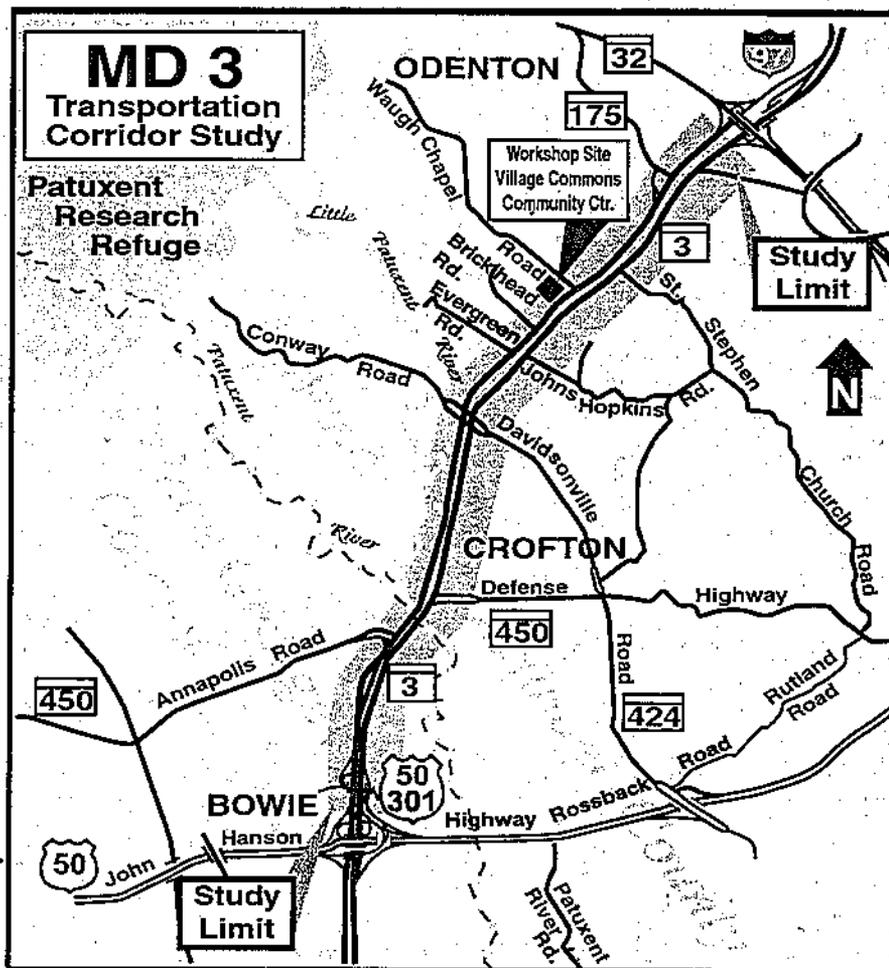


MD3 Transportation Corridor Study

ALTERNATES Public Workshop



Project # AT198B11

Thursday, November 7, 2002

5:30 PM - 8:30 PM

Village Commons Community Center
1326 Main Chapel Way
Gambrills, MD 21054

(Located in the Village of Waugh Chapel, corner of MD 3 and Waugh Chapel Road)



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



US Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

PURPOSE OF STUDY

The purpose of this study is to address existing and projected operational and safety issues for local traffic (vehicles and pedestrians) along MD 3 from north of US 50 to south of MD 32. The study involves the development and analyses of all reasonable alternatives, including the No-Build Alternate, to achieve project goals while minimizing impacts to local residents, businesses, and the environment.

PURPOSE OF THE WORKSHOP

The purpose of the Alternates Public Workshop is to acquaint the public with the MD 3 Project Planning Study, to present a summary of conceptual engineering and environmental studies to date, and to provide an opportunity for public involvement in the Project Planning Process.

This workshop is co-sponsored by SHA and FHWA. The workshop is being conducted in an interactive open-house format. There will be no formal presentation. Project information stations, related to specific topics and alternates, will be set up throughout the meeting room with displays and handouts describing the various aspects of the project. Displays will be available beginning at 5:30 p.m. until 8:30 p.m. on November 7, 2002. State Highway Administration (SHA) representatives will be available to answer questions, record comments and discuss the project. Please stop in at your convenience.

The Waugh Chapel Village Community Center is located in the Waugh Chapel Village development just south of the intersection of MD 3 and Waugh Chapel Road. The Community Center overlooks the lake directly behind the jewelry store and clock tower.

HOW TO COMMENT ON THE PROJECT

Public input and feedback is an integral part of the study. The public is encouraged to participate in the workshop and provide input regarding issues that may affect the decision making process.

You may choose any or all of the following methods to submit your comments:

- Fill out the pre-addressed, postage-paid comment form included in this brochure
- Give comments to representatives at the workshop
- Call or write the SHA Project Manager, Mr. Christopher Weber
(See Project Planning Team on page 10)

You may add your name and address to the project mailing list by using the brochure comment form or by contacting Mr. Weber. If you have received this brochure in the mail, you are already included on the project mailing list.

PROGRAM STATUS

Project planning studies for the MD 3 project were initiated in July 2001. The study is included in the Development and Evaluation Section of the Maryland Department of Transportation's Consolidated Transportation Program (CTP) for Fiscal Years 2002-2007 and is currently funded for the planning phase only. Additional funding would have to be identified for the next phases of project development: Design, Right-of-Way Acquisition and Construction.

FOCUS GROUP

A Focus Group, comprised of local residents, community leaders, and business owners, has met periodically with the Study Team to assist in the development of the proposed alternates for improvements along MD 3, its interchanges and nearby intersections. The group also relays local traffic circulation, access and aesthetic concerns. Comments and suggestions received from the Focus Group have been incorporated into the alternates, where possible.

PROJECT HISTORY

Since the early 1980's, there have been numerous studies and attempts to develop solutions to address transportation needs in the MD 3 corridor. The early studies along MD 3 were part of an original goal to establish direct interstate connections between Baltimore, Washington and Annapolis, prior to the completion of I-97 between Baltimore and Annapolis. The original proposal was to upgrade MD 3 from north of MD 50 to south of MD 32, to interstate roadway standards and re-designate the roadway as I-297 to serve the Baltimore/Washington traffic. In 1983, the Federal Highway Administration issued a Record of Decision to allow the existing alignment of MD 3 to be upgraded to an interstate roadway. However, the I-297 proposal was not built due to strong opposition from the Bowie and Crofton communities. As a result, federal funds were diverted to other roadway projects using interstate transfer provisions.

Congested traffic flow, inadequate intersections and crossings, increased residential and commercial development, and pedestrian/bicycle safety have accelerated the need for improvements to MD 3. The SHA continued to study roadway improvement options, which were non-interstate upgrades for the MD 3 corridor until the project was dropped from the CTP in 1990. In 1992, at the request of Bowie and Crofton, a MD 3 Task Force, comprised of citizen representatives of the

Crofton, Bowie, and Odenton communities met to address the traffic congestion along MD 3 from north of US 50 to south of MD 32. The Task Force, which disbanded in March 1998, reached consensus on a concept for upgrading the existing corridor, but did not reach consensus on a bypass option after five years of study. At the urging of state and local elected officials, SHA initiated the current project planning study in July 2001.

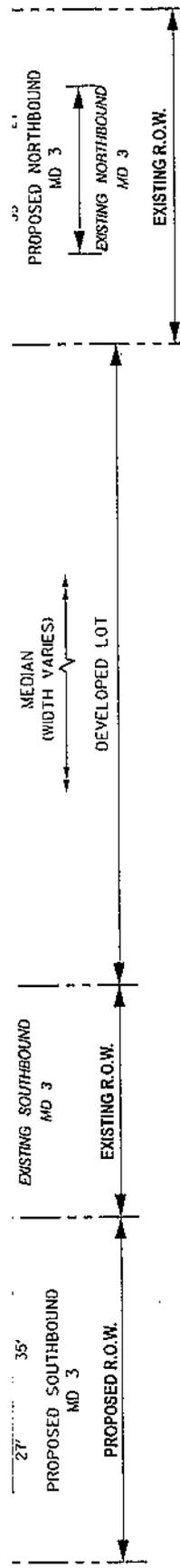
PROJECT NEED

This Study is needed to address existing traffic congestion as well as projected operational and safety deficiencies that will occur as a result of planned and future development in and around the study area. A few sections of roadway within the project limits are currently failing or experiencing failing conditions during the PM peak hours. Conditions will continue to worsen, as all the intersections within the Study Area are projected to fail by 2025, except for the ramps at Belair Drive.

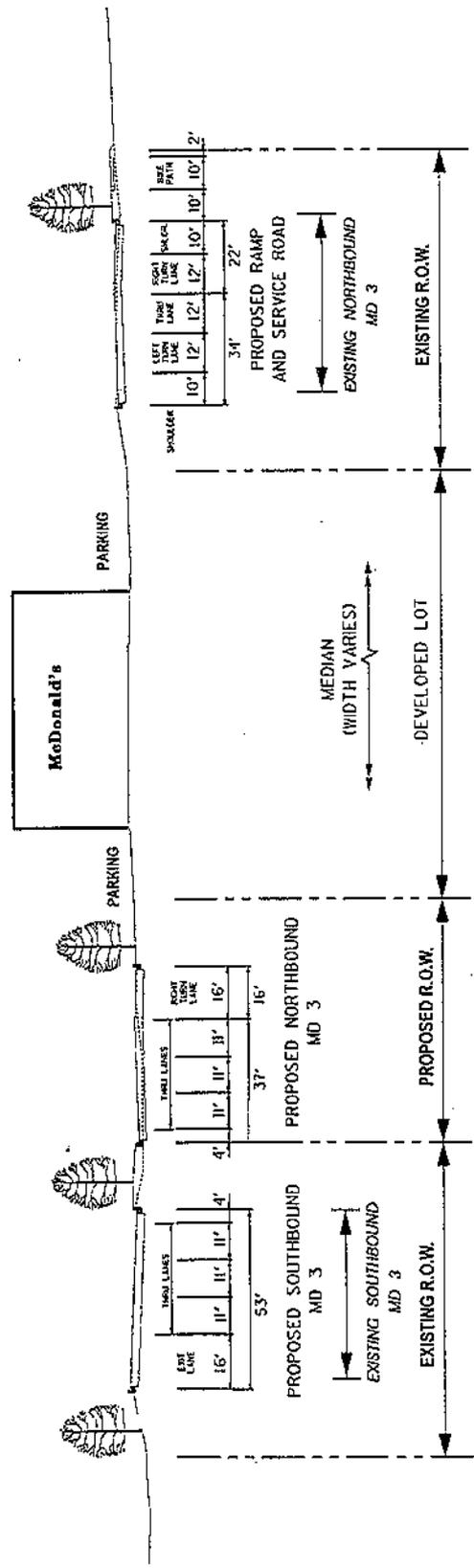
EXISTING CONDITIONS

The posted speed limit for the majority of the route is 50 miles per hour, with an exception between St. Stephens Church Road and Millersville Road, which is posted at 45 miles per hour.

Starting from south to north, the typical section for MD 3 from US 50 to White Marsh Branch, just south of MD 450 West, is a four-lane divided roadway with 10-foot outside shoulders and a median width that varies from 30 feet to more than 300 feet. From that point to just north of MD 424, MD 3 is a six-lane divided roadway with 10-foot outside shoulders and a grass median varying between 35 and 56 feet wide. From just north of MD 424 to St. Stephens Church Road, MD 3 is a six-lane section with a median width that varies from 50 feet to more than 300 feet, with many businesses located in the median. From St. Stephens Church Road to MD 175, MD 3 is a four-lane section with varying median width, and north of MD 175 is a four-lane section with 10-foot



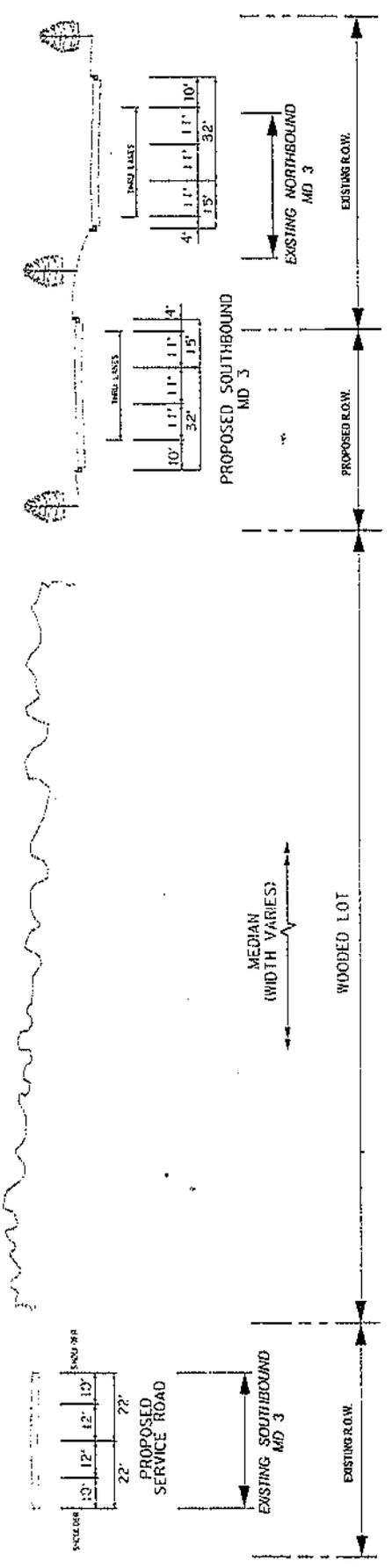
PROPOSED CROSS-SECTION FOR ALTERNATE 3
 Approximately 1400 Feet North of MD 424 (Davidsonville Road)



PROPOSED CROSS-SECTION FOR ALTERNATE 5
 Approximately 1400 Feet North of MD 424 (Davidsonville Road)

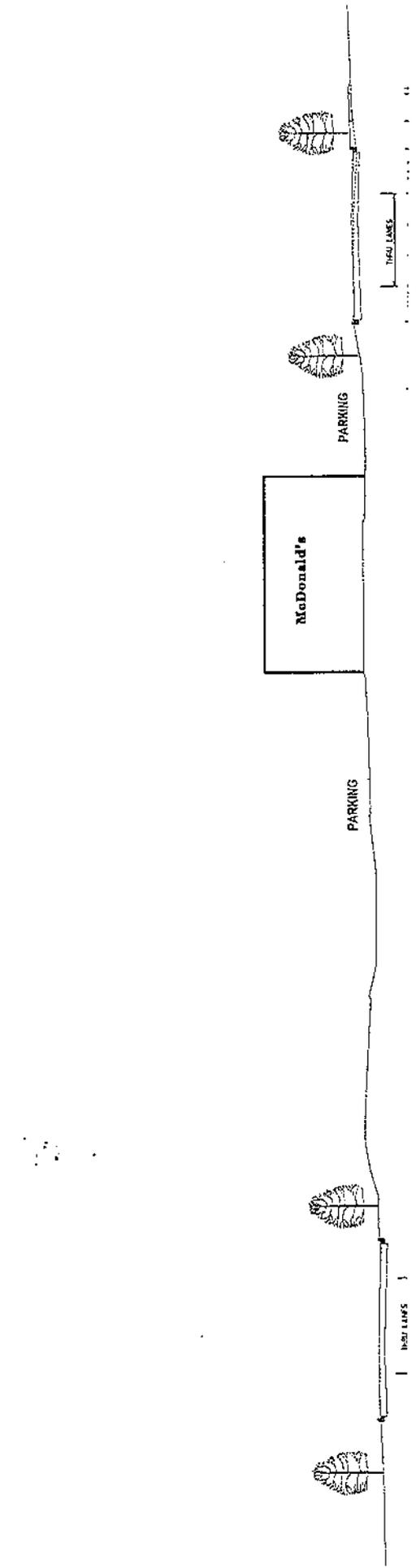
FIGURE 1

MD 3 PROJECT PLANNING STUDY



PROPOSED CROSS-SECTION FOR ALTERNATES 3 AND 5

Approximately 600 Feet North of Sylvan Drive



shoulders up to the MD 32 interchange. The roadway provides uncontrolled access throughout the corridor. Along the study corridor there are a total of 197 access points, comprised predominantly of commercial or private entrances.

ALTERNATES UNDER CONSIDERATION

Five alternates are currently under consideration; Alternate 1 (No-Build), Alternate 2 (TSM/TDM), Alternate 3 (Boulevard), Alternate 4 (Mainline Improvements), and Alternate 5 (Modified Boulevard). Each of the four proposed build alternates is differentiated by roadway design variations. The alternates are described below as corridor and interchange alternates. Each interchange alternate may be included under any of the corridor alternates.

CORRIDOR ALTERNATES

Alternate 1 – No Build:

No major improvements are proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety operations.

Alternate 2 – TSM/TDM Alternate:

This alternate is a combination of all reasonable Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques above and beyond the No-Build Alternate. TSM is defined as a relatively low-cost transportation improvement strategy consisting of minor construction and operational enhancements to make the most productive and cost-effective use of existing transportation facilities and services. TDMs are voluntary and include pricing programs designed to increase the number of people in a vehicle, or influence the time or need to travel. The TSM/TDM Alternate would maximize the existing system through measures such as access management and/or consolidation, addition of auxiliary lanes, minor intersection improvements and signal optimization measures.

Alternate 3 – Boulevard Alternate:

Alternate 3 builds upon the concept for which consensus was reached by the MD 3 Task Force in the mid-to-late 1990's. The proposed typical section to be applied throughout the MD 3 corridor for this concept includes three 11-foot through lanes in each direction, a 30-foot grass median (where applicable) and either 16-foot auxiliary lanes or 12-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities will be included with this and all alternates under consideration.

Key improvements for Alternate 3 includes:

- Dualizing the current alignment of northbound MD 3 from Belair Drive to MD 450 and providing a continuous right auxiliary lane on the outside from Belair Drive to just north of Forest Drive.
- Separating MD 450 through traffic from MD 3 through traffic. Providing a partially access-controlled interchange between MD 450 and MD 3.
- Maintaining the existing alignments of MD 3 from MD 450 to MD 32 and providing a continuous right auxiliary lane on the outside and a continuous left auxiliary lane from MD 424 to Johns Hopkins Road and from just north of St. Stephens Church Road to MD 175.
- Grade separating northbound MD 3 over MD 424.

Alternate 4 – Mainline Improvements:

Alternate 4 proposes the addition of a third through lane for MD 3 northbound from St. Stephens Church Road to MD 32, and for MD 3 southbound from MD 450 to US 50. This is an effort to improve the operations by eliminating the current lane reductions and subsequent bottle necking at these locations. Landscape features such as planted medians, street trees, and formalized bicycle and

pedestrian facilities will be included with this and all alternates under consideration.

The typical section proposed for this concept includes three through lanes in each direction and either 16-foot auxiliary lanes or 12-foot shoulders. From St. Stephens Church Road to MD 32, auxiliary lanes will be provided where necessary to safely accommodate access to the businesses and residences along MD 3. The existing roadway section would be maintained throughout the remainder of the corridor with the exception of the proposed interchange alternates. Key improvements for this alternate include:

- Widening southbound MD 3 from 2 lanes to 3 lanes from MD 450 to the Belair Drive interchange.
- Separating MD 450 through traffic from MD 3 through traffic. Providing a fully access-controlled interchange between MD 450 and MD 3.
- A grade-separated interchange at the intersection with Crawford and Cronson Boulevards with a service road on the northbound side.
- A grade-separated interchange for MD 3 at MD 424 (Davidsonville Road) and Conway Road.
- Intersection improvements at MD 3 and Johns Hopkins Road, similar to the existing Waugh Chapel Road intersection design, in an effort to improve the intersection operations.
- A grade-separated interchange for MD 3 and the intersection at Waugh Chapel and Riedel Roads.
- Widening of northbound MD 3 from 2 lanes to 3 lanes from St. Stephens Church Road to MD 32.

Alternate 5 – Modified Boulevard Concept:

Alternate 5 proposes improvements similar to those identified for Alternate 3 mainline MD 3 from US 50 to MD 424 (Davidsonville Road). North of MD 424, Alternate 5 proposes the dualization of southbound MD 3 from MD 424 to MD 32 with existing northbound MD 32 converted into a service road. This alternate includes partial control of access along MD 3 with limited access provided for those properties located along mainline MD 3.

The typical section proposed for this concept is similar to Alternate 3: three 11-foot through lanes in each direction, a 30-foot grass median and either 16-foot auxiliary lanes or 12-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities will be included with this and all alternates under consideration. Key improvements for this alternate include:

- Dualizing the current alignment of northbound MD 3 from Belair Drive to MD 450 and providing a continuous right auxiliary lane on the outside from Belair Drive to just north of Forest Drive.
- Dualizing the current alignment of southbound MD 3 from MD 424 to MD 32 and providing a continuous right auxiliary lane on the outside from MD 424 to Johns Hopkins Road and from just north of St. Stephens Church Road to MD 175.
- Fully access controlled interchanges between MD 3 and both MD 450 east and MD 450 west. MD 450 and MD 3 would remain on the same alignment between MD 450 east and west.
- A grade-separated interchange for MD 3 at MD 424.
- A grade-separated interchange for MD 3 and the intersection at Waugh Chapel Road and Riedel Road.

INTERCHANGE ALTERNATES DEVELOPED FOR MD 3

Any of the Interchange Alternates developed described below may be applied to any of the corridor alternates (Alternates 3-5) for MD 3.

The following is a description of each interchange alternate and the location where the concept is shown.

MD 450s:

See mapping (figure 2)

Shown with Alternate 3

MD 450 would be connected via a separate parallel roadway located east of MD 3. MD 450 would cross over MD 3 south of the Patuxent River. A signalized intersection would be provided at northbound MD 3 and MD 450 east to accommodate MD 3 movements to and from the north. All other movements between MD 450 and MD 3 are provided south of the Patuxent River crossing.

Shown with Alternate 4

MD 450 would be connected via a separate parallel roadway located in the median of MD 3. Southbound MD 3 would fly over mainline MD 450 at the south interchange. Northbound MD 3 would fly over mainline MD 450 at the north interchange. Left exit (median) slip ramps would connect MD 3 to signalized interchanges with MD 450.

Shown with Alternate 5

The existing signalized intersections at MD 450 east and west would be replaced with grade separated, fully access controlled "trumpet" interchanges. MD 450 and MD 3 would remain on the same alignment between MD 450 east and west.

Additional Interchange Option (Alternate 6)

This concept includes partially access-controlled, signalized intersections separating mainline MD 450 from mainline MD 3. Collector/distributor roads on the outside of mainline MD 3 would accommodate movements to eastbound and westbound MD 450. Access to the collector/distributor road would be prohibited after the initial access points, providing free flow movements from northbound MD 3 to eastbound MD 450 and from southbound MD 3 to westbound MD 450.

Crawford/Cronson Boulevards:

See mapping (figure 2)

Shown with Alternates 3 and 5

Upgrade existing signalized intersection.

Shown with Alternate 4

This concept introduces a compressed diamond interchange with MD 3 going over Crawford and Cronson Boulevards. A ramp/service road combination will be provided to service the businesses on the west side of MD 3. A collector/distributor road could be added along northbound MD 3 that would connect with any of the MD 424 interchange alternates. A slip ramp providing access to the MD 424 interchange could be installed north of Cronson Boulevard that would bypass the Cronson/Crawford interchange.

MD 424 (Davidsonville Road)/Conway Road:

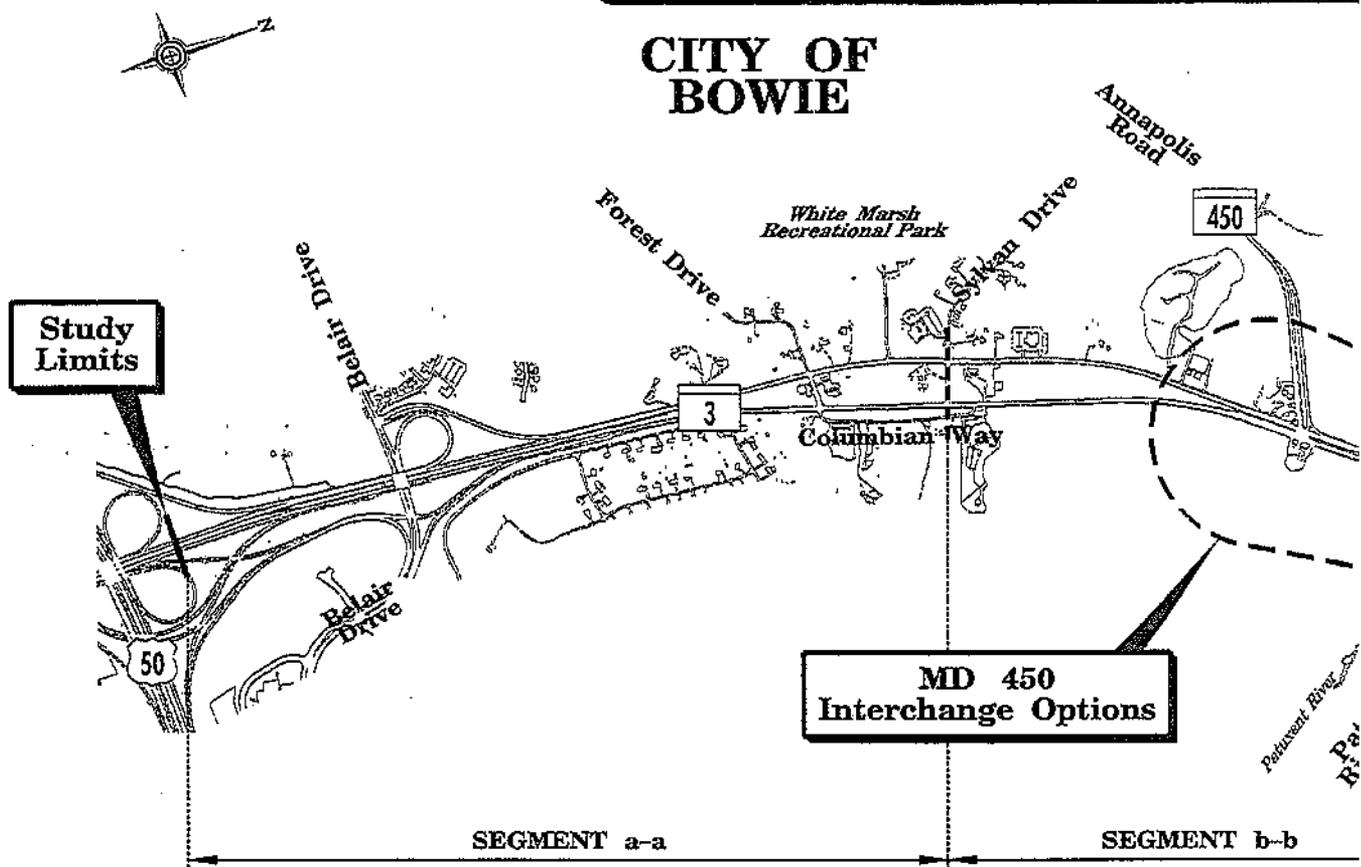
See mapping (figure 3)

Shown with Alternate 3

Grade separating northbound MD 3 over MD 424, a left exit from northbound MD 3 provides an access/service road at a new intersection with MD 424. The access/service road would then extend north of the MD 424 intersection to tie back into

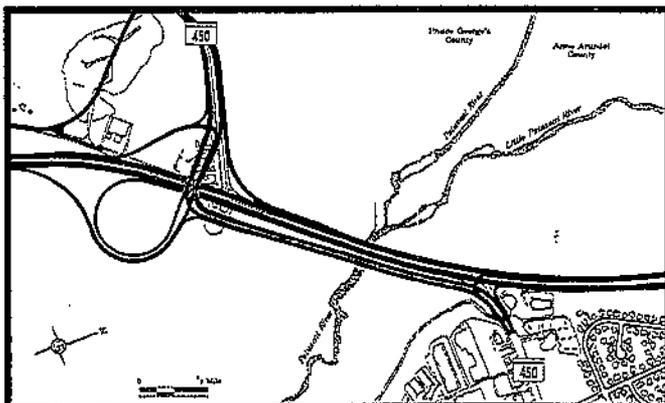
MD 3 PROJECT I

CITY OF BOWIE

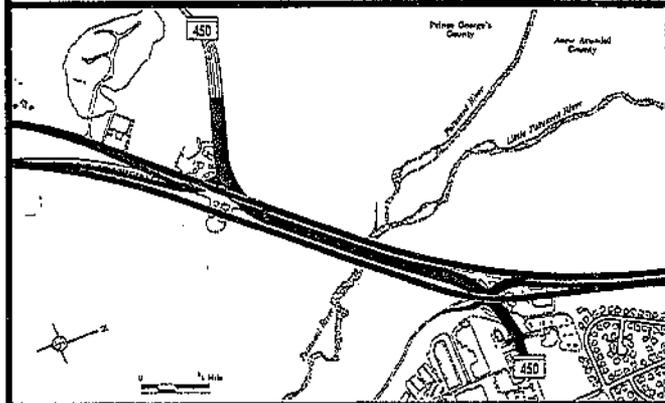


MD 450 Interchange Options

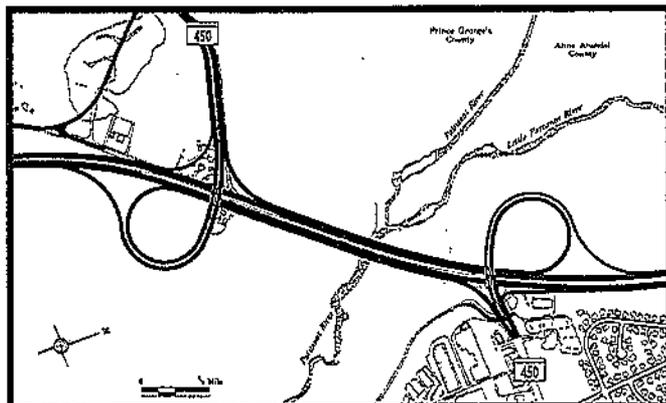
Alternate 3



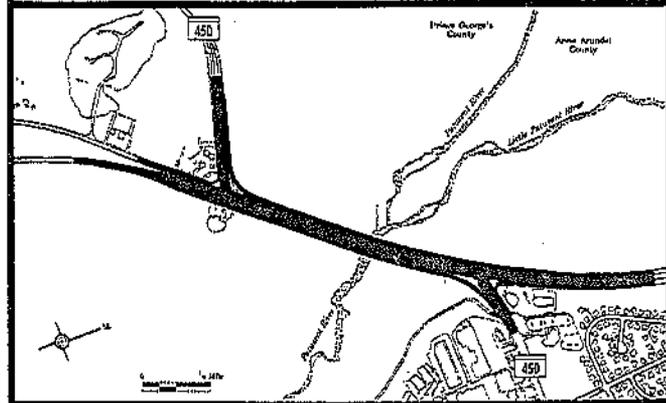
Alternate 4



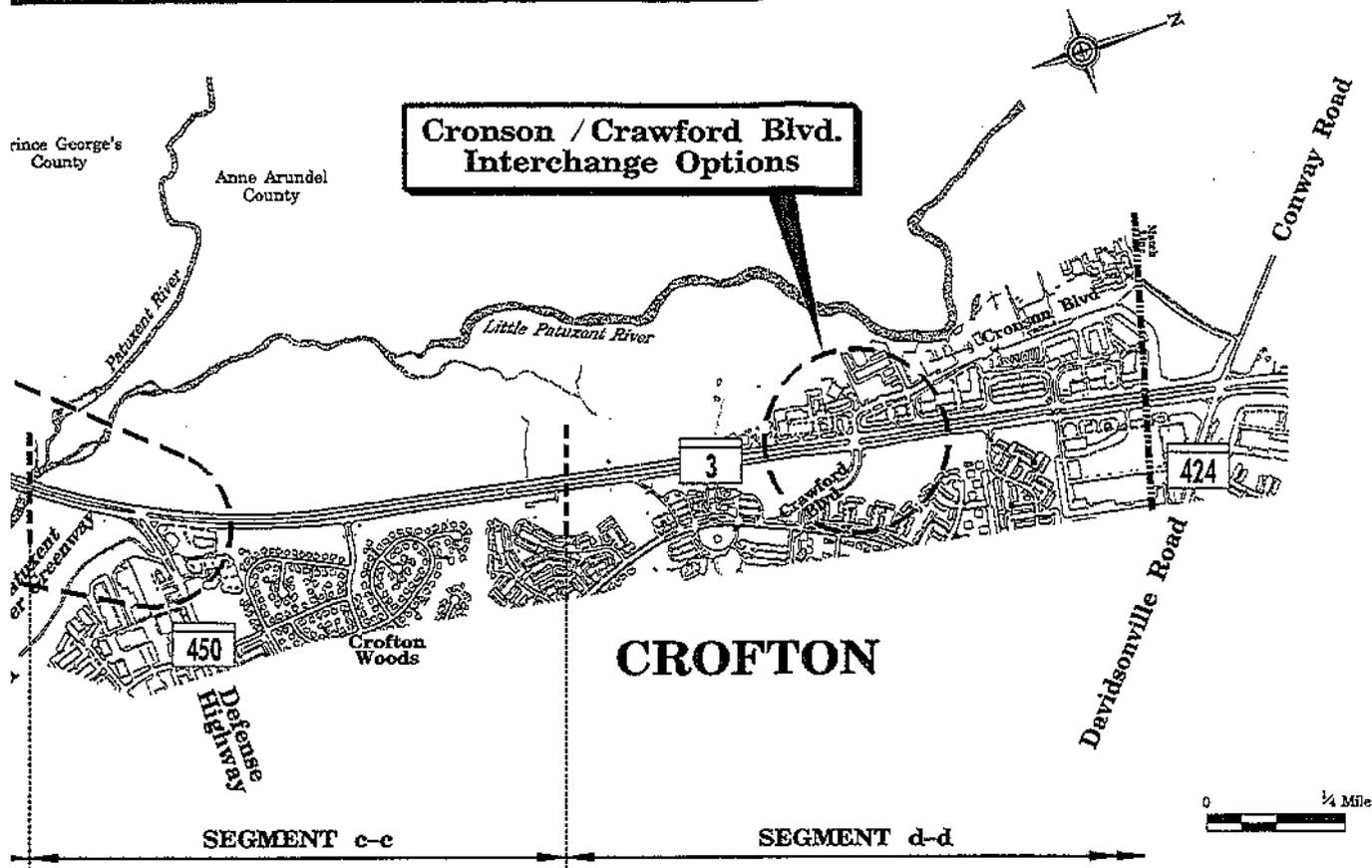
Alternate 5



Alternate 6

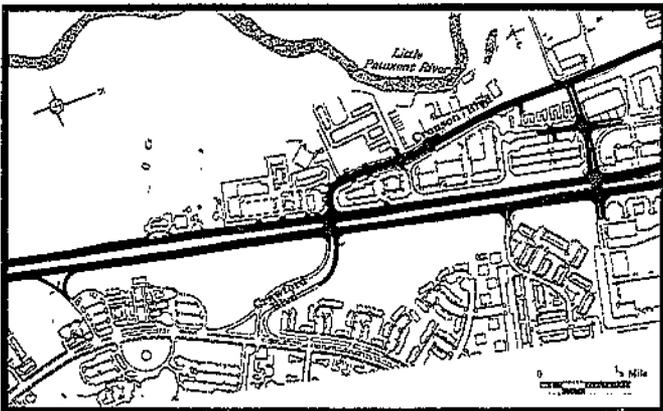


ANNING STUDY

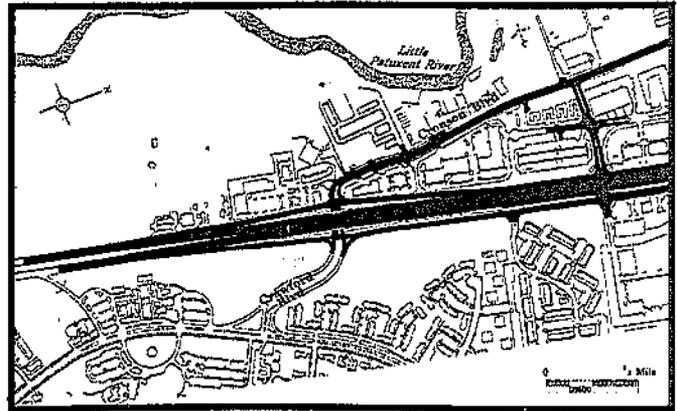


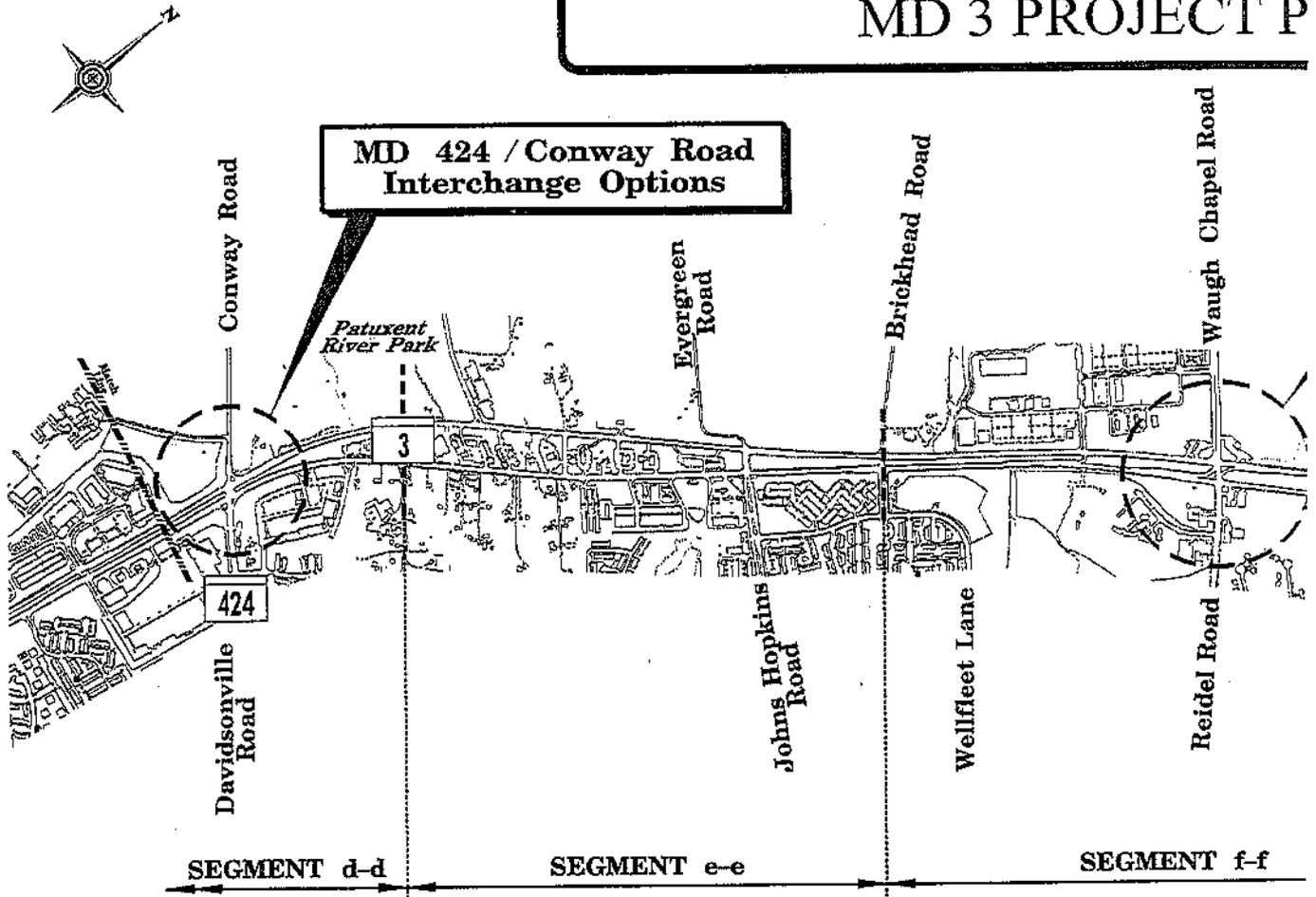
Cronson / Crawford Blvd. Interchange Options

Alternate 3



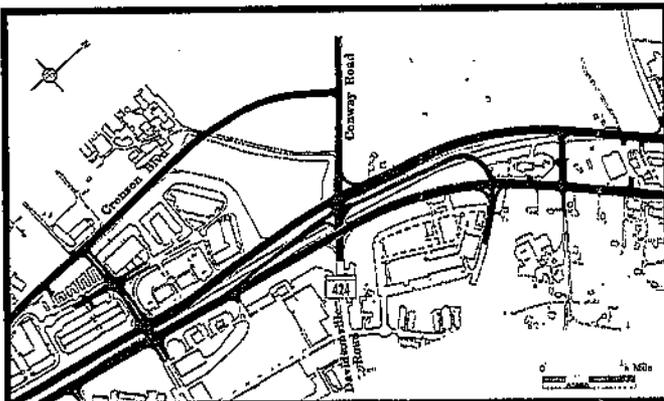
Alternate 4



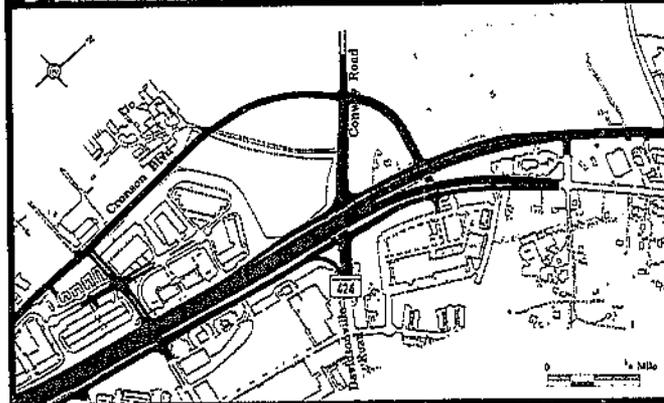


MD 424 Interchange Options

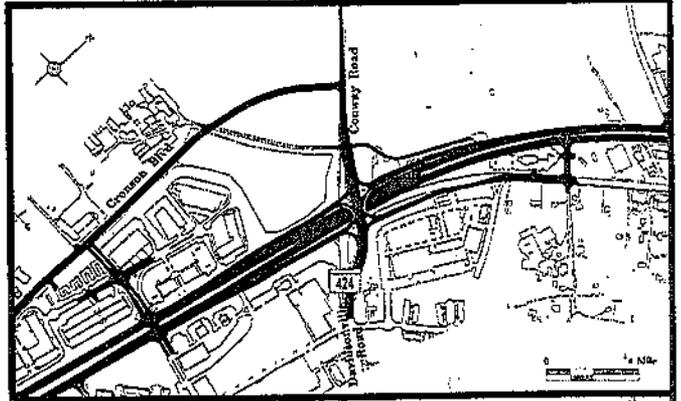
Alternate 3



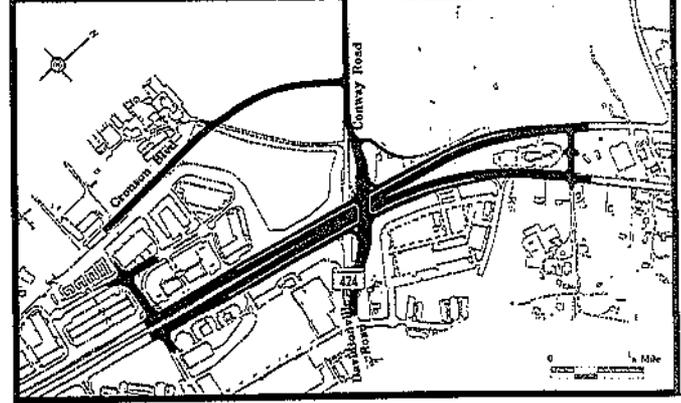
Alternate 4



Alternate 5

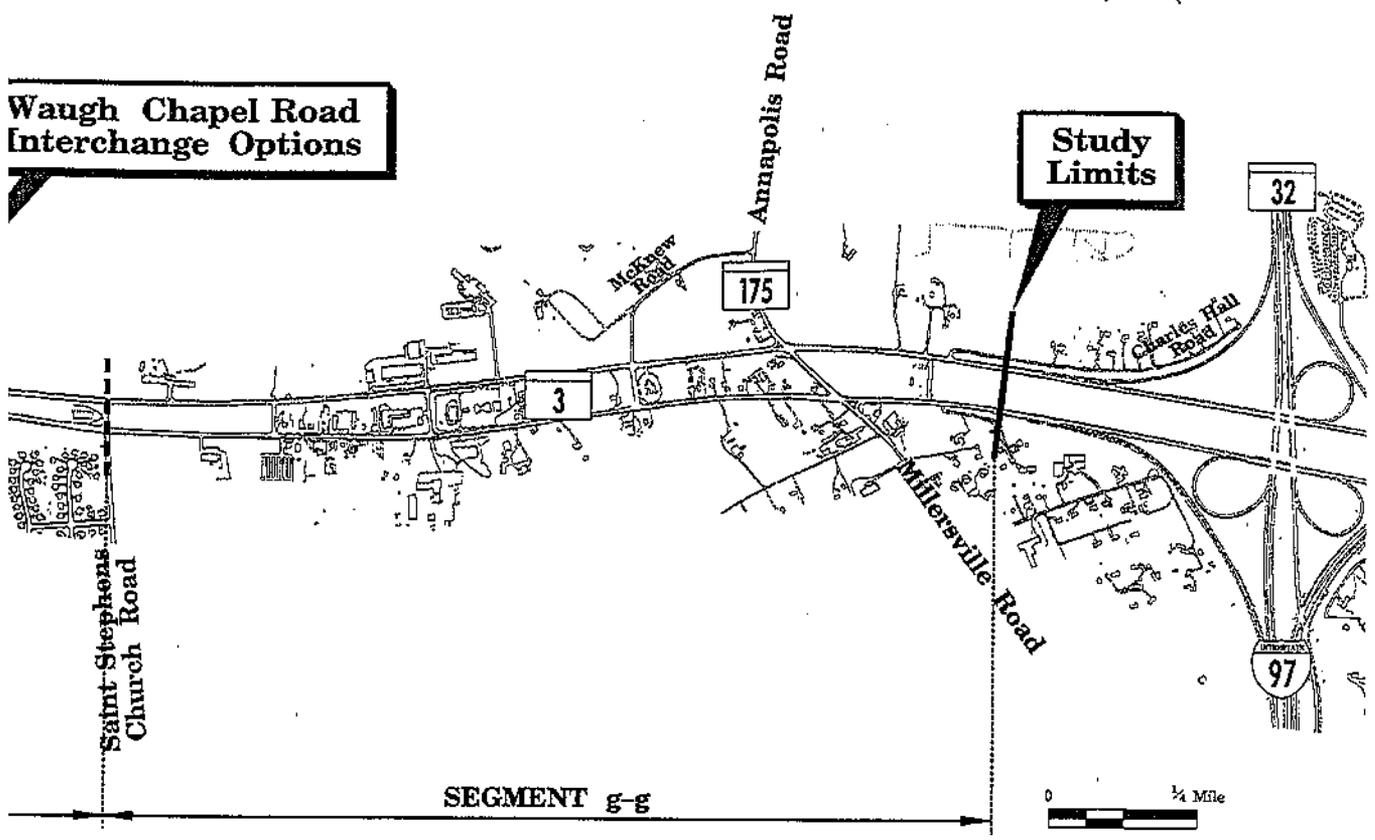


Alternate 6



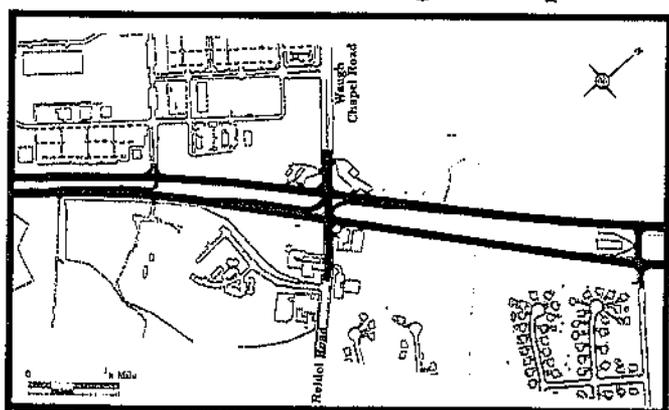
ANNING STUDY

Waugh Chapel Road Interchange Options

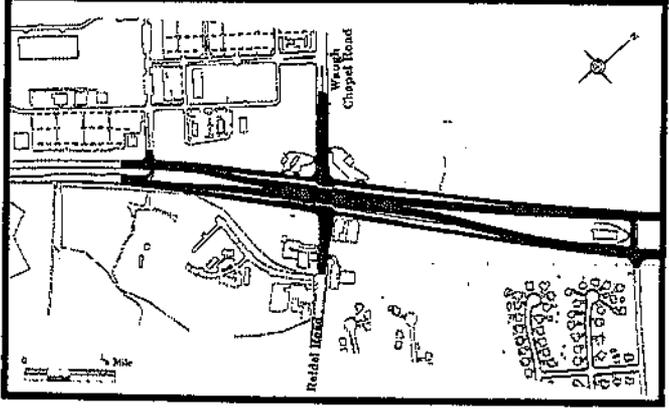


Waugh Chapel Road Interchange Options

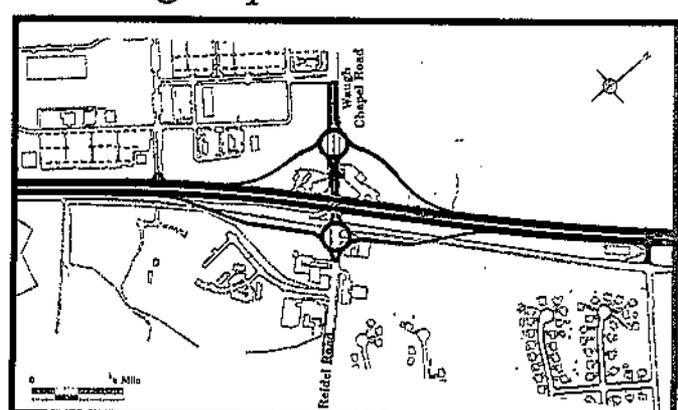
Alternate 3



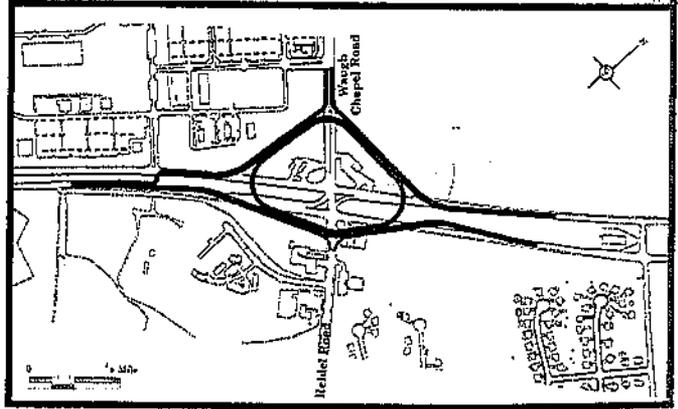
Alternate 4



Alternate 5



Alternate 6



northbound MD3 at Carver Road. Southbound MD 3 remains at grade, but is shifted west to accommodate the new northbound access/service road.

Shown with Alternate 4

This concept proposes a grade separated, compressed diamond interchange for MD 3 at MD 424. When placing MD 3 over MD 424, an additional roadway crossing is possible under MD 3 at the entrance to Crofton Station. This new roadway would connect Crofton Station on the east side of MD 3 to Cronson Boulevard on the west side of MD 3, providing alternate access to area businesses from the local roads. Signalized intersections would be provided where the new crossing intersects MD 3's ramps.

Shown with Alternate 5

This concept proposes a grade separated single point urban interchange for MD 3 at MD 424. MD 424 is relocated over MD 3 to the north to allow for maintenance of traffic during construction of the interchange. A new access road to Patuxent River Park is also proposed from Conway Road. In order to meet the grades and weaving distances necessary, the access to Crofton Station from MD 3 is prohibited under this concept.

Additional Interchange Option (Alternate 6)

This concept is similar to Concept 3, but proposes a compressed diamond interchange design instead of a single point urban interchange.

Waugh Chapel/Riedel Road:

See mapping (figure 3)

Shown with Alternate 3

Upgrade existing signalized intersection.

Shown with Alternate 4

This concept proposed a grade separated compressed diamond interchange for MD 3 and the intersection at Waugh Chapel Road and Riedel Road.

Shown with Alternate 5

This concept proposes a traditional diamond interchange with roundabouts, instead of traffic signals at the access ramp terminal intersections with Waugh Chapel and Riedel Roads.

Additional Intersection Modification Option (Alternate 6)

This concept proposes the introduction of a signalized traffic square to replace the intersection of MD 3 with Waugh Chapel Road and Riedel Road. This is an unconventional approach, focusing on slowing traffic through the MD 3 corridor while providing access to Waugh Chapel Road and Riedel Road. All traffic would be guided to the right, counter-clockwise, around the traffic square and continue toward the destinations of MD 3, Waugh Chapel Road or Riedel Road. Traffic would be metered by traffic signals on each corner of the square to control the flow and capacity within the traffic square.

THINKING BEYOND THE PAVEMENT

As part of this project, the SHA will incorporate ideas from public comments received as a result of tonight's meeting. Coordination will continue with Anne Arundel and Prince George's counties to develop alternates that incorporate "Thinking Beyond the Pavement" concepts, wherever possible, to preserve and enhance the community's character while improving transportation in the study area.

"Thinking Beyond the Pavement" addresses issues on this project such as:

- Pedestrian and Bicycle circulation and safety

- Local traffic circulation in and out of the neighborhoods and businesses
- Speed control
- Disturbance to traffic circulation during construction
- Right-of-way impacts
- Effects on police, fire, and emergency rescue response time
- Aesthetics/Landscape/Streetscape opportunities
- Other specific community issues

Your comments will help assure that the transportation alternates reflect the local character and the aesthetic desires of the community. We encourage you to comment on "Thinking Beyond the Pavement" issues using the comment card at the back of this brochure.

BICYCLE AND PEDESTRIAN ACCOMMODATION

In an effort to maintain the community connections east and west of MD 3, several bicycle and pedestrian features are under consideration.

Bicycle Accommodations

As part of the build alternates SHA has included provisions for bicycles throughout the MD 3 corridor by providing either a 16-foot outside auxiliary lane or a minimum 10-foot shoulder. To accommodate cyclists off of the existing roadway, a 10-foot bicycle path is proposed on the east side of MD 3 from the MD 450 interchange north to the intersection of Waugh Chapel and Riedel Roads. From the intersection of Waugh Chapel and Riedel Roads north to McKnew Road, a 10-foot bicycle path is under consideration on the west side of MD 3. Between Crawford/Cronson Boulevard and Conway Road, an 8-foot bicycle path is proposed

on the west side of MD 3 to accommodate both bicycle and pedestrian traffic. Display maps showing the proposed facilities will be provided at the Alternates Public Workshop.

Pedestrian Accommodation

In addition to the proposed bicycle and pedestrian path locations, the incorporation of 5-foot sidewalks for pedestrians in the median areas of MD 3 are under consideration. Further, special consideration is being given to identify pedestrian crossing areas at Crawford/Cronson Boulevard, MD 424/Conway Road, Waugh Chapel/Riedel Road and MD 175.

Your assistance in identifying additional bicycle and pedestrian crossing areas or needs is encouraged by the study team. Please feel free to talk with a study team representative at the workshop or mail in a comment card.

ENVIRONMENTAL SUMMARY

An assessment of the MD 3 study area has been completed to identify socio-economic, cultural, and natural environmental resources. A comparison of impacts to these resources, which could result from construction of the proposed alternates, is shown in the Preliminary Environmental Impacts Table.

SOCIO-ECONOMIC RESOURCES

This project is consistent with both the Anne Arundel County and Prince George's County Land-Use plans adopted for the study area. Existing and future land use in the study area is a mixture of residential, parkland, commercial, and industrial uses. There are three publicly owned public parks and recreation areas in the study area, including the Patuxent River Park, Patuxent River Greenway (Partners for Preservation property), and White Marsh Park.

Each build alternate will require additional right-of-way, which could result in property displacements. The number of property displacements per

alternate segment is summarized in the Preliminary Environmental Impacts Table.

In compliance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in the Minority and Low-Income Populations", the SHA is taking steps to identify and avoid disproportionately high adverse effects on minority and low-income communities throughout the study. Through coordination with the Anne Arundel and Prince George's County community planners, individual citizens familiar with the area, field reconnaissance and review of census data, a low-income or minority population has been identified within the Study Area.

The SHA will continue to address Environmental Justice requirements through mailing list notifications, public meetings, and presentation about the project to interested parties.

CULTURAL RESOURCES

A preliminary archeological assessment has been completed for the entire study area. Sixteen previously recorded archeological resources were identified within or directly adjacent to the project area, although seven of these sites have been confirmed as destroyed. The remaining nine intact sites as well as other undisturbed portions of the study area need further investigation to determine their eligibility for listing on the National Register of Historic Places (NR). Phase I surveys will be conducted once alternates for detailed study are identified and developed.

An historic structures inventory has also been conducted. Through coordination with the Maryland Historical Trust, one site, Sacred Heart Chapel, was identified as eligible for listing on the NR. In compliance with Section 106 of the National Historic Preservation Act, SHA will continue to coordinate with MHT to determine the effect of the alternates on cultural resources.

NATURAL ENVIRONMENTAL RESOURCES

The Patuxent River, designated as a Maryland Scenic River, Little Patuxent River, Towsers Branch, White Marsh Branch, and other unnamed tributaries to the Patuxent River are found within the study area. Also found in the northern portion of the study area is Jabez Branch, part of the Severn River watershed.

Several non-tidal wetland systems, associated with these streams, were identified and include open water, emergent, scrub-shrub and forested communities.

The Patuxent River, Little Patuxent River and Towsers Branch also have associated 100-year floodplains. Potential impacts to wetlands and the 100-year floodplain are shown in the Preliminary Environmental Impacts Table.

The proposed project may require the alteration of existing roadway stream crossings that use culverts or bridges. All waters within the project area are considered Use I streams (Water Contact Recreation, Protection of Aquatic Life), except for Jabez Branch which is classified as a Use III stream (Natural Trout Waters). The time-of-year in-stream construction restriction for Use I waters extends from March 1 through June 15, inclusive, and Use III restrictions extend from October 1 through April 30, inclusive, during any year. Should in-stream construction be proposed, a Section 404 permit from the US Army Corps of Engineers and/or a Maryland Department of the Environment (MDE) Waterway Construction Permit will be required.

Stormwater management and sediment and erosion control plans to minimize impacts to water quality will be prepared and implemented in accordance with the Maryland Department of the Environment regulations.

Coordination with the U.S. Fish and Wildlife Service (USFWS) and Maryland Department of Natural Resources (DNR) was initiated to

determine if any state rare, or federal threatened or endangered species are located in the project area. A Great Blue Heron colony, identified by the DNR, is located west of MD 3, just outside the study area. The DNR also has records of state rare and endangered flora near the US 50/MD 3 intersection, near the MD 424/MD 3 intersection, and near Priest's Bridge. Coordination will continue with DNR to identify any potential impacts to these plants. The USFWS determined that no federally proposed or listed endangered or threatened species were known to inhabit the project area.

A detailed air quality analysis and highway noise analysis will be conducted during the next stages of study for the MD 3 study area.

SMART GROWTH

The intent of the Smart Growth Areas Act (1997) is to limit sprawl and direct State funding for growth related projects toward County designated Priority Funding Areas (PFAs). Currently, a portion of the project area is outside the PFAs. Prior to receiving State funding for construction, the project must be evaluated by Anne Arundel County, Prince Georges County, and the Maryland Department of Planning for compliance with Smart Growth regulations.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Evaluate citizen comments from the workshop
- Coordinate with environmental regulatory agencies
- Identify Alternates Retained for Detailed Study
- Refine study alternates
- Prepare Draft Environmental Impact Statement (EIS)

- Conduct combined Location/Design Public Hearing. Evaluate and assess public and agency comments from the Hearing
- Recommend preferred alternate to the State Highway Administrator
- If a Build Alternate is selected, complete and distribute the Final EIS addressing the selected alternate
- Receive Location and Design Approvals

REMAINING PHASES IN THE HIGHWAY DEVELOPMENT PROCESS

The receipt of Location and Design Approvals would complete Project Planning, the first phase of SHA's four-phase Highway Development process. Note that the remaining three phases in the Highway Development process are NOT currently funded:

- Final Design
- Right-of-Way Acquisition
- Construction

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

For information regarding right-of-way and relocation assistance, please contact:

In Prince George's County

Mr. Richard Ravenscroft, Division Chief
District 3 Right-of-Way
Maryland State Highway Administration
P.O. Box 327
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Telephone: (301)-513-7455

or

In Anne Arundel County

Ms. Susan Bauer, Division Chief
District 5 Right-of-Way
Maryland State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401
Telephone: (410) 841-1057

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

Should you have any questions concerning non-discrimination in Federally assisted and State-Aid programs, please contact:

Mr. Walter Owens, Director
Equal Opportunity Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202
Telephone: (410) 545-0315

MEDIA USED FOR MEETING NOTIFICATION

Advertisements were placed in the following newspapers:

The Sunpapers
The Gazette
The Prince George's Journal
The Washington Times
The Capital
The Afro-American
The Bowie Blade News
The Prince George's Post
The Washington Post
The Asian Fortune

PROJECT TEAM MEMBERS

Mr. Doug Simmons, Director
Office of Planning and Preliminary
Engineering
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-411
Baltimore, Maryland 21202

Mr. Charlie Watkins, District Engineer
District #3 (Prince George's County)
Maryland State Highway Administration
P.O. Box 327
9300 Kenilworth Avenue
Greenbelt, Maryland 20770

Mr. Greg Welker, District Engineer
District #5 (Anne Arundel County)
Maryland State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

Mr. Christopher Weber, Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore, Maryland 21202
(410) 545-8519 or 1-800-548-5026
e-mail: cweber@sha.state.md.us

THANK YOU

Thank you for your participation in the MD 3 project planning study. Your feedback is important to us, so please do not hesitate to send us your comments. In addition, please feel free to call one of the project team members should you have any questions or concerns.

For more information about this project and others, please visit our internet site at:

www.marylandroads.com

MD 3 - Preliminary Environmental Impacts ¹

	Impacts per Segment (Segments as shown on Alternate mapping)						
	a-a	b-b	c-c	d-d	e-e	f-f	g-g
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/Wellfleet Road	Brickhead/Wellfleet Road to St. Stephens Church Road	St. Stephens Church Road to MD 32
Alternate 1 (No-Build)							
	Parks (acres)	0	0	0	0	0	0
	100-yr Floodplain (acres)	0	0	0	0	0	0
	Wetlands (acres)	0	0	0	0	0	0
	Woodlands/Forests (acres)	0	0	0	0	0	0
	Property Displacements (Res./Bus.)	0	0	0	0	0	0
	Stream Crossings (each)	0	0	0	0	0	0
	Parks (acres)	0	0	0	0	0	0
	100-yr Floodplain (acres)	0	0	0	0	0	0
	Wetlands (acres)	0	0	0	0	0	0
	Woodlands/Forests (acres)	0	0	0	0.2	0	0
	Property Displacements (Res./Bus.)	0	0	0	0	0	0
	Stream Crossings	0	0	0	0	0	0
	Parks (acres)	0.1	0	0	0	0	0
	100-yr Floodplain (acres)	0	54.0	2.8	13.1	0.1	0
	Wetlands (acres)	0	8.8	1.1	0.7	0.7	0
	Woodlands/Forests (acres)	5.5	35.0	4.1	6.8	0	0
	Property Displacements (Res./Bus.)	0/1	0/3	0	2/1	2.2	4.7
	Stream Crossings	1	3	2	1	0	2/3
	Parks (acres)	1.6	0	0	0.3	0	0
	100-yr Floodplain (acres)	0	28.0	4.5	0.1	0	0
	Wetlands (acres)	0	3.8	2.5	0.1	0	0
	Woodlands/Forests (acres)	0.6	11.0	6.4	8.8	0.7	0
	Property Displacements (Res./Bus.)	0	0/2	0/2	4/5	0	2.5
	Stream Crossings	1	3	1	1	0	1/3
	Parks (acres)	0.1	0	0	0.3	0	0
	100-yr Floodplain (acres)	0	31.4	9.8	0.4	0	0
	Wetlands (acres)	0	6.4	9.3	0.1	0	0
	Woodlands/Forests (acres)	5.5	21.6	19.5	6.8	3.5	0.1
	Property Displacements (Res./Bus.)	0/1	0/3	0/1	2/3	0	12.2
	Stream Crossings	1	3	2	1	1	2/0
	Parks (acres)	n/a	0	0	0.3	0	0
	100-yr Floodplain (acres)	n/a	20.1	1.5	0.4	n/a	n/a
	Wetlands (acres)	n/a	1.7	1.0	0.1	n/a	n/a
	Woodlands/Forests (acres)	n/a	3.7	3.3	6.9	n/a	n/a
	Property Displacements (Res./Bus.)	n/a	0	0	2/2	n/a	n/a
	Stream Crossings	n/a	1	1	1	n/a	n/a
Additional Interchange Options² (Alternate 6)							
	Parks (acres)	0	0	0	0.3	0	0
	100-yr Floodplain (acres)	0	0	0	0.4	0	n/a
	Wetlands (acres)	0	0	0	0.1	0	n/a
	Woodlands/Forests (acres)	0	0	0	0.1	0	n/a
	Property Displacements (Res./Bus.)	0	0	0	6.9	3.8	n/a
	Stream Crossings	0	0	0	2/2	3/0	n/a

¹ No Right-of-Way is required from historic structures as the result of the build alternates. Archeological surveys will be conducted in the next stage of the project.
² Correlates as potential options to Alternates 3, 4, and/or 5.

MD 3 - Preliminary Right-of-Way Cost Estimates

	Costs per Segment (Segments as shown on Alternates mapping)							
	a-a	b-b	c-c	d-d	e-e	f-f	g-g	
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/Wellfleet Road	Brickhead/Wellfleet Road to St. Stephens Church Road	St. Stephens Church Road to MD 32	
Alternate 1 (No-Build)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alternate 2 (TSM/TDM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alternate 3 (Boulevard)	\$600,000 - \$700,000	\$9.5 Million - \$10 Million	\$400,000 - \$500,000	\$8 Million - \$8.5 Million	\$600,000 - \$700,000	\$1 Million - \$1.5 Million	\$2 Million - \$2.5 Million	
Alternate 4 (Mainline Improvements)	\$350,000 - \$450,000	\$5.5 Million - \$6 Million	\$6.5 Million - \$7 Million	\$11.5 Million - \$12 Million	\$95,000 - \$105,000	\$1.5 Million - \$2.0 Million	\$3 Million - \$3.5 Million	
Alternate 5¹ (Modified Boulevard w/Frontage Rd.)	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available	Not Available
Additional Interchange Options (Alternate 6)	\$0	\$2 Million - \$2.5 Million	\$250,000 - \$300,000	\$4.5 Million - \$5 Million	\$30,000 - \$40,000	\$6.5 Million - \$7.0 Million	\$0	\$0

¹Information not available at the time of publishing.

*Correlate as potential options to Alternates 3,4, and/or 5

MD 3 - Preliminary Construction Cost Estimates

	Costs per Segment (Segments as shown on Alternates mapping)							
	a-a	b-b	c-c	d-d	e-e	f-f	g-g	
	US 50 to Sylvan Drive	Sylvan Drive to Patuxent River	Patuxent River to South of Clubhouse Gate	South of Clubhouse Gate to Carver Road	Carver Road to Brickhead/Wellfleet Road	Brickhead/Wellfleet Road to St. Stephens Church Road	St. Stephens Church Road to MD 32	
Alternate 1 (No-Build)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alternate 2 (TSM/TDM)	\$600,000 - \$700,000	\$500,000 - \$600,000	\$75,000 - \$80,000	\$3 Million - \$5 Million	\$4 Million - \$6 Million	\$25,000 - \$30,000	\$7 Million - \$9 Million	
Alternate 3 (Boulevard)	\$17 Million - \$19 Million	\$85 Million - \$87 Million	\$22 Million - \$24 Million	\$45 Million - \$47 Million	\$16 Million - \$18 Million	\$19 Million - \$21 Million	\$36 Million - \$38 Million	
Alternate 4 (Mainline Improvements)	\$9 Million - \$11 Million	\$58 Million - \$60 Million	\$32 Million - \$34 Million	\$90 Million - \$92 Million	\$11 Million - \$13 Million	\$41 Million - \$43 Million	\$24 Million - \$26 Million	
Alternate 5 (Modified Boulevard w/Frontage Rd.)	\$17 Million - \$19 Million	\$77 Million - \$79 Million	\$60 Million - \$62 Million	\$50 Million - \$52 Million	\$26 Million - \$28 Million	\$34 Million - \$36 Million	\$42 Million - \$44 Million	
Additional Interchange Options¹ (Alternate 6)	Not Applicable	\$26 Million - \$28 Million	\$13 Million - \$15 Million	\$39 Million - \$41 Million	Not Applicable	\$17 Million - \$19 Million	Not Applicable	

¹ Correlates as potential options to Alternates 3.4. and/or 5

MD 3 - Range of Impacts and Cost

		Minimum - Maximum
Total Environmental Impacts	Parks (acres)	0.5 - 15
	100-yr Floodplain (acres)	22 - 65
	Wetlands (acres)	3 - 18
	Woodlands/Forests (acres)	20 - 89
	Property Displacements (Res./Bus.)	5 - 21
	Stream Crossings	4 - 8

Total Estimated Construction Cost	For Build Alternates 3, 4 and 5	\$325 Million - \$375 Million
Total Estimated Right-of-Way Cost	For Build Alternates 3, 4 and 5	\$35 Million - \$45 Million
Total Cost (includes Construction, Design, and Right-of-Way Costs)	For Build Alternates 3, 4 and 5	\$425 Million - \$475 Million



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21203

Parris N. Glendening
Governor

Kathleen Kennedy-Townsend
Lieutenant Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

TO: