LOCATION/DESIGN PUBLIC HEARING DISPLAY BOARDS

June 7, 2012

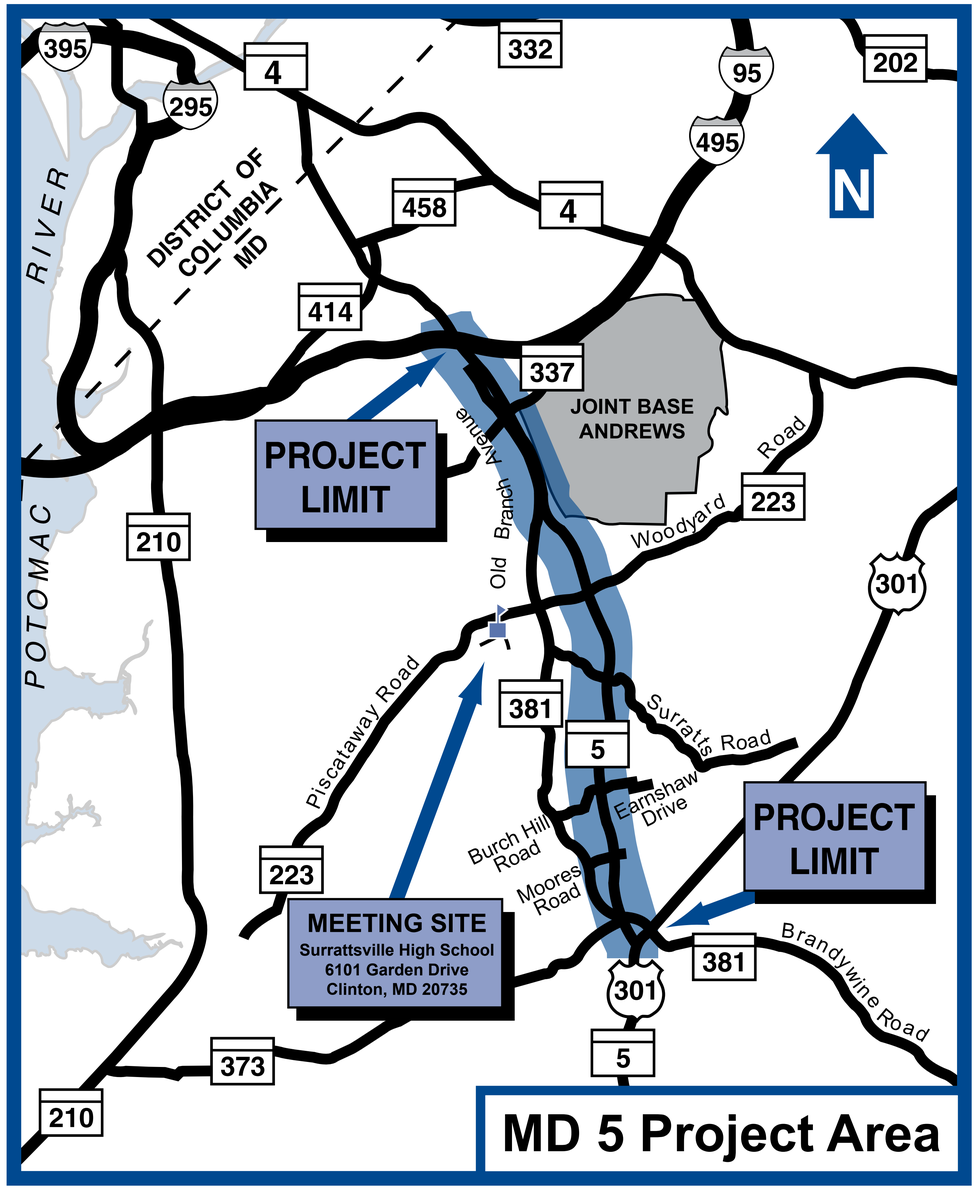
Surrattsville High School Cafeteria

6101 Garden Drive

Clinton, MD 20735.

PURPOSE OF THE HEARING

- Provide study area residents with project updates and information
- Present the Alternatives Retained for Detailed Study (ARDS)
- Receive your comments on the ARDS



WHY IS THIS PROJECT NEEDED?

- Heavily traveled commuter corridor connecting southern Maryland and Virginia to Washington, D.C.
- Traffic volumes are expected to increase by 15% - 30% by 2030
- Currently, all five at-grade intersections are at capacity during either the AM or PM peak period
- Sections of MD 5 have crash rates that are significantly higher than the average statewide rate
- Heavily developed areas exist in the northern portion of the corridor and a large increase in development is expected in the southern portion

PURPOSE AND NEED

- To facilitate safe and efficient traffic flow while providing cost-effective transportation infrastructure to serve and support existing and future traffic demand, land-use planning, and development efforts, while enhancing and facilitating transit services

- In order to maintain the integrity of the interstate system, the study must also consider the potential impacts on I-95 / I-495 when improving traffic operations along northbound MD 5

PROJECT DEVELOPMENT PROCESS

WE ARE HERE

Planning*

Design*

Right-of-Way Acquisition*

Construction*

**Each phase is funded separately in the Consolidated Transportation Program*

Initiation & Scoping Process

- Develop Purpose and Need Statement
- Conduct preliminary environmental inventory
- Develop Preliminary Alternatives
- Conduct travel demand analysis

Alternatives Public Workshop

- Evaluate comments from public and regulatory agencies
- Select alternatives for detailed study
- Develop Detailed Alternatives
- Perform detailed environmental analysis
- Prepare draft environmental document

Location/Design Public Hearing

- Evaluate comments from public and regulatory agencies
- Perform additional studies, if necessary
- Prepare final environmental document
- Select Preferred Alternative

Obtain Location & Design Approvals

- Public Involvement
- Agency Coordination

SHA State Highway Administration
Maryland Department of Transportation

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

Public Involvement Throughout

Summer 2012

- Evaluate and Address Public Hearing Comments

Fall 2012

- Select Preferred Alternative and Complete Conceptual Mitigation

Spring 2013

- Complete Final Environmental Document

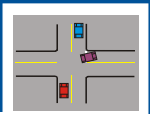
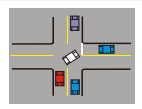
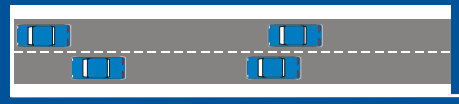
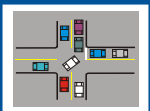
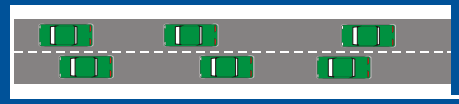
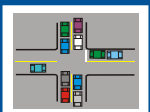
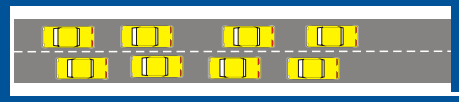
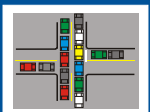
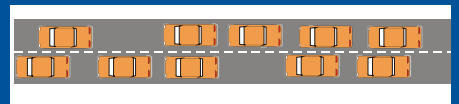
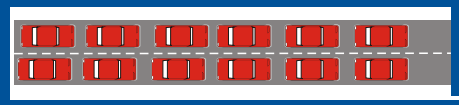
Fall 2013

- Obtain Location / Design Approval - Project Planning Ends

What is Level of Service (LOS)?

Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

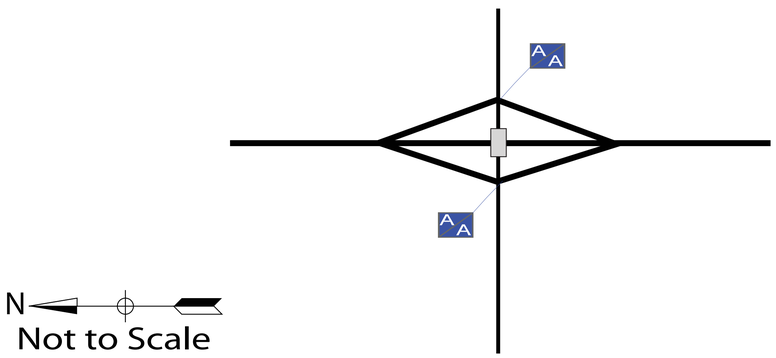
Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.

Intersection			Roadway	
• Highly stable, free-flow condition with little or no congestion • Delay: <10 seconds/vehicle		LOS A		• Free flowing • Uninterrupted vehicle
• Stable, free-flow condition with little congestion • Delay: 10 to 20 seconds/vehicle		LOS B		• Stable flow • Other vehicles are more noticeable
• Free-flow condition with moderate congestion • Delay: 20 to 35 seconds/vehicle		LOS C		• Stable flow • Vehicle operations affected by other vehicles
• Approaching unstable condition with increasing congestion • Delay: 35 to 55 seconds/vehicle		LOS D		• High density free flow • Operation of vehicle is affected by other vehicles
• Unstable, congested condition • Delay: 55 to 80 seconds/vehicle		LOS E		• High density traffic flow, nearing capacity • Operating conditions are extremely poor
• Stop and go • Delay: >80 seconds/vehicle		LOS F		• Forced or breakdown flow • Amount of traffic exceeds capacity

BUILD LEVEL OF SERVICE

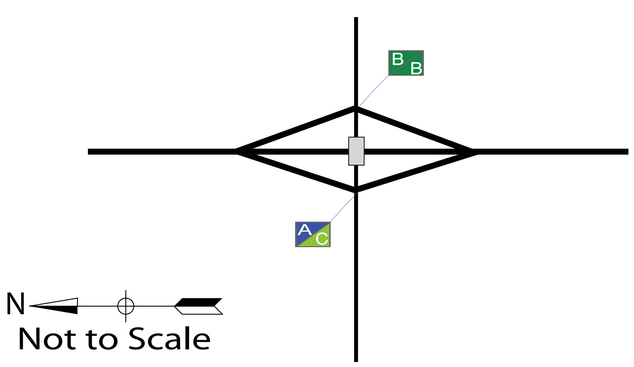
Surratts Road Interchange

Option A & B

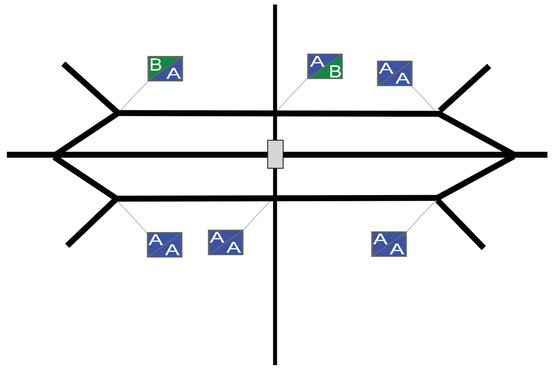


Burch Hill Road Interchange

Option A



Option B



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SAFETY STATISTICS - 2008 TO 2010

MD 5 Sections	Crash Type			Total Crashes	Average Total Crash Rate ^	Statewide Average Total Crash Rate ^	Crash Types Significantly Higher than Statewide Rates *
	Fatal	Injury	Property Damage				
US 301 to Brandywine Road	2	33	49	84	267.6 *	109.7	Opposite Direction, Rear End, Sideswipe Left Turn
Brandywine Road to MD 223	5	134	174	313	74.4	108.3	Sideswipe
MD 223 to Old Alexandria Ferry Road	0	30	71	101	55.8 *	46.7	Opposite Direction, Sideswipe, Angle, Fixed Object
Old Alexandria Ferry Road to MD 337	1	19	28	48	25.7	46.7	None
MD 337 to I-95 / I-495 (Capital Beltway)	0	29	63	92	51.5	46.7	None

^ per 100 million vehicle miles traveled

* Significantly higher than statewide average for similar designed roadways

WHAT ARE MANAGED LANES?

- Lane management strategies have been used by agencies for decades to provide reliable, relatively free-flowing travel in highly congested corridors
- Managed lanes may include High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes and Express Toll Lanes (ETL), and exclusive or special-use lanes (such as car-only, bus-only, or truck-only lanes)
- Generally lanes are “managed” by using one or a combination of these strategies:
  - Pricing - tolls can vary based on roadway congestion, time of day, vehicle occupancy, or access to specific areas
  - Vehicle Eligibility - HOV, truck restrictions
  - Access Control - reversible lanes, express lanes

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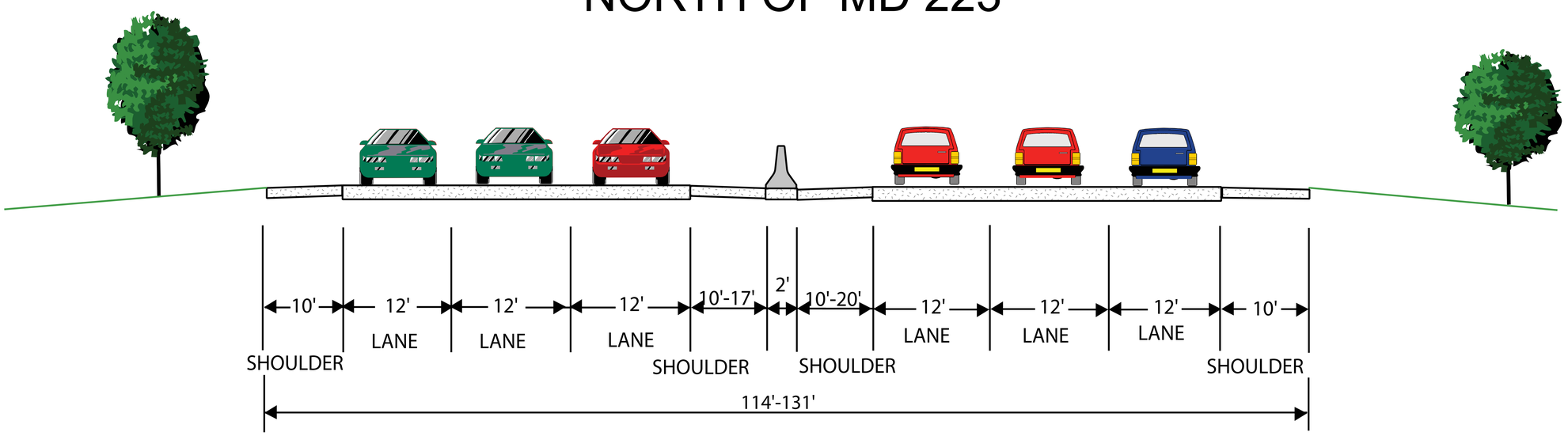
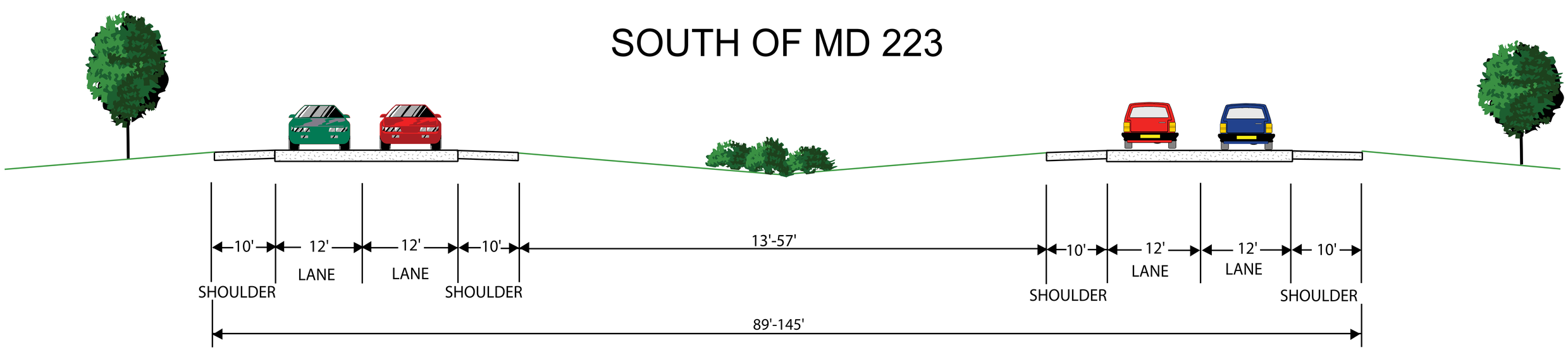
EXISTING TYPICAL SECTION

NORTH OF MD 223



SOUTH OF MD 223



LEGEND

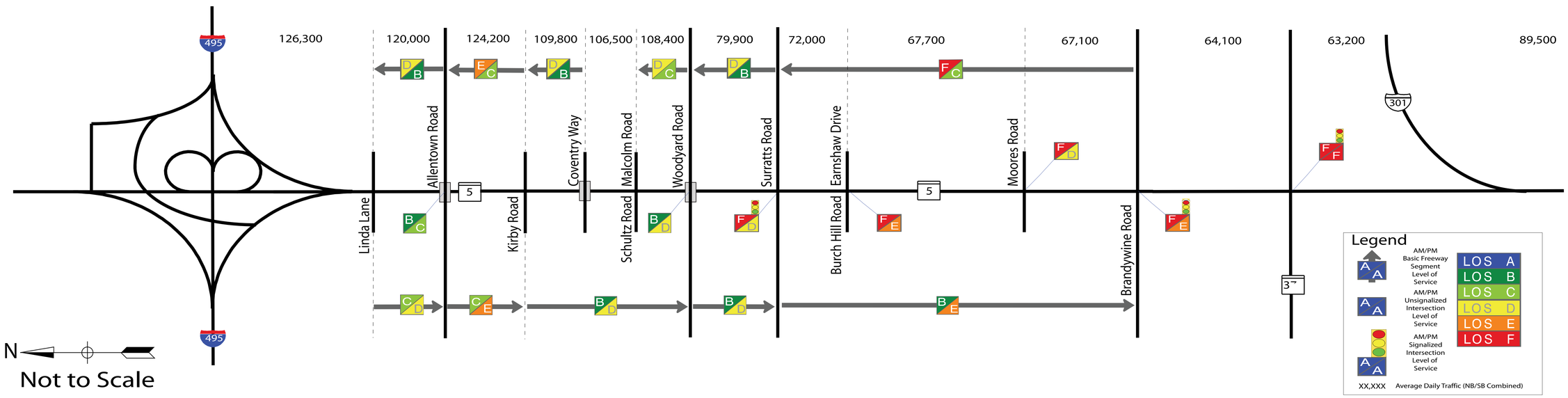
EXISTING ROADWAY

PROPOSED ROADWAY

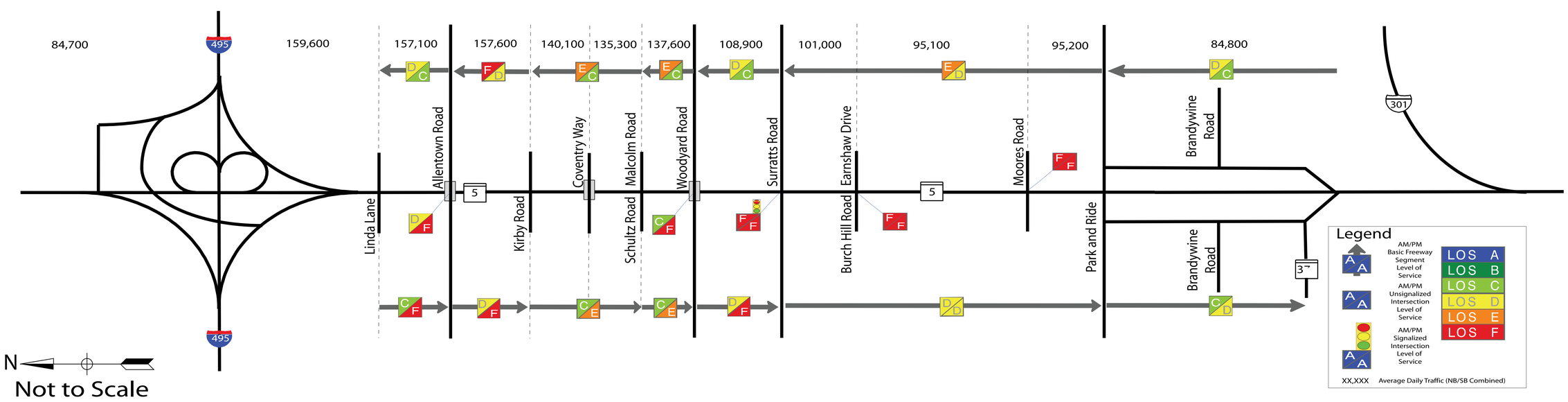
NOT TO SCALE

EXISTING AND NO-BUILD LEVEL OF SERVICE

Existing



2030 No-Build



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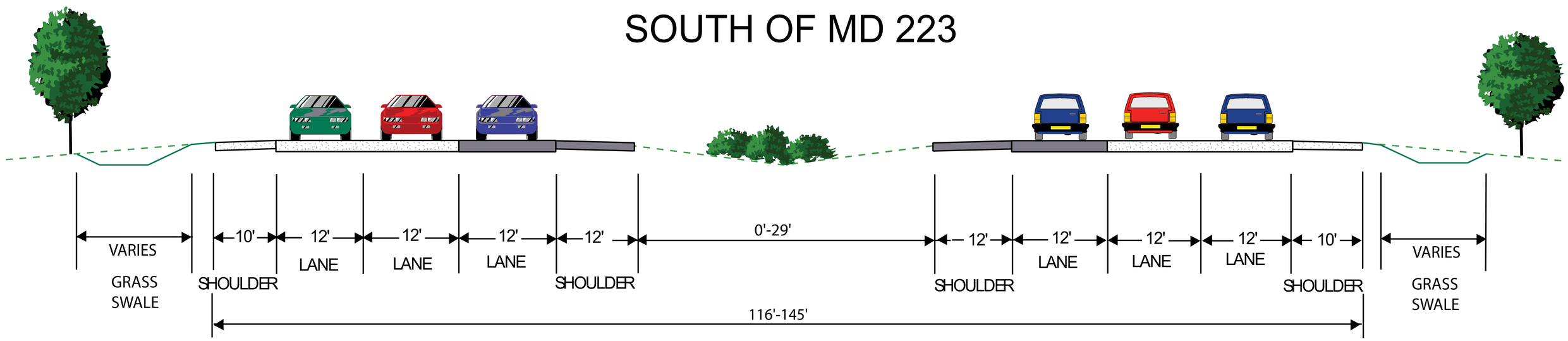
ALTERNATIVE 3: EXPRESSWAY UPGRADE SOUTH OF MD 223



LEGEND

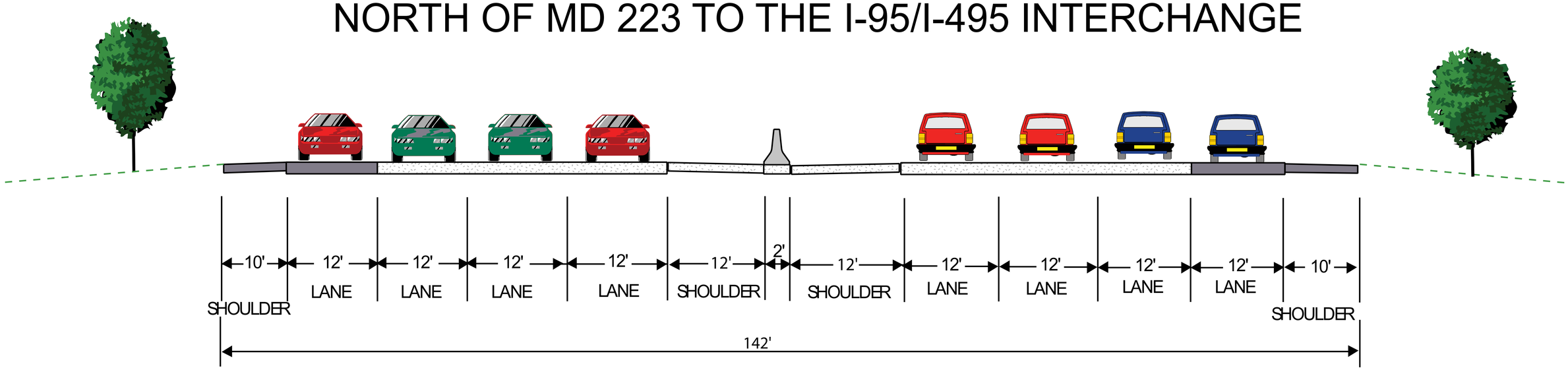
EXISTING ROADWAY

PROPOSED ROADWAY

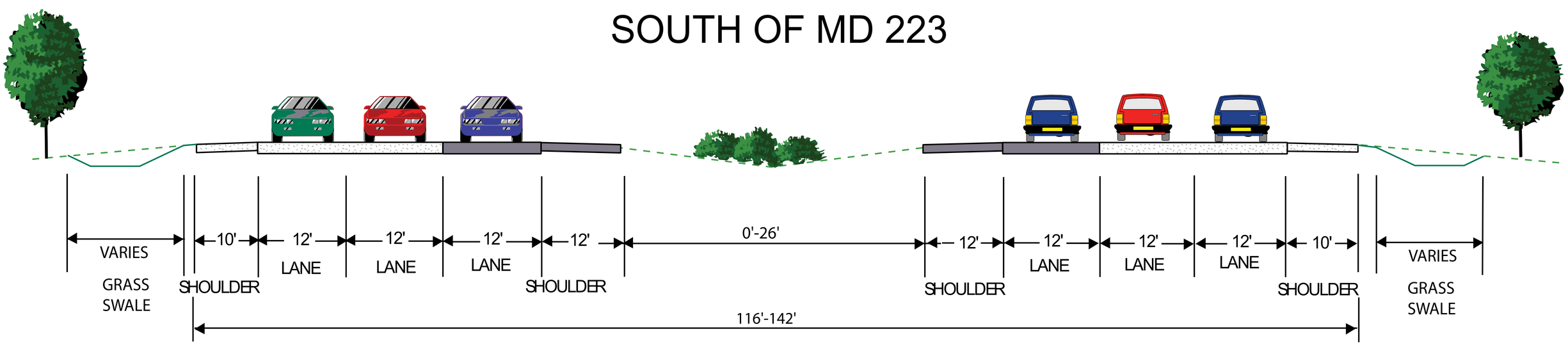
NOT TO SCALE

ALTERNATIVE 4: EXPRESSWAY UPGRADE ENTIRE CORRIDOR

NORTH OF MD 223 TO THE I-95/I-495 INTERCHANGE



SOUTH OF MD 223



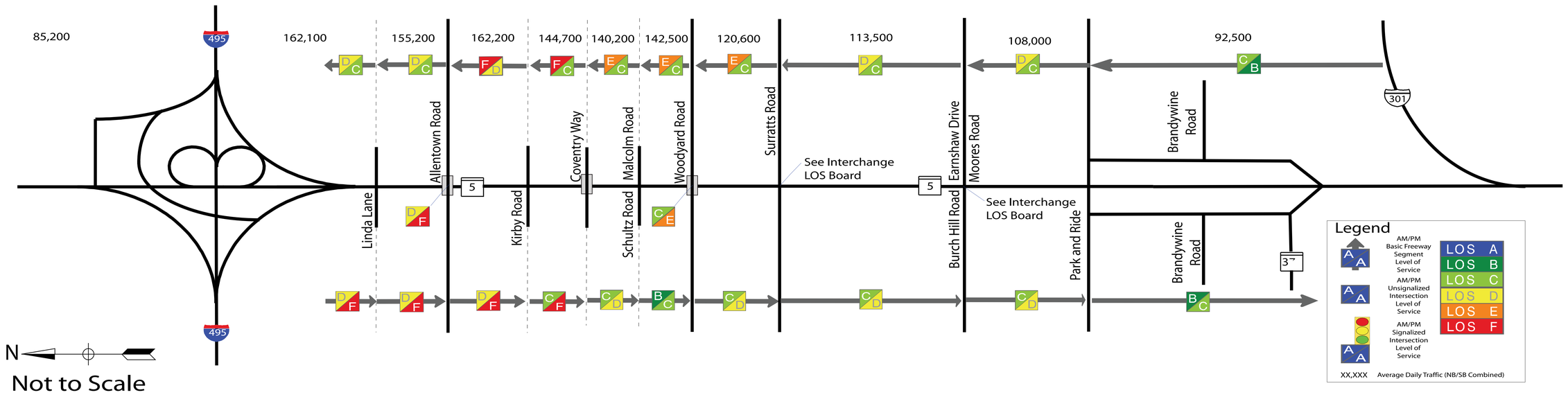
LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY

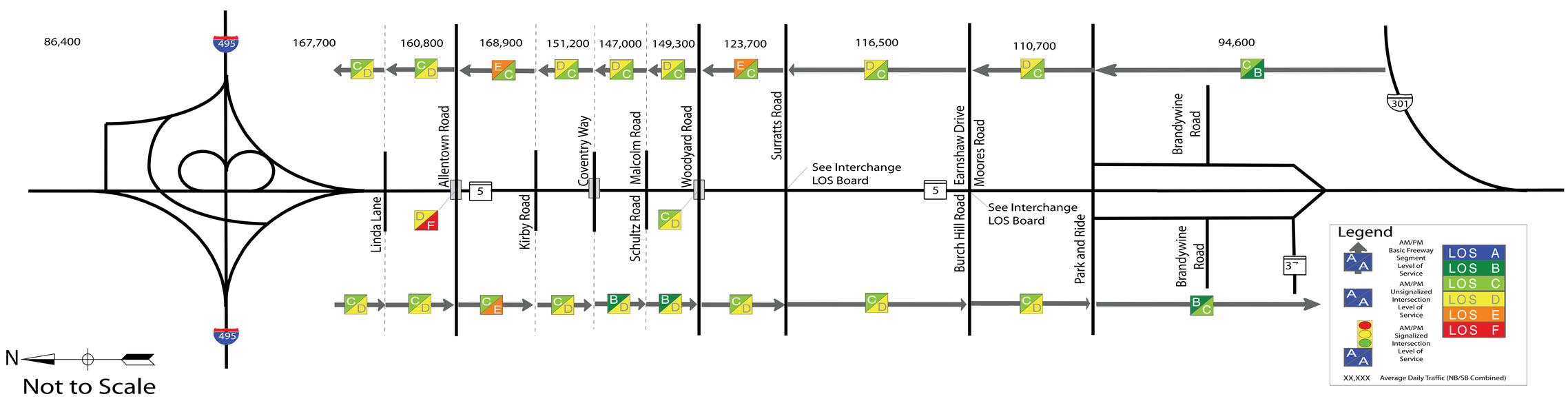
NOT TO SCALE

BUILD LEVEL OF SERVICE

Alternative 3



Alternative 4



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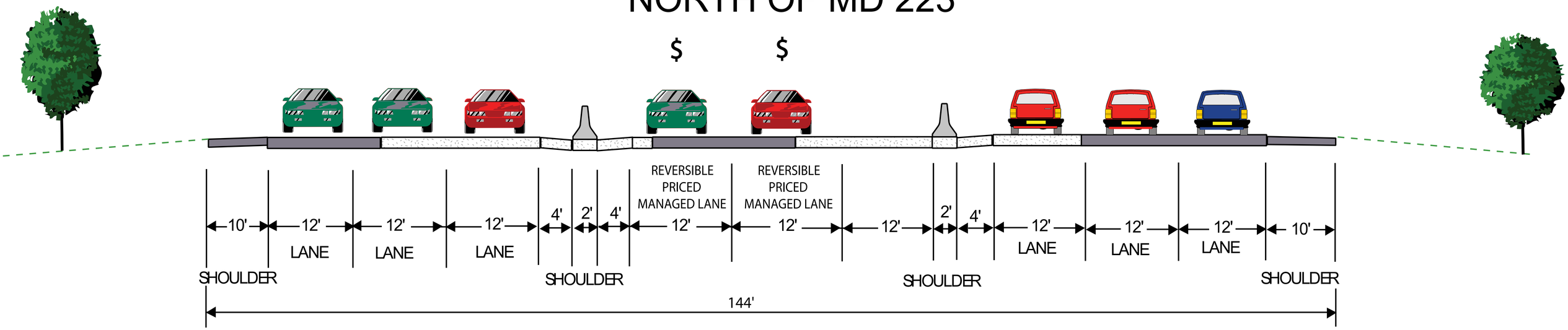
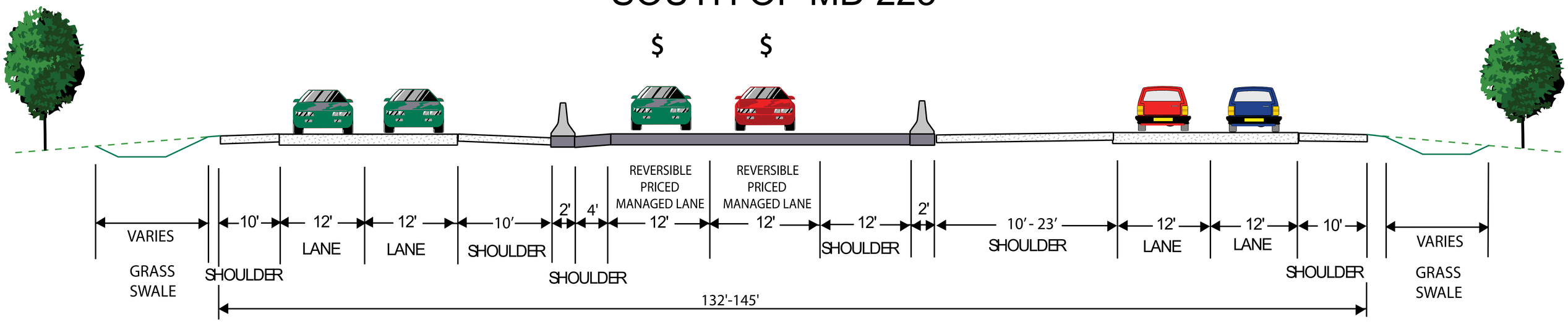
ALTERNATIVE 5: TWO REVERSIBLE PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY

$ - New Priced Managed Lane

NOT TO SCALE

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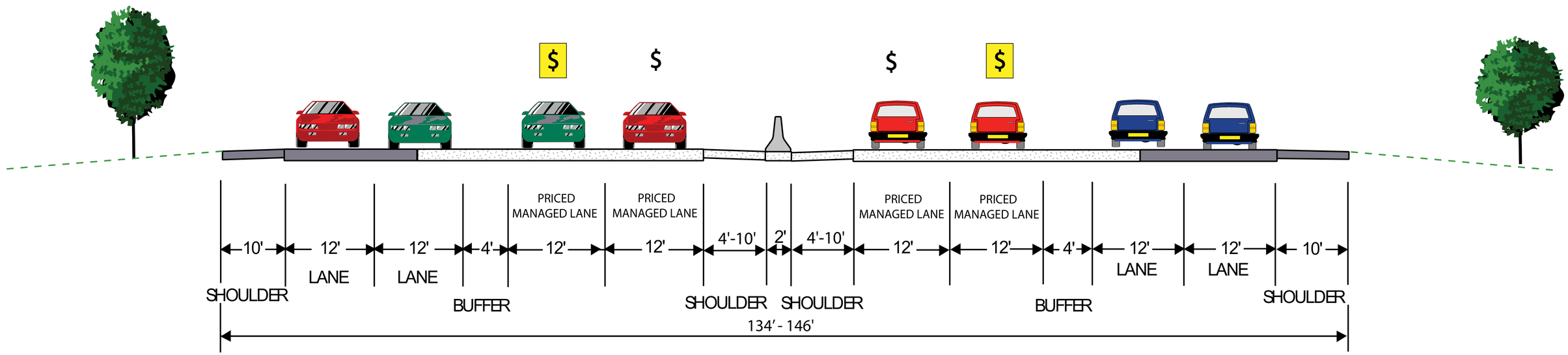
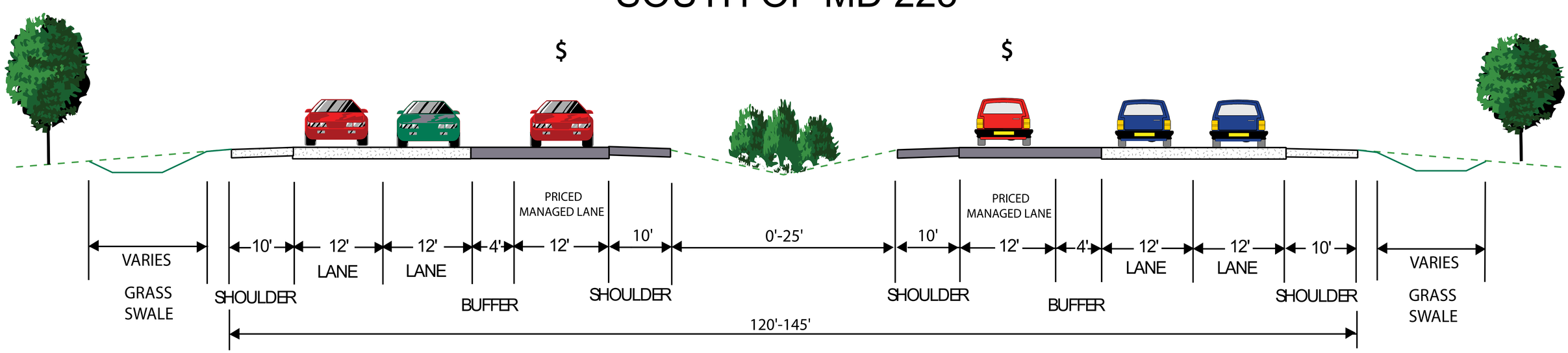
ALTERNATIVE 6: ONE TO TWO PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



LEGEND

EXISTING ROADWAY

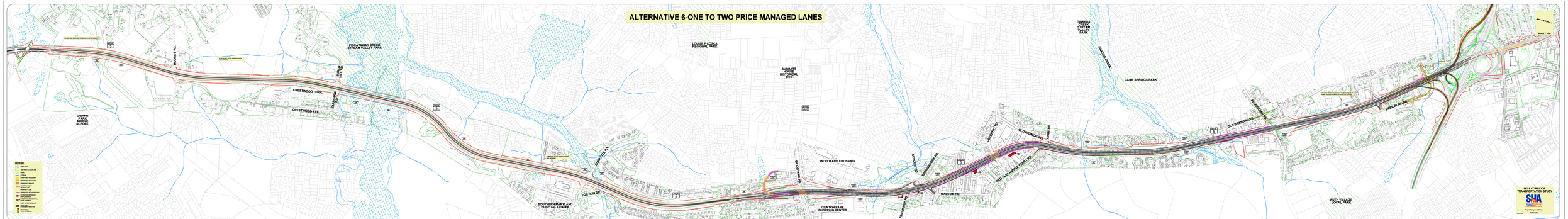
PROPOSED ROADWAY

$ - New Priced Managed Lane

$ - Existing Lane Converted to Priced Managed Lane

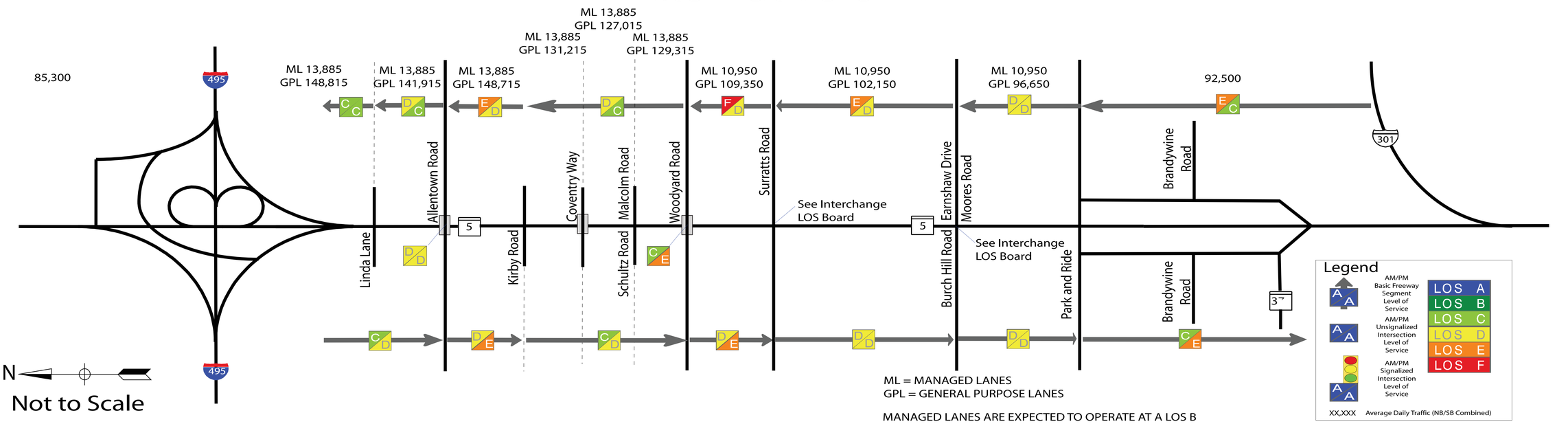
NOT TO SCALE

ALTERNATIVE 6-ONE TO TWO PRICE MANAGED LANES

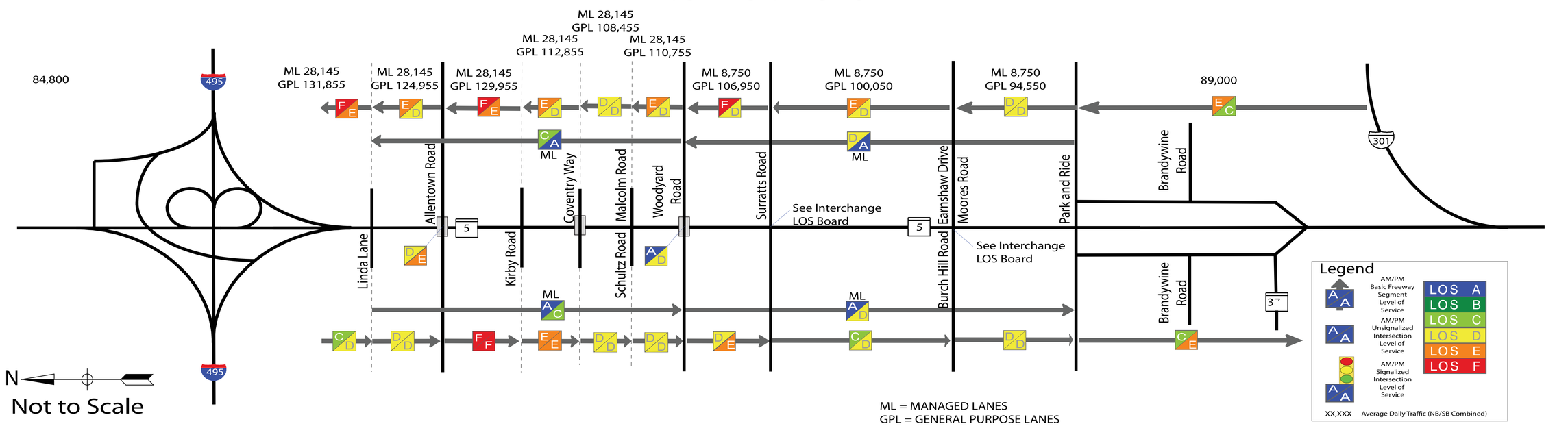


BUILD LEVEL OF SERVICE

Alternative 5



Alternative 6



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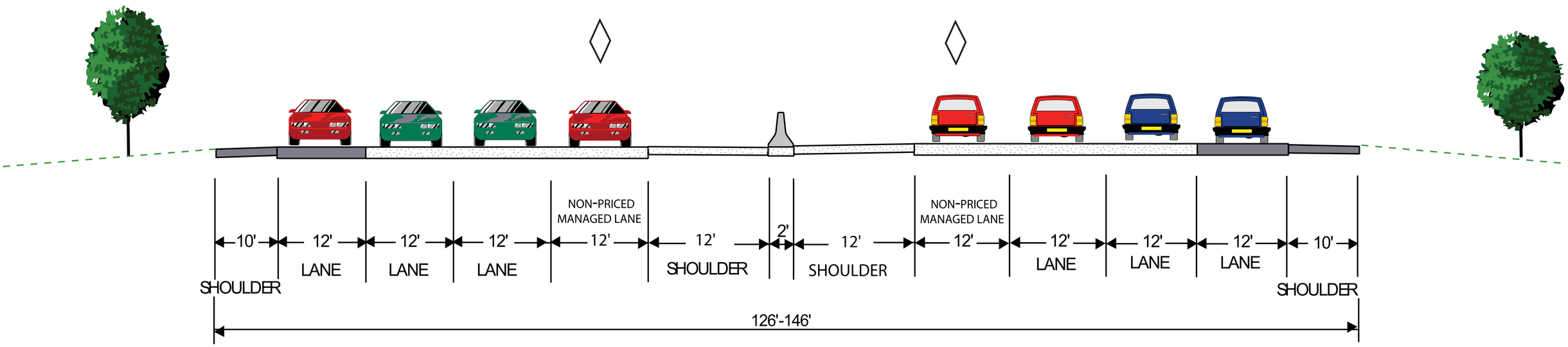
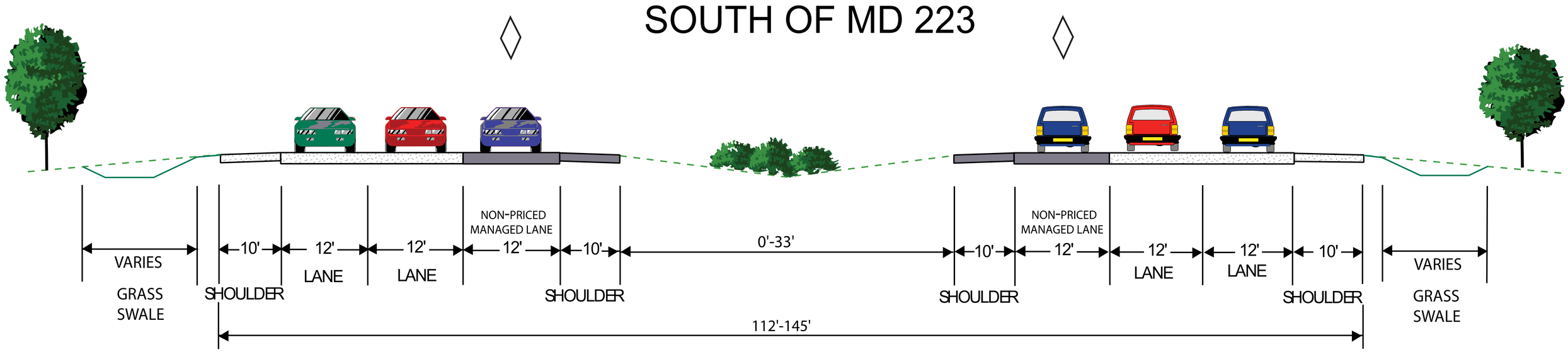
ALTERNATIVE 8: NON-PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



LEGEND

EXISTING ROADWAY

PROPOSED ROADWAY

◊ - New Non-Priced Managed Lane

NOT TO SCALE

MARYLAND

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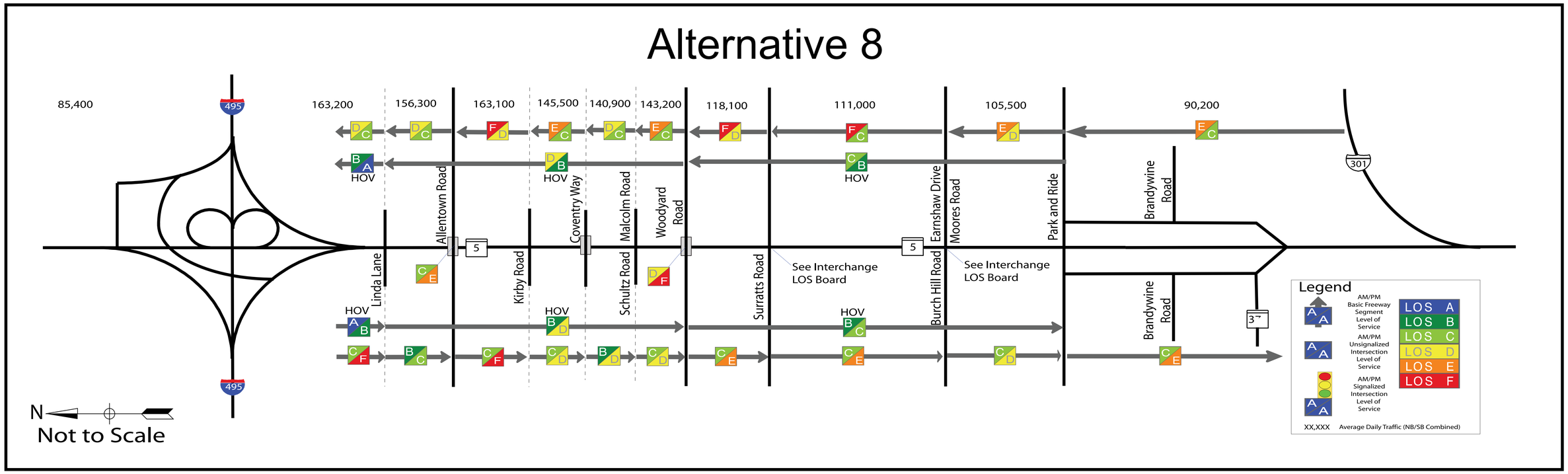
BUILD LEVEL OF SERVICE



AS VEHICLE OPERATORS ON MARYLAND ROADS BICYCLISTS HAVE RIGHTS AND RESPONSIBILITIES

It's the law:

Section 21-1202 Annotated Code of Maryland

It's MDOT Policy:

Twenty-Year Bicycle and Pedestrian Access Master Plan

"Vehicle" means any device in, on, or by which any individual or property is or might be transported or towed on a highway.

Annotated Code of Maryland

As part of roadway construction projects, SHA provides on-road features like these:

wide outside lane for bicycle compatibility

minimum four-foot-wide shoulder

bicycle lane/pocket bike lane markings

bicycle signage

And off-road features like:

shared-use path (hiker/biker trail)

Bicycles provide a valuable transportation option for many people and will help Maryland meet our state's long-term transportation needs.

BICYCLE FAQ

Why are bicyclists allowed on the road?

Bicyclists are vehicle drivers, too. By law, "vehicle" means "any device in, on, or by which any individual or property is or might be transported or towed on a highway." (Section 11-176, Annotated Code of Maryland) Every person operating a bicycle in a public area has all the rights granted to and is subject to all the duties required of the driver of a vehicle. (Section 21-1202, Annotated Code of Maryland)

Why are bicyclists allowed to ride next to cars that are going fast?

Bicyclists are prohibited on roadways with a posted maximum speed greater than 50 mph unless a continuous paved shoulder or bicycle lane is provided. In addition, a person may not ride a bicycle on an expressway or on any controlled-access highway with signs stating that bicycles are prohibited.

There's a hiker/biker trail right next to the road. Shouldn't bicyclists be riding there?:

Maryland law requires SHA to include bicycle accommodations in roadway construction projects whenever appropriate and feasible. That's because not everyone who rides a bicycle does so for the same purpose. Hiker/biker trails are shared-use paths suitable for joggers, pedestrians, dog-walkers, children, babies in strollers, inexperienced or recreational cyclists, and others who enjoy exercising and spending time outdoors. Individuals who use a bicycle as their primary means of transportation may find that on-road bicycle accommodations better suit their needs. By removing themselves from the "mix" of hiker/biker trail-users, on-road bicyclists can reach their destinations more efficiently and lessen the risk that trail-users will find themselves in the path of bicyclists focused on getting from Point A to Point B as quickly as possible.

Shouldn't bicyclists ride on sidewalks?

The law allows bicyclists to ride on sidewalks only in Montgomery County. Not permitting bicycles on sidewalks minimizes conflicts between bicyclists and pedestrians.

Isn't it a law that bicyclists have to wear a helmet?

In Maryland, everyone under age 16 is required to wear a helmet when riding a bicycle on public property. Some local jurisdictions have requirements for helmet use that are tougher than State law. Wearing a helmet is a good safety measure for everyone who rides a bike: 85 percent of head and brain injuries resulting from bicycle crashes could be prevented if riders wore bicycle safety helmets.

Every day as I drive downtown I see bicyclists and motorists behaving in rude and dangerous ways. Whatever happened to common courtesy?

Motorists and bicyclists who share the road—especially in heavily traveled urban and suburban areas—need to look out for one another. Motorists should leave at least three feet between their vehicles and any bicycles they pass, and bicyclists should leave at least three feet between themselves and parked cars. By law, bicycles are vehicles: motorists should treat them as such, and bicyclists should obey all traffic laws, including those that govern left- and right-turns, lights and stop signs, right-of-way, and proper lane position.

I bike—where can I get more information on bicycling in Maryland?

Additional information is available on SHA's website at *www.marylandroads.com,* **click on Bicycling under EXPLORE MD, or by telephone at 1-888-204-4828.**

Handout materials are also available at the bicycling station during today's meeting.

ENVIRONMENTAL CONSIDERATIONS

SHA State Highway Administration
Maryland Department of Transportation

National Environmental Policy Act (NEPA)

Requires an assessment of a project's impacts on the natural, cultural, and human environment. An analysis of reasonable alternatives must be prepared, including minimization and mitigation for unavoidable impacts. The results of the analysis must be included in the decision-making process and made available to the public.

Natural Environment

- Geology/Groundwater Resources
- Soils
- Surface Water
- Floodplains
- Wetlands
- Aquatic Life
- Wildlife

Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act

Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging, practicable alternative.

Endangered Species Act

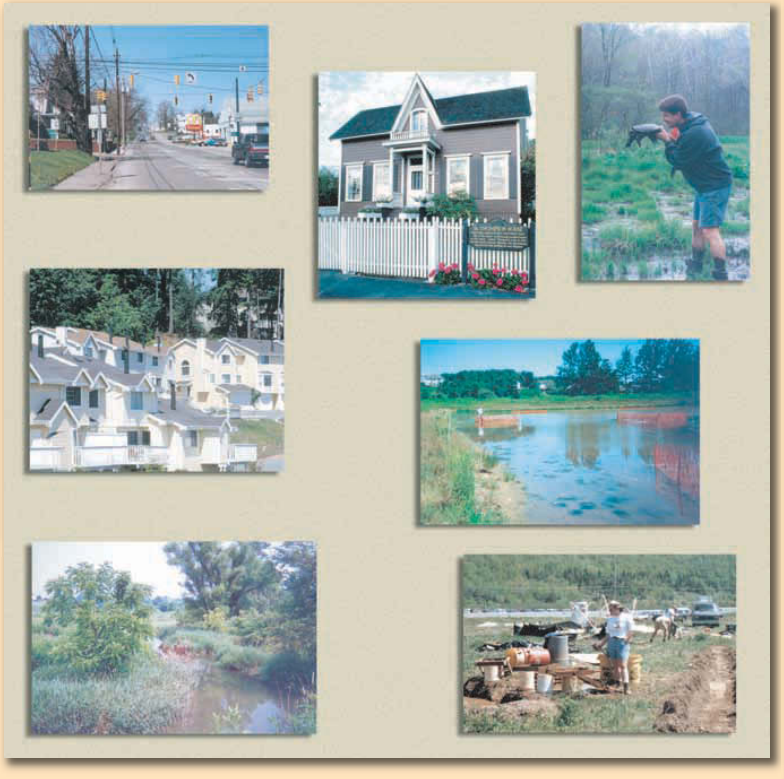
Ensures that actions are not taken to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

Cultural Environment

- Historic Structures
- Archaeological Sites

Section 106 of the National Historic Preservation Act

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.



Socio-Economic Environment

- Demographics
- Community Facilities
- Economic Setting and Land Use
- Noise
- Air

Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

A microscale air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also, a conformity analysis must be completed by the Metropolitan Planning Organization to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

Farmland Protection Policy Act

Requires that federal programs minimize conversion of farmland to non-agricultural uses (does not apply to farmland that is zoned or committed (planned) for urban development).

Executive Order 12898 (Environmental Justice)

Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.

SUMMARY OF ENVIRONMENTAL IMPACTS AND COSTS

Impact Types	No Build	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 8	Surratts Road Interchange		Burch Hill Road Interchange	
							Opt. A	Opt. B	Opt. A	Opt. B
Displacements (number)										
Residential	0	0	0	7	2	0	1	1	0	0
Business/Commercial	0	0	2	2	2	2	1	0	0	0
TOTAL	**0**	**0**	**2**	**9**	**4**	**2**	**2**	**1**	**0**	**0**
Properties Impacted (number)	**0**	**56**	**187**	**209**	**186**	**198**	**29**	**31**	**28**	**35**
Right-of-Way Area Required (acres)										
Residential	0	9.1	16.2	21.1	19.6	16.3	4.2	4.2	20.2	12.1
Business/Commercial	0	1.4	15.9	16.7	16.3	16.9	9.9	9.7	0.1	0.9
Agricultural	0	0.8	0.8	0.8	0.8	0.8	0	0	5.6	7.5
Parkland	0	0	0	0	0	0	0	0	0	0
US Government	0	0	8.3	9.6	9.3	8.7	0	0	0	0
Other	0	16.3	20.5	23.0	23.0	22.4	6.4	6.5	**0**	5.1
TOTAL	**0**	**27.6**	**61.7**	**71.2**	**69.0**	**65.1**	**20.5**	**20.4**	**25.9**	**25.6**
Selected Natural Environment Impacts										
100 - Year Floodplain Affected (acres)	0	14.9	19.8	20.3	20.4	20.1	4.6	4.6	0.7	9.2
Wetlands Affected (acres)	0	4.3	9.1	10.7	10.4	9.7	0.2	0.3	0.2	2.6
Streams (linear feet)	0	12,087	18,010	20,153	19,520	18,183	2,715	3,410	1,994	3,866
Woodlands Affected (acres)	0	51.8	65.6	73.5	70.7	65.7	11.6	11.4	26.0	32.8
Cost Ranges (Millions $)	**0**	**206 - 226**	**660 - 730**	**930 – 1,028**	**989 – 1,093**	**745 - 825**	**94 - 104**	**102 - 112**	**75-83**	**86 - 95**