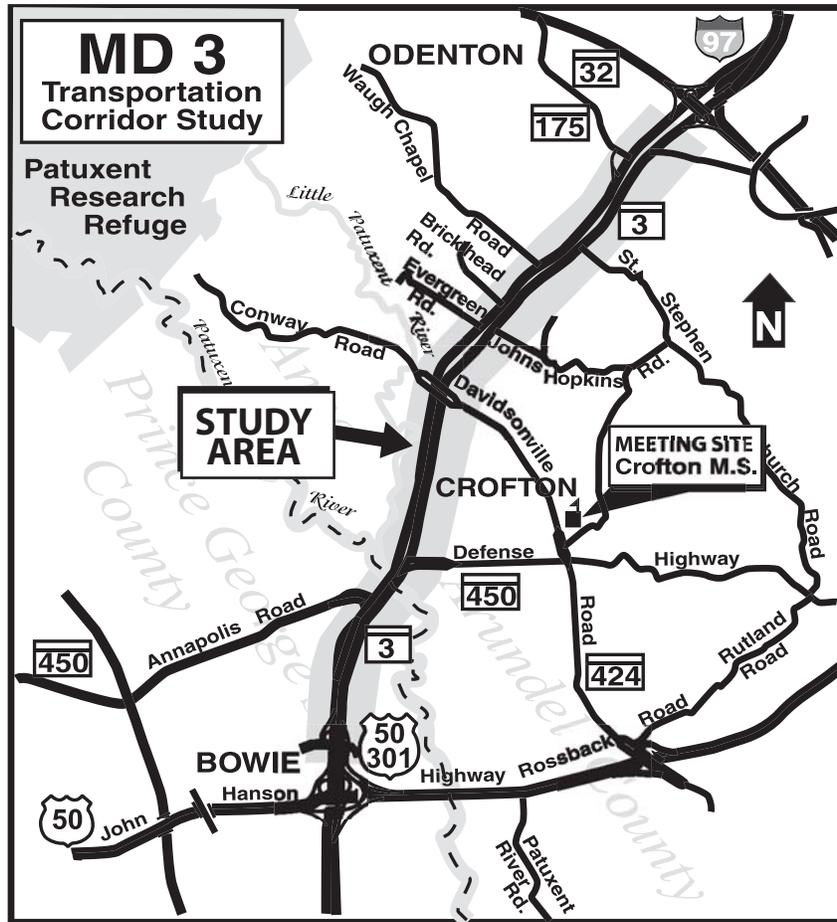


MD 3 Transportation Corridor Study

LOCATION / DESIGN Public Hearing



Crofton Middle School
2301 Davidsonville Road
Crofton, MD 21114

Thursday, May 20, 2004

Displays Available
5:30 p.m.
Presentation / Testimony
7:00 p.m.

Project No. AT198B11



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION
US DEPARTMENT OF TRANSPORTATION

INTRODUCTION

The Maryland State Highway Administration (SHA) and the Federal Highway Administration (FHWA) are conducting a project planning study to improve the MD 3 corridor from north of US 50 to south of MD 32 in Prince George's and Anne Arundel counties.

Since the early 1980's, there have been numerous studies to address transportation needs in the MD 3 corridor. The early studies along MD 3 were part of an original plan to establish direct interstate connections between Baltimore, Washington DC and Annapolis. Original plans to upgrade MD 3 from north of US 50 to south of MD 32, to interstate roadway standards and re-designate the roadway as I-297 to serve the Baltimore/Washington DC traffic were defeated due to strong opposition from the Bowie and Crofton communities.

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 non-interstate upgrades for the MD 3 corridor until the project was dropped from the Consolidated Transportation Program (CTP) in 1990. In 1992, at the request of Bowie and Crofton, a MD 3 Task Force, comprised of 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.

If you have any questions about this study, please do not hesitate to contact one of the persons listed on page 10 of this brochure.

PURPOSE OF THE 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 reasonable alternates, including the No-Build Alternate, to achieve project goals while minimizing impacts to local residents, businesses, and the environment.

PURPOSE OF THE HEARING

The purpose of the MD 3 Location/Design Public Hearing is to formally present the results of the engineering and environmental studies that have been completed for the MD 3 Transportation Corridor Study. The Public Hearing will also provide an opportunity for any interested individuals, associations, citizen groups, or governmental agencies to submit verbal or written comments into the project record.

HEARING FORMAT

Maps and other exhibits depicting the study alternates will be on display for public viewing beginning at 5:30 p.m. SHA representatives will be available to answer questions. The formal presentation will be at 7:00 p.m., followed by public testimony. The entire proceedings will be recorded and a transcript will be prepared.

HOW TO COMMENT ON THE STUDY

Public review and comment are an integral part of the study. The public is encouraged to participate in the Hearing and provide input regarding issues that may affect the decision making process. To submit comments for inclusion in the official hearing transcript, you may choose any or all of the following:

- Register to speak at the end of the formal presentation
- Provide comments in private to the court reporter
- Return the pre-addressed, postage-paid comment form included in this brochure
- Write the SHA Project Manager, Mr. Christopher Weber
(See information on page 10)

Written comments for inclusion into the Public Hearing Transcript will be accepted until July 8, 2004.

PROJECT MAILING LIST

The brochure comment card can also be used to add your name to the project mailing list. You may also add your name and address by signing in with the meeting receptionist. If you have received this brochure in the mail, you are already included on the project mailing list.

PROGRAM STATUS

The MD 3 Transportation Corridor Study was initiated in July 2001. The study is included in the Primary Development and Evaluation Program of the Maryland Department of Transportation's Consolidated Transportation Program (CTP) for Fiscal Years 2004-2009. The project is currently funded for the planning phase only. Once an alternate is selected, the project would be eligible for funding of future project development phases; Final Design, Right-of-Way Acquisition and Construction.

PUBLIC INVOLVEMENT

A key component throughout the development of this project has been public involvement. This involvement has included a newsletter and Public Workshop, along with briefings, presentations and discussions with community and business groups.

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 improvements along MD 3. Moreover, the Focus Group members played a vital role in providing local perspective regarding traffic circulation, access and aesthetic concerns. Comments and suggestions received from the Focus Group have been incorporated into the alternates, where possible.

PROJECT NEED

The MD 3 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. From a traffic operations perspective, a few sections of MD 3 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 the exception of the area 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 and residences located in the median. From St. Stephens Church Road to MD 175,

MD 3 is a four-lane section with varying median width. 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

Three alternates are currently under consideration; Alternate 1 (No-Build), Alternate 3 (Boulevard), and Alternate 5 Modified (Dualization Concept). The two proposed Build Alternates are differentiated by roadway design variations. The alternates are described below as corridor and interchange options. Each interchange option may be included with any of the corridor alternates, except where noted. Construction costs and right-of-way costs for each alternate are shown in Table 1.

ROADWAY 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 3 – Boulevard Concept

Alternate 3 (Figures 1 and 2) is similar to the alternate for which consensus was reached by the MD 3 Task Force in 1998. The proposed typical section includes three 11-foot through lanes in each direction, a 30-foot grass median (where applicable), and 16-foot auxiliary lanes or 10-foot shoulders. Landscape features such as planted medians, street trees, and formalized bicycle and pedestrian facilities are included in this alternate. In addition, the TSM/TDM strategies identified and included as part of Alternate 2, as presented at the Alternates Public Workshop, are incorporated into Alternate 3.

Key features associated with Alternate 3 include:

- Relocating southbound MD 3 to the east side of the existing median from Belair Drive to MD 450 and providing a continuous auxiliary lane on the outside from Belair Drive to just north of Forest Drive;
- Existing southbound MD 3 from MD 450 to Forest Drive would be converted to a two-way service road with access provided from MD 450 with a right-in/right-out at Forest Drive;
- Maintaining the existing alignment of MD 3 from MD 450 to St. Stephens Church Road and providing a continuous auxiliary lane on the outside and a continuous left auxiliary lane from MD 424 to Johns Hopkins Road;
- Maintaining the existing alignment of MD 3 from St. Stephens Church Road to MD 32 with the addition of a third through travel lane and a continuous auxiliary lane on the outside. In addition, a continuous left auxiliary lane is provided from just north of St. Stephens Church Road to MD 175.

Alternate 5 Modified – Dualization Concept

Alternate 5 Modified (Figures 3 and 4) improvements from US 50 through MD 450 include the addition of a third through travel lane in both directions and a 16-foot auxiliary lane for southbound MD 3. From MD 450 to MD 424 the improvements are similar to those presented in Alternate 3. North of MD 424, Alternate 5 Modified provides the dualization of southbound MD 3 with a 16-foot median from MD 424 to MD 32 and converts the existing northbound MD 3 into a two-way service road. This alternate includes limited access (right-in/right-out) along MD 3 northbound and southbound in the dualized portions north of MD 424.

The typical section for this alternate is similar to Alternate 3; three 11-foot through lanes in each direction, and 16-foot auxiliary lanes or 10-foot shoulders. The median width varies from 20 feet to 300 feet depending on its location within the corridor. This alternate also includes landscape features such as planted medians, street trees,

and formalized bicycle and pedestrian facilities. In addition, the TSM/TDM strategies identified and included as part of Alternate 2, as presented at the Alternates Public Workshop, are incorporated into Alternate 5 Modified.

Key features associated with Alternate 5 Modified include:

- Maintaining the existing alignment of MD 3 from Belair Drive to MD 450 with the addition of a third through lane for both directions of MD 3;
- Relocating northbound MD 3 to the west side of the existing median 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;
- Existing northbound MD 3 from MD 424 to Wellfleet Drive and St. Stephens Church Road to MD 175 would be converted to a two-way service road.

INTERCHANGE OPTIONS

Interchange/Intersection improvement options at five locations along MD 3 are proposed for Alternate 3 and Alternate 5 Modified. The locations were identified as major points of congestion in the corridor. The following is a summary of the options recommended for detailed study.

MD 450 Intersections

Option A (Alternates 3 and 5 Modified)

MD 450 is connected via a separate parallel roadway located east of MD 3. MD 450 crosses over MD 3 south of the Patuxent River. A signalized intersection is provided in Anne Arundel County to accommodate left turning vehicles from southbound MD 3 to MD 450 eastbound. Traffic on northbound MD 3 and MD 450 would be stopped to accommodate this turning movement. In addition, an access ramp from MD 450 westbound to MD 3 northbound is provided. All other movements between MD 450 and MD 3 are accommodated by a “trumpet” interchange south of the Patuxent River crossing in Prince George’s

County.

Option B (Alternates 3 and 5 Modified)

The alignment of MD 450 is similar to that proposed under Option A. Instead of a “trumpet” interchange in Prince George’s County, diamond interchange ramps are employed to minimize right-of-way and wetland impacts. Access from southbound MD 3 to eastbound MD 450 is provided by a MD 3 fly-over tying in at a signalized intersection south of the existing intersection with MD 450 in Anne Arundel County. Patuxent River Road is realigned with the MD 3 exit ramp with a four direction signalized intersection.

Option C (Alternates 3 and 5 Modified)

The existing signalized intersections at MD 450 east and west are removed and replaced with grade separated, fully access controlled “trumpet” interchanges. MD 450 and MD 3 remain on the same alignment between MD 450 east and west. Between the MD 450’s, five traffic lanes would be provided to accommodate the traffic between MD 450, the existing through traffic on MD 3, and merging traffic to and from MD 3 and MD 450. An extended weaving area is provided to safely accommodate access to and from MD 3 and MD 450.

Crawford/Cronson Boulevards

Option A (Alternates 3 and 5 Modified)

With this option the existing intersection would be upgraded as proposed in the MD 3 Task Force’s concurred upon alternate. This option includes improved geometrics and lane storage areas along both MD 3 and Crawford/Cronson Boulevards. No major changes to the existing intersection are proposed under this option.

Option B (Alternates 3 and 5 Modified)

Option B at Cronson/Crawford Boulevards is a compressed diamond interchange with MD 3 going over Cronson and Crawford Boulevards. Exit and entrance ramps to and from MD 3 are provided for movements from southbound MD 3. A ramp/service road combination is provided to

Cronson/Crawford Boulevards for northbound MD 3. This option utilizes the existing median of MD 3 to the greatest extent possible to avoid impacts to the existing commercial properties on the west side and Lake Louise on the east side of MD 3.

MD 424 (Davidsonville Road)/Conway Road

Option A (Alternate 3 only)

This option provides for a grade separation of northbound MD 3 over MD 424, removing the through traffic for northbound MD 3 from the existing intersection. A left exit ramp from northbound MD 3 provides access to the new intersection with MD 424. This service road extends north of the MD 424 intersection to tie back into northbound MD 3 at Carver Road, providing access to the Crofton Station retail properties. Southbound MD 3 is realigned to provide area between northbound and southbound MD 3 for a new access/service road.

Option B (Alternates 3 and 5 Modified)

This option provides a grade-separated compressed diamond interchange for MD 3 at MD 424. MD 3 passes over MD 424 with exit and entrance ramps to MD 424 and Conway Road. To assist in providing access to the Crofton Station retail properties, an extension of Cronson Boulevard passes under MD 3 just north of the intersection of MD 3 and MD 424.

Option C (Alternates 3 and 5 Modified)

This option utilizes 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. Access between MD 3 and MD 424 is provided by a series of compressed ramps in an effort to minimize right-of-way impacts.

Waugh Chapel/Reidel Road

Option A (Alternates 3 and 5 Modified)

This option was proposed as part of the MD 3

Task Force's concurred upon alternate. It incorporates a few changes to the signalized intersection such as signal timing, better lane markings, and minor geometric improvements, but is similar to the No-Build Alternate.

Option B (Alternates 3 and 5 Modified)

This option uses a grade separated compressed diamond interchange for MD 3 over the Waugh Chapel/Reidel Road intersection. This option realigns northbound and southbound MD 3, utilizing the existing median width to minimize right-of-way and utility impacts. The ramp access with Waugh Chapel and Reidel Road is similar to the location of existing MD 3.

Option C (Alternates 3 and 5 Modified)

This option uses a traditional grade-separated diamond interchange with MD 3 and Waugh Chapel and Reidel Roads. Roundabouts are shown in place of traffic signals at the access ramp terminal intersections with Waugh Chapel Road and Reidel Road.

MD 175/Millersville Road

Following the Alternates Public Workshop, several comments were received expressing the desire for improvements to the intersection of MD 3 with MD 175 and Millersville Road. The following options were developed in response to the comments received and the travel demand and intersection LOS analyses. These options were presented to the agencies following the workshop. Regulatory and review agencies agreed to include these options in the Alternates Retained for Detailed Study package.

Option A (Alternate 3)

Option A at MD 175 with Alternate 3 consists of at-grade intersection improvements included with the widening of MD 3. MD 175 is widened east and west of MD 3 to four through travel lanes (two in each direction). This four-lane section would taper to two lanes west of Jabez Branch and east of the Maryland Muffler Shop. Two through lanes and left-turn storage lanes are provided for MD 175 in each direction between northbound

and southbound MD 3. This option provides channelized right turn lanes for traffic moving west onto northbound MD 3 and traffic moving east turning onto southbound MD 3. Charles Hall Road traffic is accommodated under this option via an auxiliary lane connecting the existing Charles Hall Road access point and MD 175 along southbound MD 3.

Option B (Alternate 3)

Option B at MD 175 with Alternate 3 consists of at-grade intersection improvements including the widening of MD 3. For this option, a triple right turn onto southbound MD 3 from eastbound MD 175 is added to meet existing and forecasted high volume traffic movements. A single through lane remains for eastbound MD 175 traffic. Two through lanes are provided for westbound MD 175 traffic along with two left turn lanes for westbound MD 175 access to southbound MD 3. A double left turn is provided for eastbound MD 175 traffic to access northbound MD 3. Charles Hall Road is extended to intersect with the MD 175/McKnew Road intersection as a two-lane roadway.

Option A (Alternate 5 Modified)

Option A at MD 175 with Alternate 5 Modified consists of at-grade intersection improvements included with the widening and realignment of the dualized MD 3. From the west, MD 175 is widened to accommodate a double left turn onto the realigned northbound MD 3. From the east, MD 175 is widened to accommodate a double left turn onto southbound MD 3. Two through lanes accommodate traffic along westbound MD 175, while a single through lane serves eastbound MD 175 traffic. Similar to Alternate 3 Option A, channelized right turn lanes allow traffic to access northbound and southbound MD 3. Charles Hall Road traffic is accommodated under this option via an auxiliary lane connecting the existing Charles Hall Road access point and MD 175 along southbound MD 3.

Option B (Alternate 5 Modified)

Option B at MD 175 with Alternate 5 Modified consists of a grade separated “half-diamond”

interchange, with northbound MD 3 passing over MD 175. MD 175 is widened to accommodate four lanes of through traffic extending from McKnew Road to past the Maryland Muffler Shop. Slip ramps are used from MD 175 to access northbound MD 3 to I-97, MD 32, and the service road (former northbound MD 3 alignment). McKnew Road is widened to four lanes to accommodate the existing and forecasted high levels of traffic accessing MD 175 west of MD 3. At its intersection with MD 3, McKnew Road is widened to accommodate a triple right turn movement onto southbound MD 3. McKnew Road provides dual receiving lanes for the double left turn off of northbound MD 3 for traffic accessing MD 175. Charles Hall Road is extended to the MD 175/McKnew Road intersection as a two-lane roadway, necessitating an additional signal. Finally, this option provides a channelized right turn off southbound MD 3 onto westbound MD 175.

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 throughout the MD 3 corridor.

Bicycle Accommodation

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 and pedestrians off of the existing roadway, a 10-foot wide multi-use path is proposed on the east side of MD 3 from the MD 450 interchange north to the intersection of Waugh Chapel and Reidel Roads. From the intersection of Waugh Chapel and Reidel Roads north to McKnew Road, a 10-foot wide multi-use path is under consideration on the west side of MD 3. Between Crawford/Cronson Boulevard and Conway Road, an 8-foot wide multi-use path is proposed on the west side of MD 3. Display maps showing the proposed facilities will be included at the Public Hearing.

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 is under consideration. Further, special consideration is being given to identify pedestrian crossing areas at Crawford/Cronson Boulevard, MD 424/Conway Road, Waugh Chapel/Reidel 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 Public Hearing or mail in a comment card.

TRAVEL DEMAND

The traffic flow along any type of highway or through any intersection is measured in terms of Level of Service (LOS). LOS is a measure of the congestion experienced by drivers and ranges from A (free flow with little or no congestion) to F (failure, with stop and go conditions). LOS D (approaching unstable flow) or better is generally considered acceptable for highways in urban and suburban areas. At LOS E, volumes are near or at the capacity of the highway. LOS F represents conditions in which there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections.

LOS analyses were conducted for the major intersections and interchanges within the MD 3 study area for the existing (year 2000) and the No-Build (year 2025) conditions (Table 2).

Based on the traffic analysis, only three of the eight signalized intersections operate at a LOS "F" under existing year 2000 traffic conditions. Signalized intersections that have a failing LOS "F" are MD 175 in both the AM and PM peak hours and MD 450 East and West in the PM peak hour only. All of the signalized intersections in the study corridor are projected to fail by 2025 during both AM and PM peak hours under the No-Build condition.

Average Daily Traffic (ADT) volumes in the study area were also determined for the existing (year 2000) and No-Build (year 2025) conditions (Table 3). The current ADT volumes along the corridor vary between 53,000 to 67,000 vehicles. By the year 2025, close to a 60 percent increase in traffic volumes is anticipated.

ENVIRONMENTAL SUMMARY

An assessment of the MD 3 study area has been completed to identify socioeconomic, land use, cultural, and natural environmental resources impacts which could result from construction of the Build Alternates. See the Environmental Impacts Tables 4 and 5 on Pages 12 and 13.

Socioeconomic and Land Use

Existing land use in the MD 3 study area is mostly residential with a mix of commercial, transportation, industrial, forest, and agricultural land uses. Both Prince George's and Anne Arundel Counties have adopted numerous planning documents to guide future development throughout the study area. Future land use shown in these plans indicates additional residential and community-oriented commercial development. This project is not inconsistent with the comprehensive plans for Anne Arundel and Prince George's Counties.

Right-of-way impacts would range from 104.9 to 180.4 acres for the Build Alternates. MD 175 Option B for Alternate 5 Modified would impact approximately 1 acre from the Horizon Organic Dairy Farm property, a federally owned active agricultural land having prime farmland soils. Between 0.5 and 2.1 acres of right-of-way would be required from the Patuxent River Park for the Build Alternates at the MD 424/Conway Road interchange. The number of potential residential relocations range between 3 and 12, depending upon the Alternate-Option combination being considered. Most of these residential relocations occur in the northern portion of the study area. The number of business displacements range between 7 and 22 businesses, depending on the Alternate-Option combination. These business

displacements occur throughout the study area. There would be no disproportionately high and adverse effects on low-income, minority, elderly, or handicapped populations as a result of building any of the proposed alternates.

Emergency response providers are generally in favor of any proposal actions to alleviate congestion through the study area. SHA will continue to coordinate with emergency service providers to identify potential traffic delays during construction and detour routes that would minimize response times.

Cultural Resources

The SHA, in consultation with the Maryland Historical Trust (MHT) and other interested parties, has determined that there is one historic standing structure, the Sacred Heart Roman Catholic Church, and six archeological sites within the study area that are potentially significant or eligible for the National Register of Historic Places. Coordination with MHT has determined that the Build Alternates would have adverse effects to as many as five archeological sites depending upon which Intersection Options are chosen. SHA will continue coordination with MHT regarding minimization and mitigation of impacts to these resources. In accordance with Section 106 of the National Historic Preservation Act, this Public Hearing provides an opportunity for public input regarding cultural resources.

Natural Environmental Resources

Federal Emergency Management Agency (FEMA) mapping for Anne Arundel and Prince George's Counties, indicate that the 100-year floodplains of Towsers Branch, Little Patuxent River, Patuxent River, and a tributary to the Patuxent River exist within the study area. The floodplain impacts for the Build Alternates range from 37.9 acres to 52.8 acres depending on the Interchange Options. The majority of the floodplain impacts, approximately 90%, are associated with the Patuxent River. The remaining floodplain impacts are in the area of an unnamed tributary to the Little Patuxent River and to an unnamed tributary of Towsers Branch.

All of the Build Alternates require a minimum of six perennial stream crossings, including a tributary to the Patuxent River, White Marsh Branch, a tributary to the Little Patuxent River, a tributary to Towsers Branch, and the Left Fork of Jabez Branch at McKnew Road. MD 175 Option B for both the Build Alternates would require an additional stream crossing of the Left Fork of Jabez Branch for the extension of Charles Hall Road. Within the study area, the Patuxent River and two associated tributaries, Little Patuxent River and Towsers Branch, are considered Use I streams (protected for fish and aquatic life, and contact recreation). Jabez Branch, a tributary to the Severn River, is classified as a Use III stream (Natural Trout Waters). To protect these uses, in-stream construction activity may be prohibited from March 1st through June 15th for Use I streams, and October 1st through April 30th for Use III streams.

The wetland impacts for the Build Alternates, in combination with Interchange Options, range from 8.8 acres to 18.1 acres. Over 90% of the wetland impacts are to palustrine-forested wetlands with minimal impacts to emergent wetlands. Four locations, one on-site and 3 off-site, have been identified as potentially suitable for wetland mitigation. The selection of wetland mitigation sites will be based on input from regulatory and resource management agencies. Permits will be required from the US Army Corps of Engineers and Maryland Department of the Environment (MDE) as a result of impacts to aquatic resources.

Fish within the Patuxent River would be affected by short-term impacts during construction of the Build Alternates and by long-term impacts during the life of the facility. Fish habitat degradation resulting from the Build Alternates would relate to the increase of impervious surface. The Interchange Options, MD 450-Option B and C, have the greatest potential for impacting fish resources in combination with the widening of MD 3. Alternate 5 Modified-Option B for the MD 175 Interchange has the greatest impact to the Left Fork of Jabez Branch, with an additional crossing near Charles Hall Road. Stormwater management and sediment and erosion control

plans to minimize impacts to water quality will be prepared and implemented in accordance with MDE regulations.

No state or federal listed rare, threatened or endangered species have been identified within the study area. The Maryland Department of Natural Resources (DNR) advises that Forest Interior Dwelling Bird Species (FIDS) exist within the forests. DNR guidelines for minimizing impacts to FIDS will be implemented if a Build Alternate is selected. Forest habitat and specimen tree impacts for the Build Alternates vary between 64 acres to 102 acres and approximately 18 to 70 trees, respectively, depending on the Intersection Options. The majority of the impacts for all the Build Alternates are near the Patuxent River, the largest terrestrial habitat in the study area. Some disturbance of terrestrial wildlife is expected temporarily during construction.

Noise Analysis

Fifteen residential noise sensitive areas (NSAs) were identified for this project. Final determination on the feasibility and reasonableness of noise barriers at two NSAs, Crofton Woods (NSA 6) and Canter Farms (NSA 15), will be made after SHA has identified the selected alternate and additional design information is available.

Air Quality

The air quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards (S/NAAQS) are expected. This MD 3 project meets the Transportation Conformity requirements of the federal Clean Air Act.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Address Public Hearing comments
- Select preferred alternate and mitigation

- Prepare Final Environmental Impact Statement (FEIS)
- Receive Location/Design Approval

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

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

For Prince George's County

Mr. Douglas Mills, Real Property Supervisor
District 3 Right-of-Way
Maryland State Highway Administration
P.O. Box 327
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Telephone: (301)-513-7455

OR

For Anne Arundel County

Ms. Susan Bauer, Chief
District 5 Right-of-Way
Maryland State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401
Telephone: (410) 841-1008

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAM

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, Mailstop C-406
Baltimore, Maryland 21202
Telephone: 410-545-0315
Toll Free: 888-545-0098

MEDIA USED FOR MEETING NOTIFICATION

Advertisements were placed in the following newspapers:

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

A news release was distributed to local newspapers and public service announcements were furnished to radio stations serving the project area.

Please contact one of the following team members if you have questions following the Location/Design Public Hearing.

Mr. Christopher Weber, Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301
Baltimore, Maryland 21202
Telephone: 410-545-8519
Toll Free: 800-548-5026

Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-411
Baltimore, Maryland 21202
Telephone: 410-545-0412
Toll Free: 888-204-4828

Mr. Charlie Watkins, District Engineer
District #3
Maryland State Highway Administration
P.O. Box 327
9300 Kenilworth Avenue
Greenbelt, Maryland 20770
Telephone: 301-513-7311
Toll Free: 800-749-0737

Mr. Greg Welker, District Engineer
District #5
Maryland State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401
Telephone: 410-841-1001
Toll Free: 800-331-5603

THANK YOU

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

For more information about this project and others, please visit the SHA Internet site at www.marylandroads.com.

Table 1
Preliminary Construction and Right-of-Way Cost Estimates

Costs per Segment (in \$Millions)								
	Costs	a-a US 50 to Sylvan Drive	b-b Sylvan Drive to Patuxent River	c-c Patuxent River to South of Clubhouse Gate	d-d South of Clubhouse Gate to Carver Road	e-e Carver Road to Brickhead/ Wellfleet Road	f-f Brickhead/ Wellfleet Road to St. Stephens Church Road	g-g St. Stephens Church Road to MD 32
Alternate 1 (No-Build)	Construction	0	0	0	0	0	0	0
	Right-of-Way	0	0	0	0	0	0	0
Alternate 3 w/ Option A	Construction	27-29	132-136	34-36	66-68	22-24	28-30	42-44
	Right-of-Way	3	20	4	12	5	3	13
Alternate 3 w/ Option B	Construction	27-29	137-141	53-55	144-148	22-24	62-64	45-47
	Right-of-Way	3	16	6	11	5	3	13
Alternate 3 w/ Option C	Construction	27-29	87-89	55-57	87-89	22-24	46-48	N/A
	Right-of-Way	3	17	14	16	5	7	
Alternate 5 Modified w/ Option A	Construction	25-27	125-129	38-40	132-136*	21-23	30-32	37-39
	Right-of-Way	2	19	13	25	4	5	9
Alternate 5 Modified w/ Option B	Construction	25-27	132-136	55-57	141-145	21-23	56-58	60-62
	Right-of-Way	2	14	6	12	5	7	10
Alternate 5 Modified w/ Option C	Construction	24-26	85-87	56-58	88-90	18-20	47-49	N/A
	Right-of-Way	2	14	17	13	5	8	

*Includes the MD 424/Conway Road Interchange Option B

Table 2
Level of Service and Volume-to-Capacity (v/c) Ratio:

Intersection with MD 3	Year 2000 Existing Conditions				Year 2025 No-Build Conditions			
	AM Peak Hour LOS	V/C	PM Peak Hour LOS	V/C	AM Peak Hour LOS	V/C	PM Peak Hour LOS	V/C
	MD 450 West (Annapolis Road)	E	0.91	F	1.06	F	1.46	F
MD 450 East (Defense Highway)	E	0.96	F	1.11	F	1.40	F	1.68
Cronson Boulevard	E	0.94	E	1.00	F	1.34	F	1.46
MD 424 (Davidsonville Road)/Conway Road	E	0.96	E	0.98	F	1.42	F	1.51
Waugh Chapel Shopping Center	B	0.64	B	0.70	F	1.06	F	1.00
Waugh Chapel Road/Reidel Road	D	0.88	D	0.88	F	1.44	F	1.39
St. Stephen's Church Road – West*	D	0.84	D	0.84	F	1.11	F	1.35
St. Stephen's Church Road – East	C	0.76	B	0.71	F	1.31	E	0.98
MD 175 (Annapolis Road) – West	E	0.95	F	1.00	F	1.27	F	1.59
MD 175/Millersville Road – East	F	1.07	E	0.95	F	1.80	F	1.30

*Unsignalized Intersections

Note: all locations analyzed using Critical Lane Volume Analysis (both signalized and unsignalized intersections)

Table 3
Average Daily Traffic (ADT)

Intersection with MD 3	Year 2000	Year 2025
	Existing Conditions	No-Build Conditions
	ADT	ADT
MD 450 West (Annapolis Road)	67,125	105,375
MD 450 East (Defense Highway)	67,125	105,375
Cronson Boulevard	57,925	93,025
MD 424 (Davidsonville Road)/Conway Road	56,475	90,275
Wagh Chapel Shopping Center	54,200	86,100
Wagh Chapel Road/Reidel Road	56,325	90,575
St. Stephen's Church Road	57,400	91,675
MD 175/Millersville Road	57,400	91,675

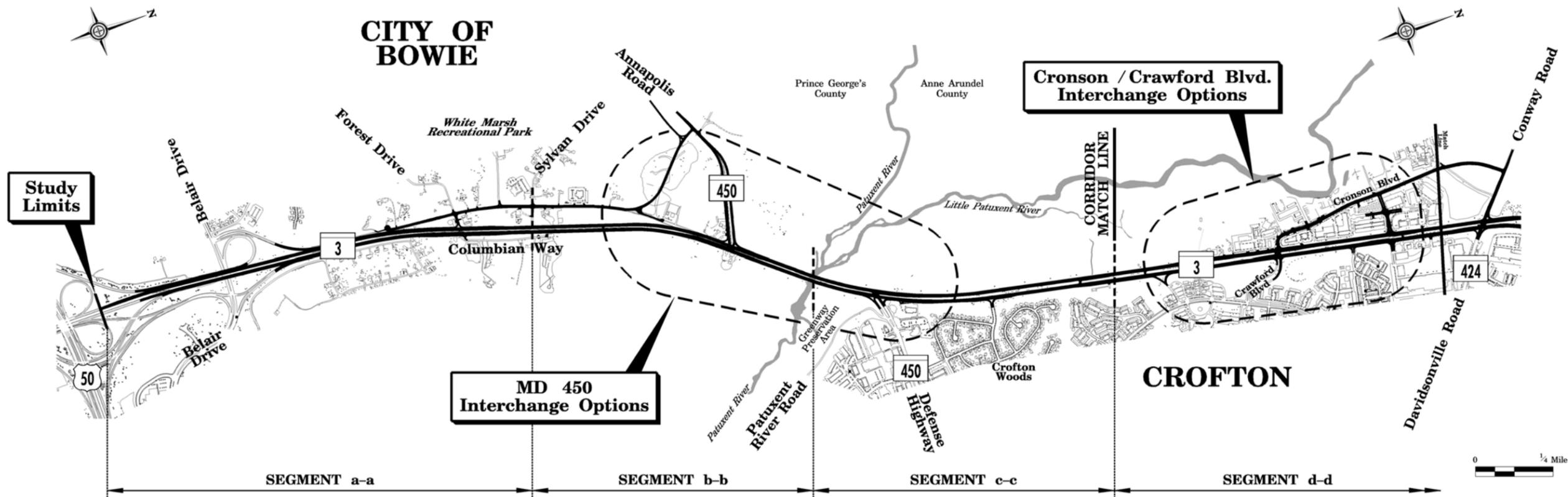
Table 4
Environmental Impacts - ALTERNATE 3

		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 3 Modified with Interchange Options 'A'	Residential Relocations	0	0	0	1	2	0	8
	Business Displacements	1	3	0	3	0	0	5
	Right-of-way Impacts (acres)	4.3	45.5	7.9	27.7	8.8	6.6	24.8
	Park Impacts (acres)	0.0	0.0	0.0	2.1	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	40.3	6.3	0.8	1.4	0.0	0.0
	Wetlands Impacted (acres)	0.1	8.3	3.2	0.3	0.0	0.3	0.5
	Forest Impacts (acres)	8.5	26.6	9.6	6.7	6.7	5.4	19.7
	Significant Trees (number of trees)	13	23	0	5	6	0	11
Impervious Surfaces (acres)	4.1	15.3	3.9	12.8	1.9	2.7	5.2	
Alternate 3 Modified with Interchange Options 'B'	Residential Relocations	0	0	0	2	2	0	8
	Business Displacements	1	3	0	6	0	3	5
	Right-of-way Impacts (acres)	4.3	33.9	14.1	30.4	8.8	6.6	31.3
	Park Impacts (acres)	0.0	0.0	0.0	2.0	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	35.6	8.6	1.0	1.4	0.0	0.0
	Wetlands Impacted (acres)	0.1	5.2	5.3	0.7	0.0	0.3	0.4
	Forest Impacts (acres)	8.9	20.8	12.4	7.0	6.8	4.7	21.9
	Significant Trees (number of trees)	13	24	0	3	6	0	20
Impervious Surfaces (acres)	6.8	13.6	4.8	17.4	2.6	5.4	7.9	
Alternate 3 Modified with Interchange Option 'C'	Residential Relocations	0	0	0	1	2	0	N/A
	Business Displacements	1	3	2	4	0	3	
	Right-of-way Impacts (acres)	4.3	31.6	23.9	27.4	8.8	16.0	
	Park Impacts (acres)	0.0	0.0	0.0	0.5	0.0	0.0	
	Historic Sites (number)	0	0	0	0	0	0	
	Stream Crossings (number)	2	3	1	0	1	0	
	100-Year Floodplains Required (acres)	0.5	29.2	9.4	1.1	1.4	0.0	
	Wetlands Impacted (acres)	0.1	7.7	8.0	0.6	0.0	0.3	
	Forest Impacts (acres)	8.6	15.8	12.9	8.3	6.3	7.1	
	Significant Trees (number of trees)	13	19	1	6	6	0	
Impervious Surfaces (acres)	4.1	7.2	5.8	14.7	2.6	5.1		

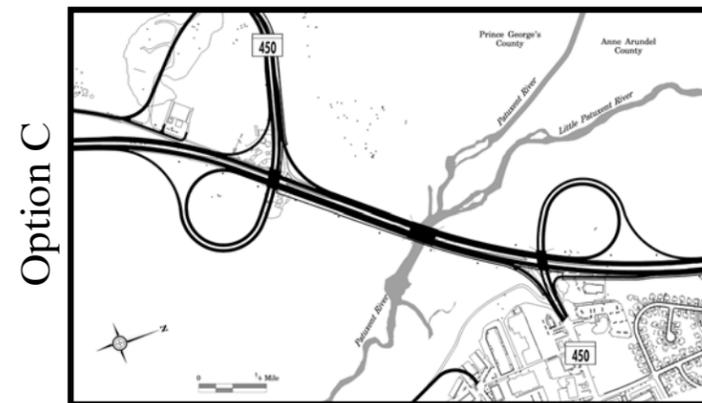
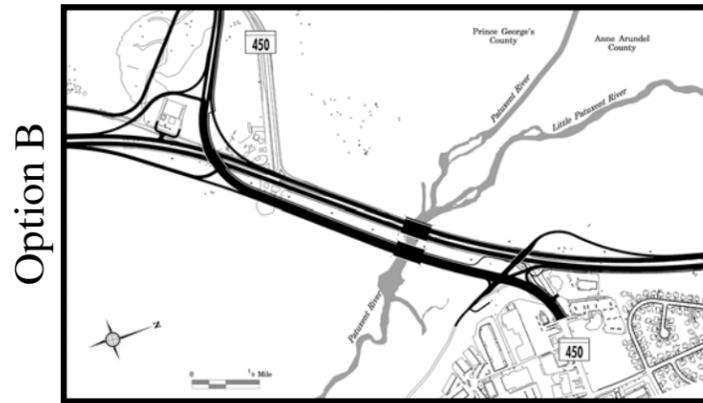
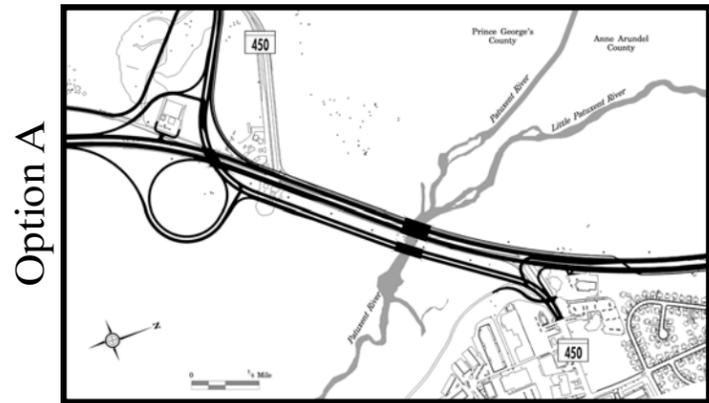
**Table 5
Environmental Impacts and - ALTERNATE 5 MODIFIED**

		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 5 Modified with Interchange Option A *	Residential Relocations	0	0	0	1	0	0	2
	Business Displacements	0	3	0	2	1	1	2
	Right-of-way Impacts (acres)	3.3	43.8	13.6	45.2	6.3	8.9	28.8
	Park Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	39.2	6.3	1.0	1.1	0.0	0.0
	Wetlands Impacted (acres)	0.1	7.7	3.5	0.7	0.0	0.3	0.6
	Forest Impacts (acres)	4.0	20.7	9.8	7.5	4.7	3.7	21.1
	Significant Trees (number of trees)	4	4	0	3	1	0	6
Impervious Surfaces (acres)	0.8	10.2	3.9	14.5	6.2	6.4	12.9	
Alternate 5 Modified with Interchange Options 'B'	Residential Relocations	0	0	0	2	0	0	3
	Business Displacements	0	3	0	6	1	4	2
	Right-of-way Impacts (acres)	3.3	29.0	16.0	29.1	6.4	10.0	35.8
	Park Impacts (acres)	0.0	0.0	0.0	2.0	0.0	0.0	0.0
	Historic Sites (number)	0	0	0	0	0	0	0
	Stream Crossings (number)	2	3	1	0	1	0	1
	100-Year Floodplains Required (acres)	0.5	34.3	8.6	1.0	1.1	0.0	0.0
	Wetlands Impacted (acres)	0.1	4.7	5.3	0.7	0.0	0.3	0.6
	Forest Impacts (acres)	4.8	18.2	10.9	8.5	5.7	3.6	28.7
	Significant Trees (number of trees)	4	4	0	3	1	0	19
Impervious Surfaces (acres)	0.8	10.2	5.6	18.3	5.9	7.2	17.2	
Alternate 5 Modified A37with Interchange Options 'C'	Residential Relocations	0	0	0	1	0	0	N/A
	Business Displacements	0	3	2	4	1	4	
	Right-of-way Impacts (acres)	3.4	31.2	24.8	29.1	6.7	15.6	
	Park Impacts (acres)	0.0	0.0	0.0	0.6	0.0	0.0	
	Historic Sites (number)	0	0	0	0	0	0	
	Stream Crossings (number)	2	3	1	0	1	0	
	100-Year Floodplains Required (acres)	0.5	34.0	9.4	0.9	1.1	0.0	
	Wetlands Impacted (acres)	0.1	7.3	8.1	0.7	0.0	0.4	
	Forest Impacts (acres)	4.3	15.7	15.5	8.0	5.5	6.0	
	Significant Trees (number of trees)	4	5	1	4	1	0	
Impervious Surfaces (acres)	1.2	7.2	5.7	14.8	6.0	9.0		

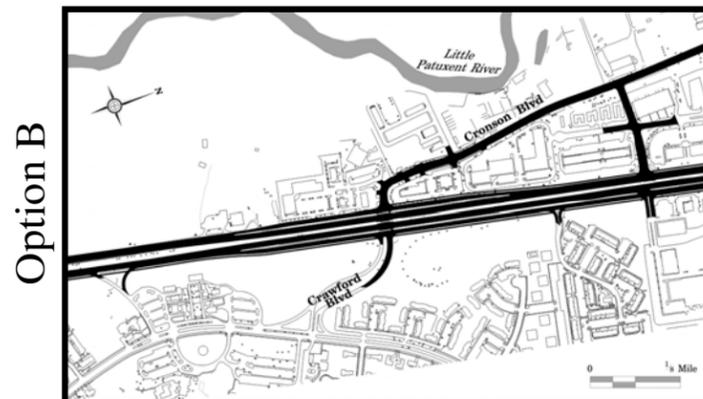
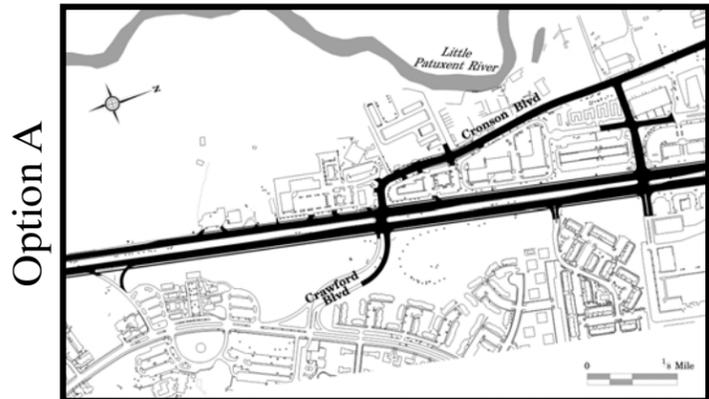
* Includes the MD 424/Conway Road Interchange Option B

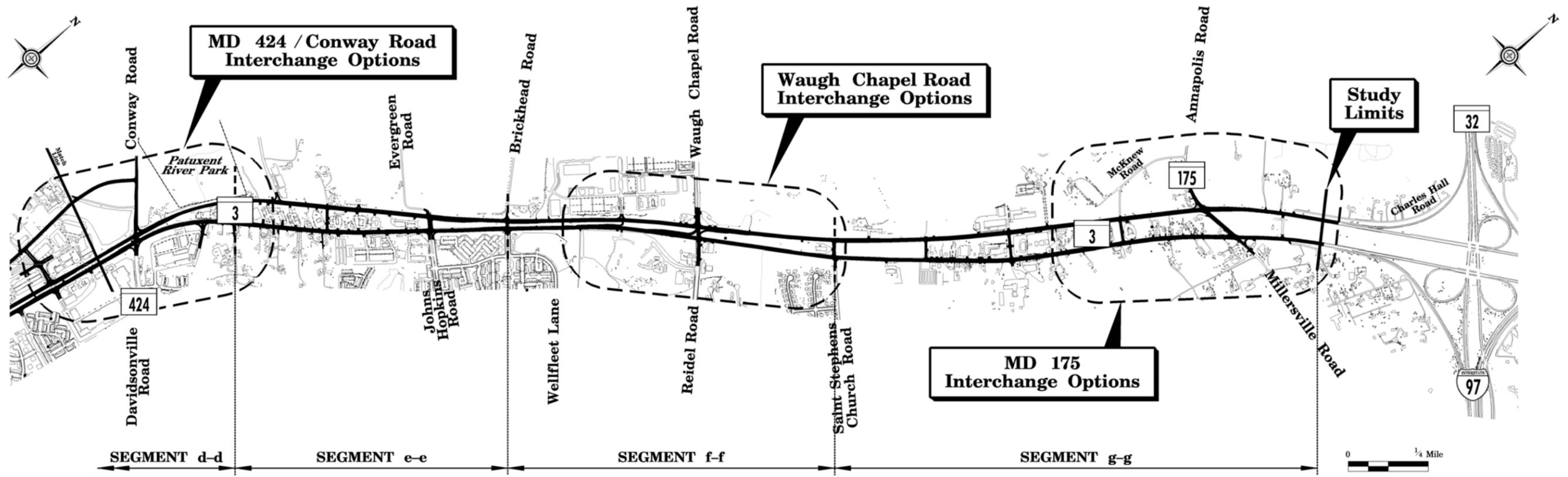


MD 450 Interchange Options



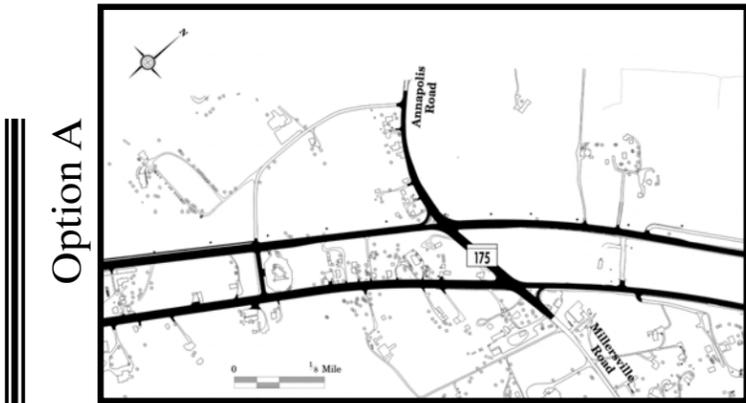
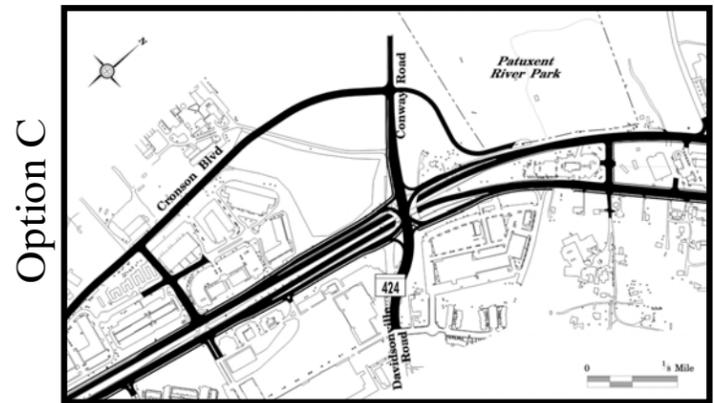
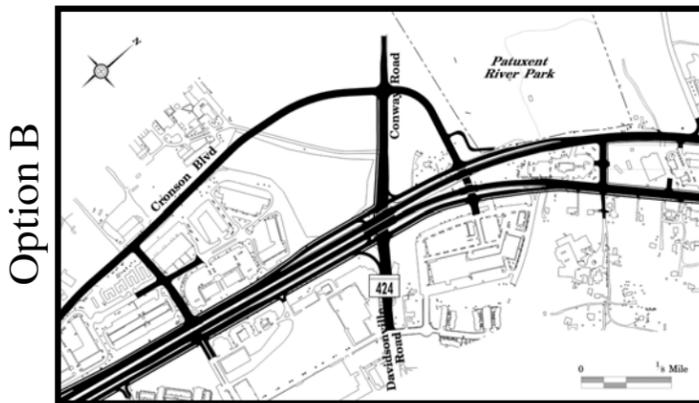
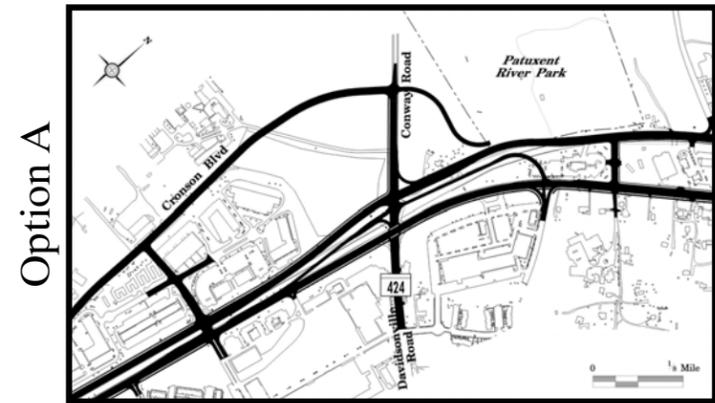
Cronson / Crawford Blvd. Interchange Options



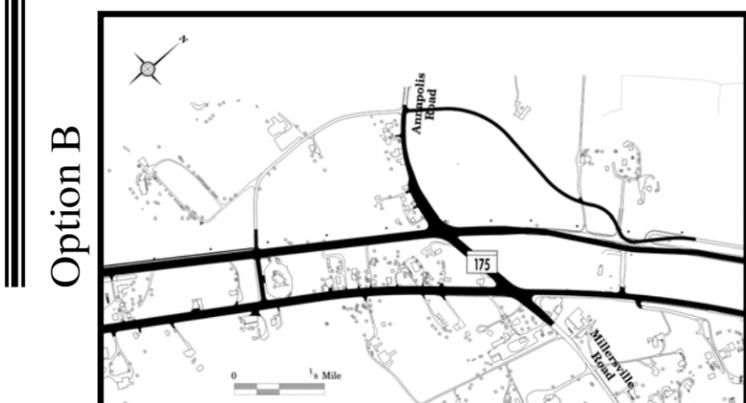
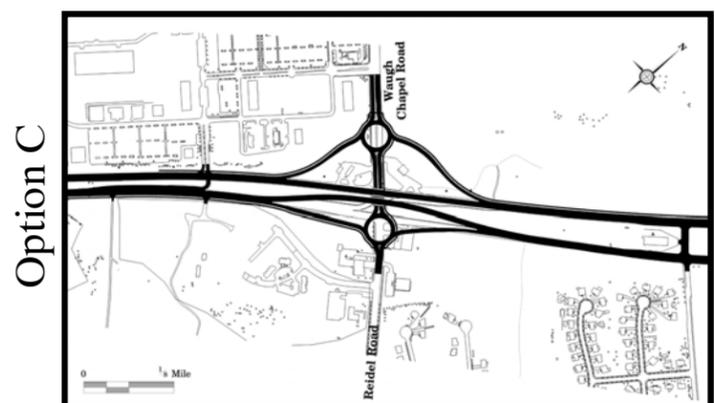
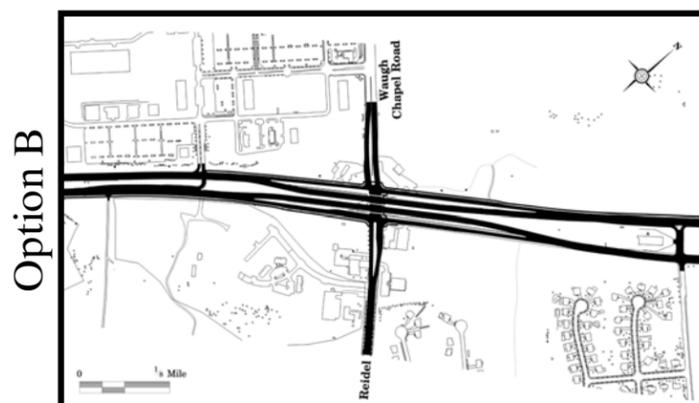
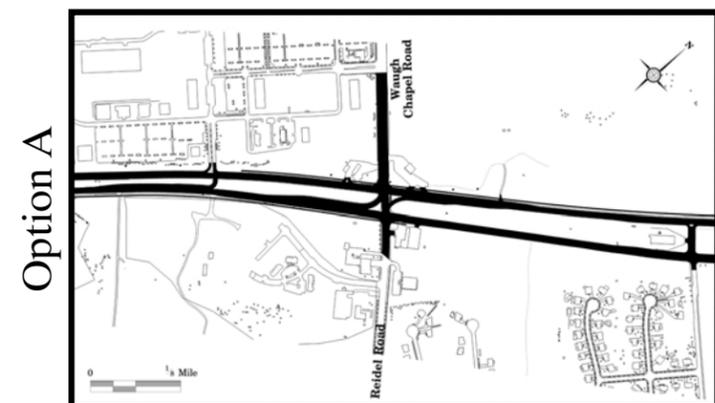


MD 424 Interchange Options

MD 175 Interchange Options

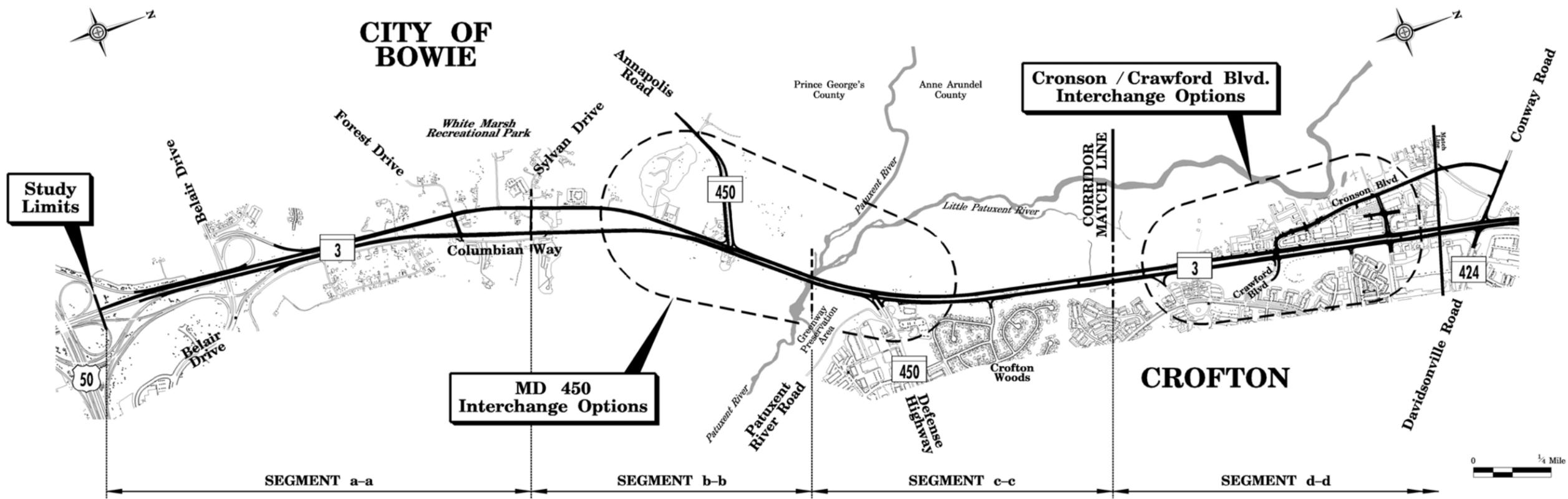


Waugh Chapel Road Interchange Options

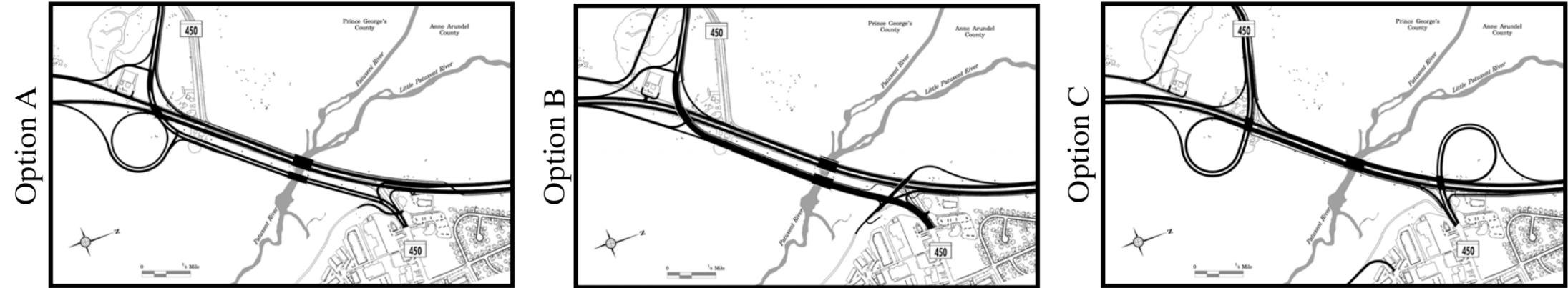


ALTERNATE 3 – BOULEVARD ALTERNATE

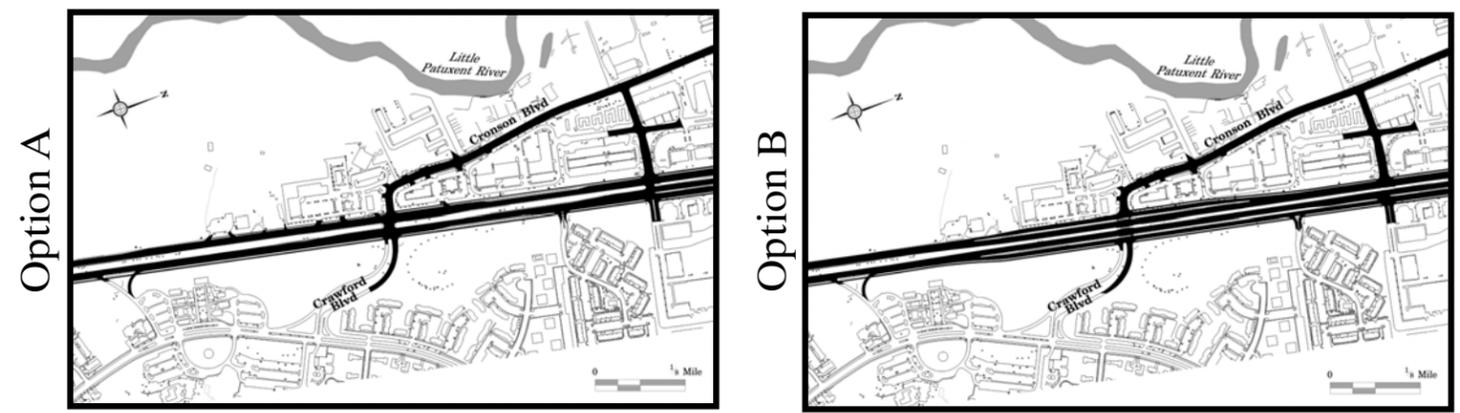
Figure 2

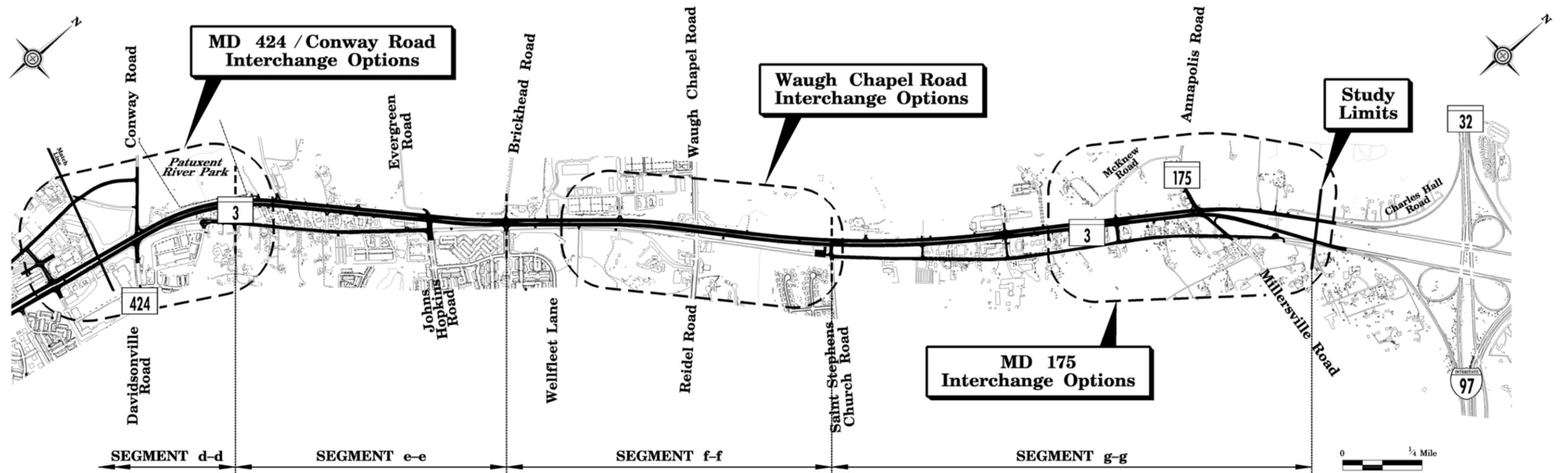


MD 450 Interchange Options



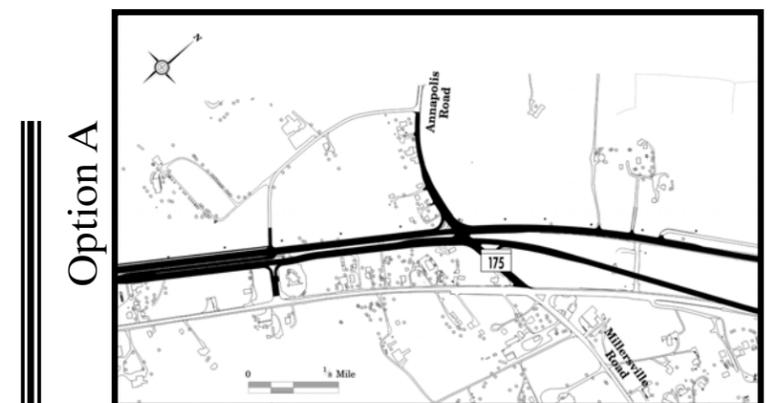
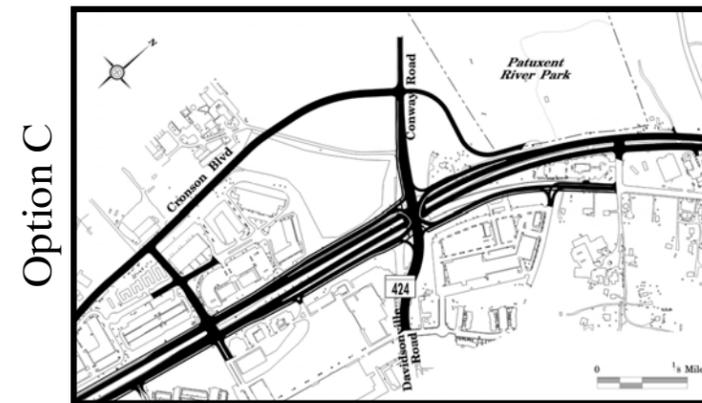
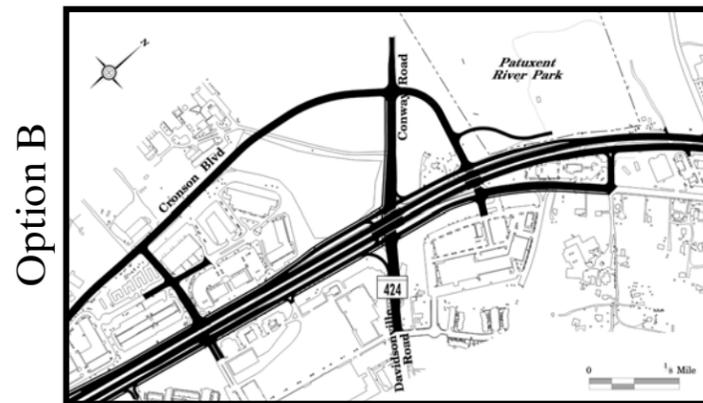
Cronson / Crawford Blvd. Interchange Options



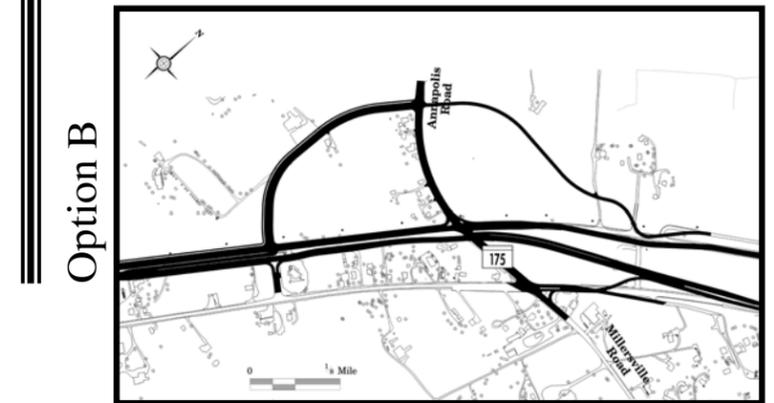
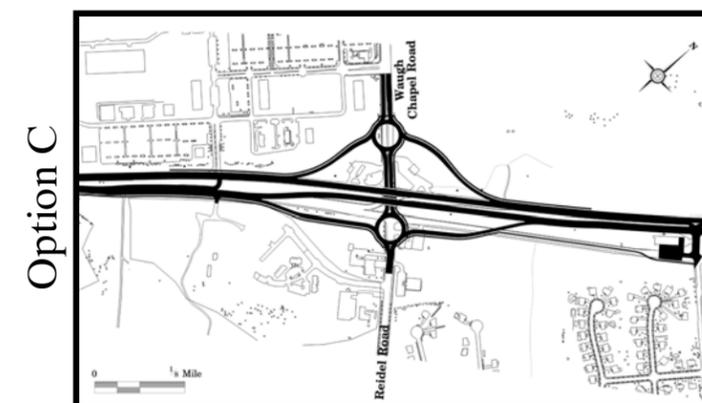
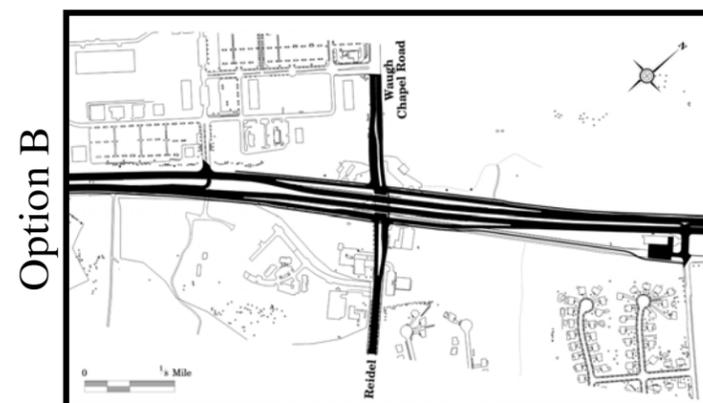
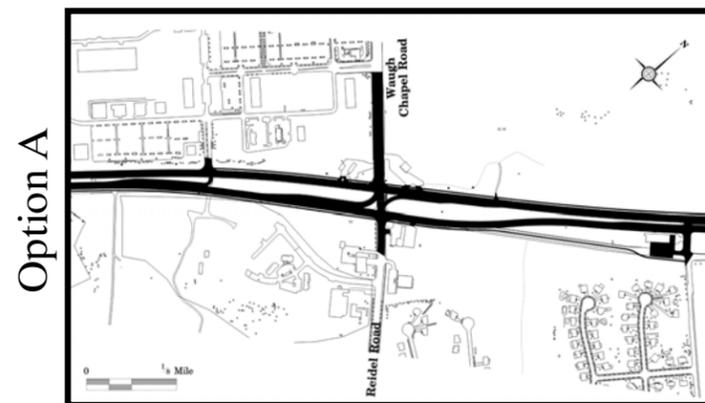


MD 424 Interchange Options

MD 175 Interchange Options



Waugh Chapel Road Interchange Options



**ALTERNATE 5 MODIFIED -
DUALIZATION CONCEPT**
Figure 4

