

## **Community Meeting Summary and Follow up**

### **Mount Oak Road / Church Road / Woodmore Road**

#### **Meeting Summary**

A Project Information meeting was held on October 25, 2006 at Mount Oak United Methodist Church to discuss the Mount Oak Road/Church Road/Woodmore Road Intersection Improvements. Residents had an opportunity to view project displays prior to the formal presentation. Beginning at 7 pm, representatives from the Department of Public Works and Transportation and the design consultant, Rummel, Klepper and Kahl, LLP provided a powerpoint presentation and discussed the project. Community members were encouraged to ask questions and to share their comments. The community was provided with a 30 day period to provide comments on the project. Sixty-nine community members "signed in," not including eleven county and design consultant staff that were also in attendance.

#### **Presentation Summary**

The project objective is to improve the operation, safety and capacity of the intersections at Mount Oak, Church and Woodmore Roads. The design is based on year 2025 projected traffic volumes and the proposed improvements would replace the two existing, stop-controlled, 3-leg intersections formed by Woodmore Road and Mount Oak Road with Church Road to a single, signalized, 4-leg intersection. The project will re-align Woodmore Road, approximately 300 feet to the north of its existing intersection with Church Road. Minor shifts will also occur to the west and to the south for Church Road and Mount Oak Road, respectively, at their intersection with relocated Woodmore Road. The limits of construction for relocated Woodmore Road will extend east from Westbrook Lane for approximately 2,000 feet to its proposed intersection with Church Road. The limits of construction for Mount Oak Road will extend from its proposed intersection with Church Road to approximately 1,400 feet east. The Church Road limits of construction will extend approximately 1,400 feet north and 1,200 feet south, respectively, of its intersection with proposed Woodmore/Mount Oak Road. The project will include the addition of sidewalks, curb and gutter, grass medians, lighting, landscaping and drainage improvements.

The design goals are to achieve a high level of safety and operations, while minimizing impacts to properties and environmental resources. During construction, considerations would be given to minimize community disruption, to maintain traffic in all directions and to maintain access to all entrances.

The final design would be based on community feedback and further coordination with environmental agencies. Construction is scheduled to commence in Fall 2007.

A handout defining the project objective, traffic volumes, key facts about the preliminary design and contact information was provided. Comment forms were also provided. These documents as well as the displays and meeting agenda can be viewed on the Prince George's County Department of Public Works and Transportation (DPWT) project website for this project:

[www.princegeorgescountymd.gov/Government/AgencyIndex/DPW&T](http://www.princegeorgescountymd.gov/Government/AgencyIndex/DPW&T)

## **Questions with Responses and Comments from the Meeting and Comment Forms**

**1. *What is the status of the wetland permit?***

The joint wetland permit, to be reviewed by the United States Army Corps of Engineers (ACOE) and The Maryland Department of the Environment (MDE) is being prepared now. Coordination with the ACOE and MDE is on-going.

**2. *What is the construction finish date?***

Construction, once commenced, would take approximately 400-500 days to complete.

**3. *Where is the road construction staging area to be located?***

The staging area has not yet been determined; it will be determined during final design.

**4. *Have any pedestrian counts been conducted (to support the need for sidewalks)?***

No – it is DPWT policy to include sidewalks as a part of urban roadway improvements.

**5. *Are there any plans to widen Church Road south of Woodmore Road?***

Minor widening, including the provision of shoulders and the realignment of Church Road with drainage improvements is planned south of Woodmore Road.

**6. *What is the status of the 'S-curve' project on Church Road? When is construction anticipated?***

The County has included a project to improve the 'S-curve' in the current CIP. The project includes funds to prepare a preliminary study of the 'S-curve' improvements. The project is not funded for design or construction. Construction is anticipated in FY 2011.

**7. *Will access to the Mount Oak United Methodist Church be provided on southbound Church Road?***

Yes – Access to the church would be provided off of Church Road with a channelized left-turn-in / right-in / right-out only provision at the existing church driveway. No left-turn out of the church onto Church Road would be permitted due to safety concerns/proximity to the proposed intersection.

**8. *How many properties would be affected by the proposed improvements?***

Approximately 10-15 properties would be affected by the proposed improvements with impacts ranging from minor to major.

**9. *Is an environmental impact statement (EIS) being prepared?***

No – An EIS is required when a project is federally funded and/or would have significant environmental impacts. The project is a County-funded project and major environmental impacts are not anticipated. A joint permit application is being prepared, which requires coordination with environmental agencies and demonstration of the project purpose and need.

**10. *Are there any major grade changes associated with the proposed improvements?***

The Woodmore Road grade would increase west of its proposed intersection with Church Road to the proposed intersection. Mount Oak Road and Church Road will remain near existing grades.

**11. *Is the traffic simulation shown in the powerpoint presentation based on volumes?***

Yes – the traffic simulation depicts year 2025 projected peak hour volumes in the evening rush hour.

**12. *What is the estimated cost for the intersection improvements?***

Approximately \$6 million

**13. *Did the decision to shift existing Woodmore Road to the north include the consideration of a Mount Oak Road shift?***

Yes – however, the Mount Oak Road shift would have impacted wetlands north of Woodmore Road and would have significantly impacted the farm/residential properties south of Mount Oak Road. The design team carefully considered avoidance and minimization to adjacent properties and environmental features when determining the proposed re-alignment.

**14. *Convert STOP signs at the existing intersection to 3 way stops.***

The existing intersections at Woodmore Rd/Church Rd and Mount Oak Rd/Church Rd will be realigned into a single, signalized intersection. The new traffic signal would negate the need for stop signs and would improve the operations through the intersection.

**15. *Consider a plan to prevent traffic from using communities, specifically Woodmore Estates on Driftwood Road, as a detour during construction.***

It is a goal of the County to maintain traffic through the intersection during construction and to avoid using residential streets as a detour route.

**16. *Plans look good; will help with traffic.***

**17. *It is more important to address the “S” curve between Woodmore and Rte 214?***

The County is aware of the need to address the “S” curve between Woodmore and MD Route 214. The County has included a project to improve the ‘S-curve’ in the current CIP. The project includes funds to prepare a preliminary study of the ‘S-curve’ improvements. The project is not funded for design or construction. Construction is anticipated in FY 2011.

**18. *This project will cause more accidents south of Church Road.***

The project will improve the safety and traffic flow through the intersection. The County is aware of the need to address the roadway geometry on Church Road, south of Woodmore Road. The County has included a project to improve the safety on Church Road from Woodmore Road to MD Route 214 in the current CIP. The project includes funds to prepare a preliminary study of these improvements; however, it is not funded for design or construction. Construction for these improvements is anticipated in FY 2011.

**19. *One thru lane on Church Road Northbound is not sufficient.***

A traffic engineering study was conducted during the preliminary design of this project and the number of lanes as shown in the concept are sufficient for year 2025 projected traffic volumes.

**20. *Two left- turn lanes on Church Road northbound is excessive.***

Although excessive for current traffic volumes, both left-turn lanes will be needed to accommodate year 2025 projected traffic volumes, which the intersection improvements and concept plan are based.

21. ***Woodmore Road central island extends too far into intersection and will impede dual left-turn lanes from Church Road northbound.***

A vehicle turning movement analysis will be completed during final design with islands adjusted accordingly.

22. ***Mount Oak United Methodist Church exits onto Church Road will have poor “sight distance” to the south.***

The proposed improvements will increase the sight distance for vehicles exiting the church onto northbound Church Road, exceeding AASHTO and County design criteria.

23. ***What are the plans to address the bottlenecks that the intersection will create?***

The proposed intersection improvements are being designed to improve existing operations and to meet future traffic demands, while also improving the safety of the intersection. If no improvements are made, unacceptable levels of service would result along all legs of the existing intersections.

24. ***Realign Mount Oak United Methodist [Church] driveway 90 degrees to Mount Oak Road.***

Following the public information meeting, the Mount Oak United Methodist Church driveway was revised to be 90 degrees to Mount Oak Road.

25. ***“SWM” in SW corner of intersection takes lots of trees! Consider moving closer to alignment of the wetlands through the area to the west.***

The stormwater management facility is intended to provide water quality treatment for the project. There is an excavation for compensatory floodplain storage immediately west of the facility. This compensatory storage mitigates for floodplain storage that will be lost as a result of the new roadway embankment. Moving the stormwater facility west would reduce the available area for compensatory floodplain storage. Additionally, moving the facility to the west would also require lowering its elevation, resulting in more frequent inundation by flood waters, and therefore reducing its effectiveness to provide water quality treatment.

26. ***Post comments and DPW&T responses to comments on website.***

We will comply with this request.

27. ***The following individuals asked for copies of the presentation:***

- a. ***Richard G. Reynolds***
- b. ***Larry Case***

Mr. Reynolds and Mr. Case received copies of the powerpoint presentation on CD.

### **Comment Form Analysis**

Eight (8) Comment forms were received. The comments provided are included above. This project comment form did not solicit specific approvals, rejections or option endorsements and therefore such statistical data is not provided.

### **Summary Interpretation of Community Input**

Based on information received, two predominate themes were noted.

The Community generally approved of the proposed improvement, but with recommendations for adjustments and clarifications. These will be evaluated and incorporated as possible.

There is a concern for the condition of Church Road at the “S” curve. A study is underway to evaluate the roadway pavement, right of way and other existing conditions on Church Road between the southern end of this project and MD 214, Central Avenue. This will allow the County to efficiently scope future improvements along this section of Church Road.

### **Next steps and Follow up**

Provide technical direction to design consultant  
Modify project limits to extend south on Church Road to Tall Oaks School  
Meet with Mount Oak Church  
Begin development of right-of-way plats