

## PROJECT SCHEDULE

- Alternates Public Workshop (Spring 2006)
- Alternatives Retained for Detailed Study (Summer 2006)
- Location/Design Public Hearing (Fall 2007)
- Recommended Alternative to Administrator (Winter 2008)

## PUBLIC INVOLVEMENT

We want to hear from you! Here's how you can get involved in the study and stay updated as we move forward:

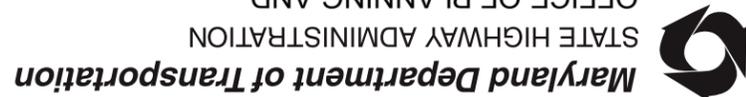
- Fill out and mail the attached postage-paid survey!
- Come to our public meetings! We will send you announcements and advertise in the newspaper. Look at the project schedule in this newsletter for general timeframes for our upcoming meetings.

- Call us! Speak to SHA Project Manager Nicole Washington at **(410) 545-8570**, or Environmental Manager Donna Buscemi at **(410) 545-8558**. Both can be reached toll-free at **1-800-548-5026**.
- Log on to our Project Fact Sheet! [www.marylandroads.com](http://www.marylandroads.com)
- Get on the project mailing list! Add your name and address to the bottom of the attached survey to receive future project updates and announcements.

**Robert L. Ehrlich, Jr.**, Governor  
**Michael S. Steele**, Lieutenant Governor  
**Robert L. Flanagan**, Secretary  
**Neil J. Pedersen**, Administrator

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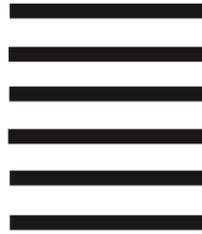
**Maryland Department of Transportation**

STATE HIGHWAY ADMINISTRATION  
 OFFICE OF PLANNING AND  
 PRELIMINARY ENGINEERING  
 MS C-301  
 BOX 717  
 BALTIMORE, MD 21203-0717

ATTN: Ms. Nicole Washington,  
 SHA Project Manager

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From: \_\_\_\_\_  
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# Transportation Corridor Study



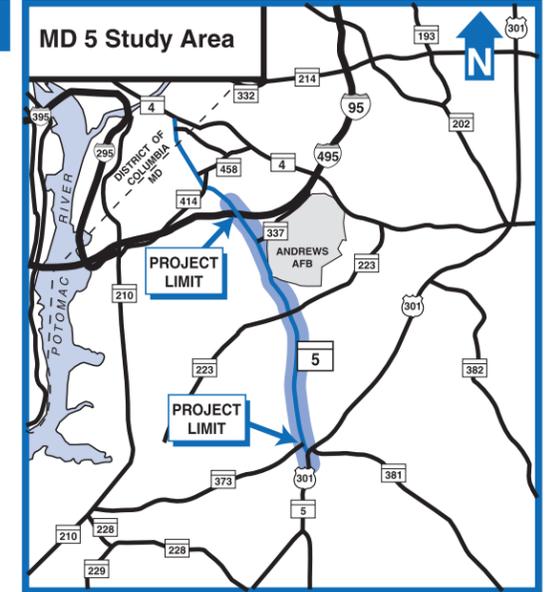
PROJECT NEWSLETTER SPRING 2006

## SHA LAUNCHES MD 5 PROJECT PLANNING STUDY

The State Highway Administration (SHA) has begun project planning studies for potential improvements along the MD 5 corridor in Prince George's County. The southern project limits include the US 301/MD 5 interchange at T.B. The limits continue north to I-95/I-495 (the Capital Beltway) and include the Auth Road intersection to allow for the study of connections to the Branch Avenue Metro Station. The study will address transportation facility improvements aimed at calming traffic congestion and enhancing safety through 2030.

This newsletter will allow you to:

- Learn about the study and project schedule
- Help SHA understand the concerns of those who live and/or work in the area. *Please fill out the attached postage-paid survey, which will also allow you to sign up on the project mailing list.*



**Maryland Department of Transportation**  
 State Highway Administration  
 Office of Planning and Preliminary Engineering  
 707 North Calvert Street  
 Baltimore, Maryland 21202



## PROJECT BACKGROUND

MD 5 within these project limits has been the focus of several transportation studies over the past 25 years. A Final Environmental Impact Statement was completed in 1988, which identified several transportation solutions, including widening MD 5 to three lanes per direction and improving MD 5 to a fully access controlled facility. These improvements were implemented north of Surratts Road in the 1990's. That project also identified the need for the construction of an interchange at the MD 5/MD 373/MD 381 intersections, which just recently received additional funding for design.

The MD 5 corridor has also been included in the US 301 Southern Corridor Transportation Studies. In 1993, then Governor Schaefer appointed a diverse 75-member task force to study and develop a comprehensive package of recommendations to address transportation problems related to land use, growth, economic development, and environmental issues along MD 5 and along the US 301 corridor from the Governor Nice Bridge to US 50.

In 1996, the Task Force issued recommendations for further detailed study to address transportation, land use, economic development, and environmental issues along US 301 and MD 5. MD 5 was included as a sub-corridor as part of the US 301 Southern Corridor portion of the project, however, no preferred transportation alternatives were identified and no formal recommendations were promoted by SHA for the Southern Corridor prior to the close of those studies.

SHA is now proposing to reinitiate studies to investigate possible transportation solutions for the MD 5 corridor extending from its interchange with US 301 in the south to north of the I-95/I-495 interchange.

## PURPOSE AND NEED

The purpose this MD 5 project is 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. This project will study and compare the benefits, impacts, and costs of transportation improvements designed to facilitate growth in the study area to the "no-build" option. The No-Build option would keep the existing roadway system as it is today.

## TODAY

Traffic congestion along the MD 5 corridor is currently experienced during the peak commuter periods especially in the southern portion of the corridor, which consists of signalized intersections and four travel lanes (two in each direction). Currently the MD 5 intersections with MD 373, MD 381, Moores Road, Burch Hill Road, and Surratts Road all experience failing levels-of-service (traffic volumes exceed intersection capacity) during peak travel hours.

A total of 781 crashes occurred between 2001 and 2003 along the project corridor. Of these, eight were fatal crashes, 340 were injury crashes, and 433 were property damage crashes. In addition, two sections of MD 5 – from Manchester Drive to I-95/I-495 and from I-95/I-495 to Auth Road – have significantly high crash rates compared to the statewide average, much of it due to high traffic volumes.

## FUTURE CONDITIONS

Traffic volumes are expected to grow between 15% to 30% by 2030, as residential, employment, and commercial growth in and around the corridor continues. Assuming no roadway improvements, the MD 5 intersections/interchanges with Moores Road, Burch Hill Road, Surratts Road, MD 223, MD 337, and I-95/I-495, are all expected to encounter peak volumes far exceeding their capacity and resulting in severe travel delays. This study will investigate a variety of approaches to facilitate the anticipated traffic volumes and attempt to calm congestion. Further, this study will focus on potential safety hazards and identify measures which may alleviate the magnitude and severity of future crashes.

## STUDY STATUS

With the exception of the MD 5/MD 373/MD 381 intersections, the MD 5 corridor is funded for Project Planning only, which means it is not yet funded for design or construction. The Project Planning Phase includes agency and public involvement, review of reasonable alternatives, including a No-Build option, as well as social, economic, and natural environmental analyses. Citizen involvement in the planning process is encouraged.



# Transportation Corridor Study



Please assist the Study Team by answering the following questions. To return, simply detach, fold, and tape before dropping into the mail. All postage will be paid by the State Highway Administration.

1. What community do you live in?
2. What are the biggest transportation problems you encounter when traveling the MD 5 Corridor?
3. What should be Study Team's top priorities as it tries to improve travel along MD 5?
4. Are there any sensitive community or environmental features in the MD 5 Corridor that the Study Team should be aware of?
5. Do you know of any neighborhoods or groups that are primarily elderly, low-income, disabled, non-English speaking, or certain minority groups that have unique needs? If so, please specify.

Additional Comments:

PROJECT MAILING LIST – provide your name and address if you would like to be placed on the project mailing list for future updates and announcements

NAME : \_\_\_\_\_

ADDRESS: \_\_\_\_\_