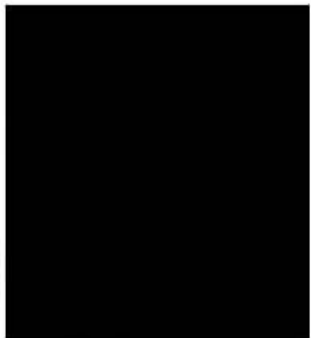


Marlin O'Malley, Governor
Anthony G. Brown, Lt. Governor



Beverly K. Swaim-Staley, Secretary
Neil J. Pedersen, Administrator

January 21, 2009



Dear [Redacted]:

This letter is a follow-up to the two community meetings held last fall regarding traffic safety and operations on US 340 (Jefferson Pike) at the Potomac River Bridge in Washington County. Over the past several months, the State Highway Administration (SHA) has gathered information in order to analyze the US 340 congestion and its impact to the south Washington County area and its residents. It is my pleasure to share this information with you and request that you share this information with other members of your group.

Addressing the recurring congestion is well beyond the means of SHA alone, as it is directly related to growth in Virginia and West Virginia and the two lane road next to the Potomac River and Harpers Ferry National Historic Park, which runs through these states. The SHA will meet with Virginia Department of Transportation (VDOT) officials on February 1, 2010 to discuss the recurring congestion and a traffic management plan for maintenance and construction activities on US 340. Our intent is to prevent future work zone traffic delays in this area.

SHA continues to examine alternatives to improve residents' access to the community off of US 340 when lengthy queues block access to the MD 67 ramps and Keep Tryst Road intersection. One promising alternative is the construction of a westbound left turn lane and left only movement into the northern end of Keep Tryst Road near Israel Creek. We are also reviewing extending the acceleration lane from Keep Tryst/Valley Road, as well as the deceleration lane to Valley Road. SHA is actively working on a design for an advance notification system to advise motorists, as far back as the US 340/US 15 in Frederick County, of possible back-ups and delays.

My telephone number/toll-free number is 1.800.760.7138

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 1251 Vucke Road - La Vale, Maryland 21502 • Phone: 301.729.8400 • Fax: 301.729.6968 • www.marylandroads.com




The following suggestions were gathered from the community meetings, emails, telephone calls, and letters. Our findings are included:

1. Signalize US 340 at Keep Tryst/Valley Road.
 - A Traffic Signal Warrant Analysis was conducted at the intersection. It was determined that a signal was not warranted or justified. A signal at this location would only add to the congestion on US 340 and increase the potential for accidents. A signal would not benefit local traffic caught in the queue.
2. Extend and separate the left turn for westbound US 340 at Keep Tryst/Valley Roads.
 - Extending this lane would provide an earlier way to get out of the queue and into the left turn lane, but it would not help if traffic was backed up to MD 67. While we could extend this lane, we want to concentrate our efforts on gaining access to the upper end of Keep Tryst Road.
3. Lengthen the westbound deceleration lane to MD 67.
 - To accomplish this, the Israel Creek Bridge would need to be widened. The preliminary estimate for this is over \$4 million dollars. This does not include the additional roadwork or engineering costs. This option is too cost prohibitive.
4. MD 67 extension to Keep Tryst Road.
 - Concept plans for extending MD 67 to Keep Tryst Road were developed several years ago. Because of right-of-way impacts and costs, this option is no longer in consideration.

Mr. George Small, Assistant District Engineer for Traffic, SHA and I would like to meet with you and your group to discuss this matter further. Please contact Mr. Small at 301-729-8440 or toll-free at 800-760-7138 to discuss your availability.

Thank you again for your interest in this very important matter. We look forward to meeting with the community and developing a traffic management plan that will benefit all the traveling public on US 340.

Sincerely,



Anthony F.K. Crawford, P.E.
District Engineer

cc: Mr. George H. Small, Assistant District Engineer for Traffic, SHA
Mr. Jerry Pauley, Traffic Engineer, VDOT