the problems associated with leasing the property long term.

Old Fort Road South

Old Fort Road South Option C was not discussed due to the absence of the property owners of the one residential and one business displacement.

At this point the meetings were adourned. A Public Workshop has been scheduled for Thursday, September 26, 2002 from 5:30 pm to 8:30 pm at Friendly High School. If you have any additions, questions or comments regarding this meeting summary, please contact the Project Manager, Dennis M. Atkins at 410-545-8548 or myself at 410-545-8572

By: [signature]
for Robert Boot
Assistant Project Manager
Project Planning Divison

Attachments
cc: Attendees
Residential Displacement List w/attachments
Bussiness Displacement List w/attachments
Ms. Heather Amick
Mr. Keith Kucharek
Mr. Mark Lotz

## MEETING SUMMARY

TO: MD 210 Focus Group Members

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: May 6, 2002

SUBJECT: Contract Number PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228, Prince George's County

RE: May 24, 2001
MD 210 Focus Group Meeting #21

On Thursday, May 24, 2001, the 21st meeting of the MD 210 Focus Group was held at the Harmony Hall Community Center. The meeting included discussions of the alternatives under consideration, the upcoming Location/Design Public Hearing, the recently published Draft Environmental Impact Statement and upcoming steps in the project. The following people attended:

| | |
|---|---|
| Heather Murphy, SHA Project Planning Division | (410) 545-8537 |
| Amy Hribar, SHA Project Planning Division | (410) 545-8546 |
| Dennis M. Atkins, SHA Project Planning Division | (410) 545-8526 |
| Glen Burton, M-NCPPC | (301) 952-3577 |
| Mark Lotz, The Wilson T. Ballard Company | (410) 363-0150 |
| Richard Krueger, Tantallon | (301) 292-3407 |
| Helen O'Leary, Indian Head Hwy. Area Action Council | (301) 292-2777 |
| ? Sarah Cavitt, Riverbend Estates | ~~(301) 839-4674~~ wn. |
| Bonnie Bick, Sierra Club | (301) 839-7403 |
| ? Francis Riddle, Tantallon South Civic Assoc. | (301) 292-2499 |
| M. Dan Lieman, Ft. Washington Est. Citizens Assoc. | (301) 292-3652 |
| S Dawn Davit, Potomac Valley Citizens Association | (301) 292-4198 |
| James Long, Tantallon North Area Civic Association | (301) 203-6963 |
| Judy Allen-Leventhal, Greater Accokeek Civic Assoc. | (301) 203-6963 |
| Lona Carlson-Powell, Greater Accokeek Civic Assoc. | (301) 292-5969 |
| A.L. Richard, Concerned Citizen | (301) 248-7496 NM |
| Warren Epes, Concerned Citizen | (301) 248-2445 NM |
| William D. Hunter, Lynnalan Acre | (301) 248-4820 |
| Jim Hudnall, Oxon Hill Bicycle and Trail Club | (301) 567-0089 |





### Project Management Transition

Heather Murphy opened the meeting stating that she has accepted another position at SHA and would be replaced by Dennis Atkins as MD 210 Project Manager. Amy Hribar will remain for at least a short time as SHA Project Engineer, and Mark Lotz will remain as manager of the project from the consultant side.

### Project Review

Dennis continued the meeting with introductions and an overview of the purpose of the meeting. The main purposes of this meeting were to discuss staff changes, obtain input from the Focus Group members on the project, discuss the upcoming public hearing, distribute the environmental document and discuss remaining steps in the project following the hearing.

### Location/Design Public Hearing

The Location/Design Public Hearing will be held on Thursday, June 21, 2001 at Friendly High School. Exhibits will be on display beginning at 5:30 p.m., followed by the formal SHA presentation at 6:30 p.m. Public testimony will begin following the formal SHA presentation. A sign-up sheet for presenting testimony was made available to Focus Group members. Bonnie Bick requested that specific invitations be extended to area elected officials to attend the hearing. The team noted that local elected officials are included in the public meeting notices.

Helen O'Leary expressed concern about the apparent lack of opportunity that the public and particularly the Focus Group members will have in providing input toward selecting an alternative, given that upper level SHA management and federal agencies are the primary decision makers for the project. Amy pointed out that a comment form will be included in the hearing brochures that provides space for providing input specifically on each alternative and intersection option under consideration. Dennis stated that, soon after the close of the public comment period on July 23, 2001, a Focus Group meeting is projected to be held specifically to obtain input from the Focus Group regarding the pros and cons of each of the alternatives and options. The input from the Focus Group, as well as Public Hearing comments will be summarized for review by all SHA and federal agency decision makers prior to any final decisions.

### Review of Alternatives

Amy and Mark conducted a review of the the alternatives to be presented at the Public Hearing. It was explained that Alternative 5A (no HOV), Alternative 5B (reversible flow barrier separated HOV) and Alternative 5C (concurrent flow HOV) are the mainline alternatives under consideration. It was pointed out that the limits of HOV can be revised from what is currently presented with the alternatives (e.g., a hybrid Alt. 5A/5B or 5A/5B may be considered). The mainline alternatives can be mixed and matched with various intersection improvement options

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at the nine locations from Wilson Bridge Drive to MD 373. New to the Focus Group was interchange Option "E" at Swan Creek Road, developed at the request of the U.S. Army Corps of Engineers to reduce wetland impacts. This option received generally favorable feedback from the Focus Group.

With only several exceptions, Focus Group members are generally opposed to HOV lanes on MD 210 because of the impacts to the surrounding environment, roadway aesthetics, and potential induced growth in Charles County. Many were disappointed that HOV alternatives were being carried forward at all. Bonnie Bick was concerned that the only reason HOV is being considered on MD 210 is to provide a system connection to the Beltway to allow opening of the 11th and 12th lanes across the Woodrow Wilson Bridge. It was acknowledged that there is a system approach to long term HOV implementation throughout many corridors in the state that is considered prudent from a transportation planning perspective. HOV lanes on MD 210 would allow more people to be transported in fewer vehicles, would promote transit ridership through reduced transit vehicle travel times and would free up capacity in the general use lanes for the Prince George's County communities abutting MD 210. Glen Burton summarized that HOV for MD 210 is mentioned in a general fashion in the 1981 Subregion VII Master Plan and is advocated more specifically in the 1993 Subregion V Master Plan.

Several Focus Group members asked the study team to indicate which direction they were leaning in terms of options and alternatives. The project team indicated that they have no preferred alternative or options at this time. Generally, the alternatives and options that provide the most traffic relief also have the most environmental impact. These factors will be weighed as the team arrives upon what will most likely be a hybrid alternative as the preferred alternative.

Several specific comments were made in the course of reviewing the corridor:

- Dick Krueger pointed out that there are plans for a new police station on Fort Washington Road on the west side of MD 210 and a new elderly home on the east side of MD 210. It appears that the Fort Washington Road interchange options would be compatible with both of these sites.
- There are plans to build a new library east of the proposed park and ride on MD 373, east of MD 210.
- Developers of Henson Square have applied for a full movement access point off of MD 210 between Kerby Hill Road and Palmer/Livingston Road. This access point has been opposed by the SHA Project Planning Division. All MD 210 alternatives in this study close the existing median break in the vicinity of this proposed development.
- Numerous bus stops would require relocation as a result of the proposed interchange options from Kerby Hill Road to Old Fort Road North. Specific mitigation measures will be developed when a preferred alternative is identified. However, it appears that approximately two grade-separated pedestrian crossings may be required to maintain safe access to the bus stops. Bus turn-outs on the ramps will also likely be required.





**Environmental Document**

A copy of the Draft Environmental Impact Statement (main volume and mapping supplement) was distributed to each of the Focus Group members. The formal comment period for the document will extend to July 23, 2001

If you have any questions or comments regarding this summary, please contact the Project Manager, Dennis M. Atkins at (410) 545-8548 or Project Engineer Ms. Melissa Kosenak at (410) 545-8516.

## MEETING SUMMARY

TO: MD 210 Focus Group Members

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: September 12, 2002

SUBJECT: Contract Number PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Prince George's County

RE: May 7, 2002
MD 210 Focus Group Meeting #22

On Tuesday, May 7, 2002, the 22nd meeting of the MD 210 Focus Group was held at the Harmony Hall Regional Center. The meeting included discussions of studies that have been conducted subsequent to last year's Location/Design Public Hearing and the development of Alternative 5A Revised. The following people attended:

| | |
|---|---|
| Dennis M. Atkins, SHA Project Planning Division | (410) 545-8537 |
| Heather Amick, SHA Project Planning Division | (410) 545-8526 |
| Melissa Kosenak, SHA Project Planning Division | (410) 545-8576 |
| Robert Boot, SHA Project Planning Division | (410) 545-8545 |
| Glen Burton, M-NCPPC | (301) 952-3577 |
| Cicero Salles, Prince George's County DPW&T | (301) 883-5600 |
| Mark Lotz, The Wilson T. Ballard Company | (410) 363-0150 |
| Ken Schmidt, Mahan Rykiel Associates | (410) 235-6001 |
| Sarah Cavitt, Riverbend Estates | (301) 839-4764 |
| Francis Riddle, Tantallon South Civic Assoc. | (301) 292-2499 |
| Dan Lieman, Ft. Washington Estates Citizens Assoc. | (301) 292-3652 |
| Stan Fetter, Friendly/Accokeek | (301) 203-6809 |
| Jim Hudnall, Oxon Hill Bicycle and Trail Club | (301) 567-0089 |
| Judith Allen-Leventhal, Greater Accokeek Civic Assoc. | (301) 203-2517 |
| Lona Carlson-Powell, Greater Accokeek Civic Assoc. | (301) 292-5969 |
| Alonzo Grigsby, G-SCCAP | (301) 567-3631 |
| Edward T. Morgan, G-SCCAP | (301) 567-0454 |
| Harry R. Davis, Potomac Valley Citizens Association | (301) 292-9189 |
| Jerry Mathis, Prudential Mathis Realtors | (301) 292-1400 |
| Rick Tyler. ARTEE/South County Advocate | (301) 505-2399 |
| Mark Allen, Area Resident | (301) 839-1164 |
| Colleen Whelan-Allen | (301) 839-1164 |



### oject Update

nnis Atkins provided an overall update of project activities that have occurred since the June 01 Public Hearing. Summaries of the May 2001 Focus Group meeting were distributed. The oject remains funded for Project Planning only at this time. Comments compiled from the aring indicated strong opposition to HOV, but general support for the interchange options. sed on the hearing comments, the team has developed a new alternative—Alternative 5A odified.

### ternative 5A

ark Lotz provided an overview of Alternative 5A Modified. This alternative would, with pacity Option 2, provide six interchanges from Kerby Hill Road to Old Fort Road South, ile maintaining the existing three through lanes in each direction (plus auxiliary lanes at the erchanges) with no HOV. However, the median would be widened to provide the Alternative : (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional dening for general use or HOV lanes or transit in the future. Bridge abutments for the side d overpasses would be set consistent with the ultimate footprint. The mainline lanes would er back to the existing roadway pavement, as feasible, between the interchanges; but the right-way would be preserved through the development review process for the potential additional e in each direction throughout. It is anticipated that, if this alternative were selected, an ditional NEPA study/document would be required when and if the need for additional capacity velops. 11"x17" exhibits of Alternative 5A Modified with the preferred ersection/interchange improvement option at each location were distributed. The preferred tion at each location with comments, if any, noted as follows:

**ilson Bridge Drive – Preferred Option A:**
e Wilson Towers Apartment and Brookside Park Condo residents are extremely dependent on bus service, and the impacts to the bus stops in this area are a substantial concern to idents and the project team. The removal of left turns in to and out of Wilson Bridge Drive s seen as a substantial impact also. Ken Schmidt presented exhibits depicting landscape icepts at this and all locations. It was suggested that a sidewalk be considered extending ther into the apartment complex from the proposed service road.

**rby Hill Road/Livingston Road – Preferred Option C**
oncern was raised as to whether the proposed interchange could handle the additional traffic t would result from the possible future Henson Square development.

**ingston Road/Palmer Road – Preferred Option E**
rail connection should be made between the Henson Creek trail and the service road in front he Liquor Store/Hovermale's.

**Old Fort Road North – Preferred Option C**
It was reiterated that the elevation of the ramp in the northwest quadrant should be designed to be as low as possible to maximize visibility to the Livingston Square shopping center.

**Fort Washington Road – Preferred Option D**
The 7-11 along Fort Washington Road that would be a displacement is no longer in operation.

**Swan Creek Road – Option F Presented**
A preferred option has not been identified at this location. Several attendees commented that Option F does not provide satisfactory visibility and accessibility to the shopping center. This shopping center has always struggled and is now under new ownership (Safeway). Original options that better favored the shopping center access impacted over two acres of wetlands, which is all other wetland impacts on the project combined. Access to the park and ride lot was also raised as a concern. A meeting will be scheduled with Safeway representatives to receive their input at this location.

**Old Fort Road South – Preferred Option C**
Maintenance of traffic will be fairly difficult for this interchange since the proposed bridge is immediately on top of the existing intersection, but can be accomplished using a temporary detour road, possibly in combination with sheet piling. The residence closest to Old Fort Road South in the southwest quadrant will be assumed as a displacement due to grading and possible maintenance of traffic impacts.

**Farmington Road – Preferred Option A**
The option consists of minor widening of the side road approaches to this intersection, which will remain at-grade with a traffic signal.

**MD 373 – Preferred Option A**
The option consists of minor widening of the side road approaches to this intersection, which will remain at-grade with a traffic signal.

<u>Pedestrian and Bicycle Access Efforts</u>
In response to some issues raised by area transit service providers and citizens, pedestrian and bicycle access will be looked into throughout the corridor. The effort will consist of an evaluation of current and anticipated pedestrian and bicycle movements based on some field observations and meetings with a sub –group to be formed from Focus Group members. Melissa Kosenak asked for volunteers to participate in the effort.

<u>Next Steps/Schedule</u>
Dennis provided an overview of the remaining steps in the Project Planning study. The meeting to recommend an alternative to the SHA Planning Director will be held in late May 2002. The Director's meeting will be followed by the Administrator's Recommendation Meeting in early July.



The process of selecting an alternative will continue throughout most of the summer, after which preparation of the final environmental document can begin. Publication of the final environmental document, which will include responses to all citizen comments, will occur in the Spring of 2003. Project Planning should be completed in mid-2003 with receipt of Location/Design Approval. The project is not yet funded for design, so the future of the project beyond Location/Design Approval remains uncertain. Construction will likely occur in at least several stages, prioritized from north to south.

If you have any questions or comments regarding this summary, please contact the Project Manager, Dennis M. Atkins at (410) 545-8548 or Project Engineer Ms. Chisa Winstead at (410) 545-8545.

## MEETING SUMMARY

TO: MD 210 Focus Group Members

FROM: Mark D. Lotz
Project Manager
Project Planning Division

Date: August 22, 2003

Subject: Contract Number PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Prince George's County

RE: September 13, 2002
MD 210 Focus Group Meeting #23

On Thursday, September 12, 2002, the 23rd meeting of the MD 210 Focus Group was held at the Harmony Hall Regional Center. The meeting included discussions of meetings conducted since the last focus group meeting and review of the preferred alternative. The following people attended:

| | |
|---|---|
| Dennis M. Atkins, SHA Project Planning Division | (410) 545-8537 |
| Sylvia Baruch, Brookside Park Condo. Assoc. | (301) 839-2957 |
| Bonnie Bick, Sierra Club | (301) 839-7403 |
| Robert Boot, SHA Project Planning Division | (410) 545-8545 |
| Glen Burton, M-NCPPC | (301) 952-3577 |
| Sarah Cavitt, Riverbend Estates | (301) 839-4764 |
| Margaret Clemens, Brookside Park Condo. Assoc. | (301) 839-0407 |
| Joe Dement, The Wilson T. Ballard Co. | (410) 363-0150 |
| Stan Fetter, Friendly/Accokeek | (301) 203-6809 |
| Keith Kucharek, SHA Highway Design Division | (410) 545-8792 |
| Francis Riddle, Tantallon South Civic Assoc. | (301) 292-2499 |
| Dan Lieman, Ft. Washington Estates Citizens Assoc. | (301) 292-3652 |
| James D. Long, Tantallon N. Civic Assoc. | (301) 203-6963 |
| Judith Allen-Leventhal, Greater Accokeek Civic Assoc. | (301) 203-2517 |
| Helen O'Leary, Broad Creek Area Resident | |
| Barry Pickett, Campaign to Reinvest in Oxon Hill | (301) 686-1326 |
| Julia Townsend, Wilson Bridge Drive Resident | (301) 292-1176 |
| Teri Soos, SHA Highway Design Division | (410) 545-8845 |





**Project Update**

Dennis Atkins discussed the current funding status of the MD 210 project. MD 210 is currently funded for project planning only, and July 2004 is the earliest that the project could receive design funding. MD 210 is currently second on Prince George's County's priority list behind Branch Avenue.

Bob Boot provided an overview of several of the meetings that have been held this summer including the Administrator's Review meeting, where the project team recommended that Alternative 5A Modified be identified as the preferred alternative. Selection of an alternative will not occur until after the Informational Workshop on September 26th. Other meetings include the potential residential and business displacements, as well as an overall business owner meeting. The project team also met with a few individuals from the focus group to review the bicycle and pedestrian amenities of the project.

The Fall 2002 edition of the project newsletter was distributed.

**Informational Workshop**

Bob Boot then described the format and purpose of the Informational Workshop that will be held on September 26th at Friendly High School. The workshop will be set up so citizens can proceed through displays at their own pace. Displays will focus on the SHA Preferred Alternative 5A Modified.

Bonnie Bick objected to the decision to not hold a public hearing in lieu of the workshop and questioned the legality of this course.

**SHA's Design Process**

Keith Kucharek then reviewed the design process using a handout which described the sequence of steps in the process.

**Alternative 5A Modified Update**

The project team then went though each of the interchange areas and updated the group on the design. The removal of the traffic signal at Wilson Bridge Drive raised concerns with the Brookside Apartment Complex, whose president and vice-president attended the meeting. The service road, which connects the apartment complex to the Kerby Hill Road interchange, was identified as the option for residents to access northbound MD 210. Concerns were raised that this service road would be utilized by travelers seeking to bypass congestion or accidents on MD 210 to access the Kerby Hill Interchange. The project team assured them that this was not the purpose of the service road and that traffic calming measures, such as speed bumps and signing, could be implemented to help

prevent this from happening. A meeting was requested by representatives of the condominium complex to review the alternative with SHA.
General concerns raised during the course of discussion included: the increase in speeds along MD 210, potential inducement of traffic because of the improved roadway, transit options that will be available, and local maintenance-related issues (referred to SHA District 3 Office representatives).

The team then reviewed the remaining interchanges without much discussion.

If you have any questions or comments regarding this summary, please contact the Project Manager, Mark Lotz at (410) 363-0150 or Project Engineer, Ms. Chisa Winstead at (410) 545-8545.

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins DMA
Project Manager
Project Planning Division

DATE: July 2, 2001

SUBJECT: Project Number PG221A11
MD 210 Multi Modal Study
I-95/I-495 to north of MD 228
Prince George's County

RE: May 14, 2001 Team Meeting

The Project Team met to provide a general update on the project and discuss issues related to the June 21, 2001 Public Hearing. The following people were in attendance:

| | | |
|---|---|---|
| Dennis M. Atkins | SHA – PPD | 410-545-8548 |
| Barbara Allera-Bohlen | SHA – Env. Programs | 410-545-8623 |
| Heather Amick | SHA – PPD | 410-545-8526 |
| Erv Berkert | Prince George's Co. DPW&T | 301-883-5714 |
| Glen Burton | M-NCPPC | 301-952-3577 |
| Jon Chamberlin | SHA – Dist. 3 R/W | 301-513-7457 |
| Prakash Dave | SHA – Bridge Hydraulics | 410-545-8356 |
| Kathleen Donodeo | WMATA | 202-962-1074 |
| Jim Dooley | SHA – RIPD | 410-545-5675 |
| Terranee Hancock | SHA – RIPD | 410-545-5675 |
| Joe Harrison | SHA – PPD | 410-545-8506 |
| Scott Holcomb | SHA - PPD | 410-545-5644 |
| Amy Hribar | SHA – PPD | 410-545-8546 |
| Mark Lotz | The Wilson T. Ballard Co. | 410-363-0150 |

My telephone number is _____

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| | | |
|---|---|---|
| Linda Mott | SHA – LAD | 410-545-8620 |
| Harvey Muller | SHA – RIPD | 410-545-5656 |
| Jane Posey | MWCOG/TPB | 202-962-3331 |
| Karuna Pujara | SHA Highway Hydraulics | 410-545-8397 |
| Angela Smith | SHA Highway Design | 410-545-8790 |

The meeting began at 10:00 AM with brief introductions. The following is a summary of the topics discussed.

**Project Management Transition**

Dennis Atkins explained that he is currently the Acting Project Manager, replacing Heather Murphy, at least temporarily. Amy Hribar remains the Project Engineer for SHA. Mark Lotz remains with the project from The Wilson T. Ballard Company.

**Project Status Report**

The Draft Environmental Impact Statement has been signed by FHWA, and agency distribution has begun. SHA internal distribution will be completed over the next few days. The Location/Design Public Hearing is to be held on Thursday, June 21, 2001. The alternatives to be presented at the hearing will be presented at the May 21st Interagency Review Meeting. The process for recommending an alternative or combination of alternatives is scheduled to be completed this summer, allowing a fall, 2001 Selected Alternative meeting with the Administrator.

**Alternatives**

Amy Hribar presented the three build alternatives that are to be presented at the hearing—Alternatives 5A, 5B and 5C. Alternative 5A would not include HOV lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). There would be no improvement to the MD 210 connection to or from I-295. This alternative is predicted to reduce traffic congestion but not alleviate it altogether.

Alternative 5B would consist of widening MD 210 to provide a 2-lane, reversible, barrier-separated HOV facility in the median of MD 210 for the portion of study area from the Capital Beltway to south of Swan Creek Road. South of Swan Creek Road, the barrier-separate HOV lanes would transition to concurrent flow HOV lanes for the remaining portion of the study area down to MD 228. The reversible section of the HOV lanes would operate northbound for morning peak traffic conditions and southbound for evening peak conditions.

This type of HOV facility is projected to carry as many as approximately 5300 vehicles a day in the design year 2020. These vehicles will consist of buses, vanpools and carpools of three or more persons. These lanes are projected to operate at the posted speed limit (or greater); this could result in a travel time savings of 10 to 15 minutes depending on the Capacity Option chosen.

Access to and from the HOV lanes would not be permitted at the intersections due to the driver confusion that would result from two types of turning traffic from side roads. Access would be provided at approximately three locations northbound and southbound between the Capital Beltway and MD 228. The access points would consist of slip ramps allowing general-use traffic to merge into and out of the HOV lanes, at certain locations.

Alternative 5C would consist of the widening of MD 210 to provide an additional lane in each direction designated as a concurrent flow HOV lane (i.e., one HOV lane in each direction). Special striping to create an approximate four-foot wide separation between the new HOV lane and the existing three general-use lanes will be included. Flexible pylons are being considered to separate the HOV and general-use lanes. It is still being determined the extent necessary for drivers to move between the HOV and general use lanes as they travel along the corridor.

This type of HOV facility is projected to carry as many as 5300 vehicles a day. These vehicles will be buses, vanpools and carpools of three or more persons. Although not modeled specifically for this alternative, travel time savings in the HOV lanes are anticipated to be comparable to those projected for Alternative 5B.

Amy and Dennis further explained that the Selected Alternative would likely be a combination of alternatives. For example, based on the results of the traffic analysis, it appears at this point in the study that a likely combination of alternatives could be Alternative 5C north of Swan Creek Road and Alternative 5A south of Swan Creek Road. Kathleen Benton asked why Alternative 5C was being favored over Alternative 5B if HOV is going to be implemented. Mark responded that Alternative 5C can accommodate the highest projected peak hour HOV volume in one lane - 1,100 vehicles- and would better accommodate the weaving in and out of the HOV lanes that may be required in the relatively short distances between intersections in the northern part of the corridor. Alternative 5C also has lower costs and impacts, and does not require potentially complicated reversible operations.

Two sets of intersection capacity improvement options as previously discussed are being considered with Alternatives 5A, 5B and 5C—Capacity Option 1 and Capacity Option 2.

Capacity Option 1 includes the least number of interchanges considered reasonable. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections are proposed to be expanded with the existing traffic signals to remain. Under this option with Alternative 5A, a 4th through lane in each direction would be included on MD 210, from Old Fort Road North to Old Fort Road South. With this 4th through lane and additional side road turn lanes these intersections are predicted to operate at 5% to 30% over capacity. The intersections to the north will be a greater percentage over capacity then those to the south. While these intersections are predicted to operate over capacity, the proposed improvements are much less impactive to the socio-economic and natural environment and would be much less costly than an interchange. The existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized



existing median break locations, leaving each of these locations right-turn in, right-turn out access only.

Capacity Option 2 includes the number of interchanges considered necessary to avoid failing levels of service during the peak periods. Interchanges are proposed at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. These interchanges are expected to operate at LOS D or better for the weaves on and off MD 210 as well as the intersections proposed where the ramps tie into the side roads for the design year 2020. Many of the ramp tie-in intersection locations could warrant traffic signals and would operate at LOS C or better during the peak periods. The remaining intersections are proposed to be expanded with the existing traffic signals to remain. Again, the existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized existing median break locations, leaving each of these locations right-turn in, right-turn out access only.

A new option, Swan Creek Road Option E, has been developed at the request of the U.S. Army Corps of Engineers for inclusion in the DEIS. This option avoids the extensive wetland system in the southwest intersection quadrant by connecting Livingston Road on the west side of MD 210 with Livingston Road on the east side of MD 210 using a sharply skewed bridge with a 500+ foot span. It appears that the bridge would need to be limited to two spans. Prakash Dave expressed concern regarding the constructibility of such a bridge. Option E would cost approximately $18 million, as compared to $13 million with Option D, but would have approximately two acres less wetland impact. The Wilson T. Ballard Company (WTB) will complete additional traffic analysis, allowing further comparisons between the options, prior to the hearing.

Environmental Impacts and Costs

Mark Lotz handed out a packet containing a summary of environmental impacts and costs for all alternatives and intersection/interchange improvement options. The packet contained summaries of the total project as well as each intersection location.

Impacts to Waters of the U.S. are relatively extensive for the project. At the request of the Environmental Programs Division, WTB is completing a breakdown of the Waters of the U.S. by type and location. Mr. Dave and Ms. Pujara requested copies of this breakdown.

Ms. Pujara also inquired concerning the amount of right-of-way set aside for stormwater management. In a meeting approximately six months ago, Ms. Pujara had commented that it appeared that insufficient area had been set aside for stormwater management. Mr. Lotz stated that following that meeting, WTB expanded the amount of area assumed for stormwater management and submitted a revised right-of-way mark-up to District 3 for estimating. The revised right-of-way areas and costs are reflected in the current plans, estimate and environmental document. Ms. Pujara requested a follow-up meeting to discuss this issue. Ms. Allera-Bohlen asked to be included in the meeting.

Linda Mott expressed concern regarding the extent of woodlands impacts on the project. She requested that, wherever possible, additional area be preserved for reforestation.

**Other Issues**

Noise barriers are proposed for all of the alternatives for a considerable distance throughout the project. Joe Harrison asked how potential noise barriers will be shown, if at all, on the hearing displays. The core team will need to have a follow-up meeting to resolve this and other hearing display questions.

Barbara Allera-Bohlen reported that a wetland mitigation site search is underway. An agency field review will be held in the next few months.

It was pointed out that the proposed alternatives would have substantial impact on the bus stops serving local bus service in the project area. A meeting was held at WMATA in October 2000, at which it was estimated that approximately 13 bus stops would be impacted by the proposed interchange alternatives between Wilson Bridge Drive and Old Fort Road North. Potential solutions include bus pullouts on the ramps and pedestrian overpasses/tunnels. Tunnels are a less likely solution based on public safety and water table concerns. Erv Berkert and Linda Mott both stressed the need for transit and pedestrian accessibility on this project. Pedestrian traffic studies may be needed. Notes will be added to the public hearing displays stating that potential pedestrian overpass and bus stop replacement locations are being evaluated for each of the alternates. Another meeting will be scheduled to continue efforts at resolving this issue.

Glen Burton will check with M-NCPPC staff regarding the procedures to be followed by the Prince George's County Planning Board and Council in evaluating this project.

**Recent Activities**

On June 21st the project team conducted the previously mentioned Location/Design Public Hearing. Approximately 190 people attended with 34 providing either oral or private testimony (27,7). Some of the main themes the study team heard was:

- A Lack of Support for HOV - for various reasons including: the impacts of the "larger foot print", opposition to the concept of HOV, costs, concerns about the benefits
- Support for the purple line across the Woodrow Wilson Bridge
- General support for the creation of interchanges consistent with Capacity Option II
- Overall concern about woodland impacts (particularly with the HOV)
- Need to more specifically address pedestrian & bicycle issues
- Need to address transit access and bus stop locations
- Concerns that these improvements are only being done to facilitate Charles County traffic
- Noise issues in the northern portion of the corridor



- A perception that the "real" choke point is up at the Beltway - however improvements associated with the Woodrow Wilson Bridge reconstruction should alleviate this perception
- The citizens do not want this corridor to look like Branch Avenue with all the concrete.

The team's next steps are:

- respond to comment letters we have received so far (on-going)
- comment period ends 7/23
- hold a team "debriefing" (we will set for the end of July/beginning of August)
- meet with the focus group to let them know what we heard at the hearing and from the comment letters and state & federal regulatory agencies

cc: Project Team (attachments upon request)

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: May 28, 2002

SUBJECT: **MD 210: Team Meeting – Meeting Summary**

A Team meeting for the subject project was held on April 25, 2002, in the State Highway Administration's PPD Conference Room.

The purpose of this meeting was to share with the team the progress and status of developing alternatives for the MD 210 project. The following team members were in attendance:

| Name | Representing |
|---|---|
| Robert Boot | SHA - PPD |
| Melissa Kosenak | SHA – PPD |
| Heather Amick | SHA - PPS |
| Dennis M. Atkins | SHA – PPD |
| Keith Kucharek | SHA – HDD |
| Ken Schmidt | Mahan Rykiel |
| Terrance Hancock | SHA – RIPD |
| Prakash Dave | SHA – Bridge |
| Cicero Salles | Prince George's DPW&T |
| Mark Lotz | Wilson T. Ballard |
| Joe Dement | Wilson T. Ballard |
| Harvey Muller | SHA – RIPD |
| Shive Shrestha | SHA – RIPD |
| Paul Matys | SHA – Bridge |
| Chanel Torsell | SHA – PPD |

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**Project Update**

Dennis Atkins reviewed the status of the project since the June 2001 Public Hearing. Since the Hearing, the team has been actively working to develop an alternative that addresses both the purpose and need of the project as well as the citizen comments and input received during and since the Hearing. As a result, the team has developed Alternative 5A Modified.

Melissa Kosenak then reviewed the results of the internal coordination with Highway Design, Bridge Design and Highway Hydraulics. To date, Highway Design has reviewed the alternatives and provided comments, which have been incorporated. Bridge Design is currently reviewing the plans and a meeting is scheduled for Tuesday, May 7th to go over their comments. Coordination with Highway Hydraulics is also occurring to review structures and Stormwater Management issues.

Pedestrian/bicycle access along the roadway and more specifically the interchanges were discussed. Harvey Muller suggested signing an alternative bike route through the area that utilizes side roads and connecting roadways. Project Planning team members will meet with Harvery Muller to discuss bicycle/pedestrian issues in greater detail.

Mark Lotz then reviewed Alternative 5A Modified and discussed issues with each interchange. The following section more specifically addresses each intersection:

Livingston/Kerby Hill Road

The potential of providing a service road between Wilson Bridge Drive and Kerby Hill Road over Carey Branch was discussed. In this section of Carey Branch, the stream flows through a concrete lined channel. The team agreed that several issues need to be addressed concerning this potential service road. Such issues include the engineering feasibility, the environmental impacts to the stream, the maintenance of such a structure as well as whether or not the agencies would buy into this idea. Cicero Salles, Prince George's County DPW&T, expressed that Prince George's County would most likely not want to maintain this facility. Cicero will discuss this issue further within his department. Prakash Dave expressed the need to perform a preliminary hydraulic analysis for Carey Branch to determine if such a structure would be hydraulically feasible. If the County is unwilling to take on this structure in terms of ownership and maintenance then the team may not be able to pursue further.

Cicero Salees suggested getting traffic information for the Henson Creek Development. After the meeting, Chanel Torsell confirmed that development numbers for this property were assumed in the overall forecasts for MD 210.

Harvey Muller suggested moving bicycles off of MD 210 in this area onto a service road and signing Oxon Hill Road as an alternate route.

Palmer/Livingston
Paul Matys asked if the 26 foot retaining wall on the west side could be reduced. Mark Lotz is investigating the possibility of reducing the height of this wall. This may require additional impacts to the driving range. Once options are developed the team will coordinate with Dick Ravenscroft's office.

Prakash Dave also stated that a preliminary hydraulic analysis would be required along this portion of Henson Creek. He will meet with the Highway Hydraulics Section to discuss responsibilities for the various stream crossings of MD 210.

The team asked that Project Planning identify buffer areas in the FEIS.

Old Fort Road North
The mapping indicates that a stream invert will be lowered. The team will investigate whether or not the invert truly needs to be lowered.

Fort Washington Road
The team questioned whether or not one lane was sufficient to handle the traffic on Relocated Fort Washington Road on the west side of MD 210 traveling east. This issue will be further investigated.

Livingston/Swan Creek Road
No comments.

Old Fort Road South
No comments.

Farmington Road
No comments.

MD 373
No comments.

Ken Schmidt then reviewed the landscape plans then have been developed for each intersection. The landscape concepts showed potential planting concepts and themes. The team will make a more detailed presentation to Linda Mott.

Heather Amick has been coordinating with Coastal Resources in order to locate potential mitigation sites.

After reviewing the interchanges, Dennis Atkins reviewed the schedule. He anticipates that this project will continue to be funded for Project Planning in fiscal year 2003, with Location Approval anticipated in the Fall of 2003.



The Director's Team Recommendation Meeting will be held on May 30th, 2002 at 9:00 am in Room 109. The team asked all members to try and attend if possible.

A Focus Group meeting is scheduled for May 7th to review the status of the project. The agenda for the Focus Group Meeting was reviewed. The main purpose of the meeting is to introduce the Focus Group to Alternative 5A Modified.

If you have any additional questions or concerns please feel free to contact the Project Manager, Mr. Dennis M. Atkins at 410-545-8548 or myself at 410-545-8516

By: D. M. C. for
Melissa Kosenak
Project Engineer
Project Planning Division

cc: List of Attendees
MD 210 Team Members
Mr. Joe Harrison
Mr. Joseph Kresslein
Mr. Dick Ravenscroft
Mr. Robert Sanders
Mr. Doug Simmons

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: November 12, 2002

SUBJECT: MD 210: Team Meeting – Meeting Minutes

A Team meeting for the subject project was held on September 4, 2002, in the State Highway Administration's PPD Conference Room.

The purpose of this meeting was to share with the team the progress and status of the MD 210 project. The following team members were in attendance:

| Name | Representing |
|---|---|
| Robert Boot | SHA - PPD |
| Dennis M. Atkins | SHA – PPD |
| Terri Soos | SHA – HDD |
| Jim Dooley | SHA – RIPD |
| Prakash Dave | SHA – Bridge |
| Cicero Salles | Prince George's DPW&T |
| Mark Lotz | Wilson T. Ballard |
| Jon Chamberlin | SHA – D3 ROW |
| Chisa Winstead | SHA – PPD |
| George Cardwell | WMATA - BPPD |
| Paul Matys | SHA – Bridge |
| Chanel Torrell | SHA – PPD |
| Bob Sanders | SHA – PPD |
| Joe Harrison | SHA – PPD |
| Caryn Brookman | FHWA |
| Dan Johnson | FHWA |

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**Project Update**

Dennis Atkins reviewed the status of the project since the last team meeting. Since the last team meeting, the study team has held several meetings including an Administrator's Review meeting. At this meeting, the Administrator concurred to drop Alternatives 5A, 5B and 5C and retain Alternative 5A Modified as the preferred alternative. Due to some public comment and changes in the alternatives since the Hearing, it was decided that an additional workshop would be held before an alternative is officially selected. Other meetings that have been held include a bike/pedestrian meeting with some of members of the Focus Group to gain community insight as to bike and pedestrian issues.

The Study Team has also met with potential residential and business displacements. Of the 25 displacements, less than half attended either meeting. The last meeting held was with the business owners potentially affected by the project. One issue that came up at this meeting was a concern whether the project planning study is taking into account changes in the Prince George's County Master Plan. Cicero Salles responded that the Master Plan is not specific enough to draw any quantitative conclusions regarding effects on traffic projections or specific development areas.

Mark Lotz then reviewed Alternative 5A Modified and updated the team with the issues at each interchange. At Wilson Bridge Drive, the circulator bus issues were discussed. Concern was raised over the commitment to the circulator system in the future. It was agreed that language in the NEPA document be coordinated with WMATA, MTA, Prince George's County and FHWA to ensure compliance with this commitment. A question was raised as to whether the cost of the circulator system would be included with the Selected Alternative. Both options (pedestrian cross-walks and circulator bus system) were presented at the workshop.

The idea of putting the service road over Carey Branch in the vicinity of Brookside Apartments has been abandoned; however, the area is being evaluated for stream mitigation. This issue was discussed at a Field Meeting on September 9, 2002.

At the proposed Fort Washington interchange location, a property owner has requested access off of Relocated Fort Washington Road, west of MD 210. This access appears feasible and will be investigated further.

Concerns at the Swan Creek Interchange Option G included the time it takes to get to the park and ride for commuters. At this interchange, Safeway has expressed concerns with the access resulting from Option G and will be commenting on the impacts to their business viability in order to make the case to the Corps of Engineers and others to select the original interchange option that impacted several acres of wetland, but provided favorable access. On the east side of MD 210, a CVS store is planned on the site of the former restaurant. If plans for this store move ahead, the Livingston Road alignment will need to be shifted to the north.

We then reviewed the project schedule and the next steps to be taken to get to an alternative decision. The schedule will be revised to allow time for additional studies that are needed and the required amendment to the CLRP designation for the project (non-HOV). Mike Haley of RIPD is pursuing this issue with MWCOG.

A Focus Group meeting was held on September 12th to review the status of the project. The agenda of the meeting was reviewed. The Informational Workshop was held on September 26th.

By: _____ For
Robert A. Boot, Jr.
Assistant Project Manager
Project Planning Division

cc: List of Attendees
MD 210 Project Team
Ms. Heather Murphy
Mr. Joseph Kresslein
Mr. Robert Sanders
Mr. Doug Simmons
Mr. Joe Harrison

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

**MEMORANDUM**

**TO:** Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

**FROM:** Chisa Winstead
Project Engineer
Project Planning Division

**DATE:** June 16, 2003

**SUBJECT:** **MD 210: Core Team Meeting w/Director – Meeting Summary**

On Wednesday, May 28, 2003, MD 210 Project Team members met with the SHA Project Planning Director in conference room 336 at SHA Headquarters.

The purpose of the meeting was to select an option for the interchange at Swan Creek, and also to discuss mitigation for the impacts to the WMATA bus service.

The following were in attendance:

| Name | Representing |
|---|---|
| Heather Amick | SHA-PPD |
| Keith Kucharek | SHA-HDD |
| Mark Lotz | The Wilson T. Ballard Company |
| Bob Sanders | SHA-PPD |
| Doug Simmons | SHA-OPPE |
| Chisa Winstead | SHA-PPD |

Mark Lotz began the meeting with a project overview and explained to Doug the two options for the Swan Creek interchange, Option C and Option G. Option C is the option preferred by the community and Old Forte Village Shopping Center store owners, namely Safeway. This option is preferred by Safeway because of its similarity to the existing ingress/egress movements and easy, "front-door" access to the shopping center. Option G has redundant movements, reconnects both sides of Livingston Road across MD 210 and would provide access to the shopping center, similar to what exists today in addition to placing a road behind the shopping center.





Due to impacts to the wetlands in the vicinity, SHA has preferred Option G over Option C. At our meeting, Doug concurred with the selection of Option G for this interchange.

Doug was concerned with the intersection of Livingston Road, the new road behind the shopping center with the deceleration lane coming off of SB MD 210. He is concerned about the speed of the vehicles coming off of the highway approaching this intersection. Bob Sanders was concerned with the close proximity of the entrance/exit to the shopping center to this intersection. We will conduct further studies regarding this location, including geometric modifications, roundabout consideration and coordination with OOTS.

Doug agreed that this detail could be worked out later and would not have to delay our Selected Alternative Concurrence Memorandum to the Administrator.

Mark then focused on the transit issues. He described the concept of the proposed circulator bus system and the need to obtain a commitment for this service. The team asked Doug if he felt that we should meet with MTA and WMATA decision makers to place this on the radar screen. Doug recommended that the team make arrangements for this issue to be placed on the agenda for the next SHA/MTA Director's Review Meeting, to be held on June 23, 2003.

Next, Mark mentioned the Old Palmer Road (service road) connection to MD 210. There is some concern about the traffic being rerouted through an adjacent community and having future access to MD 210 from Broadview Road. Doug reviewed the plans and is comfortable with leaving this access as it is proposed-in the future Old Palmer will no longer connect with MD 210. Motorist traveling Old Palmer Road will need t use Broadview Road to access MD 210.

Lastly, Doug was informed about the follow up meeting with the Brookside Park Community, scheduled for June 4th. The community is opposed to the removal of the traffic signal located at Wilson Bridge Drive and MD 210. The purpose of the meeting is to meet with a smaller representation of the community and take a tour, listening to all of the concerns the community has with the proposed improvements. The team will be prepared to bring an ADC, Bob Sanders, and also plans of concepts that have been considered previously for this location. Doug agreed with the idea of bringing an ADC. He also felt that it may be necessary the show the community previous concepts. His concern was that if we show the previous concepts, we would have to have very solid evidence as to why they are not preferred. Doug recommended contacting Tom Hicks from OOTS to help develop this evidence.

This is a summary of the Core Team meeting with the Director. If you have any questions or concerns, please feel free to contact the Project Manager, Mark Lotz at 410-363-0150 or myself at 410-545-8545.

Maryland Department of Transportation
State Highway Administration

Parris N. Glandaning
Governor

John D. Porcari
Secretary

Parkar F. Williams
Administrator

MEMORANDUM

TO: Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: August 30, 2002

SUBJECT: **MD 210: Bicycle/Pedestrian Meeting – Meeting Summary**

A meeting for the subject project was held on July 23, 2002, at Harmony Hall Regional Center, in Fort Washington MD.

The purpose of this meeting was to discuss plans for pedestrian and bicycle access associated with the interchange and intersection improvements that are being considered for the MD 210 corridor. The following individuals were in attendance:

| Name | Representing |
|---|---|
| Judith Allen-Leventhal | Greater Accokeek Civic Assoc. |
| Dennis M. Atkins | SHA –PPD |
| Robert Boot | SHA –PPD |
| Mark Holt | Southern P. G. Trails |
| Jane Hudnall | Individual |
| Jim Hudnall | Oxon Hill Bicycle & Trail Club |
| Mark Lotz | Wilson T. Ballard |
| Bob McKitrick | Individual |
| Mickey McKitrick | Individual |
| Harvey Muller | SHA –RIPD |
| Barry Pickett | Campaign to reinvest in Oxon Hill |
| Lona Carlson Powell | Greater Accokeek Civic Assoc. |
| Cicero Salles | Prince George's County DPW&T |
| Fred Shaffer | Prince George's County M-NCP&PC |
| Chisa Winstead | SHA –PPD |

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Dennis Atkins began the meeting with a brief review of the history and status of the project. He then reviewed Alternative 5A Modified and notified the attendees that this is SHA's preferred alternative at this time. Alternative 5A Modified would convert six intersections to interchanges: Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North/ Fort Washington Road, Swann Creek Road/Livingston Road and Old Fort Road South. The last two intersections in the corridor at Farmington Road and MD 373 would be modified and expanded slightly. The existing MD 210 median openings would be closed at Wilson Bridge Drive and at all unsignalized existing median break locations, leaving each of these locations right-turn in and right turn out access only.

Some changes have been made to some interchanges since this alternative was first introduced. Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes on MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g. acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction with auxiliary lanes to facilitate interchange operations would require a separate planning effort and approval process including public involvement.

Dennis Atkins then notified the citizens that there will be a workshop on September 26, 2002 at Friendly H.S., and a Focus Group meeting on September 12, 2002 at Harmony Hall. Several members asked if 11x17 copies of the preferred alternative could be made available to community groups before the workshop. We will indicate in an upcoming Newsletter that mapping can be sent to various groups upon request.

The project is currently only funded for Project Planning. The earliest the project may be able to receive Design funding will be the fiscal year 2004 (July 2003). However, with current state budgetary limitations it is unlikely additional funding will be made available next fiscal year.

Harvey Muller then addressed the general bicycle and pedestrian issues. Currently bicycle traffic is allowed on MD 210, with the only prohibition sign being posted at the Charles County line. This bicycle access will be maintained in the future. There will be 10 ft. shoulders and special connections at pinch points. Currently plans are being made to create and sign an alternative bike route as well. This route will connect to the Henson Creek Trail. As for the pedestrians, longitudinal travel along MD 210 will be prohibited. However, sidewalk access across MD 210 will be provided along with the interchanges.

An 8 ft. path may be placed along Oxon Hill Road as part of a County Project. Harvey Muller also stated that bus pullover stops and pedestrian bridges or bus circulators will be considered to allow people to get from one side of the highway to the other side safely. However, the residents and County Director of Public Works have expressed concerns about the pedestrian overpasses. The group asked if underpasses could be looked into instead. The team responded that safety concerns have been raised with this option in the past. Providing a circulator bus may end up being a better solution. Both options (overpass and circulator bus) will be presented at the workshop.

One citizen brought up the issue of Metrorail. The individual wanted to know if the modifications to MD 210 and the Woodrow Wilson Bridge allow for rail in the future. SHA replied that they would not preclude the option of rail; however, that issue is not a factor in this project at this current time. Cicero indicated that Prince George's County supports rail on the bridge and the MD 210 improvements, but noted that these are separate efforts.

Mark Lotz then went over the plans for the MD 210 corridor going into more detail focusing on specific issues at each interchange. He used the conceptual landscape plans as well as the highway plans to inform the group. Mark also noted the overpasses, bus pullovers, and pointed out location of the trail connections. He also expressed that there may be a sound barriers considered for this project. At each interchange, the sidewalks and bicycle access were examined in detail. The following sections more specifically address each intersection/interchange:

Wilson Bridge Drive
The traffic light at this intersection would be removed. In the future, this intersection would have right-turn in and right-turn out access. This is a highly populated area and transit is a big issue therefore this area is under consideration for a pedestrian overpass or a circulator bus.

Livingston/Kerby Hill Road
The group was notified that bicycles and pedestrians may cross the bridge. The bridge is expected to have a posted speed of 35mph.

Palmer/Livingston
A bus pullover and pedestrian overpass are proposed to be located in-between the Livingston/Kerby Road and the Palmer/Livingston Road interchanges. The Henson Creek Trail was pointed out, and comments were expressed about providing additional connections on the east side of MD 210 to the Henson Creek Trail.

Old Fort Road North
No comments.

Fort Washington Road
No comments.





Livingston/Swan Creek Road

Old Fort Road South
No comments

Farmington Road & MD 373
No comments

This is a summary of the Bicycle/Pedestrian Meeting. If you have any questions or concerns, please feel free to contact the Project Manager, Dennis M. Atkins at 410-545-8548 or myself at 410-545-8545.

By: _____
Chisa Winstead
Project Engineer
Project Planning Division

cc: List of Attendees
Ms. Heather Amick
Mr. Keith Kucharek
Mr. Robert Sanders

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: May 31, 2002

SUBJECT: MD 210: Bridge Coordination Meeting Summary

A Bridge Coordination Meeting for the subject project was held on May 7, 2002, at the State Highway Administration in Conference Room 215.

The purpose of this meeting was to share the progress and status of the alternatives developed for the MD 210 project with the Bridge Division and receive their input. The following people were in attendance:

| Name | Representing |
|---|---|
| Dennis M. Atkins | SHA-PPD |
| Robert Boot | SHA-PPD |
| Prakash Dave | SHA-Bridge |
| Joe Dement | The Wilson T. Ballard Company |
| Melissa Kosenak | SHA-PPD |
| Keith Kucharek | SHA-HDD |
| John Logan | SHA-Bridge |
| Mark Lotz | The Wilson T. Ballard Company |
| Ralph Manna | SHA-Bridge |
| Paul Matys | SHA-Bridge |
| Kelly Nash | SHA-Bridge |
| Glenn Vaughan | SHA-Bridge |

The meeting began with introductions. Dennis Atkins then explained that our purpose for meeting was to review comments from the Bridge Division on Alternative 5A Modified.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Dennis Atkins informed the group that utility costs have been accounted for in the CTP Cost for MD 210.

Mark Lotz then reviewed Alternative 5A Modified starting from the north and discussed issues with each interchange.

Some general issues discussed include:

- The typical shoulder width in the interchange areas will be 14 feet with a closed section, in order to reduce right-of-way impacts.
- Glenn Vaughan asked Project Planning not to commit to using bottomless box culverts at this point. Glenn also requested that general wording be included in the final environmental document regarding proposed hydraulic structures, in effect saying, "Appropriately sized hydraulic structures to maintain existing upstream water surface elevations will be developed during final design."
- Both bicycle and pedestrian access will be addressed throughout the study area.
- Paul Matys asked that we analyze maintenance of traffic (MOT) during construction for all interchanges.

The following sections more specifically address each intersection:

Livingston/Kerby Hill Road

The potential of providing a service road between Wilson Bridge Drive and Kerby Hill Road over Carey Branch was discussed. In this section of Carey Branch, the stream flows through a concrete lined channel. Several issues need to be addressed concerning this potential service road, such as the engineering feasibility, the environmental impacts to the stream, the maintenance responsibilities of such a structure as well as whether or not the agencies would buy into this idea. Prakash Dave expressed the need to perform a hydraulic analysis to determine if such a structure would be hydraulically possible. Glenn questioned whether or not the agencies requested the concrete liner be removed. To date, the agencies have not made that request. However, our Environmental Manager, Heather Amick, will look into this issue more closely. Paul Matys expressed concern that the Wilson Tower Apartments could potentially be flooded if the concrete channel were removed.

Glenn encouraged Project Planning not to use a retaining wall in the southwestern quadrant of the Livingston/Kerby Hill Road intersection along Henson Creek. Having a retaining wall along a stream can cause scour. Relocating the stream and providing mitigation may be a better solution and needs to be evaluated. An easterly mainline shift does not appear to be feasible in this area, because of the existing service road. The removal of an existing box culvert segment, which is no longer necessary, and relocation of an exposed utility line will also need to be addressed in this area. Overall, Prakash concluded that a preliminary hydraulic study would be needed for Carey Branch.

Concerning MOT, some movements may need to be rerouted during construction. Glen Vaughan requested that Project Planning investigate constructability with and without using detours. Emergency vehicle and school access issues must be taken into consideration. Glenn estimated a nine-month (one season) construction schedule for this bridge. In addition, Glenn would like to know how many stages of construction there will be at this interchange. Mark will investigate these issues.

Mark noted that there is no need for retaining walls at this interchange due to the natural topography of the intersection.

Mark said that currently, east west traffic volumes at Kirby/Livingston Road are fairly low, however, if/when the Henson Square Development is constructed, traffic would increase.

Palmer/Livingston
Paul asked if the 26 foot retaining wall on the west side could be reduced. Mark Lotz is investigating the possibility of reducing the height of this wall.

Paul suggested shifting the Fort Washington Golf Range's parking lot and providing screen fencing at the end of the range. The building and parking lot shift could eliminate the need to take the driving range. The estimated price of acquiring the Fort Washington driving range is $3M. Once options are developed the team will coordinate with Dick Ravenscroft's office.

SHA should attempt to avoid impacting Hovermale's Ice Cream because it is an historic site.

Glenn requested that Project Planning review the under clearance of the structure located at station 24+85. He believes that the profile generated through Project Planning may be as much as 4 inches under the desirable goal of 16'9". Mark Lotz will investigate.

Glenn requested that super elevation transitions not be located on structures if at all possible.





John Logan asked if it was possible to locate the westbound ramp to Livingston Road from southbound MD 210 slightly north of the proposed location in order to avoid passing the turning movement underneath the structure over MD 210 connecting Livingston Road and Palmer Road. This would allow the structure to be shorter. Due to the Henson Creek Trail and the potential of putting a service road in the area for the proposed relocated ramp, Project Planning did not find moving the ramp to be a viable option.

Old Fort Road North
The intersection of Old Fort Road North with MD 210 would be shifted 70 feet south of its existing location. This shift would provide better grades and allow maintenance of traffic for the structure crossing over MD 210.

Mark pointed out that the retaining wall in the north east quadrant of the interchange is necessary due to existing steep slopes that rise from MD 210.

Fort Washington Road
Under the current design an existing stream would be relocated in the north east quadrant of this interchange. An approximately 30 foot high retaining wall (maximum height as measured from the bottom of footing to top of barrier) between the mainline and the ramp from westbound Fort Washington Road to northbound MD 210, with a fill slope on the outside of the ramp would also be included.

Livingston/Swan Creek Road
Glenn had concerns that the bridge shown in the preferred configuration may not be constructible because of superelevation transition concerns. Project Planning was encouraged to modify the configuration to minimize the length of structure and keep the super elevation transition off the structure.

John Logan suggested squaring the east side intersection of the overpass with the service road and consider round-a-bouts on both the east and west sides. Mark will investigate.

Glen asked if Project Planning looked at the possibility of shifting the mainline of MD 210 in this area. Mark said that it has been looked at, but was rejected due to both design issues as well as environmental concerns.

Old Fort Road South
Glen stated that the structure crossing over MD 210 at the Old Fort Road South interchange was at a good skew. He also agreed that using the abandoned gas station property in the south east quadrant of the intersection during construction for staging was a good idea and would provide for good MOT during construction.

Farmington Road
No comments.

MD 373
No comments.

After reviewing the interchanges, Dennis reviewed the schedule. He anticipates that this project will continue to be funded for planning in Fiscal Year 2003, with Location Approval anticipated in the Fall of 2003.

Glenn asked Project Planning to investigate opportunities for stream mitigation. Dennis informed the group that Heather has been coordinating with Coastal Resources to identify potential mitigation sites and strategies.

Kelly distributed the bridge cost estimate. Glenn Vaughan stated that in general the Project Planning cost estimates for structures have been running low. He advised Project Planning to keep the unit costs the same, but to add a "Structure Uncertainty Factor".

Mark questioned whether the cost estimates would need to be adjusted to include form liners. Glenn said that the costs were fine and did not need to be changed.

By: _____
Melissa Kosenak
Project Engineer
Project Planning Division

cc: List of Attendees
Ms. Heather Amick
Mr. Joe Harrison
Mr. Joseph Kresslein
Ms. Heather Murphy
Mr. Dick Ravenscroft
Mr. Robert Sanders
Mr. Doug Simmons

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## Meeting Documentation

**Project:** MD 210
**Contract #:** PG221A11

**Date:** 11/16/00
**Location:** Whitehall Baptist Church

**Meeting:** Whitehall Baptist Church Public Outreach

**Agencies involved:** SHA

| Attendees: | Address: |
|---|---|
| | |
| Heather Murphy | |
| Amy Hribar | |
| Drue Little | 16701 Huron Street, Accokeek, MD 20607 |
| Glenn Little | 16701 Huron Street, Accokeek, MD 20607 |
| Rebecca Bowers | 5904 Accokeek Road, Brandywine, MD 20613 |
| Pauline Harris | 1007 Pine Lane, Accokeek, MD 20607 |
| Emanuel A. Harris | 722 Chatsworth Drive, Accokeek, MD 20607 |
| Jesse Presswood | 14900 Fort Trail, Accokeek, MD 20607 |
| Mildred Presswood | 14900 Fort Trail, Accokeek, MD 20607 |
| Buddy Perrygo | 14807 Wannas Drive, Accokeek, MD 20607 |
| Betty Perrygo | 14807 Wannas Drive, Accokeek, MD 20607 |
| Alua Worthington | 147 W. Farmington Road, Accokeek, MD 20607 |

**Purpose:** In response to the public outreach attempt along the MD 210 corridor, the Whitehall Baptist church requested to be informed about the MD 210 project.

**Highlights:**
Heather Murphy began by giving an overview of the project.
A public hearing should be held in May or June.
We are looking at HOV on the corridor.
This project eliminates congestion; it is not merely to just move Charles County traffic.
The alternatives were described in detail.

5A. Improving just the intersections
5B. HOV barrier separated
5C. HOV concurrent

Questions:

What are the chances of getting Metro down MD 210?
It is not likely that Metro will ever be used in this corridor, but light rail might be evaluated.

What are the possibilities of using slug lines like northern Virginia?
There will not be any extra effort made to contribute to use of slug lines if HOV is implemented.

With the road widening, what had been done when it gets to the other end?
The Woodrow Wilson Bridge has begun its improvements in the northern end. The southern end of the project is also under construction to improve the intersection of MD 210 and MD 228.

How do they budget for the project?
The state usually contributes 20% of the funding and the Federal Government usually adds the other 80%.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration — Driven to Excel

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: March 24, 2003

SUBJECT: Brookside Community
MD 210 – I-95/I-495 to MD 228
Prince George's County, Maryland

On March 4, members of the MD 210 Study Team attended a meeting with the Brookside Park Condominium Association, in Oxon Hill, to discuss the direct impacts of the MD 210 preferred alternate upon their community. We have been working with community leaders to set up this meeting since August 2002. Several members of the community attended our MD 210 Informational Workshop in September 2002.

The Brookside Community is located on the west side of MD 210 at Wilson Bridge Drive which is just north of the signal at Livingston/Kerby Hill Road. The light at Wilson Bridge Drive is a T-intersection with MD 210 and is the only access point for this community of about 600 units. Under Alternative 5A Modified, the SHA Preferred Alternative, this intersection would become right-in right-out only. Access to the community from the south would occur through a service road that would be built from Kerby Hill Road north along MD 210 and connect into the southern end of the community.

The team has studied many different alternate ways to provide access as well as potentially allowing for a partial signal at MD 210. However, each option was determined to be unfeasible. While most of the individuals in the community understand that improvements to MD 210 are necessary, the majority of them still do not want to lose their traffic signal. They are also not pleased about the southern access point and fear that if there are backups on MD 210 individuals will cut through their community. The study team believes, that if the proposed MD 210 improvements are in place, this is unlikely to occur unless there is a serious traffic incident on the main road.





In addition, community leaders are concerned about the infrastructure impacts that could occur with the additional traffic accessing the southern end of the complex versus being concentrated at the current entrance. This would also include the circulator buses that are currently proposed to replace the existing bus service once the stops along MD 210 are closed. Residents are concerned about impacts to the pavement, property acquisition, loss of parking spaces, and loss of a children's playground area. We reminded the group that with the proposed right of way acquisition from community property we would be entering into a real estate transaction where it is possible some of their concerns could be addressed.

However, as stated previously we are not going to be able to address their fundamental concern, which is the removal of the signal. The next day we brought the issue to the attention of our Planning Director, Doug Simmons, and offered a potential plan of action. The first step is to evaluate the several modifications the community asked us to consider. We will work on this task over the next several weeks.

Secondly, the community leaders asked us to come out during an upcoming busy rush hour to experience with them some of the various traffic situations that they deal with on a daily basis. The team will bring documentation of the various options the team has considered over the years at this location to the meeting. Finally, after we meet with the smaller group we will offer to meet again with the larger community.

On another note, one of the community activists was concerned about some overhead lighting along SB and NB MD 210 just north of Wilson Bridge Drive that was no longer working. This individual had brought up the concern this summer and the team had them get in touch with our District Office. The team will coordinate with the district as well as members of the Woodrow Wilson Bridge Team to determine the status of the lights.

We are planning on writing a letter to the community president as a follow up from the March 4th meeting and will include the status of the lights in our correspondence.

This is a summary of our meeting with the Brookside Community. If you have any questions or concerns, please feel free to contact the Project Manager, Dennis M. Atkins at 410-545-8548 or myself at 410-545-8545.

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: MD 210 Study Team
Mr. Paul Gudelski
Mr. Charlie Watkins

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Chisa Winstead
Project Engineer
Project Planning Division

DATE: July 1, 2003

SUBJECT: MD 210: Brookside Park Condominium Assoc. Meeting

On Wednesday, June 4, 2003, MD 210 Project Team members met with members of the Brookside Park Condominium Association on location at the MD 210/Wilson Bridge Drive intersection.

The purpose of the meeting was to follow-up on the condominium association members' request to review some of the concerns voiced at the March 4, 2003 meeting at rush hour within the condominium property.

The following were in attendance:

| Name | Representing |
|---|---|
| Dennis Atkins | SHA-PPD |
| Glen Burton | M-NCPPC |
| Mark Lotz | The Wilson T. Ballard Company |
| Chisa Winstead | SHA-PPD |

Approximately 8-10 members of the Brookside Park Condominium Association

Mark Lotz began the meeting by distributing a letter dated April 8, 2003 from SHA to the condominium association summarizing the March 4, 2003 meeting and SHA's understanding of the association's concerns regarding the MD 210 project.





Dennis Atkins summarized the status of the MD 210 Multi-Modal Study and the remaining steps. We explained that our goals with this meeting included understanding their concerns, by reviewing them in the field, to better facilitate a possible follow-up meeting with the SHA Planning Director to discuss specific mitigation measures that could be included in the project.

We then walked through the parking areas and around the buildings associated with the project. We explained that traffic volumes under the new access arrangement, from Kerby Hill Road, would result in no traffic volume increases within parking areas north of Wilson Bridge Drive, but some traffic volume increases would occur in those areas south thereof. We have not determined whether the parking areas and aisles would be need to be widened under the proposed access arrangement, but this need will be investigated further. We observed pavement failures at several locations in the parking lot aisles. We also observed at one point three transit buses within a span of several minutes coming into the complex and making a U-turn at the west end of Wilson Bridge Drive to discharge passengers. However, overall traffic volumes were fairly low (less than five per minute) in the parking aisles south of Wilson Bridge Drive.

Discussion focused on how parking areas would be replaced if the widening of aisles eliminates spaces. We committed to evaluating this further. Association representatives stressed that any impacted parking spaces would need to be replaced.

We viewed the area between two of the buildings that is the proposed location for a new connecting roadway between the service road paralleling MD 210 down to Kerby Hill Road and the main condominium parking aisle. This area is currently grassed with a mulched children's play area with swing set. There appeared to be adequate space within this grassed area to relocate the play area about 50 feet to the southwest and provide room for the connecting roadway. Several Association representatives remarked that this proposal make "the best sense", while some others were concerned about the safety of a children's play area so close to traffic.

One idea that appeared to have some merit for further consideration during our site walk was to provide a one-way northbound roadway between the row of buildings and MD 210, thus resulting in a one-way counter-clockwise flow through the parking aisles south of Wilson Bridge Drive. This would reduce the traffic volumes on a given section of parking aisles below what they would otherwise be; however the space between the buildings and MD 210 is quite limited. We will develop this idea further for review by the condominium association.

One of the association's members, Mr. Stuart Rogel, showed us an area where water seepage out of the ground causes constant ponding, with associated problems, on the site, particularly at the association's swimming pool. The seepage is occurring on or near the SHA right-of-way line, north of Wilson Bridge Drive at a Verizon utility manhole. Mr. Rogel has contacted WSSC and Verizon, neither of which claims responsibility. We committed to checking into the matter further through SHA channels.

This is a summary of the Core Team meeting with members of the Brookside Park Condominium Association. If you have any questions or concerns, please feel free to contact the Project Manager, Mark Lotz at 410-363-0150 or myself at 410-545-8545.

cc: Ms. Heather Amick
Mr. Glen Burton
Mr. Keith Kucharek
Mr. Mark Lotz
Mr. Robert Sanders
Mr. Doug Simmons
Ms. Cynthia Simpson
Ms. Chisa Winstead

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: July 1, 2002

SUBJECT: MD 210: Safeway Incorporated Meeting Summary

A Meeting with Safeway Incorporated was held on June 12, 2002, at the State Highway Administration's District 3 Office in Greenbelt.

The purpose of this meeting was to share the progress and status of the alternatives for the MD 210 project with Safeway Incorporated, the owners of the Olde Fort Village Shopping Center, and receive their input. The following people were in attendance:

| Name | Representing |
|---|---|
| Robert Boot | SHA-PPD |
| Jim Brooks | Safeway Incorporated |
| Jon Chamberlin | SHA-District 3 Right-of-Way |
| Melissa Kosenak | SHA-PPD |
| Mark Lotz | The Wilson T. Ballard Company |
| Cicero Sales | Prince George's County DPWT |

The meeting began with introductions. Melissa then explained that our purpose for meeting was to provide Mr. Brooks with an update on the MD 210 Project Planning Study.

Melissa then provided a project update. Since the June 2001 Public Hearing, SHA has been actively working to identify a preferred alternative that addresses both the purpose and need of the project as well as the citizen comments and input received during and since the Hearing. As a result, SHA has developed alternative 5A Modified.

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes on MD 210 and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the structures now would alleviate additional future costs and impacts.

Melissa then reviewed the schedule. This project is funded for Project Planning through July 2003, with Location Approval anticipated in the Fall of 2003.

Mark then gave a brief description of the proposed interchanges. Interchanges are proposed at:

Kerby Hill Road/Livingston Road
Livingston Road/Palmer Road
Old Fort Road North
Fort Washington Road
Swam Creek Road/Livingston Road
Old Fort Road South

Mark then reviewed the Livingston Road/Swan Creek Road interchange in greater detail. Mark pointed out some of the constraints that exist within this interchange area. He mentioned the southeast quadrant as well as the need to maintain access to the hospital.

Mr. Brooks indicated that he would prefer that the service road behind the shopping center not be their main accesa. He ia concerned that the location of this access will affect the viability of the businesses in the shopping center. In addition, he is concerned that the service road will take valuable parking spaces. However, if the service road is necessary to provide movements for the interchange and it is not the only access point to the Olde Fort Village Shopping center, he would not be opposed to it.

Mr. Brooks indicated his concern with the location of the access to the Olde Fort Village Shopping Center from northbound MD 210. The exit ramp from MD 210 northbound to Swan Creek Road is located south of the shopping center, therefore shoppers need to take the exit before they can see the shopping center. Mr. Brooks also expressed concern that the location of this ramp could deter impulse shoppers. Mark indicated that thia was an issue brought up by the MD 210 Focus Group at the May 7, 2002 Meeting. Mark will investigate the potential of moving the ramp from northbound MD 210 to Swan Creek Road further north so that drivers would be able to see the shopping center before the ramp to access the shopping center.

We then discussed the use of signs to help shoppers locate the Olde Fort Village Shopping Center. Melissa has been looking into potential methods of providing Olde Fort Village Shopping Center with signage. Mr. Brooks requested that SHA coordinate with the county concerning the signage, since the county dictates the types of signs allowable. SHA will coordinate with the County as necessary.

John Chamberlin suggested that SHA can look into the possibility of naming the park and ride lot near the shopping center the Olde Fort Village Park and Ride Lot.

Mr. Brooks indicated that he preferred interchange options A, B, C and/or D which were presented to the public at the June 21, 2001 MD 210 Location/Design Public Hearing. He also would prefer a less skewed structure, since the structure can create a visual obstacle between the driver and the shopping center.

Mr. Brooks requested that SHA look at allowing a right in only from MD 210 into the shopping center near the Wendy's Restaurant. SHA will investigate further.

Safeway Incorporated has received all necessary permits and will begin construction on the Olde Fort Village Shopping Center in the Fall of 2002. Safeway Incorporated invested approximately $11M on the purchase of this property and will invest approximately $5M more for the renovations. In order to protect the shopping center's economic viability, Mr. Brooks is concerned about maintaining visible and easily accessible entrances to the shopping center.

Mark indicated that the MD 210 project will most likely be divided into several construction projects. Therefore, the Swan Creek Road/Livingston Road interchange may not be constructed for many years. However, SHA may be able to do some small intersection improvements in the meantime.

Mr. Brooks will provide SHA with a copy of Safeway's plans for the Olde Fort Village Shopping Center. Mark will provide Mr. Brooks with a copy of SHA's alternatives for this interchange. In addition, Mark will provide Mr. Brooks with revised plans for the interchange as revisions are made. SHA will continue to coordinate with Safeway as the MD 210 project progresses.

By: FOR
Melissa Kosenak
Project Engineer
Project Planning Division

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**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: File

FROM: Ms. Heather Murphy
Project Manager
Project Planning Division

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG221A11

DATE: September 7, 2000

RE: Greater Accokeek Civic Association
Meeting Minutes 4/26/00

A meeting of the Greater Accokeek Civic Association was held on April 26, 2000. The purpose of the meeting was to update members of the community on the MD 210 project planning study and to solicit comments on the project.

Heather made a presentation to the approximately 25+ community members that attended, describing the overall project planning study alternatives, including HOV. She then described in more detail the alternatives being studied for the MD 373 intersection.

The community was made aware of the upcoming Public Informational Workshop for this project scheduled for May 15, 2000 at Friendly High School. Heather outlined various ways for the members to communicate their concerns and how important it was for them to be placed on the record. She discussed the time frame for alternative selection and how comments from the citizens, agencies and public officials are taken into consideration in order to make that decision.

The major concern we heard from the community was the HOV element of the alternatives being considered. The community feels they are being impacted by the addition of an HOV lane in order to facilitate growth and travel from southern Maryland. They prefer the non-HOV alternative and support the intersection improvements toward the southern end of the corridor and the interchange improvements proposed for the northern portion. They also would like to see more effective, efficient transit in the MD 5/US 301 corridor as well as Metro across the Woodrow Wilson Bridge.

My telephone number is _____

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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Their comments specific to the intersection of MD 210 and MD 373 focused on an existing problem where the lanes across are not aligned properly restricting sight distance for vehicles turning left. This issue has been forwarded to District 3 Traffic.

There was also concern raised regarding the existing left-turn allowed from a development call "The Mall" located on the east side of MD 210 to northbound MD 210. This turn is very dangerous due to the prevailing speeds traveled in this area and driver expectation. It was requested that SHA look into disallowing this left-turn. This also has been forwarded to District 3.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: _____ for
Heather Murphy
Project Manager
Project Planning Division



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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: December 9, 2002

SUBJECT: MD 210: Accokeek Civic Association Meeting – Meeting Minutes

A meeting with the Accokeek Civic Association was held on November 20, 2002. The purpose of this meeting was to share with the association the progress and status of the MD 210 project. The MD 210 project was an agenda item on their monthly meeting.

Project History
Chisa Winstead reviewed the history of the project including the preparation of the DEIS in Spring 2001. This document was available for public review at the June 21, 2001 Location/Design Public Hearing. Since the public hearing, the project team has actively worked to develop an alternative that addressed both the purpose and need of the project as well as the citizen comments and input received since the hearing. During the hearing process there were many concerns raised with the HOV proposals. As a result, SHA developed Alternative 5A Modified and identified the alternative as preferred in the Summer of 2002. Alternative 5A Modified would not provide HOV lanes on MD 210, but would provide bridge lengths and abutment locations compatible with possible future roadway widening or transit facilities within the MD 210 right-of-way.

SHA presented this preferred alternative at the Information Workshop held on September 26, 2002. Chisa indicated that the majority of the comments that we received at that workshop were from folks who could be more directly impacted by the project. In addition, there was a contingent that wanted SHA to delay their selection of an alternative until decisions regarding rail across the Woodrow Wilson Bridge are made.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Alternative 5A Modified
Mark Lotz then reviewed the details of Alternative 5A Modified and updated the community with the issues at each intersection. In general, questions from the citizens pertained to clarification of information and issues on the displays, such as stormwater management areas, proposed noise mitigation and specific traffic movements with the interchanges.

Wilson Bridge Drive – Option A
Proposes an at-grade intersection improvement with right-in/right-out turn movements. Transit and access issues were discussed. Livingston Road/Kerby Hill Road – Option C
Proposes a grade-separated interchange with ramps in the northwest and southwest quadrants of the crossroad. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp ties into Relocated Kerby Hill Road opposite the proposed two-way service road that will be a primary access for residents of the Wilson Towers Apartments and Brookside Park Condominiums. Several folks were interested in the status of Hovermales. We indicated that it would not be impacted by this project.

Palmer Road / Livingston Road - Option E
Proposes a ½ diamond interchange on the east side of MD 210, with ramps in the northeast and southeast quadrants. On the west side of MD 210, in the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. A proposed access road with retaining walls can be aligned in front of the existing businesses along Livingston Road. The group asked if access would be provided to the trail along Henson Creek Park. We stated that access paths are being considered along both sides of MD 210.

Old Fort North Road North – Option C
Proposes a diamond interchange at Old Fort Road North. A realigned Old Fort Road North to the south of the existing intersection is comprised of two lanes in each direction crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection with Old Fort Road North.

Fort Washington Road – Option D
Proposes a ¾ diamond interchange with ramps in the northeast, northwest and southeast quadrants. The design also requires a relocated Fort Washington Road overpass of MD 210 north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would connect to the MD 210 overpass and tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. Existing Fort Washington Road then becomes a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction with left turn lanes where required.

Livingston Road/Swan Creek Road – Option G
Proposes an interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210. Access to Swan Creek Road from MD 210 southbound would be achieved with an at-grade right in/right out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound is proposed in the southeast quadrant. A Livingston Road crossing over MD 210 to the north of the existing intersection requires one lane eastbound and westbound with a center turn lane.

At this intersection, Option C was also displayed to the public because an option has yet to be selected. Option C is one of the original interchange designs with ramps located in the southwest quadrant of the intersection, which is a wetland area. Several members of the group supported this option because of its perceived more direct access to the shopping center. However, others were more supportive of Option G. In general access to this shopping center and the hospital was a concern.

Old Fort Road South - Option C
Proposes a diamond interchange with Old Fort Road South over MD 210. Old Fort Road South is proposed to be two lanes eastbound and westbound through the interchange area. One individual asked why we were proposing to displace the residence in the southwest quadrant. We responded that we may be using that area as part of construction sequencing for the interchange; however, we tend to be conservative with impacts during project planning, and this residence may be able to be saved during final design.

Farmington Road – Option A
This option includes at-grade improvements. It proposes a single left turn, one through land and a right turn lane east bound and a left turn, through lane and right turn lane westbound on Farmington Road. An individual asked if we are still considering adding jng handles to remove the left turns from this intersection, since the intersection has a bad safety history. We stated that this option was included in the HOV options but that from a traffic operations perspective we felt that this configuration (Option A) would operate satisfactorily in 2020. Adding an exclusive left turn phase may be considered to address safety concerns.

MD 373 – Option A
This option includes at-grade improvements. It proposes lengthening acceleration/deceleration lanes on MD 210. MD 373 proposes a single left turn and through/right lane eastbound and two left turn lanes, a single through and a right turn lane westbound. The group is interested in the landscaping plans for the old park-n-ride lot. Mapping should be revised to indicate that the new park-n-ride lot is no longer under construction.





Next Steps/Schedule
Since the workshop, the study team has held field meetings to determine the scope of the detailed environmental studies that may still be needed to complete the Final Environmental Impact Statement (FEIS). Design field reviews can be scheduled to update the environmental regulatory agencies as to the direction of the project and help to reach consensus on commitments that may be made as a result of these studies. The selection of an alternative for which to seek Location Approval is scheduled to occur in the spring of 2003, with the preparation of the FEIS in Summer/Fall 2003. Once the FEIS is submitted to FHWA, location/design approval should occur in mid-2004. Funding allocations for design of various phases of the project will determine the next step in the process.

The group had several follow up questions. Many of them focused on design and construction funding. We went over the four phases of project development and reiterated that this project is only funded for Project Planning. We also indicated that it is unlikely that any design funding will be available before FY 2005. The team also said that it is likely that portions of the project closer to the Beltway are more likely to be funded first.

Finally, the group asked about landscaping plans. Mark then reviewed some of the landscape concepts that have been developed to date. We indicated that an overall theme for the corridor is likely to be developed with input from the public through avenues such as the focus group.

By: Chisa Winstead
Chisa Winstead
Project Engineer
Project Planning Division

cc: MD 210 Project Team
Mr. Charlie Watkins

## Greater Accokeek Civic Association
## Proposed Updated Position on Maryland 210 Highway Alternative
## 20 November 2002

This position is consistent with the membership position previously adopted by the Greater Accokeek Civic Association (GACA), taking into consideration State Highway Administration's (SHA) most recent study updated Alternative for improvements to Maryland Route 210 from the Beltway to Route 373 in Accokeek.

1. Enthusiastically support SHA's dropping all plans for HOV on Maryland Rt. 210, Indian Head Highway.

2. Support selected intersection improvements on Rt. 210. Encourage safety and bike/pedestrian-oriented improvements at grade toward the southern end and selected flyover bridges at the northern end of the corridor, improvements that would be oriented toward assisting existing users and neighborhood residents. We are concerned that SHA plans for several of the intersections are counter productive and do not facilitate local users, but rather encourage high-speed travel-through traffic.

3. Enthusiastically support Metro on the Woodrow Wilson Bridge replacement. This is an obvious long-term positive approach to resolve Rt. 210 corridor problems, significantly moving significant numbers of people effectively and efficiently while taking traffic off the road.

4. Urge development of more effective, efficient transit in the Rt. 5/301 corridor. This would improve transit for southeast southern Maryland as well as our area, helping connect traffic with the Branch Avenue Metro and the Beltway. Light rail in that corridor might meet many needs. HOV (in existing lanes) might be appropriate for the portions of Rt. 5, which have already been converted to freeway.

5. Since our community is bisected by Route 210, we support highway improvements that accommodate businesses and services at the intersection of Routes 210/373. We commend the State Highway Administration for development and enhancement of safe pedestrian crossing at the Routes 210/373 intersection. Furthermore, we advocate that all improvements to Route 210, especially those at Farmington Road and 373, accommodate and facilitate pedestrian and bicycle access in all directions.

NOTE: Passage of this motion would authorize the GACA President and Board to act through letters, statements, meetings, and other appropriate vehicles to put this policy into action.



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**Maryland Department of Transportation**
**State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

**MEMORANDUM:**

TO: File

FROM: Heather Murphy
Project Manager
Project Planning Division

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG221A11

DATE: September 7, 2000

RE: Oxon Hill Community Meeting Minutes

A meeting of the Friends of Oxon Hill was held on May 9, 2000 at the Oxon Hill Manor. The purpose of the meeting was to update members of the community of various projects in the area and to solicit comments on the project.

Heather made a presentation to the approximately 50+ community members that attended, describing the overall project planning study alternatives. She then described in more detail the alternatives being studied for the Oxon Hill Road interchange and the Wilson Bridge Drive location.

Heather outlined various ways for the members to communicate their concerns and how important it was for their comments to be on the record. She discussed the time frame for alternative selection and how comments from the citizens, agencies and public officials are taken into consideration in order to make that decision.

The major points of interest and concern heard from the community was the amount of projects in the area such as:

the National Harbor development,
the Oxon Hill Road Widening (PG County),
the Woodrow Wilson Bridge Replacement, and
the Capital Beltway Project Planning Study,

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and the fact that this community could be subjected to ongoing construction activities for a period of 10 years or more. Their concerns were concentrated on the growth occurring in the area and the congestion they're experiencing as a result. They were very vocal in their desire for some sort of mass transit or light rail to facilitate travel.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: _____ For
Heather Murphy
Project Manager
Project Planning Division

MEMORANDUM

TO: File

FROM: Ms. Heather Murphy
Project Manager
Project Planning Division

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG221A11

DATE: February 27, 2001

RE: Allentown Recreation Council
Meeting Minutes 1/23/01

A meeting of the Allentown Recreation Council was held on January 23, 2001. The purpose of the meeting was to update members of the community on the MD 210 project planning study and to solicit comments on the project.

Heather made a presentation to the approximately 15+ community members that attended, describing the overall project planning study alternatives, including HOV and the consideration of HOT.

The community was made aware of the upcoming Public Hearing for this project scheduled for late spring at Friendly High School. Heather outlined various ways for the members to communicate their concerns and how important it was for them to be placed on the record. She discussed the time frame for alternative selection and how comments from the citizens, agencies and public officials are taken into consideration in order to make that decision.

The comments and questions raised at the meeting are as follows:

Is there something that can be done about longer lights at some of the intersections now? Many citizens feel that the timing for the traffic signals could be adjusted to accommodate the traffic better.

How many residences will be lost with the improvements to MD 210?
At this time there are approximately 20 relocations total for the project including homes and businesses.



Does the project receive Federal Funding?
Heather explained how this project would be funded. Generally they receive 80 percent from the Federal Government and 20 percent from the state.

Isn't HOT designed to accommodate the corporate people?
HOT does not just benefit those who are in the corporate world. Many citizens need to travel with a reliable commute time. For example, parents that have their children at daycare may benefit with an HOT system.

Does HOT really help with congestion if they are single occupancy vehicles?
The use of HOT is a system which single occupancy vehicles buy into the system. If the HOV lanes would reach capacity with HOV users, HOT would not be accepted in the HOV lanes. HOT attempts to try to better manage capacity needs.

Has Metro been evaluated on MD 210?
Yes, there was an extensive feasibility study done on the corridor and found insufficient. Since the MD 210 corridor borders the Potomac River, only a limited number of users can be pulled from the west side. A more feasible possibility is implementing a light rail system up the MD 5 Corridor.

Will the Hearing be advertised?
Yes there will be notification in the papers and mailed notification.

Over the last few years there have been 8 people killed at Palmer Road. The lighting and the intersection is also very bad. Can anything be done to fix this area?
We will send the concern to District 3 to evaluate the intersection.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: _____
Heather Murphy
Project Manager
Project Planning Division

100-221

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

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MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Chisa Winstead
Project Engineer
Project Planning Division

DATE: May 8, 2003

SUBJECT: MD 210; WMATA Meeting – Meeting Summary

A meeting was held with Mr. Tom Harrington, the new WMATA liaison to the MD 210 Team, and MD 210 Core Team members on Monday, April 28, 2003 in the Project Planning Conference Room at SHA Headquarters. Bob Sanders, Mark Lotz, Heather Amick and Chisa Winstead represented SHA.

The purpose of this meeting was to brief Tom on the status of the study, background on transit-related issues, the Preferred Alternative, and remaining steps.

Mark Lotz began the meeting with a project overview and then focused on the transit issues. He described both transit options under consideration -- the Feeder Bus Service and the bus pull-offs with pedestrian bridges. We then informed Tom that we recently met with the Brookside community, located at Wilson Bridge Drive, major transit trip generators, and the community is not in favor of the pedestrian bridges. Mark let Tom know that the Feeder Bus Service, which would result in higher safety and lower costs, is the preferred option among local residents, the Prince George's County Director of Public Works, and the Core Team. General support has also been expressed by MTA's Director of Planning.





Next, we requested that Tom assist us in developing language for the Selected Alternative and Conceptual Mitigation Package regarding a commitment to provide a Feeder Bus Service to mitigate transit impacts from the proposed improvements. We will work with Tom in coordinating with the appropriate MTA staff in developing this language. Tom let us know that he would discuss the information received at the meeting with his staff, County representatives and George Cardwell (former WMATA liaison) and get back to us in the next few weeks. Ultimately, we want to include the Feeder Bus Service commitment in the FEIS along with some details as to the service plan that would be associated with such a service.

Lastly, the team informed Tom that there would be a follow up meeting with the Brookside community. He will be notified once the date and time of the meeting has been set up.

This is a summary of the WMATA Meeting. If you have any questions or concerns, please feel free to contact the Project Manager, Mark Lotz at 410-363-0150 or myself at 410-545-8545.

cc: Ms. Heather Amick
Mr. Glen Burton
Mr. Tom Harrington
Mr. Mark Lotz
Mr. Robert Sanders
Mr. Cicero Salles

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

SHA State Highway Administration

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

**MEMORANDUM**

TO: Mr. Neil J. Pedersen
Administrator

FROM: Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

DATE: June 24, 2003

SUBJECT: Project Number PG221A11
MD 210 Multi-Modal Study I-95/I-495 to north of MD 228
Prince George's County

RE: Administrator's SHA Selected Alternative Concurrence

The purpose of this memorandum is to request your concurrence for the selection of Alternative 5A Modified for the MD 210 Multi-Modal Study in Prince George's County. This alternative was presented at an Administrator's Review Meeting in July 2002. Administrator Parker Williams agreed with the Teams recommendation of Alternative 5A Modified as the SHA-Preferred Alternative (see attached memorandum.)

The following comments were received at the July 2002 Administrator's Review Meeting from team members. The team's responses to the comments follow.

**Comment:** Following the Administrator's Review Meeting, Kirk McClelland provided approximately 16 comments on Alternative 5A Modified, marked on a set of 11"x17" exhibits.

**Response:** Attached is a memorandum, dated September 3, 2002, which addresses each of the comments submitted by Mr. McClelland following the Administrator's Review Meeting.

**Comment:** Several team members expressed concern over the lack of apparent pedestrian crossings of MD 210 under Option 2, particularly in shopping center/community facility areas that are a long walking distance from overpasses, such as Fort Washington Road. This concern will be taken into consideration as part of our coordination with the Focus Group.





**Response:** A small sub-group of the MD 210 Focus Group met on July 23, 2002 to review how the Preferred Alternative accommodates pedestrians and bicyclists in the corridor. At this meeting Harvey Muller, SHA Bicycle and Pedestrian Coordinator, addressed the bicycle and pedestrian issues. Currently, bicycle traffic is allowed on MD 210 and will also be allowed in the future. Plans are being made to create an alternate bike route as well. This route will connect to the Henson Trail. Harvey Muller also stated that consideration will be given to providing bus pullover stops and pedestrian bridges, to allow people to get from one side of the highway to the other side safely and maintain the current bus stops. Or as a measure SHA prefers, a local collector bus system will be implemented that would serve neighborhood transit patrons in such a manner as to eliminate the need to cross or stand adjacent to MD 210 to access bus stops.

**Follow-up Activities Since July 2002**

Public Involvement

- **Citizens' Bicycle and Pedestrian Facility Subgronp Meeting on July 23, 2002:** See the preceding discussion.
- **Meeting with potentially displaced home owners on July 30, 2002 and meeting with potentially displaced business owners on August 12, 2002:** Both meetings followed the same agenda, with Dennis Atkins providing an overview of the Preferred Alternative and Dick Ravenscroft explaining the relocation assistance process. Overall, only five residents out of the twelve potential residential displacements attended the residential meeting; and four out of twelve attended the potential business displacements meeting. The only notable opposition came from former delegate and area resident Charles Blumenthal. Follow-up coordination with Mr. Blumenthal seemed to address his concerns.
- **General Business Community Meeting on August 27, 2002:** This meeting was similar in purpose to the meeting held with the potential displacees on August 12th. Only two business representatives attended out of the dozen who were invited. One attendee was the representative of the Safeway, located at the Old Forte Shopping Center, at Swan Creek Road. He reiterated his opposition to Option G and support for Option C for reasons related to access, visibility of the shopping center and truck loading and turning movements in the rear of the shopping center. The team explained that the option he preferred would have substantial wetland impacts (around two acres). It was indicated that receiving a permit from the US Army Corps of Engineers for this impact is unlikely. Dennis Atkins requested that the store owner write a formal letter stating Safeway's concerns. The team has since made attempts to contact this owner, however no letters expressing these concerns have been received to date.

- **Informational Public Workshop on September 26, 2002:** This workshop was held to provide an overview of the progress of the study since the June 21, 2001 Location/Design Public Hearing. It also provided the opportunity to review and comment upon Preferred Alternative 5A Modified, which had not previously been seen in the exact form presented. Comments were generally supportive of the project, especially since HOV lanes were not included. Negative comments were primarily focused on access to individual communities or properties adjacent to MD 210, such as the Brookside Park Condominiums, the community along Old Palmer Road, the former ABC Drive-In property and the Old Forte Village Shopping Center.

- **Accokeek Civic Association Meeting on November 20, 2002:** A briefing regarding the Preferred Alternative was given to approximately 50 residents of this community. They supported the proposed improvements and the decisions made since the public hearing, particularly the dropping of HOV, the proposed landscaping and pedestrian amenities, and the selection of at-grade solutions at Farmington Road and MD 373.

- **Brookside Park Condominium Association Meeting on March 4, 2003:** A group of condominium residents was briefed on the preferred alternative and the projected traffic operations under no-build and build conditions. The group strongly opposed closing the median at Wilson Bridge Drive due to the delays, inconvenience and increased traffic through the condominium property that could possibly result.

- **Brookside Park Condominium Association Meeting on June 4, 2003:** A group of core team members attended a field walk/work session with a small group of condominium association representatives on June 4, 2003 to review their concerns regarding the median closure at Wilson Bridge Drive. After evaluating the community's concerns, the MD 210 team will schedule a more technical/informational meeting with a larger group of community members. The meeting will be a follow-up to the March 4th community meeting possibly including the Planning Director, Doug Simmons.

Agency Coordination

- **Field review of stream and wetland mitigation sites on July 22, 2002:** SHA, county and resource agency representatives reviewed the MD 210 stream and wetland impact areas, as well as the potential Tinkers Creek Stream mitigation area.





- **Field review of Preferred Alternative and stream/wetland impacts on April 22, 2003:** SHA and resource agency representatives reviewed the MD 210 stream impact areas associated with the preferred alternative. Guidance was given by resource agencies on how to address stream impacts in the final environmental document. There were no objections to the design elements of the Preferred Alternative presented.

On-going Tasks

Several tasks that are underway that will need to continue as the FEIS is developed and the project moves into the design phase, including the following:

*Transit Coordination* – Team members will continue coordination with transit providers and local planning organizations to mitigate anticipated impacts to transit service that would occur with the preferred alternative. Option 2, which is the preferred option presented at the Administrator's Review Meeting in July 2002, includes a local circulator bus system which allows the relocation of the more dangerous and difficult to access bus stops off of mainline MD 210. The MTA, Washington Metropolitan Area Transit Authority (WMATA) and Prince George's County have tentatively concurred that this concept is preferred. Coordination is on-going to develop commitment language with these agencies and a conceptual service plan that can be incorporated in the Selected Alternative and Conceptual Mitigation Package and final environmental document. Funding is among the issues that need to be resolved. The SHA will discuss this issue at an upcoming SHA/MTA Director's Meeting.

*Cost Estimate* – The 2003 CTP Cost Estimates have been revised based on April 1, 2003 Administrator's Cost Reviews to reflect the division of the corridor into seven segments. The attached spreadsheet contains a summary of the latest segment-by-segment costs.

*Design Refinements* – General minor refinements, such as the z-type median at Farmington Road and MD 373, that are important operational issues, but don't affect the basic footprint of the preferred alternative, will need to be evaluated further as the project transitions into design. Another location that will require some follow-up analysis is the Swan Creek intersection. Doug Simmons was briefed on May 28, 2003 regarding issues pertaining to Options C and G at this location and concurred with the general consensus, resulting from the July 2002 Administrator's Review Meeting and April 2003 Agency Field Review Meeting, that Option G is preferred. However, Doug directed that several geometric refinements and additional analyses concerning truck deliveries to the shopping center be conducted.

*Brookside Park Condominium Association Follow-up* –The intent is to follow-up this summer with a meeting, possibly including Doug Simmons, to discuss mitigating measures (e.g., playground reconstruction, parking replacement, roadway resurfacing) for the change in access.

***Interagency Review Meeting*** – The Selected Alternative and Conceptual Mitigation Package is scheduled for distribution at the June 2003 Interagency Review Meeting, to be followed by the presentation of the SHA Selected Alternative in July 2003.

***Smart Growth Issues*** – Smart Growth compatibility has been a concern as part of the MD 210 study because of the two small breaks in the Priority Funding Area that exist in the vicinity of Old Fort Road North (Broad Creek Historic District) and Piscataway Creek. It is anticipated that the project will comply with the Smart Growth Areas Act under the Linear Features regulation. Coordination will continue with the Maryland Department of Planning and the Maryland Department of Transportation.

***Air Quality Conformity*** - MD 210 is included in the 2002 CLRP/FY 2003-2008 TIP conformity finding; however, the project scope tested included HOV lanes. The model will be run this Fall with the MD 210 Preferred Alternative. Air Quality Conformity is therefore anticipated in winter 2003.

**Conclusion**

I concur that the above accurately represents decisions made at the July 2, 2002 Alternative Recommendation Meeting. Alternative 5A Modified was presented and selected as the preferred alternative for the MD 210 Multi-Modal Project Planning Study, contingent upon the outcome of subsequent agency coordination and public involvement activities. I also concur that the follow-up activities to the Recommendation Meeting further support the decisions made.

Concurrence:

Neil J. Pedersen
Administrator

1/21/03
Date

Attachment (2)
cc: Attendees (w/attachments)
Project Team (w/attachments)



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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: September 4, 2002

SUBJECT: Project Number PG221A11
MD 210 Multi Modal Study I-95/I-495 to north of MD 228
Prince George's County

An Administrator's Review Meeting was held on July 2, 2002 for the referenced project. The purpose of the meeting was to provide the SHA Administrator with a general update on the project and discuss issues related to the staff Preferred Alternative and public involvement. The following people were in attendance:

| | | |
|---|---|---|
| Heather Amick | SHA – PPD | 410-545-8526 |
| Charlie Adams | SHA – OED | 410-545-8640 |
| Dennis M. Atkins | SHA – PPD | 410-545-8548 |
| Ted Beeghly | SHA – Pavements | 410-321-3199 |
| Bob Boot | SHA – PPD | 410-545-8545 |
| Caryn Brookman | FHWA | 410-962-4342 |
| Glen Burton | M-NCPPC | 301-952-3577 |
| Joe DeMent | The Wilson T. Ballard Co. | 410-363-0150 |
| George Cardwell | WMATA | 202-962-1074 |
| Joe Finkle | SHA – PPD Travel Forecasting | 410-545-5580 |
| Terrance Hancock | SHA – RIPD | 410-545-5675 |
| Joe Harrison | SHA – PPD | 410-545-8506 |
| Dan Johnson | FHWA | 703-519-9800 |
| Michael Kelly | The Wilson T. Ballard Co. | 410-363-0150 |
| Joe Kresslein | SHA – PPD | 410-545-8550 |
| Keith Kucharek | SHA – HDD | 410-545-8792 |
| Mark Lotz | The Wilson T. Ballard Co. | 410-363-0150 |

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| | | |
|---|---|---|
| Paul Matys | SHA – Bridge Design Division | 410-545-8313 |
| Kirk McClelland | SHA – OHD | 410-545-8800 |
| Linda Mott | SHA – LAD | 410-545-8620 |
| Harvey Muller | SHA – RIPD | 410-545-5656 |
| Neil Pedersen | SHA Deputy Administrator | 410-545-0411 |
| Channel Torsell | SHA – PPD Travel Forecasting | 410-545-5645 |
| Cicero Salles | Prince George's Co. DPW&T | 301-883-5710 |
| Bob Sanders | SHA – PPD | 410-545-8530 |
| Ken Schmidt | Mahan Rykiel Associates | 410-235-6001 |
| Shiva Shrestha | SHA – RIPD | 410-545-5675 |
| Doug Simmons | SHA Director of Planning | 410-545-0412 |
| Cynthia Simpson | SHA- PPD | 410-545-8500 |
| Matt Storck | STV for SHA Dist. 3 | 410-545-8845 |
| Chanel Torsell | SHA – PPD | 410-545-5644 |
| Charlie Watkins | SHA – District 3 | 301-513-7311 |
| Parker Williams | SHA Administrator | |
| Chisa Winstead | SHA – PPD | 410-545-8545 |

The following is a summary of the topics discussed.

**Background/Alternative 5A Modified**

Bob Boot summarized activities associated with the Project Planning study which included a Location/Design Public Hearing in June 2001, subsequent community involvement and considerable internal coordination. The Location /Design Public Hearing generated considerable opposition to the HOV alternatives, but general support for access control (i.e., interchanges) in the northern portion of the corridor. Subsequent to the hearing, Alternative 5A Modified was developed to address citizens' concerns.

This alternative would, with Capacity Option 2, provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. However, the median would be widened to provide the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the ultimate footprint. The mainline lanes would taper back to the existing roadway pavement, as feasible, between the interchanges; but the right-of-way would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout.

It is anticipated that, if this alternative were selected, an additional NEPA study/document would be required when and if the need for the additional improvements develops. Dan Johnson stated that this approach was fine, and that if a decision were made for further widening, at least a reevaluation, if not an environmental document, would be required.

Parker Williams inquired about the percentage of local versus regional Public Hearing comments about the project. This proportion of regional input was fairly small, and Parker suggested that SHA needs to generally develop some more effective means for obtaining input from citizens outside the immediate study area. Since many such citizens are reluctant to travel far to a public meeting to give support, perhaps public opinion polls can be obtained and added to project documentation. FHWA will determine if public opinion data has been used on other projects elsewhere in the country.

Preferred Interchange/Intersection Options with Alternative 5A Modified

Mark Lotz presented an overview of the preferred interchange/intersection options at each location. In response to general inquiries from Parker Williams, it was stated that the general character of displacees for the project is non-minority and that ramp metering would be considered during final design at the interchange ramp merges. The interchange options presented and specific comments of note that were made at each location, if any, are summarized as follows:

- Wilson Bridge Drive Option A
- Kerby Hill Road Option C
- Palmer/Livingston Road Option E
- Old Fort Road North Option C
  - Design considerations checklists should emphasize importance of keeping the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.
- Fort Washington Road Option D
- Swan Creek Road Option G
  - The northbound weave within the interchange area may be a concern. Can the return movement northbound be eliminated as currently shown by either providing the return movement to the north of the exit ramp or channeling northbound traffic onto the service road to enter northbound MD 210 at Fort Washington Road?
- Old Fort Road South Option C
  - One residence in the southwest quadrant south should be assumed displaced.
  - Further cost/benefit evaluation for the service road serving the remaining residences in the southwest quadrant should be completed.
- Farmington Road Option A
  - Borderline acceptable levels of service with at-grade widening in the design year. A z-type median should be considered to allow a 2-phase signal.





- MD 373
  - Borderline acceptable levels of service with at-grade widening in the design year. A z-type median should be considered to allow a 2-phase signal.

Following the meeting, Kirk McClelland provided a marked-up set of alternatives displays with numerous comments. These comments have been summarized and addressed in an attached memo.

Thinking Beyond the Pavement Issues

Design Theme/Aesthetics

Mahan Rykiel Associates has developed landscape concept drawings for each of the proposed interchange/intersection improvements. Coordination is on-going to address aesthetics along with stormwater management and reforestation requirements. In addition, focus group meeting(s) will take place to gain consensus on the planting concepts as well as any aesthetic treatments for bridges, walls, etc. The goal at this time is to identify concepts, areas of opportunity and mechanisms for continuing community input during final design.

Bicycle Issues

Harvey Muller has been continuing his study of bicycle needs and potential solutions in the entire MD 210 study area, including an evaluation of parallel routes. Harvey generally recommends the use of the county roads for bicycle travel in the region. The shoulders of MD 210 will not be prohibited from use and the project design will allow for bicycle continuity along the shoulders. Gore areas in the vicinity of the proposed interchanges will not receive any special marking for bicycle use. Opportunities for accommodating the bikes on existing or planned service roads parallel to MD 210, in combination with shoulder use, will also be explored. Side roads within the limits of improvement proposed as part of the given option will be wide enough to support striped bicycle lanes, a hiker/biker trail behind the curb on one side and a sidewalk on the other side. The SHA position will be to promote use of the county roads, if allowable under state law. In addition, the team will develop options for getting bicycles through the interchange areas for those bicyclists using the MD 210 shoulders. Harvey provided sketches of potential options for getting bicycles through the interchange areas.

Pedestrian Issues

Pedestrian circulation issues will be addressed through consultation with the Focus Group. In addition to promoting general understanding of community connectivity, the effort will help with bus stop replacement issues and sidewalk placement, particularly in the northern part of the corridor.

Several team members expressed concern over the lack of apparent pedestrian crossings of MD 210 under Option 2, particularly in shopping center/community facility areas that are a long walking distance from overpasses, such as Fort Washington Road. This concern will be taken into consideration as part of our coordination with the Focus Group.

Bus Stop Impacts

The proposed alternatives would have substantial impact on the bus stops serving local bus service in the project area. Various potential solutions have been developed conceptually in recent months and presented at various meetings including the Deputy Administrator, SHA Planning Director, MTA Planning Director, Regional and Intermodal Planning Division Chief and staffs from Highway Design and WMATA. The study team has narrowed the potential bus service alternatives to two. The first would allow maintaining service at most, if not all of the 16 bus stops between Wilson Bridge Drive and Palmer Road. Such options include bus pull-outs on ramps and mainline MD 210 and would require pedestrian overpasses at 2-3 locations along MD 210 between Wilson Bridge Drive and Palmer/Livingston Road. The second general option would consist of a local feeder bus system that would bring the buses to the people using them and eliminate bus stops along MD 210. The consensus was that the second option is generally preferred. The team will continue to work with MTA, WMATA and Prince George's County DPW&T transit officials to address these issues.

Noise Impacts

Charlie Adams summarized the results of the noise analyses that have been completed for the project. The question throughout the study has been whether or not Alternative 5A, which does not provide any capacity increase to mainline MD 210 in the form of through lane widening, qualifies for Type I consideration based on the elimination of traffic signals. If considered a Type I project, nearly all of the Noise Sensitive Areas (NSA's) along the corridor qualify for consideration of noise abatement. But they qualify solely on the basis of cumulative increase (difference between noise generated by road conditions present when homes were originally constructed vs. noise with forecast build conditions) and not based on a comparison of No-Build vs. Build noise levels. There are many areas where projected noise levels exceed 72 dBA.





FHWA has not taken a position on this issue. Dan Johnson stated that there is no clear-cut answer. A cost analysis has been completed to provide noise abatement under several different scenarios with Alternative 5A Modified and the preferred interchange options. Constructing barriers along residential areas strictly within the limits of proposed improvements would cost an estimated $12.5 million. To add barriers to cover the entirety of communities abutting proposed improvement areas would cost an additional $7.4 million. To construct all remaining barriers in the corridor that meet criteria for further consideration along mainline segments that will not be improved would cost an additional $22.2 million.

Parker directed that the Selected Alternative assume the construction of the second level of noise mitigation—barriers along the entirety of any community abutting proposed interchange/intersection improvements, at an estimated cost of $19.9 million. The locations of areas exceeding 72 dBA should be verified, and previous environmental documents that addressed noise in this area should be researched.

Public Involvement

Dennis Atkins explained that many slight modifications have been made to the alternatives and options presented at the June 2001 hearing, and the public has technically not seen Alternative 5A Modified in its current form. Internal SHA discussion as to whether a Workshop or Hearing is the appropriate format for the next presentation to the public has resulted in the recommendation that a Workshop be held this fall. Dan Johnson concurred with this approach, saying that the modifications to the alternatives and options were not substantial enough to warrant a hearing.

Neil Pedersen recommended that the Workshop be held shortly after the primary election in September. The workshop has been set for September 26, 2002 from 5:30 p.m. to 8:30 p.m. at Friendly High School.

In the meantime, several community meetings will be held, such as with the Focus Group, potential residential displacements, potential business displacements and other businesses affected by the project.

Smart Growth Issues

Smart Growth compatibility has been a concern as part of the MD 210 study because of the two small breaks in the Priority Funding Area (PFA) that exist in the vicinity of Old Fort Road North (Broad Creek Historic District) and Piscataway Creek. Coordination is on-going with Maryland Department of Planning and Maryland Department of Transportation. It appears based on the drafts of the most recent MDP Linear Features Policy on PFA's , the likelihood the project will be broken into segments and the levels of access control that will be maintained/provided that the Smart Growth compliance can be easily demonstrated on this project.

**Conclusion**

The Administrator agreed with the team's recommendation to drop Alternatives 5A, 5B, and 5C from further consideration. He also agreed to identify Alternative 5A Modified as SHA's preferred alternative at the workshop in September. After the workshop based on comments received, the team along with the Planning Director will decide whether or not to hold another meeting with the Administrator or seek his concurrence on the selected alternative via memorandum.

Attachments (2)
cc: Attendees (w/attachments)
Project Team (w/attachments)

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THE WILSON T. BALLARD COMPANY
17 GWYNNS MILL COURT
OWINGS MILLS, MARYLAND 21117

## OFFICE MEMORANDUM

**DATE TYPED:** July 10, 2002 (Revised September 3, 2002)

**PROJECT:** MD 210 Multi-Modal Study

**FILE:** 100-221.04

**SUBJECT:** Responses to Comments provided by Mr. Kirk McClelland at the MD 210 Administrator's Review Meeting on July 2, 2002

Following the Administrator's Review Meeting for the referenced project on July 2, 2002, Mr. Kirk McClelland, Chief of the SHA Office of Highway Design, provided comments on Alternative 5A Modified, marked on a set of 11"x17" exhibits. The following is a summary of Mr. McClelland's comments and our responses as to how they have been or will be resolved.

| Number | Comment | Response |
|---|---|---|
| 1 | Can a bus pull-out be incorporated into the right-in/right-out configuration at Wilson Bridge Drive on Southbound MD 210? | This will be investigated; there is approximately 200' between "gore" points that is available for bus storage. |
| 2 | Is sidewalk provided from the service road and apartment buildings to the pedestrian overpass? | Yes |
| 3 | Is there enough room for the retaining wall footer (adjacent to the stream along SB MD 210)? | We will be revising our preferred alternative to indicate stream relocation and elimination of this retaining wall. However, this issue will need to be resolved in the field with representatives from SHA's Design Divisions and the state and federal environmental agencies. |



| | | |
|---|---|---|
| 4 | Does the Kerby Hill Road interchange design allow for future widening? | Yes, the bridge abutments and nearly the entire interchange ramps are in the ultimate location on both sides of MD 210. The gores, service roads and accel/decel lanes are in the ultimate location along SB MD 210. All future widening would take place to the east, necessitating gore and accel/decel reconstruction on the NB side. |
| 5 | What is the design speed of the service road curve connecting to Kerby Hill Road? | This service road will have a compound radius, with 75 feet being the minimum at any point. The width and radius are adequate for tractor-trailers and buses, but have a design speed of less than 20 mph. Providing a greater design speed would displace several additional houses and an apartment building. |
| 6 | Where would the noise wall be located along southbound MD 210 near the Kerby Hill Road interchange? Is there sufficient space? | The noise wall would be located adjacent to the west side of the proposed service road in the Wilson Towers Apartments area, where there is sufficient space between the service road and the buildings. |
| 7 | Is the apartment building a take now? | No, since future widening is entirely to the east, the apartment building should not be a take now or under the future widening scenario. |
| 8 | Is the structure width adequate for future widening at the Hensen Creek bridge? | Yes, the currently proposed deck width is 154 feet, which allows for ultimate bicycle compatible shoulders and HOV lanes. |

| | | |
|---|---|---|
| 9 | What is the southbound MD 210 off-ramp radius at Palmer/Livingston Road with the ultimate mainline widening? | The proposed radius is 192 feet, which is adequate for 25 mph. This would not change under the ultimate condition since all widening in this area would take place to the east. |
| 10 | In the vicinity of the proposed Fort Washington Road interchange, can the future widening occur with retaining walls shown. | Yes. However, decisions regarding these retaining walls will need to be reached in the field through coordination with SHA's Design Divisions and the state and federal environmental agencies. |
| 11 | Why are there offset intersections on the west side of MD 210 at the Swan Creek Road interchange? | The through movements line up across the intersection. The offset appearance results from the MD 210 off ramp being one-way, with the opposite side approach being two-way. |
| 12 | Is the Option G northbound MD 210 weave bad at the Swan Creek Road interchange? Is there an alternative to the northbound on movement? Can it be provided north of the Livingston Road bridge? | The weave length is 1,500 LF, and the resulting 2020 weave LOS is C(am) and A(pm). There are two alternatives to this weave configuration—one would be to put the return movement on the service road to access MD 210 at Ft. Washington Road; the second would be place a return ramp just north of the proposed bridge. These will be evaluated further. |
| 13 | What is the Swan Creek interchange loop ramp radius with the future widening? | This ramp has been designed to be compatible with the ultimate MD 210 width. The radius is 185 feet (25 mph), and compounds to a larger radius under the initial condition to tie-in to the existing mainline edge. |
| 14 | Should the house in the southwest quadrant of the Old Fort Road South interchange be shown as a take? | Yes, this house would be at the toe of fills on two sides and the property may be needed for MOT. |



| | | |
|---|---|---|
| 15 | Has a Continuous Flow Intersection option been considered at Farmington Road? | Not to date. |
| 16 | Can a "Z" median be considered at Farmington Road and/or MD 373, allowing left turns off the mainline, but no through movement or left turn from the side road? | Yes, the through and left turn volumes will be evaluated as to what ramifications relocating them will have. |

By Mark D. Lotz

cc: Mr. Dennis Atkins

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# VII. LIST OF PREPARERS

## MD 210 MULTI-MODAL STUDY

# VII. LIST OF PREPARERS

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# IX. APPENDICES

## MD 210 MULTI-MODAL STUDY

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## Fish Fauna of Piscataway and Henson Creek Watersheds

### Piscataway Creek Watershed

| Family | Common Name | Scientific Name |
|---|---|---|
| **Petromyzonidae** | | |
| | American brook lamprey | *Lampetra appendix*[1, 2] |
| | least brook lamprey | *Lampetra aepyptera*[1, 2] |
| **Anguillidae** | | |
| | American eel | *Anguilla rostrata*[1, 2] |
| **Esocidae** | | |
| | redfin pickerel | *Esox americanus*[1] |
| | chain pickerel | *Esox niger*[1, 2] |
| **Umbridae** | eastern mudminnow | *Umbra pygmaea*[1, 2] |
| **Cyprinidae** | | |
| | blacknose dace | *Rhinichthys atratulus*[1, 2] |
| | comely shiner | *Notropis amoenas*[1, 2] |
| | common shiner | *Luxillus cornutus*[1, 2] |
| | cutlips minnow | *Exoglossum maxillingua*[1, 2] |
| | creek chub | *Semotilus atromaculatus*[1, 2] |
| | eastern silvery minnow | *Hybognathus regius*[1, 2] |
| | fallfish | *Semotilus corporalis*[1, 2] |
| | golden shiner | *Notemigonus crysoleucas*[1, 2] |
| | longnose dace | *Rhinichthys caprodes*[1, 2] |
| | rosyside dace | *Clinostomus funduloides*[1, 2] |
| | satinfin shiner | *Cyprinella analostana*[1, 2] |
| | silvery minnow | *Hybognathus nuchalis*[1, 2] |
| | spottail shiner | *Notropis hudsonius*[1, 2] |
| | swallowtail shiner | *Notropis procne*[1, 2] |

**Catostomidae**

| | |
|---|---|
| creek chubsucker | *Erimyzon oblongus*[1, 2] |
| white sucker | *Catostomus commersoni*[1, 2] |

**Ictaluridae**

| | |
|---|---|
| brown bullhead | *Ameiurus nebulosus*[1, 2] |
| channel catfish | *Ictalurus punctatus*[1] |
| yellow bullhead | *Ameiurus natalis*[2] |
| margined madtom | *Noturus insignis*[1, 2] |

**Cyprinodontidae**

| | |
|---|---|
| banded killifish | *Fundulus diaphanous*[1, 2] |
| mummichog | *Fundulus heteroclitus*[1] |
| rainwater killfish | *Lucania parva*[1] |

**Poeciliidae**

| | |
|---|---|
| mosquitofish | *Gambusia holbrooki*[1, 2] |

**Centrarchidae**

| | |
|---|---|
| bluegill | *Lepomis macrochirus*[1, 2] |
| green sunfish | *Lepomis cyanellus*[2] |
| pumpkinseed | *Lepomis gibbosus*[1, 2] |
| redbreasted sunfish | *Lepomis auritus*[2] |
| largemouth bass | *Micropterus salmoides*[1, 2] |
| smallmouth bass | *Micropterus dolomieu*[2] |

**Percidae**

| | |
|---|---|
| tesselated darter | *Etheostoma olmstedi*[1, 2] |
| yellow perch | *Perca flavescens*[1] |

**Henson Creek Watershed**

**Anguillidae**

| | |
|---|---|
| American eel | *Anguilla rostrata* |

| | | |
|---|---|---|
| **Umbridae** | | |
| | eastern mudminnow | *Umbra pygmaea* |
| **Cyprinidae** | | |
| | blacknose dace | *Rhinichthys atratulus* |
| | carp | *Cyprinus carpio* |
| | common shiner | *Luxillus cornutus* |
| | creek chub | *Semotilus atromaculatus* |
| | golden shiner | *Notemigonus crysoleucas* |
| | longnose dace | *Rhinichthys caprodes* |
| | rosyside dace | *Clinostomus funduloides* |
| | satinfin shiner | *Cyprinella analostana* |
| | spottail shiner | *Notropis hudsonius* |
| | swallowtail shiner | *Notropis procne* |
| **Catostomidae** | | |
| | creek chubsucker | *Erimyzon oblongus* |
| | white sucker | *Catostomus commersoni* |
| **Ictaluridae** | | |
| | yellow bullhead | *Ameiurus natalis* |
| **Cyprinodontidae** | | |
| | mummichog | *Fundulus heteroclitus* |
| **Centrarchidae** | | |
| | bluegill | *Lepomis macrochirus* |
| | green sunfish | *Lepomis cyanellus* |
| | pumpkinseed | *Lepomis gibbosus* |
| | redbreasted sunfish | *Lepomis auritus* |
| **Percidae** | | |
| | tesselated darter | *Etheostoma olmstedi* |

[1] Denotes species identified by the Stormwater Management Technical Group
[2] Denotes species identified as part of the Maryland Biological Stream Survey

## Terrestrial Fauna of Piscataway and Henson Creek Watersheds

### AMPHIBIANS

#### Order Caudata – Salamanders and Newts

| Family | Common Name | Scientific Name |
|---|---|---|
| **Ambystomatidae** | | |
| | marbled salamander | *Ambystoma opacum* |
| | spotted salamander | *Ambystoma maculatum* |
| **Salamandridae** | | |
| | red-spotted newt | *Notopthalmus viridescens* |
| **Plethodontidae** | | |
| | eastern mud salamander | *Pseudotriton montanus* |
| | four-toed salamander | *Hemidactylium scutatum* |
| | longtail salamander | *Eurycea longicauda* |
| | northern dusky salamander | *Desmognathus fuscus* |
| | northern red salamander | *Pseudotriton ruber* |
| | northern slimy salamander * | *Plethodon glutinosis* |
| | northern two-lined salamander | *Eurycea bislineata* |
| | redback salamander | *Plethodon cinereus* |

#### Order Anura – Toads and Frogs

| | | |
|---|---|---|
| **Bufonidae** | | |
| | American toad * | *Bufo americanus* |
| | Fowler's toad | *Bufo woodhousii fowleri* |
| | Spadefoot toad | *Schaphiopus holbrooki* |

**Hylidae**

| | |
|---|---|
| eastern gray treefrog | *Hyla versicolor* |
| green treefrog | *Hyla cinerea* |
| northern cricket frog | *Acris creptans* |
| northern spring peeper * | *Pseudoacris crucifer* |
| southern gray treefrog | *Hyla chrysocelis* |
| upland chorus frog | *Pseudoacris triseriataferiarum* |

**Ranidae**

| | |
|---|---|
| bullfrog | *Rana catesbeiana* |
| green frog * | *Rana clanitans* |
| pickerel frog * | *Rana palustris* |
| southern leopard frog * | *Rana utricularia* |
| wood frog * | *Rana sylvatica* |

**REPTILES**

**Order Squamata – Lizards and Snakes**

**Iguanidae**

| | |
|---|---|
| northern fence lizard | *Sceloporus undulatus* |

**Scincidae**

| | |
|---|---|
| broad-headed skink | *Eumeces laticeps* |
| five-lined skink | *Eumeces fasciatus* |
| ground skink | *Scincella lateralis* |
| six-lined racerunner | *Cnemidophorus sexlineatus* |

**Colubridae**

| | |
|---|---|
| black rat snake * | *Elaphe obsolete* |
| corn snake | *Elaphe guttata* |

| | | |
|---|---|---|
| | eastern earth snake | *Virginia valeriae* |
| | eastern garter snake* | *Thamnophis sirtalis* |
| | eastern hognose snake | *Heterodon platyrhinos* |
| | eastern kingsnake | *Lampropeltis getula getula* |
| | eastern milksnake | *Lampropeltis triangulum* |
| | eastern ribbon snake | *Thamnophis sauritus* |
| | eastern worm snake | *Carphophis amoenus* |
| | mole kingsnake | *Lampropeltis alligaster* |
| | northern black racer | *Coluber constrictor* |
| | northern brown snake | *Storeria dekayi* |
| | northern redbelly snake | *Storeria occipitomaculata* |
| | northern ringneck snake | *Diadophis punctatus* |
| | northern scarlet snake | *Cemophora coccinea* |
| | northern water snake * | *Nerodia sipedon* |
| | queen snake | *Regina sepemvittata* |
| | rough green snake | *Opheodrys aestivus* |
| **Viperidae** | | |
| | northern copperhead | *Agkistrodon (continued)ortrix mokasen* |

**Order Testudines – Turtles**

| | | |
|---|---|---|
| **Chelydridae** | | |
| | snapping turtle * | *Chelydra serpentina* |
| **Kinosternidae** | | |
| | eastern mud turtle | *kinosternon subrubrum* |
| | stinkpot | *Sternotherus odoratus* |
| **Emydidae** | | |
| | eastern box turtle* | *Terrapine carolina* |
| | eastern painted turtle * | *Chysemys picta* |
| | red-bellied turtle * | *Pseudemys rubiventris* |
| | red-eared slider | *Trachemys scripta elegans* |

| | |
|---|---|
| spotted turtle | *Clemmys guttata* |
| wood turtle | *Clemmys insculpta* |

**BIRDS**

**Order Podicipediformes – Grebes**

**Gaviidae**

| | |
|---|---|
| Horned grebe | *Podicips auritus* |

**Order Anseriformes – Geese And Ducks**

**Anatidae**

| | |
|---|---|
| black duck * | *Anas rubripes* |
| bufflehead | *Bucephala albeola* |
| Canada goose * | *Branta canadensis* |
| lesser scaup | *Aythya affinis* |
| Mallard * | *Anas platyrhynchos* |
| red-breasted merganser | *Mergus serrator* |
| wood duck * | *Aix sponsa* |

**Order Falconiformes – Vultures and Hawks**

**Cathartidae**

| | |
|---|---|
| black vulture * | *Cathartes atratus* |
| turkey vulture * | *Cathartes aura* |

**Acciptridae**

| | |
|---|---|
| Bald eagle | *Haliaeetus leucocephalus* |
| broad-winged hawk * | *Buteo platypterus* |
| northern harrier | *Circus cyaneus* |
| red-shouldered hawk | *Buteo lineatus* |

| | |
|---|---|
| red-tailed hawk * | *Buteo jamaicensis* |
| sharp-shinned hawk * | *Accipiter striatus* |

**Pandionidae**

| | |
|---|---|
| osprey | *Pandion haliaetus* |

**Falconidae**

| | |
|---|---|
| American kestrel * | *Falco sparverius* |

**Order Galliformes – Upland Gamebirds**

**Phasianidae**

| | |
|---|---|
| northern bobwhite | *Colinus virginianus* |
| ring-necked pheasant | *Phasianus colchicus* |

**Order Ciconiiformes – Herons**

**Ardeidae**

| | |
|---|---|
| black-crowned night heron | *Nycticorax nycticorax* |
| great blue heron * | *Ardea herodias* |
| great egret | *Casmerodius albus* |
| green heron * | *Butorides striatus* |
| yellow-crowned night heron | *Nycticorax violace* |

**Order Gruiformes – Cranes**

**Rallidae**

| | |
|---|---|
| coot | *Fulica americana* |
| king rail | *Rallus elegans* |
| sora | *Porzana carolina* |
| Virginia rail | *Rallus limicola* |

**Order Charadriiformes – Plovers**

**Charadriidae**

| | |
|---|---|
| killdeer * | *Charadrius vociferus* |

**Scolopacidae**

| | |
|---|---|
| American woodcock | *Scolopax minor* |
| common snipe | *Gallinago gallinago* |
| greater yellowlegs | *Tringa melanoleucus* |
| solitary sandpiper | *Tringa solitaria* |
| spotted sandpiper | *Actitis macularia* |

**Laridae**

| | |
|---|---|
| Herring gull | *Larus argentatus* |
| Ring-billed gull | *Larus delawarensis* |

**Order Columbiformes – Doves and Pigeons**

**Columbidae**

| | |
|---|---|
| mourning dove * | *Zenaida macroura* |
| rock dove | *Columba livia* |

**Order Cuculiformes – Cuckoos**

**Cuculidae**

| | |
|---|---|
| black-billed cuckoo | *Coccyzus erythropthalmus* |
| yellow-billed cuckoo | *Coccyzus americanus* |

**Order Strigiformes – Owls**

**Strigidae**

| | |
|---|---|
| barred owl | *Strix varia* |
| great horned owl | *Bubo virginianus* |

| | |
|---|---|
| screech owl | *Otus asio* |

**Order Caprimulgiformes – Goatsuckers**

**Caprimulgidae**

| | |
|---|---|
| chuck-will's-widow | *Caprimulgas carolinensis* |
| whip-poor-will | *Caprimulgas vociferus* |
| common nighthawk | *Choldeiles minor* |

**Order Apodiformes – Swifts and Hummingbirds**

**Apodiformidae**

| | |
|---|---|
| chimney swift | *Chaetura pelagica* |

**Trochilidae**

| | |
|---|---|
| ruby-throated hummingbird * | *Archilochus colubris* |

**Oder Caraciiformes – Kingfishers**

**Alcedinidae**

| | |
|---|---|
| belted kingfisher * | *Ceryl alcyon* |

**Order Piciformes – Woodpeckers**

**Picidae**

| | |
|---|---|
| northern flicker * | *Colaptes auratus* |
| pileated woodpecker* | *Dryocopus pileatus* |
| red-bellied woodpecker * | *Melanerpes carolinus* |
| red-headed woodpecker | *Melanerpes erythrocephalus* |
| yellow-bellied sapsucker | *Sphyrapicus varius* |
| hairy woodpecker * | *Picoides villosus* |

| | |
|---|---|
| downy woodpecker * | *Picoides pubescens* |

**Order Passiformes – Perching Birds**

**Tyrannidae**

| | |
|---|---|
| Acadian flycatcher | *Empidonax virescens* |
| eastern kingbird | *Tyrannus tyrannus* |
| eastern phoebe * | *Sayornis phoebe* |
| eastern wood pewee | *(continued)opus virens* |
| great-crested flycather | *Myiarchus crinitus* |
| willow flycatcher | *Empidonax trailii* |

**Hirundinidae**

| | |
|---|---|
| bank swallow | *Riparia riparia* |
| barn swallow | *Hirundo rustica* |
| cliff swallow | *Petrochelidon pyrrhonta* |
| purple martin | *Progne subis* |
| rough-winged swallow | *Stelgidopteryx ruficollis* |
| tree swallow | *Tachycineta bicolor* |

**Corvidae**

| | |
|---|---|
| American crow * | *Corvus brachyrhynchos* |
| blue jay * | *Cyanocitta cristata* |
| fish crow | *Corvus ossifragus* |

**Paridae**

| | |
|---|---|
| black-capped chickadee | *Parus atricapillus* |
| Carolina chickadee * | *Parus carolinensis* |
| tufted titmouse * | *Parus bicolor* |

**Sittidae**

| | |
|---|---|
| white-breasted nuthatch | *Sitta carolinensis* |

**Certhiidae**

| | |
|---|---|
| brown creeper | *Certhia americana* |

**Troglodytidae**

| | |
|---|---|
| Carolina wren * | *Thryothorus ludovicianus* |
| house wren | *Troglodytes aedon* |
| marsh wren | *Cistothorus palustris* |
| winter wren | *Troglodytes troglodytes* |

**Mimidae**

| | |
|---|---|
| brown thrasher | *Toxostoma rufum* |
| gray catbird * | *Dumetella carolinensis* |
| northern mockingbird * | *Mimus polyglottos* |

**Muscicapidae**

| | |
|---|---|
| American robin * | *Turdus migratoius* |
| blue-gray gnatcatcher * | *Polioptila caerula* |
| eastern bluebird * | *Sialia sialis* |
| golden-crowned kinglet | *Regulus satrapa* |
| gray-cheecked thrush | *Catharus minimus* |
| hermit thrush | *Catharus guttata* |
| ruby-crowned kinglet | *Regulus calendula* |
| Swainson's thrush | *Catharus ustulatus* |
| veery | *Catharus fuscescens* |
| wood thrush * | *Hylocichla mustelina* |

**Bombycillidae**

| | |
|---|---|
| cedar waxwing | *Bombycilla cedrorum* |

**Sturnidae**

| | |
|---|---|
| European starling * | *Sturnus vulgaris* |

**Virionidae**

| | |
|---|---|
| red-eyed vireo | *Vireo olivaceous* |
| solitary vireo | *Vireo solitarius* |
| warbling vireo | *Vireo gilvus* |
| white-eyed vireo | *Vireo griseus* |
| yellow-throated vireo | *Vireo flavifrons* |

**Parulidae**

| | |
|---|---|
| American redstart | *Setophaga ruticilla* |
| bay-breasted warbler | *Dendroica castanea* |
| black-and-white warbler | *Mniotilta varia* |
| blackburnian warbler | *Dendroica fusca* |
| black-throated blue warbler | *Dendroica caerulescens* |
| black-throated green warbler | *Dendroica virens* |
| blue-winged warbler | *Vermivora pinus* |
| Canada warbler | *Wilsonia canadensis* |
| chestnut-sided warbler | *Dendroica pensylvanica* |
| common yellow-throat * | *Geothylpis trichas* |
| golden-winged warbler | *Vermivora chrysoptera* |
| hooded warbler * | *Wilsonia trichas* |
| Kentucky warbler | *Oporornis formosus* |
| Louisiana waterthrush | *Seiurus motacilla* |
| magnolia warbler | *Dendroica magnolia* |
| mourning warbler | *Oporonis philadelphia* |
| Nashville warbler | *Vermivora ruficapilla* |
| northern parula warbler | *Parula americana* |
| ovenbird | *Seiurus aurocapillus* |
| pine warbler | *Dendroica pinus* |

| | |
|---|---|
| prairie warbler | *Dendroica discolor* |
| Tennessee warbler | *Vermivora peregrina* |
| worm-eating warbler | *Helmitheros vermivorus* |
| yellow warbler * | *Dendroica petechia* |
| yellow-breasted chat | *Icteria virens* |
| yellow-rumped warbler | *Dendroica coronata* |

**Icteridae**

| | |
|---|---|
| northern oriole | *Icterus galbula* |
| orchard oriole | *Icterus spurius* |
| common grackle * | *Quiscalus quiscula* |
| brown-headed cowbird * | *Molothrus ater* |
| red-winged blackbird * | *Agelaius phoeniceus* |
| eastern meadowlark | *Sturnella magna* |

**Thraupidae**

| | |
|---|---|
| scarlet tanager | *Piranga olivacea* |

**Fringillidae**

| | |
|---|---|
| northern cardinal * | *Cardinalis cardinalis* |
| rose-breasted grosbeak | *Pheuticus ludovicianus* |
| blue grosbeak | *Guiraca caerulea* |
| indigo bunting * | *Passerina cyanea* |
| evening grosbeak | *Coccothraustes vespertinus* |
| purple finch | *Carpodacus purpureus* |
| house finch | *Carpodacus mexicanus* |
| American goldfinch * | *Carduelis tristis* |
| rufous-sided towhee * | *Pipilo erythrophthalmus* |
| northern junco | *Junco hyemalis* |
| Henslow's sparrow | *Ammodramus henslowii* |
| American tree sparrow | *Spizella arborea* |

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| | |
|---|---|
| chipping sparrow * | *Spizella passerina* |
| field sparrow | *Spizella pusilla* |
| white-crowned sparrow | *Zonotrichia leucophrys* |
| white-throated sparrow * | *Zonotrichia albicollis* |
| song sparrow * | *Melospiza melodia* |

**Ploceidae**

| | |
|---|---|
| house sparrow * | *Passer domesticus* |

**Mammals**

**Order Marsupialia – Pouched Mammals**

**Didelphidae**

| | |
|---|---|
| Virginia opossum * | *Didelphis virginiana* |

**Order Insectivora – Shrews and Moles**

**Soricidae**

| | |
|---|---|
| masked shrew | *Sorex cinereus* |
| southeastern shrew | *Sorex longirostris* |
| pygmy shrew | *Sorex hoyi* |
| short-tailed shrew* | *Sorex brevicauda* |
| least shrew | *Crytotis parva* |

**Talpidae**

| | |
|---|---|
| eastern mole | *Scalopus aquaticus* |
| star-nosed mole | *Condylura cristata* |

**Order Chiroptera – Bats**

**Vespertilionidae**

| | |
|---|---|
| little brown myotis | *Myotis lucifugus* |
| Keen's myotis | *Myotis keenii* |
| small-footed myotis | *Myotis leibii* |
| silver-haired bat | *Lasionycteris noctivagans* |
| eastern pipistrelle | *Pipistrellus subflavus* |
| big brown bat | *Eptesicus fuscus* |
| red bat | *Lasiurus borealis* |
| hoary bat | *Lasiurus cinereus* |
| evening bat | *Nycticeius humeralis* |

**Order Lagomorpha – Rabbits**

**Leporidae**

| | |
|---|---|
| eastern cottontail * | *Sylvilagus floridanus* |

**Order Rodentia – Rodents**

**Sciuridae**

| | |
|---|---|
| eastern chipmunk * | *Tamias striatus* |
| woodchuck * | *Marmota monax* |
| gray squirrel * | *Sciurus carolinensis* |
| red squirrel | *Tamiasciurus hudsonicus* |
| southern flying squirrel | *Glaucomys volans* |

**Castoridae**

| | |
|---|---|
| beaver * | *Castor canadensis* |

**Cricetidae**

| | |
|---|---|
| eastern harvest mouse | *Reithrodontomys humulis* |
| deer mouse | *Peromyscus maniculatus* |
| white-footed mouse | *Peromyscus leucopus* |

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| | | |
|---|---|---|
| | meadow vole * | *Microtus pensylavanicus* |
| | woodland vole | *Microtus pinetorum* |
| | muskrat * | *Ondatra zibethicus* |
| | southern bog lemming | *Synaptomys cooperi* |
| **Muridae** | | |
| | Norway rat | *Rattus norvegicus* |
| | house mouse | *Mus musculus* |
| **Zapodidae** | | |
| | meadow jumping mouse | *Zapus hudsonicus* |
| **Order Carnivora – Carnivores** | | |
| **Canidae** | | |
| | coyote | *Canis latrans* |
| | red fox * | *Vulpes vulpes* |
| | gray fox | *Urocyon cinereoargenteus* |
| **Procyonidae** | | |
| | raccoon * | *Procyon lotor* |
| **Mustelidae** | | |
| | long-tailed weasel | *Mustela frenata* |
| | mink | *Mustela vison* |
| | striped skunk | *Mephitis mephitis* |
| **Felidae** | | |
| | bobcat | *Felis rufus* |
| **Order Artiodactyla – Even-toed Ungulates** | | |

**Cervidae**

| | |
|---|---|
| white-tailed deer * | *Odocoileus virginianus* |

* Denotes species observed while conducting field studies.

**List of Common to Scientific names for Plants listed**

| | |
|---|---|
| American beech | *Fagus grandifolia* |
| black cherry | *Prunus serotina* |
| black gum | *Nyssa sylvatica* |
| black haw | *Viburnum prunifolium* |
| black locust | *Robinia pseudo-acacia* |
| black oak | *Q. velutina* |
| black walnut | *Juglans nigra* |
| chestnut oak | *Quercus prinus* |
| common high bush blueberry | *Vaccinium. corymbosum* |
| deerberry | *Vaccinium stamineum* |
| eastern cedar | *Juniperus virginiana* |
| eastern chinquapin | *Castanea pumila* |
| ebony spleenwort | *Asplenium platyneuron* |
| enchanter's nightshade | *Circaea alpina* |
| flowering dogwood | *Cornus florida* |
| green ash | *Fraxinus pennsylvanica* |
| ground pine | *Diphasiastrum digitatum* |
| Indian pipe | *Monotropa uniflora* |
| ironwood | *Carpinus caroliniana* |
| jack-in-the-pulpit | *Arisaema triphyllum* |
| loblolly pine | *Pinus taeda* |
| low bush blueberry | *Vaccinium angustifolium* |
| maple-leaved viburnum | *Viburnum acerifolium* |
| mockernut hickory | *C. tomentosa* |
| mountain laurel | *Kalmia latifolia* |
| multiflora rose | *Rosa multiflora* |
| northern red oak | *Q. rubra* |
| partridge-berry | *Mitchella repens* |
| pignut hickory | *Carya glabra* |

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| | |
|---|---|
| pin oak | *Q. palustris* |
| red maple | *Acer rubrum* |
| river birch | *Betula nigra* |
| shortleaf pine | *Pinus echinata* |
| southern arrow-wood | *Viburnum dentatum* |
| southern red oak | *Q. falcata* |
| southern running pine | *Diphasiastrum digitatum* |
| spicebush | *Lindera benzoin* |
| spotted wintergreen | *Chimaphila maculata* |
| sweetgum | *Liquidambar styraciflua* |
| sycamore | *Platanus occidentalis* |
| Virginia pine | *Pinus virginiana* |
| white avens | *Geum canadense* |
| white oak | *Quercus alba* |
| witch hazel | *Hamamelis virginiana* |
| yellow poplar | *Liriodendron tulipifera* |

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Revised: July 7, 2000
State Highway Administration, Office of Real Estate

## SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE STATE HIGHWAY ADMINISTRATION OF MARYLAND

All State Highway Administration projects utilizing Federal funds must comply with the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L 100-17) and Public Law 105-117. State funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212 of the Real Property Article of the Annodated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. These are two categories of residential accupants: 180-day owner-occupants, and 90-day tenants and short-term owner occupants. Non-residential accupants may be businesses, farms or non-profit organizations.

A displaced person that has owned and occupied a subject dwelling for at least 180 days prior to the initiation of negotiations for the property may receive a replacement housing payment of up to $22,500. The replacement housing payment is composed of three parts: a purchase price differential; an increased mortgage interest differential; and reimbursement for incidental settlement expenses.

The purchase price differential is the difference between the value paid by the State Highway Asministration for the existing dwelling and the cost to the displaced owner of a comparable replacement dwelling, as determined by the State's replacement housing study.

Tre increased mortgage interest differential is a payment made to the owner at the time of settlement on the replacement dwelling to negotiate the effects of less favorable financing in the new situation. The payment is calculated by use of the "buy-down" mortgage method.

Reimbursable incidental expenses are necessary and reasonable incidental costs that are incurred by the displaced person in purchasing a replacment dwelling, excluding prepaid expences such as real estate taxes and insurance. The maximum reimbursable amount for these incidental expenses upon the cost of the comparable selected in the replacement housing study.

A displaced person who has leased and occupied a subject dwelling for at least 90 days prior to the initiation of negotiations for the property may receive a replacement rental housing payment of up to $5,250. The replacement rental housing payment is the difference between the monthly cost of housing for the subject dwelling, plus utilities, and the monthly cost of housing

for a comparable replacement rental unit, plus utilities, over a period of 42 months. Owner occupants of from 90-179 days prior to the initition of negotiations for the subject dwelling are eligible for the same replacemcnt rental housing payments as tenants.

As an alternative to renting, a displace tentat occupant may elect to apply the rental replacement housing eligibility amount toward the down payment needed to purchase a replacement dwelling.

The comparable properties used in calculating any replacement housing payment eligibility must comply with all loca standards for decent, safe and sanitary (DS&S) housing, and be within the financial means of the displaced person.

If affordable, comparable, DS&S replacement housing cannot be provided within the statutory maximums of $22,500 for 180-day owner occupants or $5,250 for 90-day tentants or short term owners, the maximums may be exceeded on a case by case basis. This may only be done after the completion and approval of a detailed study that documents the housing problem, explores the available replacement options and selects the most feasible and cost effective alternative for implementation.

In addition, eligible displaceld residential occupants may be reimbursed for the expense of moving personal property up to a maximum distance of fifty (50) miles, using either an actual cost or fixed schedule method.

Actual cost moves are based upon the lower of at least two commercial moving estimates, and must be documented with receipted bills or invoices. Other incidental moving expenses, such as utility reconnection charges, may also be paid in the same manner.

As an alternative method, the fixed schedule move offers a lump sum, all-inclusinve payment based upon the number of rooms to be moved. Other incidental costs are <u>not</u> separately reimbursable with this method.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site, and a re-establishment allowance of up to $10,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and 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, usually lower than the lowest acceptable bid. The allowable expenses of a self-move

may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who 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.

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 elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be of the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payment described above, a business may be eligible for a payment of up to $10,000 for the actual reasonable and necessary expenses of reestablishing at the replacement site. Generally, reestablishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location and other fees paid to reestablish. Receipted bills and other evidence of these expenses are required for payment. The total maximium reestablishment payment eligibility is $10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than $1,000 nor more than $20,000. 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 more than three other establishments in the same or similar business that are not being acquired; and the business (continued)ributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. 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 persent 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 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 compensatiopn paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less that two years, the owner of the business may still be elibible to receive the "in lieu of" payment. In all cases, the owner of the businessmust provide information to support its net earings, such as income tax returns or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to $1,000 and reestablishment expenses up to $10,000 or a fixed payment "in lieu of" actual moving expenses of $1,000 to $20,000. The State may determine that a displaced farm may be paid a minimum of $1,000 to a maximum of $20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. 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 a fixed payment or an "in lieu of" actual moving cost payment, in the amount of $1,000 to $20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the "Relocation Assistance" brochure that will be distributed at the public hearing for this project and be given to displaced persons.

Federal and state laws require that the State Highway Administration shall not proceed with any phase of a 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.

## PUBLIC LAW 105-117

**On November 21, 1997, President William J. Clinton signed Public Law 105-117, amending the Uniform Relocation Assistance and Real Property Acquisition Policies Act, also known as the Uniform Act. The law became effective on the same day that it was assigned.**

**Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be elibible for relocation payments or other assitance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with the 1997 amendments, in order to safeguard that funding.**

**To this end, displaced persons will be asked to certify to their Citizenship or alien status prior to receiving payment or other benefits under the relocation assistance program.**

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DRAFT

MARYLAND

210

# MARYLAND 210 CORRIDOR STUDY
# REGIONAL TRAVEL DEMAND ANALYSIS
(Alternatives 1-B2 and 4B)

January 21, 2000

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

## INTRODUCTION

As a part of the MD 210 project planning study sponsored by the Maryland State Highway Administration (SHA), COG/TPB staff was asked to apply the regional travel demand forecasting model to evaluate the transportation demand of various transportation alternatives along the study corridor. COG staff completed the travel demand for the first set of alternatives and summarized the results in a March 24, 1999 report. The report, which was presented at the March 24, 1999 Alternative Recommendations meeting, briefly described each alternative and summarized travel time and corridor level mode choice results.

In December, 1999 and January, 2000 COG staff analyzed travel demand for a second set of alternatives. This report summarizes these results, and compares them to the results presented in the March 24, 1999 report.

## ASSUMPTIONS

All of the alternatives tested assumed 2020 land use conditions (round 6a) and the transportation assumptions were developed around the FY 99-04 Constrained Long-Range Plan (CLRP). The definition of HOV in the HOV alternatives refers to HOV-3. The HOV alternatives assume 24-hour HOV lanes on the Capital Beltway from MD 210 across the Woodrow Wilson Bridge to U.S. 1 in Virginia. The HOV lanes in alternative 4B would have direct access to the Beltway HOV lanes, creating an HOV system.

A. **Baseline (No-Build) (run previously):** The baseline scenario is based on the highway and transit assumptions in the CLRP.

   This scenario, as well as all the alternatives, assumes 10 lanes and a $1.00 toll on the Woodrow Wilson Bridge. MD 210 is assumed to have 3 travel lanes in each direction.

B. **Alternative 1-B (run previously):** This alternative assumes the same highway assumptions as in the baseline scenario, but uses an enhanced transit network.

   This enhanced transit network was based on transit assumptions from the Woodrow Wilson Bridge study and were further modified to accommodate the MD 210 corridor. These modifications were based on submissions from WMATA and Prince Georges' County. The enhanced transit network includes routes and assumptions from the Prince George's County Transit Development Master Plan (TDMP) and assumes that the headways for all peak bus service would not exceed 15 minutes. The transit network includes a combination of local bus service and express bus service to and from the Park and Ride Lots along MD 210 and Anacostia Metrorail station.

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C. **Alternative 1-B2:** This alternative pivots off of alternative 1-B. It assumes the same highway assumptions as in the baseline scenario, but increases transit service from Alternative 1-B.

Using the transit service coded in Alternative 1-B as a base, alternative 1-B2 included additional park-and-ride lots, additional and modified bus routes, and increased frequency of bus service. Additional park-and-ride lots are in the MD 210 corridor. Additional and modified bus routes include service between the MD 210 corridor and Arlington (Crystal City / Pentagon area), Alexandria (Old Town / Eisenhower Ave. area), Tysons Corner, Bolling AFB, Andrews AFB, the Anacostia Metro station, and downtown DC. August, 1999 letters (attached) from WMATA and MTA outline the assumptions coded in this alternative.

D. **Alternative 4(run previously):** Two-lane, reversible flow, barrier-separated HOV facility from Capital Beltway to MD 228.

There are 3 access and 3 egress ramps assumed in this alternative located at the vicinity of Fort Washington Road, Livingston/Palmer Road, and north of MD 373. It was assumed that the HOV lanes would only operate during the morning and evening rush and would not provide any additional off-peak general use capacity.

E. **Alternative 4B:** This alternative pivots off of alternative 4. The transit assumptions are the same as in 1-B2, above. The HOV assumptions are similar to those of alternative 4, with some access modifications.

There is a two-lane reversible, barrier-separated HOV facility in the median of MD 210 from MD 228 to the Capital Beltway. There are three general use lanes in each direction. Direct connections from the HOV lanes to/from the S-curve/I-295 and the Capital Beltway to the west are included. Interchanges, instead of intersections, are assumed at all major road crossings on MD 210 from Old Fort Road South to the Capital Beltway. HOV on MD 210 is assumed to operate during the morning and evening rush in the peak direction and would not provide any additional off-peak general use capacity.

PRELIMINARY FINDINGS

The follow summaries include data from the previous alternatives for comparison purposes.

A. Travel Time Summaries

The following table represents travel times from the specific origin zone and destination zone pairs within the following markets,

| | | | DESTINATIONS | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Oxon Hill | | | | | Downtown D.C | | | | | Arlington | | | | |
| | | | Base | Alt 1B | Alt 1B2 | Alt 4 | Alt 4B | Base | Alt 1B | Alt 1B2 | Alt 4 | Alt 4B | Base | Alt 1B | Alt 1B2 | Alt 4 | Alt 4B |
| ORIGINS | Md 228 | LOV | 38 | 38 | 36 | 39 | 39 | 79 | 79 | 76 | 80 | 80 | 77 | 77 | 76 | 79 | 79 |
| | | HOV | N/A | N/A | 36 | 20 | 18 | N/A | N/A | 76 | 52 | 52 | N/A | N/A | 76 | 46 | 46 |
| | | Transit | 53 | 53 | 25 | 28 | 25 | 77 | 77 | 65 | 77 | 65 | 76 | 76 | 62 | 76 | 62 |
| | Swan Creek | LOV | 18 | 18 | 19 | 18 | 18 | 59 | 59 | 59 | 59 | 59 | 57 | 57 | 58 | 59 | 59 |
| | | HOV | N/A | N/A | 19 | 12 | 10 | N/A | N/A | 59 | 44 | 44 | N/A | N/A | 58 | 38 | 38 |
| | | Transit | 32 | 32 | 26 | 21 | 26 | 69 | 69 | 69 | 69 | 69 | 68 | 68 | 54 | 61 | 54 |

B. Corridor-Level Mode-Choice Results

The following data were derived from the COG mode-choice model. The model output was sorted to include only information for the study corridor. This process enables the analysis of the data which are more pertinent to MD 210. The 13,000 HOV persons in the baseline scenario are from trip origins in Arlington/Alexandria and destinations in Washington, D.C. and are generated from the I-66 and I-395 HOV lanes. The majority of the 370,700 transit trips are those trips occurring within the District of Columbia and from Arlington and Alexandria to D.C.

**Corridor Level Mode Choice Results - Total Average Daily Person Trips**

| | LOV | | HOV | | TRANSIT | |
|---|---|---|---|---|---|---|
| Baseline | 569,800 | | 13,000 | | 370,700 | |
| | Difference | % Change | Difference | % Change | Difference | % Change |
| Alt 1-B | -1,900 | -0.3% | 300 | 2.3% | 2,200 | 0.6% |
| Alt 1-B2 | -3,300 | -0.6% | -300 | -2.3% | 3,600 | 0.9% |
| ALT 4 | -30,000 | -5.3% | 30,600 | 235.4% | -100 | 0.0% |
| ALT 4B | -33,100 | -5.8% | 33,400 | 256.9% | -110 | 0.0% |

HOV robs ridership from transit

In summary, the preliminary results show that alternative 4B (barrier-separated HOV with enhanced transit from alternative 1-B2) has the greatest impact on the study corridor with HOV impacts 10 times those of transit.

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MASS TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

*Parris N. Glendening, Governor • John D. Porcari, Secretary • Ronald L. Freeland, Administrator*

10/4
will send
Maps

August 24, 1999

Mike Clifford
Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, N.W.
Washington DC 20002-4239

Dear Mr. Clifford:

Enclosed is a list of Maryland's Mass Transit Administration proposed transit routes for the MD210 Multi Modal Study modeling effort. If you have and questions, please feel free to contact me.

Sincerely,

MaryAnne Polkiewicz
Regional Planner

cc: Nancy Noonan, Chief of Regional Planning, MTA
Joel Eisenfeld, Regional Planner, MTA
Heather Murphy, Project Manger, SHA

*My phone number (410)* 767-3426 *FAX number (410)* 333-0489 *TTY (410)* 539-3497
William Donald Schaefer Tower • 6 Saint Paul Street • Baltimore, Maryland 21202-1614
Toll Free # 1-888-218-2267

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Southern Maryland Transit Service Proposal

**910 Indian Head Service:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 10 mins. | 15 | 5:00-7:20 | Indian Head | $3.35 |
| | | | | Bryons Road | $2.85 |
| | | | | Accokeek* | $2.00 |
| | | | | Washington | |
| PM | 10 mins. | 15 | 3:20-5:40 | Washington | |
| | | | | Accokeek* | $2.00 |
| | | | | Bryons Road | $2.85 |
| | | | | Indian Head | $3.35 |

**901 La Plata Service:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 3 mins | 58 | 5:00-7:51 | La Plata (29) | $3.35 |
| | | | | US301 Waldorf | $3.35 |
| | | | | Washington | |
| PM | 3 mins | 58 | 3:00-5:51 | Washington | |
| | | | | US301 Waldorf | $3.35 |
| | | | | La Plata (29) | $3.35 |

**905 St. Mary's County Service:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 5 mins. | 42 | 4:30-7:25 | California(21Trips) | $4.35 |
| | | | | Charlotte Hall | $3.85 |
| | | | | MD5 Waldorf | $3.35 |
| | | | | Washington | |
| PM | 5 mins | 42 | 2:50-6:15 | Washington | |
| | | | | MD5 Waldorf | $3.35 |
| | | | | Charlotte Hall | $3.85 |
| | | | | California (21 Trips) | $4.35 |

*Accokeek Park and Ride fare based on WMATA fares.

Southern Maryland Transit Service Proposal

"Kitchen Sink" Items

**Indian Head Reverse Commute:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 15 mins. | 6 | 6:00-7:15 | Anacostia Metro | $3.35 |
| | | | | Oxon Hill P&R | $3.35 |
| | | | | Indian Head NSW | |
| PM | 15mins | 6 | 3:30-4:45 | Indian Head NSW | |
| | | | | Oxon Hill P&R | $3.35 |
| | | | | Anacostia Metro | $3.35 |

**Paxtuxent River NAS Reverse Commute:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 20 mins. | 6 | 5:00-6:40 | Anacostia Metro | $4.35 |
| | | | | Oxon Hill P&R | $3.85 |
| | | | | MD5 P&R | $3.35 |
| | | | | Patuxent NAS | |

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| PM | 20 mins. | 6 | 3:30-5:10 | Patuxent NAS | |
| | | | | MD5 P&R | $3.35 |
| | | | | Oxon Hill P&R | $3.85 |
| | | | | Anacostia Metro | $4.35 |

**Indian Head to Tysons Corner:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 20 mins. | 6 | 5:00-6:40 | Indian Head | $4.85 |
| | | | | Bryons Road | $4.35 |
| | | | | Accokeek* | $2.00 |
| | | | | Tysons Corner | |
| PM | 20 mins. | 6 | 4:00-5:40 | Tysons Corner | |
| | | | | Accokeek* | $2.00 |
| | | | | Bryons Road | $4.35 |
| | | | | Indian Head | $4.85 |

*Accokeek Park and Ride fare is based on WMATA fare.

**Indian Head to Crystal City:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 20 mins. | 6 | 5:00-6:40 | Indian Head | $4.35 |
| | | | | Bryons Road | $3.85 |
| | | | | Accokeek* | $2.00 |
| | | | | Crystal City | |
| PM | 20 mins. | 6 | 4:00-5:40 | Crystal City | |
| | | | | Accokeek* | $2.00 |
| | | | | Bryons Road | $3.85 |
| | | | | Indian Head | $4.35 |

**Waldorf to Bolling AFB:**

| | Headways | Trips | Hours | Stops | Fares |
|---|---|---|---|---|---|
| AM | 20 mins. | 6 | 5:30-7:10 | US301 P&R | $3.35 |
| | | | | Accokeek* | $2.00 |
| | | | | Bolling AFB | |
| PM | 20 mins. | 6 | 3:30-5:10 | Bolling AFB | |
| | | | | Accokeek | $2.00 |
| | | | | US301 P&R | $3.35 |

*Accokeek Park and Ride fare is based on WMATA fare.

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Mike -
I know you're new to the contact for the 210 project. Larry had discussed this previously, so please feel free to call if you need me to fill in any blanks.
- Kathleen

August 23, 1999

Mr. ~~Larry Marcus~~ Mike Clifford
Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.W.
Washington, DC 20002-4239

Dear ~~Larry~~ Mike

I am enclosing descriptions of both local and express bus routes to be coded and modeled for the Maryland Route 210 Major Investment Study. While the descriptions should be fairly self-explanatory, please feel free to call me at (202) 962-1034 if you have any questions.

Sincerely,

Kathleen

Kathleen Donodeo
Associate Director

cc: Heather Murphy, MD SHA

**Washington Metropolitan Area Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:*
*Judiciary Square-Red Line*
*Gallery Place-Chinatown*
*Red, Green and Yellow Lines*

*A District of Columbia, Maryland and Virginia Transit Partnership*

## Suggested WMATA - Compact Area Routes for Modelling
## Maryland Route 210 MIS

Local Routes

- All routes on 10-minute headways, all fares $1.10
- Add shuttle from Oxon Hill Park & Ride to National Harbor.
- Code all existing routes as they currently operate; have them merge into the HOV lanes as soon as they are permanently on Route 210.
- Add one route serving Route 210 from Accokeek Park & Ride to Oxon Hill Park & Ride and then continuing on to Anacostia Metrorail Station. This route would not use the HOV lanes.

Express Routes

- All routes on 10-minute headways
- 18 routes: three origin pairs, each servicing six different destinations

| Origin Stops | Destination Stops | Fares |
|---|---|---|
| ABC Park & Ride | Tysons Corner | $2.00 |
| Oxon Hill Park & Ride | Old Town Alexandria<br>Crystal City<br>Pentagon | $2.00 |
| | Eisenhower Valley | $2.00 |
| | Bolling Air Force Base<br>Andrews Air Force Base | $1.10 |
| | Anacostia Metrorail | $1.10 |
| | Ft. Belvoir | $2.00 |
| Brandywine Park & Ride<br>(Via Route 223)<br>Ft. Washington Park & Ride | Tysons Corner | $2.00<br>(For all Routes) |
| | Old Town Alexandria<br>Crystal City<br>Pentagon | |
| | Eisenhower Valley | |