

# PUBLIC HEARING TRANSCRIPT

MD 5 CORRIDOR

PROJECT PLANNING STUDY

PRESENTATION & PUBLIC TESTIMONY

THURSDAY, JUNE 7, 2012  
PRINCE GEORGE'S COUNTY

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN

EVENING PUBLIC HEARING

MD 5 Corridor Project Planning Study

Thursday, June 7, 2012

7:00 p.m.

Surrattsville High School  
6101 Garden Drive  
Clinton, MD 20735

# SPEAKERS

<u>Name</u>	<u>Page</u>
Augustine Rebish	1
Tessa Young	5
Karen Arnold	16
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Richard McAlee	37
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Norma Merritt	46
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1 MR. REBISH:  
 2 Good evening, ladies and gentlemen. I am  
 3 Augustine Rebish, Deputy District Engineer for the State  
 4 Highway Administration for District 3 which includes  
 5 Montgomery and Prince George's Counties. I will be the  
 6 hearing officer this evening.  
 7 Tonight's hearing is being held jointly by the State  
 8 Highway Administration, the Federal Highway Administration  
 9 and the U.S. Army Corps of Engineers. On behalf of these  
 10 agencies, I welcome you to this location/design public  
 11 hearing for the MD 5 corridor transportation study.  
 12 The purpose of this hearing is to acquaint you  
 13 with the project and provide an opportunity to present your  
 14 views regarding the proposed location and design of the  
 15 alternatives under consideration.  
 16 Please direct your attention to the project  
 17 brochure that has been prepared for your information. If you  
 18 have not yet received a copy, brochures are available from  
 19 the receptionist.  
 20 The brochure summarizes information related to  
 21 this project and includes descriptions of the proposed  
 22 improvements and an environmental summary. Please  
 23 review the brochure to aid in your understanding of tonight's

1 presentation.  
 2 I will now introduce the representatives from the  
 3 State Highway Administration who will participate in this  
 4 evening's hearing.  
 5 Tessa Young, Project Manager  
 6 Karen Arnold, Environmental Manager  
 7 Tess Fountain, District 3 Real Property Manager  
 8 Troy Parham, Equal Opportunity Officer  
 9 To contact members of the project team, please  
 10 refer to the brochure. The project team is also available  
 11 tonight to answer questions or provide information to  
 12 individuals or groups.  
 13 At this time, I would like to invite any elected  
 14 official to stand for recognition. All right.  
 15 Okay. To notify individuals of tonight's hearing  
 16 and encourage their participation, the State Highway  
 17 Administration published a formal notice in the newspapers  
 18 listed in the brochure; distributed brochures to persons on  
 19 the project mailing list, provided public service  
 20 announcements to radio stations serving the area and posted  
 21 the notice on SHA's website.  
 22 Interested groups and individuals who are not  
 23 already on the mailing list are encouraged to submit their

1 names to our receptionist. This list will be used to notify you  
 2 of any subsequent public involvement and for the distribution  
 3 of project information.  
 4 This evening's proceedings are being recorded.  
 5 The official transcript of this public hearing will become part  
 6 of the project record. Written comments, including email  
 7 and materials for inclusion in the transcript will be accepted  
 8 until Monday, July 9th, 2012.  
 9 Comments may still be submitted after this date  
 10 for consideration and the decision-making process for this  
 11 project. Approximately eight weeks after the hearing, the  
 12 transcript will be available for reviewing and copying at the  
 13 locations listed in the brochure.  
 14 To confirm the availability of the transcript, please  
 15 contact Tessa Young as noted in the brochure.  
 16 The State Highway Administration's project  
 17 development process consists of four distinct phases: Project  
 18 Planning, Engineering or Final Design, Right-of-Way  
 19 Acquisition and Construction.  
 20 This project is currently in the detailed study  
 21 stage of project planning. During project planning, the  
 22 location and general design features and environmental  
 23 impacts are identified. Current activities include engineering

1 and environmental studies, coordination with local, state and  
 2 federal agencies and public involvement. The results of our  
 3 studies will be summarized for you this evening.  
 4 Following project planning is engineering or final  
 5 design, during which construction drawings are prepared and  
 6 final right-of-way requirements are determined.  
 7 Right-of-way acquisition usually begins about  
 8 halfway through the design phase. Right-of-way impacts for  
 9 this project are limited to properties adjacent to the corridor.  
 10 SHA Office of Real Estate representatives are available  
 11 tonight to answer questions.  
 12 Construction can only begin after final design is  
 13 completed and right-of-way has been acquired.  
 14 The project is currently funded for project  
 15 planning only. If the study concludes with the selection of a  
 16 build alternative, the project would become a candidate for  
 17 future funding for final design, right-of-way acquisition and  
 18 construction.  
 19 The project is listed in the primary development  
 20 and evaluation section of the fiscal years 2012-2017  
 21 Consolidated Transportation Program. It is also included in  
 22 SHA's long-range plan which is also called the Highway  
 23 Needs Inventory.

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1 MD 5 is identified in the state's secondary system  
2 of highways and is functionally classified as an urban  
3 freeway/expressway north of MD 373 and as a rural other  
4 principal arterial south of MD 373.

5 Under the federal functional classification system,  
6 it is a high-traffic volume road that connects major highways  
7 and urban areas. It is also identified as a priority highway  
8 improvement corridor and is included in the Prince George's  
9 County Executive's March 18, 2011 transportation priority  
10 letter as a top priority on SHA's secondary highway system.

11 Tessa Young will describe the MD 5 corridor  
12 transportation study and the alternatives and options that  
13 are being considered. Tessa?

14 MS. YOUNG:

15 Thank you, Augustine, and good evening. The  
16 study limits of the MD 5 corridor transportation study  
17 extends from south of the US 301/MD 5 interchange to just  
18 north of the I-95/I-495 Capital Beltway interchange at Auth  
19 Road, a distance of approximately 10 miles.

20 The purpose of the study is to facilitate safe and  
21 efficient traffic flow while providing a cost effective  
22 transportation infrastructure to serve and support existing  
23 and future traffic demand, land-use planning and

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1 development efforts while also enhancing and facilitating  
2 transit services.

3 MD 5 is a six-lane divided highway with full access  
4 control in the northern half of the study corridor from the MD  
5 223 (Woodyard Road) interchange to the Capital Beltway  
6 interchange.

7 This northern portion includes three 12-foot-wide  
8 travel lanes in each direction with 10 to 20-foot-wide inside  
9 shoulders and 10-foot-wide outside shoulders. Access is  
10 provided at six grade separated interchanges or ramp  
11 connections at MD 223, Malcolm and Schultz Roads,  
12 Coventry Way, Old Alexandria Ferry Road, MD 337/Allentown  
13 road and Linda and Deer Pond Lanes.

14 MD 5 is a four-lane divided highway with limited  
15 access control and the southern half of the project corridor  
16 from the US 301/MD 5 interchange to the MD 223  
17 interchange. The southern portion includes two 12-foot-wide  
18 travel lanes in each direction, with 10-foot-wide inside and  
19 outside shoulders.

20 Access points are provided at three at-grade  
21 signalized intersections at MD 373, Brandywine Road and  
22 Surratts Road and at two unsignalized intersections at Burch  
23 Hill Road and Moore's Road.

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1 MD 5 is a heavily traveled commuter corridor that  
2 connects Southern Maryland and Virginia to Washington, DC.  
3 It provides community access to Southern Prince George's  
4 County and operates as a major commuter route into the  
5 suburban and urban areas of Washington, DC.

6 Traffic congestion along MD 5 is heavy during  
7 peak commute times, especially in the southern half of the  
8 corridor where it has signal-controlled intersections and four  
9 through travel lanes, two lanes in each direction.

10 Over the past 25 years, the following areas have  
11 experienced some of the highest population growth in all of  
12 Maryland: Areas adjacent to the southern portion of the  
13 corridor and points south in Prince George's County and  
14 areas in the southern Maryland region, including Charles,  
15 Calvert and St. Mary's Counties.

16 Forecasts indicate that these areas will continue  
17 to grow at rates exceeding the growth rate of the State of  
18 Maryland as a whole. The planned and expected growth and  
19 development adjacent to the southern portion of the MD 5  
20 corridor and points south are expected to contribute to  
21 increasing traffic volumes through the year 2030.

22 Along MD 5, traffic volumes generally increase  
23 from south to north as drivers access MD 5 to get to the

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1 Capital Beltway and Washington, DC. According to 2008  
2 traffic data, existing average daily traffic volumes or ADT  
3 along MD 5 range from 63,200 to 126,300 vehicles. At the  
4 northern end of the study area, the existing ADT is  
5 considerably higher.

6 By 2030, traffic volumes in the study area is  
7 projected to increase by 15 to 30 percent as residential,  
8 employment and commercial growth continues in the corridor  
9 and southern Maryland. Future ADT volumes are projected  
10 to range from 84,800 to 159,600 vehicles.

11 A level of service or LOS analysis was conducted  
12 for existing and forecasted (2030) no-build and build  
13 conditions for the study area intersections and roadway.

14 Level of service is a measure of the freedom of  
15 mobility or the severity of congestion experienced by drivers  
16 and ranges from A to F. Level of service is normally  
17 computed for the peak periods of a typical weekday. LOS A  
18 represents free flow movements of traffic with little or no  
19 congestion. LOS F represents failure with stop and go  
20 conditions and long lines of traffic.

21 LOS D occurs where traffic flows become unstable  
22 and is generally considered acceptable during peak hours of  
23 traffic flow or on streets and highways in urban and suburban

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1 areas. At LOS E, the roadway is operating near capacity with  
2 unpredictable delays.

3 The existing level of service analysis shows that  
4 the study area roadways and intersections have levels of  
5 service that range from A to F, with all five at-grade  
6 intersections operating at a failing level of service for one or  
7 both daily peak periods (a.m. or p.m.)

8 By 2030, three freeway sections are projected to  
9 operate at a failing level of service during at least one daily  
10 peak period and three of the five at-grade intersections  
11 (Moores Road, Burch Hill and Surratts Roads) are projected  
12 to operate at a failing level of service during both peak  
13 periods.

14 SHA completed a crash analysis for the three-year  
15 period from January 1st, 2008 through December 31st, 2010.  
16 A total of 638 crashes resulting in eight fatalities and 245  
17 injuries was reported within the limits of the study area.

18 Two roadway sections of MD 5 from US 301 to  
19 Brandywine Road and from MD 223 to Old Alexandria Ferry  
20 Road had crash rates significantly higher than the statewide  
21 average crash rate.

22 The project team has identified transportation  
23 alternatives that address the project need while minimizing

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1 impacts on the social, cultural and natural environment.  
2 Based on information from project stakeholders, six  
3 alternatives including the no-build alternative, and six  
4 interchange options have been retained for detailed study.

5 The build alternatives include price managed and  
6 non-price managed lane alternatives. Alternatives not  
7 retained for study are identified in the brochure. After  
8 evaluating the project's impacts and considering comments  
9 from the public and the review agencies, SHA will choose a  
10 preferred alternative and options.

11 Alternative 1, the no-build alternative, includes no  
12 major capital improvements. Minor short-term  
13 improvements would occur as part of routine maintenance  
14 and safety operations. This alternative does not address the  
15 purpose and need for the project. It serves only as a  
16 baseline for comparing the impacts and benefits of the build  
17 alternatives and options.

18 Alternative 3, expressway upgrade south of MD  
19 223, will convert the at-grade intersections into grade-  
20 separated interchanges and widen MD 5 with one additional  
21 12-foot through lane and a 12-foot wide shoulder in each  
22 direction. All widening would occur within the median.

23 The wider shoulder south of MD 223, Woodyard

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1 Road, will be able to accommodate buses. The main line MD  
2 5 widening will occur south of MD 223 only and would match  
3 what currently exists north of MD 223.

4 Alternative 4, expressway upgrade entire corridor,  
5 would incorporate all of the improvements from Alternative 3  
6 and then add a fourth 12-foot through lane and a 10-foot  
7 wide outside shoulder in each direction from north of MD 223  
8 to the Capital Beltway. The inside shoulders will be able to  
9 accommodate buses.

10 In addition to evaluating traditional widening  
11 alternatives, the MD 5 corridor transportation study team  
12 also investigated managed lanes alternatives. Managed  
13 lanes may include high occupancy vehicle lanes, HOV, high  
14 occupancy toll lanes, HOT, express toll lanes, ETL, and  
15 exclusive or special use lanes such as car-only, bus-only or  
16 truck-only lanes.

17 The addition of managed lanes as express toll  
18 lanes to MD 5 would give motorists the options of paying an  
19 electric toll without stopping at a toll booth, to drive in  
20 separate, relatively free flowing highway lanes. Toll rates  
21 would vary based on demand either by time of day or by  
22 actual traffic conditions.

23 Tolls would increase when the lanes were

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1 relatively full and decrease when the lanes had extra  
2 capacity. Buses would be allowed to travel in the price  
3 managed lanes at no cost.

4 One alternative also considers the use of HOV  
5 lanes. An HOV lane is a non-priced managed lane reserved  
6 for the use of a restricted range of qualifying vehicles during  
7 periods of operation. Qualification is normally based on  
8 occupancy level, typically two or three people minimum,  
9 motorcycles, emergency vehicles, buses, express coaches  
10 and bicycles.

11 As with Alternatives 3 and 4, the managed lanes  
12 alternatives would also convert the at-grade intersections  
13 into grade-separated interchanges.

14 The Capital Beltway direct access ramp  
15 interchange would provide ramps to and from MD 5 and the  
16 Capital Beltway for the managed lanes and are designed to  
17 work in conjunction with the managed lanes alternatives  
18 only.

19 The design of these ramps also takes into  
20 consideration the future plans of the Capital Beltway and the  
21 interchange modifications currently under design for the MD  
22 5 Capital Beltway interchange.

23 Similar to the Capital Beltway interchange, the MD

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1 223 direct access ramp interchange will also provide direct  
2 access ramps to and from the managed lanes at MD 223  
3 where ramps would be provided to and from the north with  
4 access also to the commuter parking lot.

5 Alternative 5 would provide two new reversible  
6 priced managed lanes, lanes in which drivers would pay  
7 electronic tolls without stopping, in the median of MD 5 with  
8 access allowed only at select locations.

9 Under the reversible lanes alternative, the two  
10 new median lanes would allow northbound travel along MD 5  
11 during the a.m. peak period and would reverse to allow  
12 southbound travel during the p.m. peak period.

13 Alternative 6, one to two priced managed lanes  
14 would provide one new priced managed lane in each  
15 direction for the northern and southern sections of MD 5.  
16 However, the northern section would also convert one existing  
17 general purpose lane in each direction to a priced managed  
18 lane. The existing lanes along MD 5 would remain as general  
19 purpose lanes.

20 Alternative 8, non-priced managed lanes, has the  
21 same lane configuration as Alternative 4, except that one of  
22 the median lanes would be converted to an HOV lane.

23 Improvements will be made to two intersections:

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1 Surratts Road and Burch Hill Road/Moores Road/Earnshaw  
2 Drive. For each interchange, two options have been  
3 developed.

4 For Surratts Road interchange Option A, this  
5 option would create a grade-separated modified diamond  
6 interchange at the existing at-grade intersection of MD 5 and  
7 Surratts Road with ramps for each movement to and from  
8 MD 5.

9 Surratts Road would bridge over MD 5 and would  
10 be slightly shifted to the north of the existing intersection.  
11 Other improvements would include removing the existing "S"  
12 curve on Surratts Road and providing a second entrance to  
13 the southern Maryland Hospital Center.

14 Surratts Road interchange B, Option B, would  
15 create a grade-separated diamond interchange also with  
16 ramps for each movement to and from MD 5. Surratts Road  
17 would bridge over MD 5. However, the bridge would be  
18 placed where the existing intersection is located and would  
19 require construction of a temporary intersection while the  
20 bridge is being built.

21 The improvements would include removing the  
22 existing "S" curve on Surratts Road and providing a second  
23 entrance to the southern Maryland Hospital Center.

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1 Currently Moores road and Earnshaw Drive are  
2 both at-grade intersections with MD 5. Burch Hill Road  
3 interchange Option A would create a grade-separated  
4 modified diamond interchange between these two existing  
5 unsignalized at-grade intersections. The new interchange  
6 would include a bridge over MD 5 with ramps to access both  
7 directions of MD 5.

8 Burch Hill Road interchange Option B also  
9 proposes a grade-separated interchange between the two  
10 existing unsignalized intersections as described in Option A.  
11 However, two-way service roads would be constructed  
12 parallel to MD 5 along both northbound and southbound  
13 roadways between Moores Road and Earnshaw Drive.

14 A bridge would be built over MD 5 to connect the  
15 two service roads and drivers would use the service roads  
16 and bridge to access both directions along MD 5.

17 Following the public hearing, the project team will  
18 perform further analysis on these alternatives to address  
19 comments received from the agencies, local officials and the  
20 public.

21 Karen Arnold will now provide an environmental  
22 overview. Karen?

23 MS. ARNOLD:

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1 Thank you, Tessa. Good evening, ladies and  
2 gentlemen. A detailed analysis was performed to identify  
3 impacts on natural, cultural and socioeconomic  
4 environmental resources within the study area. A  
5 comparison of impacts is included in the brochure.

6 Land use in the study-area over the next two  
7 decades will be shaped by comprehensive planning and  
8 zoning. No pending future development is dependent on the  
9 MD 5 project for approval by the County Planning Board.  
10 The MD 5 project is entirely consistent with the Prince  
11 George's County general plan and the sub-region master  
12 plans for the study area.

13 Maryland's smart growth legislation is intended to  
14 limit sprawl by directing state funds for infrastructure  
15 improvements to county designated growth areas. SHA will  
16 continue to coordinate with the Maryland Department of  
17 Planning to ensure that this project, including the area  
18 between Burch Hill Road and Earnshaw Drive to Brandywine,  
19 Maryland is consistent with Maryland's Smart Growth  
20 legislation.

21 Up to seven residential displacements, excuse me.  
22 Up to seven residential relocations and two business  
23 displacements may be required under the main line

1 alternative retained for detailed study. Both Surratts Road  
 2 interchange options require one residential relocation. One  
 3 business displacement is also needed under Surratts Road  
 4 Interchange Option A.  
 5 Depending upon the alternative and interchange  
 6 option chosen, between approximately four and 21 acres of  
 7 residential right-of-way and up to approximately 17 acres of  
 8 commercial right-of-way may be needed.  
 9 Minority and/or low income populations have been  
 10 identified in the project area. No disproportionately high or  
 11 adverse impacts on minority or low income populations  
 12 would occur with this project.  
 13 The study area is within the Potomac River Upper  
 14 Tidal and Piscataway Creek watersheds. Stream impacts  
 15 range from approximately 2,000 to 20,000 linear feet  
 16 depending on the build alternative and interchange option.  
 17 A yearly in-stream work prohibition period from  
 18 March 1 to June 15 may be required by the Maryland  
 19 Department of Natural Resources.  
 20 Permits from the U.S. Army Corps of Engineers  
 21 and the Department of the Environment are required for  
 22 wetland and stream impacts. Adverse impacts on water  
 23 quality during construction would be minimized through strict

1 adherence to SHA sediment and erosion control procedures.  
 2 Up to 30 acres of 100-year flood plain and 13  
 3 acres of wetlands could be impacted by a combination of the  
 4 build alternative and interchange option.  
 5 This public hearing provides the opportunity to  
 6 present views, opinions and information which will be  
 7 considered by the Corps of Engineers in evaluating a  
 8 Department of the Army permit.  
 9 The Corps regulates discharges of dredged or fill  
 10 material into wetlands and streams or waters of the United  
 11 States. All comments received will become part of the  
 12 formal project record.  
 13 In addition, a water quality certification in  
 14 accordance with Section 401 of the Clean Water Act will be  
 15 required from the Maryland Department of the Environment.  
 16 Written statements expressing concern for aquatic  
 17 resources may be submitted to Ms. Mary Frazier of the U.S.  
 18 Army Corps of Engineers as noted in the project brochure.  
 19 Between approximately 11 and 74 acres of  
 20 woodland impacts are anticipated. Forest acreage will be  
 21 replaced within the project limits or off-site within the same  
 22 watershed.  
 23 Up to 21 acres of forest interior dwelling bird

1 habitat could be impacted. MD Department of Natural  
 2 Resources guidelines will be followed to minimize these  
 3 impacts.  
 4 No federally rare, threatened or endangered  
 5 species occur within the study area, but two state threatened  
 6 fish species, American Brook Lamprey and Comely Shiner, will  
 7 be protected by the in-stream work prohibition period.  
 8 A noise analysis was conducted for noise sensitive  
 9 areas (NSA) within the project limits. Seven NSAs qualify for  
 10 consideration of noise abatement measures under Alternative  
 11 3 and based on ramp locations, 16 to 18 NSAs qualify for  
 12 consideration of noise abatement measures under  
 13 Alternatives 4, 5, 6 and 8.  
 14 This concludes the environmental overview.  
 15 Please refer to the brochure for additional information.  
 16 Tess Fountain, the District 3 Real Property  
 17 Specialist will now describe the procedures by which right-of-  
 18 way is acquired for highway projects. Tess?  
 19 MS. FOUNTAIN:  
 20 Thank you, Karen. Good evening, ladies and  
 21 gentlemen.  
 22 The acquisition of right-of-way and relocation  
 23 assistance for this project cannot be undertaken until funds

1 are programmed and included in the Consolidated  
 2 Transportation Program.  
 3 SHA's procedures for acquiring properties differ  
 4 somewhat from normal real estate transactions between  
 5 individuals. SHA is required to secure at least one appraisal  
 6 on each affected property and to offer the owners the  
 7 amount determined by the appraisal to be just compensation  
 8 for the property rights to be acquired.  
 9 Each property owner will be provided an  
 10 opportunity to accompany the appraiser during the  
 11 inspection of the property.  
 12 After just compensation is established, a real  
 13 estate officer will meet with the affected property owner or  
 14 contact them by letter to discuss the acquisition and explain  
 15 how the construction will affect their property.  
 16 At that time, our representatives will also answer  
 17 questions and explain the offer. If the state and the property  
 18 owner cannot reach an agreement through negotiations, the  
 19 rights of the property owner will be protected by acquiring  
 20 the property rights through the eminent domain process.  
 21 This process provides a means for the property  
 22 owner's point of view to be heard and permits the amount of  
 23 just compensation to be established by a board of property

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1 review, a judge or a jury based on the testimony given on  
2 behalf of the owner and of the state.

3 I assure you that we will make every effort to  
4 keep our negotiation on friendly terms.

5 Brochures entitled "Your Land and Your Highways"  
6 and "Relocation: Your Rights and Benefits" are available from  
7 the receptionist and at the right-of-way station. These  
8 brochures address the procedures used by SHA to acquire  
9 rights-of-way and explain the rights and benefits provided  
10 through the Relocation Assistance Program.

11 The brochures should answer many of your  
12 questions about the acquisition process and the relocation  
13 assistance program.

14 Right-of-way requirements for each alternative  
15 are shown in the summary of alternatives in the project  
16 brochure. SHA representatives are available at the map  
17 displays to answer any project related questions.

18 I will be available after the meeting to answer  
19 questions about the right-of-way acquisition program.

20 If at a later date questions arise, please contact  
21 me at the District 3 right-of-way office in Greenbelt using the  
22 contact information listed in the project brochure.

23 Troy Parham of the SHA Office of Equal

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1 Opportunity will now explain SHA's Title VI program as it  
2 relates to this project. Troy?

3 MR. PARHAM:

4 Thank you, Tess. Good evening, ladies and  
5 gentlemen. As the Title VI officer for tonight's public  
6 hearing, I will explain the significance of Title VI, Executive  
7 Order 12898 on Environmental Justice, and Executive Order  
8 13166 on limited English proficiency.

9 Title VI is an amendment to the Civil Rights Act of  
10 1964, which prohibits discrimination on the basis of race,  
11 color or national origin in any program receiving federal  
12 financial assistance. Supplemental legislation also prohibits  
13 discrimination on the basis of sex, age or physical or mental  
14 disability.

15 To ensure compliance with this important  
16 mandate, SHA established a Title VI unit. To date, each of  
17 the SHA offices involved in this project has complied with  
18 that mandate. It is the Title VI unit's responsibility to make  
19 sure that all phases of the MD 5 corridor transportation study  
20 are completed in a non-discriminatory manner from the  
21 initial planning stages through the actual construction of the  
22 project.

23 The purpose of the Environmental Justice

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1 Executive Order 12898 is to identify and address  
2 disproportionately high or adverse human health or  
3 environmental effects on minority or low-income populations.  
4 An important objective of this order is to encourage these  
5 groups to participate in the planning process.

6 Executive Order 13166 addresses the  
7 identification of limited English proficient communities and  
8 populations within the scope of the project. Persons  
9 identified as having limited English proficiency do not speak  
10 English as their primary language and/or have a limited  
11 ability to read, write, speak or understand English.

12 The purpose of the Executive Order is to identify  
13 these populations and ensure that they are provided  
14 meaningful access to participation in and benefits from  
15 federally assisted programs, services and activities.

16 I am requesting your assistance with our  
17 compliance efforts to ensure that all phases of the  
18 transportation process are carried out successfully.

19 SPEAKER:

20 I got a question. What does that mean?

21 MR. PARHAM:

22 I'm going to have to hold questions at the end.

23 This is a recorded hearing and questions that you may have

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1 you can respond to the officials officially.

2 SPEAKER: Okay. Well, let me finish my hearing and if  
3 I can get through this, I can answer your questions after the  
4 hearing, okay? All right.

5 For more specific information concerning your civil  
6 rights, Title VI legislation and environmental justice, I refer  
7 you to the information on your civil rights pamphlet on the  
8 receptionist's table and at the Title VI station.

9 However, if you believe you have been the  
10 recipient of any type of discriminatory treatment, you may  
11 address your concerns in writing to Ms. Sharon Lynn Holmes  
12 using the contact information in the brochure. I will now  
13 turn the hearing back to Mr. Augustine Rebish.

14 MR. REBISH:

15 Thank you, Troy. This concludes our formal  
16 presentation. We will now accept public testimony. Our  
17 purpose tonight is to listen to your comments and concerns.

18 At this time we will not address questions from  
19 the floor, however Staff members are available at the  
20 displays to address questions individually.

21 SPEAKER:

22 So you don't want to hear what everybody else go  
23 to say. Why they got to wait?

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1 MR. REBISH:

2 If you have not already notified us that you wish  
3 to speak this evening, please register your name with the  
4 receptionist.

5 SPEAKER:

6 I didn't say you didn't. I said we didn't.

7 MR. REBISH:

8 Thank you, sir. We will call people to testify in  
9 the order in which they have registered. Each person will  
10 have a maximum of three minutes to speak. For those who  
11 would rather not speak publicly, the court reporter can  
12 record your comments privately.

13 In addition, for those of you who prefer to submit  
14 written comments, forms for this purpose are available in the  
15 back of the brochure. We are interested in hearing  
16 comments about the project from individuals and from  
17 representatives of organizations or community associations.

18 Please remember that we are recording this  
19 hearing. Please come to the microphone when your name is  
20 called, speak directly into the microphone and provide your  
21 full name, address and any organization you may represent.

22 At this time we welcome the elected officials who  
23 wish to speak.

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1 SPEAKER:

2 You don't have no one.

3 MR. REBISH:

4 Okay.

5 MR. FRANKLIN:

6 Good evening, folks, everybody. Mel Franklin  
7 representing the County Council for this area, all right?

8 SPEAKER:

9 Why don't you turn the mike around and face us?

10 MR. FRANKLIN:

11 You want me to face you?

12 SPEAKER:

13 Yes.

14 MR. FRANKLIN:

15 Is that better? That works for me. Okay. I wish  
16 I had a podium because I had to write these out in terms of  
17 testimony.

18 But first of all let me say to our State Highway  
19 Administration officials for whom this might be their first  
20 time here, welcome to District 9. We believe in hospitality  
21 here in South county.

22 I want to thank you for the opportunity, folks, to  
23 allow the residents of District 9 to express our interests and

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1 concerns about this project.

2 We in Southern Prince George's County, we call it  
3 south county. We have long felt that our transportation  
4 priorities have been ignored. I mean, we have felt that for a  
5 long time, so I'm pleased that this project is getting moving.

6 Our traffic and gridlock that our residents are  
7 confronting diminishes all of our qualities of life. It creates  
8 difficulty if we have any police officers or fire officials in the  
9 room, difficulty in their response times, it discourages  
10 residents from going and spending their dollars in businesses  
11 on the corridor.

12 I tell you, sometimes I don't even go down  
13 Brandywine to go to the great shopping center there  
14 sometimes because it is just too busy, you know? It creates  
15 difficulty in kind of a reverse negative economic development  
16 incentive.

17 To folks who are commuting in to the District of  
18 Columbia, it keeps parents away from their families for hours  
19 every day. We have got one of the commutes as we  
20 mentioned on the presentation in the entire country, and  
21 that's true.

22 So I'm encouraged that this road expansion is  
23 moving forward. But I do want to mention that I don't think

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1 the ultimate answer to all of this is simply going to be road  
2 expansion. Let me get to it.

3 I think residents in this region need light rail  
4 going from Branch Avenue Metro Station all the way to  
5 Southern Maryland. I really believe that. I really believe  
6 that.

7 We have to do something to take some of the cars  
8 off the road, okay? I mean, expanding the road is going to  
9 be great, that's going to be fine, but it's only a band-aid.  
10 Unless we actually fundamentally transform the way we  
11 travel, we are not going to be able to substantially affect the  
12 issues that we're dealing with.

13 We also have to do a better job of smarter  
14 growth, okay? If we expand Brandywine, or Branch Avenue  
15 the way we're talking and we simply build so many more  
16 houses that we just have all these new drivers, it's going to  
17 do us no good. That's not just a Prince George's problem, it  
18 is an entire southern Maryland problem because that's what's  
19 coming through Prince George's County to get to the District  
20 of Columbia.

21 So to our Southern Maryland friends who are also  
22 here from Charles, Calvert, St. Marys, I hope you're hearing  
23 that. We really need smart growth, smarter growth practices

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1 in our area that don't over-burden our existing  
2 infrastructure.

3 Now, all that said, I am in support of this project.  
4 We need infrastructure here in south county. I am in  
5 support. I live in Marlton, yes, sir, I am representing this  
6 area.

7 SPEAKER:

8 I have been here since '76.

9 MR. FRANKLIN:

10 All right. All right. I hear you, I hear you.

11 SPEAKER:

12 (Inaudible)

13 MR. FRANKLIN:

14 Well, I only got, let me tell you, I only got elected  
15 in December of 2010, so I'm going to, all right, but let me  
16 finish and then you'll have your shot, okay? Let me finish.

17 I'm here to endorse Alternative 4 that was talked  
18 about. It's the full expansion of the throughway that the  
19 project covers. But as we know, there just isn't funding for  
20 right now. To be honest with you, they're still struggling to  
21 find funding for the purple line.

22 SPEAKER:

23 (Inaudible)

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1 MR. FRANKLIN:

2 I understand. So what I am also in support of is  
3 looking at Alternatives 2 and 3. Both of those, if you look at  
4 Alternatives 2 and 3, they basically build the Alternative 4.  
5 So Alternative 2 is the most minimum thing we can do. It  
6 will leave you at a little bit but it won't leave you at a lot.

7 Alternative 3 is a little better and Alternative 4 is  
8 the full blown expansion. What I'm not in support of is tolls.  
9 I don't think we need tolls on Branch Avenue.

10 You know, I've got to tell you, you know, it costs  
11 enough to travel as it is. You know, we need relief, not tolls.  
12 HOV again, you know, I appreciate the idea of HOV lanes but  
13 I don't think that's going to do enough to relieve the traffic  
14 that we're seeing which is a lot of, it is commuter travel.

15 It is not necessarily, you know, high occupancy  
16 vehicles. I believe it is a lot of individuals driving into the  
17 District of Columbia. So I don't support that option even  
18 though I understand it.

19 SPEAKER:

20 I've got a question.

21 MR. FRANKLIN:

22 Hold on, hold on. Now, I do also want to say, I  
23 do also want to say and I don't know if I'm going over my

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1 time, so please let me know. I will wrap it up if I am.

2 I also want to say we have got to be sensitive in  
3 this right-of-way process. Whenever you start talking about  
4 taking people's land, even though you are talking  
5 compensating, that needs to be a very sensitive process and  
6 we need to really watch that carefully.

7 I think our homeowners in south county who are  
8 affected need to be treated fairly in that process.

9 I do want to mention in terms of the  
10 interchanges, I support Option A on both of those,  
11 particularly having a separate entrance for Southern  
12 Maryland Hospital. As many of you know, Southern  
13 Maryland Hospital has announced that they're doing an  
14 affiliation. They are looking to do an affiliation with a major  
15 hospital system in the state, so that's probably going to  
16 mean that Southern Maryland is going to expand  
17 dramatically. It is going to transform and upgrade Southern  
18 Maryland hospitals, so it needs a particular entrance for  
19 residents to go to Southern Maryland.

20 But let me wrap up because I know I'm going  
21 over my time. I just want to again thank the State Highway  
22 Administration officials for being here. Thank all of you for  
23 coming out this evening. I hope a lot of you are going to

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1 follow me here and share what I've been talking about, your  
2 frustration at the transportation situation our area,  
3 frustration with the lack of infrastructure we have, you know,  
4 we have been given.

5 Our residents, we deserve an opportunity to go to  
6 a store in Clinton, a restaurant in Brandywine, a business in  
7 Upper Marlboro without having to get in 45 minutes of  
8 gridlock just to get there. Just because we left at the wrong  
9 time of day, all right?

10 Our police and fire officials need to be able to get  
11 to and from serving us without being delayed. So I just want  
12 to say let's move forward with this project, but this isn't  
13 enough. We need light rail in Southern Maryland. Thank  
14 you.

15 MR. REBISH:

16 Thank you. We will now begin with those who  
17 have registered to speak. Dorothy Scott? Is she still here?  
18 Judith Allen-Leventhal for the Greater Accokeek Civic  
19 Association?

20 MR. LEVENTHAL:

21 Hello. Judith Allen-Leventhal. I live at 1130  
22 Apple Valley Road in Accokeek. I'm the President of the  
23 Greater Accokeek Civic Association. We have about ten

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1 homeowner's associations under our umbrella and represent  
2 4,000 plus people representing southernmost Prince George's  
3 and northernmost Charles County.

4 The MD 5 corridor transportation study and the  
5 planning it implements will have enormous impact on our  
6 community directly and indirectly as it impacts the tens of  
7 thousands of daily commuters who travel through our  
8 community from areas south and east, Charles, St. Marys,  
9 Calvert Counties as well as Virginia.

10 Commuters have long traveled through our area  
11 and are concerned with what we see of the current planning  
12 approach as a continuation of the longstanding practice of  
13 facilitating travel through communities without consideration  
14 of the corresponding negative impacts such as noise, light  
15 pollution, denigrated connectivity of residential areas and so  
16 forth.

17 One key consideration that we urge you to focus  
18 more resources on is ways to facilitate mass transit, as our  
19 leader has said. The MD 5 corridor offers various potential  
20 for rail and bus commuter options connecting to the Branch  
21 Avenue Metro with new rail and/or bus service needs to be  
22 highlighted in this process.

23 It is essential that all agencies and planning

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1 entities work together to expand mass transit options for our  
2 citizens. The continued expansions of lanes and highways  
3 and increased numbers of intersections will continue to  
4 facilitate more and more commuters driving from greater  
5 and greater distances.

6 Communities all along the travel route all along  
7 toward the central metropolitan area will be passed by and  
8 through and so forth and continue deterioration of quality of  
9 life in those communities.

10 Please keep erasers on your pencils as you do  
11 your planning and consider all options for enhancing the MD  
12 5 corridor. Serious consideration demands transportation  
13 options and smart growth should be central to the planning  
14 process and should not be an after thought or side bar  
15 discussion.

16 Thank you for your time.

17 MR. REBISH:

18 Thank you. Next up is Linda Williams. David C.  
19 Washington.

20 MR. WASHINGTON:

21 Hi, I'm David Washington. Washington is like the  
22 city, W-A-S-H-I-N-G-T-O-N. Address, 12307 Crestwood  
23 Avenue South.

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1 I'm mainly concerned with, well, like everybody  
2 else, I agree with the light rail. By the way, you look good  
3 with your weight loss, man. It looks real good.

4 Anyway, I agree with the light rail option and  
5 what the young lady who just spoke said. What we are  
6 dealing with is through traffic. We are not dealing with our  
7 community traffic. We are frustrated that we can't get down  
8 to Pizza Hut to get dinner because the traffic is so backed up.  
9 That's our frustration.

10 We have no idea what it takes to get to a movie  
11 theater at 12:00 or 1:00 down in Waldorf on Saturday, you  
12 know? The traffic backs up, it's crazy. But what I'm here to  
13 really discuss is the Burch Hill Road interchange, okay?

14 Like the rest of you, we live down in Prince  
15 George's County and down here in the southern part it's a  
16 different way of life than what is known up in the northern  
17 part. Many of us have some acreage, we live down dirt  
18 roads. I live down a dirt road for a reason. My reason is I  
19 don't want traffic driving past my house every day.

20 Well, Option A has traffic driving out right across  
21 my backyard every day. I'm like, this is crazy. I have been  
22 here 17 years. Why am I going to have to deal with this at  
23 this point?

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1 So I'm here to put my vote in for Option B on the  
2 Burch Hill Road interchange. That seems far less disruptive  
3 to the communities adjacent to Branch Avenue. Even if they  
4 put the swimming pool facility in up at the end of North Road  
5 - this says potential swim facility. Well, that works for me.

6 Okay. That's cool. That means I'm not going to  
7 have a bunch of kids trying to get down my street. All right.  
8 Well, that's cool. If they put that there, that's fine. All right.

9 Anyway, looking at Option B here, we don't  
10 interrupt what's going on in the way of life in Clinton Acres,  
11 we don't do it up on Moores Road and we don't do it up in  
12 the, on where I live on the other side of Moores Road down a  
13 little dirt road. We are not really disrupting the community  
14 on the other side where the nursery is or the little strip mall  
15 where they are building the, where they have the car  
16 dealership.

17 So, you know, I don't even know why Option A is  
18 an option other than coming through the neighborhoods.  
19 Why are we going to take traffic through neighborhoods?  
20 That doesn't make sense. The object is to get the traffic out  
21 the neighborhood onto Branch.

22 So anyway, I done said my peace. You all have a  
23 good night.

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1 MR. REBISH:

2 Thank you. Next speaker is Richard McAlee?

3 MR. MCALEE:

4 It is McAlee. I'm the general counsel at Southern  
5 Maryland Hospital Center, 7503 Surratts Road.6 We certainly are supportive of, I'd like to address  
7 my comments to the panel. We want to thank you first of all  
8 for your work on this project. We are very supportive of  
9 improving access for the entire area.10 Our particular concern of course is access to the  
11 hospital to ensure that patients and emergency vehicles have  
12 adequate access to the hospital site. The Surratts Road  
13 interchange options would both be tremendous  
14 improvements over the existing situation and we would  
15 support either of those options. But of the two, the second  
16 one appears to us to be substantially superior.17 Mainly because it has two entrances there. One,  
18 the first, as I see it primarily directed towards the Colony  
19 South Hotel, although it could be used actually to direct  
20 around the hotel into the hospital property and a second  
21 entrance to the hospital property.22 The first option I believe has only the one  
23 entrance to the hospital. So our concern is well, first of all,

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1 two is better than one for obvious reasons, but in particular  
2 there are situations where there is a large volume of traffic  
3 at the Colony South Hotel as a reception, for example, a  
4 banquet that may have several hundred people that there  
5 would be potentially substantial backups of traffic where you  
6 have hundreds of people all coming and going at pretty much  
7 a synchronized time, particularly in the case of a banquet.8 If you had emergency vehicles, for example,  
9 trying to get access at that time, same time, you could have  
10 a significant access problem in the situation where there is  
11 only one access point into the hospital.12 So for that reason, we, of the two we definitely  
13 would prefer Option B because we think it enhances the  
14 access to the hospital property and particularly emergency  
15 access in a better way.16 Now, having said that, there are things in Option  
17 A that are definitely good. The fact that it straightens the  
18 road more, provides a more direct link across the entire area  
19 and there are other aspects to the configuration that we like.20 If there were some way to combine the Option A  
21 configuration of Surratts Road with two separate entrances  
22 onto the Colony South Hotel and one to the hotel, in our  
23 view that would be the best of both worlds and that would be

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1 the ideal solution. I don't know whether that is technically  
2 feasible, but if it is, we would urge you to consider that  
3 option. Thank you very much.

4 SPEAKER:

5 Do you represent (inaudible)

6 MR. REBISH:

7 Thank you, Richard. Next up to speak is Elissa  
8 Brown.

9 MS. BROWN:

10 Elissa Brown, B-R-O-W-N, 4103 Offet Drive,  
11 Suitland, Maryland. I'd like to address my colleagues and  
12 the panel. My dad told me to come. I have been living in the  
13 Clinton area forever.14 My concerns are that like Mr. Franklin was saying,  
15 tolls is not an option. I have little people in my house that is  
16 going to start driving. They are on my payroll, I can't afford  
17 them.18 This project definitely needs to go all the way to  
19 Brandywine because like one of the other residents was  
20 saying, even on a Saturday we can't get to Brandywine and  
21 to Southern Maryland. We need to be able to flow freely.22 One of the options you were saying that has the  
23 option of the middle road reversing, I think that might be a

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1 good option for future growth. For the environmental  
2 concerns, if we can save as much green space as possible, I  
3 think that it would be the best situation.4 We are in Southern Maryland. We are not in  
5 Montgomery County. We are country people. We like our  
6 green space. Thank you.

7 MR. REBISH:

8 Thank you. Next speaker, Whelden Merritt.

9 MR. MERRITT:

10 We had a situation like this in Charles County.  
11 We had to get the police involved to be able to use the same  
12 podium as the others.13 My name is Whelden Merritt, that's spelled W-H-  
14 E-L-D-E-N, M-E-R-R-I-T-T. I live at 12211 Riverview Road in  
15 Fort Washington.16 I have lots of documents to submit to the record.  
17 I will try to keep myself as short as possible and give you a  
18 brief description of each document.19 I will start off with the most recent. That is an  
20 email from the Department of Justice concerning the  
21 comment response document to a consent decree on Ryland  
22 Homes who has been building in the Clinton area  
23 construction sites, polluting the Piscataway watershed and

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1 building without any permits at all.

2 There is a civil case in federal court against this  
3 firm all across America and they are requiring as a fine  
4 \$625,000 for all of America. That's the price of one lousy  
5 house.

6 SPEAKER:

7 The deal has already been made.

8 MR. MERRITT:

9 Right. Okay. That's the first document, that's the  
10 email from the Department of Justice saying that although  
11 the case was filed on the 7th of October, 2011, there has  
12 been no comment response document filed.

13 So they give the public 30 days to submit  
14 comments and then they drag their feet for three quarters of  
15 a year. Document one.

16 Document two is the consent decree title page  
17 and the spot in the consent decree that mentions the  
18 construction site which is in violation of the law at Clinton in  
19 Prince George's County.

20 Document three is a press release from the  
21 Department of Justice announcing the consent decree. Then  
22 I have a document for our environmental expert. I'm sort of  
23 shocked that there are various inaccuracies in the testimony

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1 given today by an official by the government. I have here a  
2 study which was done by none other than the Department of  
3 Planning, the Maryland State Department of Planning back in  
4 1981 and it lists areas of critical state concern.

5 One of which is the Piscataway Creek and the  
6 Piscataway Creek has been determined to be an area of  
7 critical state concern since 1981 all the way from Piscataway  
8 Bay to the boys farm at Cheltenham.

9 Here is a map showing the wetlands and showing  
10 on the next page, on the last page where Route 5 goes right  
11 through the wetlands of special state concern in Piscataway  
12 watershed.

13 Next document is more recent is from 2009. It is  
14 the summary of a federal study, federally funded study on  
15 impact of impervious surfaces in the State of Maryland. It  
16 has, makes great mention of Mattawoman Creek and  
17 Piscataway Creek and it compares them and it has to do with  
18 the spawning of anadromous fish, those are the fish that  
19 come in out of the ocean that spawn in the streams. The  
20 most popular here are the striped bass and the yellow perch.

21 We used to have shad, we used to have a lot of  
22 other fish, but they have almost completely disappeared and  
23 the reason is that we have built in our county twice as many

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1 houses as we can handle and twice as many houses as the  
2 ecology can handle, and that's documented here on the basis  
3 of the impervious cover that's the cover that is by streets,  
4 roads, houses, roofs, buildings, that kind of thing, parking  
5 lots, that impervious surface was determined by simple use  
6 of the Maryland Department of Assessments and Taxation  
7 site which has exact measurements of every single house  
8 and it's all online and they just figured out that they could do  
9 that and compute the amount of impervious surface that we  
10 have and they discovered that they have built twice as many  
11 houses and roads and parking lots and impervious surfaces  
12 as we can handle in our country setting.

13 (Tape goes bad) So that's a summary there and that's how  
14 we can handle - virtually ceased everywhere except  
15 Mattawoman Creek and it would be nice to have Piscataway  
16 Creek restored to that situation that it used to be where you  
17 could just about walk across Piscataway Creek on the fish  
18 that were running.

19 Okay.

20 MR. REBISH:

21 Mr. Merritt, you are running low on time.

22 MR. MERRITT:

23 Okay. I'll keep it short, I'll keep it short. The

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1 next document is prioritizing sites for wetland restoration,  
2 mitigation and preservation in Maryland. This is from the  
3 Maryland Department of the Environment and it concerns,  
4 has a whole chapter on Piscataway Creek and there again,  
5 grave danger for the fish that are there, for the creek that is  
6 there and we have to protect it, so we have one department  
7 of the state government saying we have to protect it and the  
8 other one wants to build a road through it.

9 Here we have the Army Corps of Engineers, one of  
10 my favorites. They have a whole project to restore four  
11 areas in our region here. One is Mattawoman Creek, one is  
12 Port Tobacco River, one is Tacai swamp and the fourth one is  
13 Piscataway Creek.

14 So the Army Corps of Engineers is another one of  
15 these that wants to preserve Piscataway Creek but they want  
16 to build a road through it.

17 Then we have -

18 MR. REBISH:

19 How many more documents have you got, sir?

20 MR. MERRITT:

21 Three.

22 MR. REBISH:

23 Wrap it up.

1 MR. MERRITT:  
 2 Yes. Okay. This is a table of all of the Army  
 3 Corps of Engineers permit approvals and denials since 1999  
 4 and I have totaled them up. I have totaled up from the last  
 5 ten years and we have four denials and 2.155 approvals. So  
 6 that's a very rigged game. They will approve just about  
 7 anything, but one of those denials was the cross county  
 8 connector in Charles County.  
 9 So think about it. All they want to do is they  
 10 didn't get their cross county connector in Charles, so they  
 11 are going to try it from north/south and they are going to  
 12 access the same areas on Route 5.  
 13 The next one, okay, two more very short. This is  
 14 a picture of Rookery for blue herons and the next one is a  
 15 document from the Army Corps of Engineers as far as civil  
 16 rights goes about the rights of consulting the Indians before  
 17 you go into any of these areas which have their sacred bird.  
 18 MR. REBISH:  
 19 All right. That's it.  
 20 MR. MERRITT:  
 21 Thank you very much.  
 22 MR. REBISH:  
 23 Thank you. Noreen Merritt? I'm sorry, what's the

1 first name? You're up. Please try to keep it to three  
 2 minutes. Thank you.  
 3 MS. MERRITT:  
 4 Ms. H. William Merritt, Norma. I live at 12211  
 5 Riverview Road on the Potomac River. I do drive for these  
 6 fish testers and so do 22 other people. Thank you. M-E-R-  
 7 R-I-T-T.  
 8 I'm in my mid 80s. I have been studying  
 9 transportation for a long time. I lived in Arlington where in  
 10 1970 they started instituting the bus which would go into  
 11 neighborhoods that had called them the day before and  
 12 collect people to get them to the mass transit.  
 13 We have nine subway stops over there that have  
 14 been there for, since the mid 70s and we also, they also are  
 15 now starting a streetcar down Columbia Pike. How many  
 16 years has it been since we've had streetcars? But at least we  
 17 could here in this situation put in a bus rapid transit lane and  
 18 I don't see enough attention back there, although there is  
 19 better attention in the little booklet to the provision of buses.  
 20 That would take 88 people on a bus off the road, and how  
 21 many cars is that because most of the cars if you notice have  
 22 just one person in them.  
 23 I think that when you speak of the cost of putting

1 in a bus rapid transit lane, and it can be done so quickly, you  
 2 also should be thinking very hard about the cost of those  
 3 people who sit in traffic day after day on their way home,  
 4 how many of those fathers and mothers get home to have a  
 5 decent family meal with their kids and help supervise  
 6 homework?  
 7 Some of them, I remember getting on that road  
 8 to go to a meeting at the high school down at La Plata and I  
 9 got on the road in Oxon Hill at 4:30 at night. I didn't get  
 10 there until 6. Just that road and the traffic didn't let up at all  
 11 until you got into Brandywine and it did move a little bit.  
 12 But when I asked people what were the matter?  
 13 Where were the accidents? They said ma'am, this happens  
 14 every day. So I urge people to put more urgency into  
 15 getting a bus rapid transit in there and figure out the cost of  
 16 those families that are not together because of all this  
 17 congestion.  
 18 Don't put in more houses, don't put in more sewer  
 19 lines until you get these other things figured out. If we are  
 20 complaining about not having enough agricultural land close  
 21 to the cities, we are covering up our agricultural land, too.  
 22 Thank you very much.  
 23 MR. REBISH:

1 Thank you. Next speaker, Jason Groth.  
 2 MR. GROTH:  
 3 Jason Groth with Charles County Government.  
 4 The address is Charles County Government Building, P.O.  
 5 Box 2150, La Plata, Maryland 20646. Last name is spelled  
 6 G-R-O-T-H.  
 7 Thanks for having us tonight. This is a great  
 8 opportunity. We have developed a wonderful partnership  
 9 with Prince George's County through our transit project. You  
 10 have heard a little bit tonight about the light rail project and  
 11 what we're looking to do when we're asking this project to  
 12 accommodate the right-of-way, if not the lanes needed for a  
 13 light rail or a bus rapid transit alignment.  
 14 Each project has its place, you know. A highway  
 15 project is greatly needed, you know, the transit doesn't take  
 16 everyone to the destination they need to go to, but the  
 17 transit is highly needed in this area, so we ask that this  
 18 project not preclude but accommodate the high capacity  
 19 transit way. So thank you.  
 20 MR. REBISH:  
 21 That concludes all those that have registered to  
 22 speak. Does anyone else wish to comment? Come up.  
 23 MR. BANKS:

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1 Maurice Banks, B-A-N-K-S, 8102 Owens Way.  
 2 Though I applaud the plan, I would hope that we would have  
 3 a greater vision and look at addressing beyond 301 and 5 as  
 4 you move towards the new Costco area.

5 If you clean all of this up, you just get us to that  
 6 bottleneck faster. I was here 21 years ago, 28 years ago  
 7 when they improved the area at Woodyard Road, Allentown  
 8 Road. It has taken us this long to get to improving this part  
 9 of the commute.

10 If we don't clean up what goes beyond 5 and 301  
 11 into Charles County, you will just simply get us right to that  
 12 area and we'll just be standing again. Thank you.

13 MR. REBISH:

14 Anyone else like to speak? Okay. If not, let the  
 15 record show that no further spoken comments were offered.

16 As mentioned earlier and as stated in the public  
 17 notice, we will hold the formal record open until July 9th,  
 18 2012 for your written comments. Thank you for attending  
 19 tonight's public hearing. We appreciate your interest in this  
 20 project. This hearing is adjourned. Good night.

21 (Whereupon, the hearing ended.)

22 STATE OF MARYLAND:

23 SS:

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1 I, the undersigned, Notary Public of the State  
 2 of Maryland, do hereby certify that the within named  
 3 personally appeared before me at the time and place  
 4 herein set out.

5 I further certify that the hearing was recorded  
 6 electronically by me and this transcript is a true record  
 7 of the proceedings.

8 I further certify that I am not of counsel to  
 9 any of the parties, nor an employee of counsel, nor  
 10 related to any of the parties, nor in any way interested  
 11 in the outcome of this action.

12 As witness my hand and notarial seal this  
 13 \_\_18th\_\_ day of \_\_June \_\_, 2012.

14 \_\_\_\_\_  
 15 Notary Public

16 MY COMMISSION EXPIRES: 11/7/15

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1 STATE OF MARYLAND:

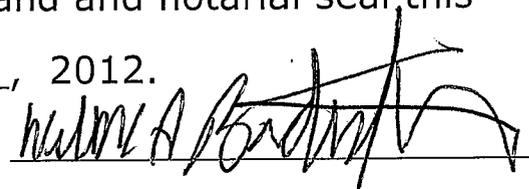
2 SS:

3 I, the undersigned, Notary Public of the State  
4 of Maryland, do hereby certify that the within named  
5 personally appeared before me at the time and place  
6 herein set out.

7 I further certify that the hearing was recorded  
8 electronically by me and this transcript is a true record  
9 of the proceedings.

10 I further certify that I am not of counsel to  
11 any of the parties, nor an employee of counsel, nor  
12 related to any of the parties, nor in any way interested  
13 in the outcome of this action.

14 As witness my hand and notarial seal this  
15 \_\_18th\_\_ day of \_\_June \_\_, 2012.

16 

17 Notary Public

18  
19  
20 MY COMMISSION EXPIRES: 11/7/15

21  
22  
23

## General Permit Verifications

To view recently issued MDSPGP authorizations, [click here](#).  
This link also provides recently issued MDSPGP Joint Public Notices and  
a list of ALL permit applications recently received by MDE and the Corps.

## Issued Individual Permits, Denials & Appeals

Further information regarding the permitting program and specific permit applications is available by filing a written Freedom of Information Act request.

Please [click here](#) to access our FOIA link.

**Note:**

*Click on month to see details of permit.*

*Total # Appealed is re-directed to the North Atlantic Division's Administrative Appeals Received page*

Period Covered	Total # Issued	Total # Denied	Total # Appealed
<a href="#">March 2012</a>	2	0	0
<a href="#">February 2012</a>	5	1	0
<a href="#">January 2012</a>	1	0	0
<a href="#">December 2011</a>	9	0	0
<a href="#">November 2011</a>	22	0	0
<a href="#">October 2011</a>	17	0	0
<a href="#">September 2011</a>	3	0	0
<a href="#">August 2011</a>	5	0	0
<a href="#">July 2011</a>	5	0	0
<a href="#">June 2011</a>	3	0	0
<a href="#">May 2011</a>	22	0	0
<a href="#">April 2011</a>	4	0	0
<a href="#">March 2011</a>	1	0	0
<a href="#">February 2011</a>	3	0	0
<a href="#">January 2011</a>	2	0	0
December 2010	0	0	0
<a href="#">November 2010</a>	35	0	0
<a href="#">October 2010</a>	7	0	0
<a href="#">September 2010</a>	5	0	0
<a href="#">August 2010</a>	2	0	0
<a href="#">July 2010</a>	6	0	0
<a href="#">June 2010</a>	5	0	0
<a href="#">May 2010</a>	3	0	0

April 2010	0	0	0
March 2010	0	0	0
February 2010	6	0	0
January 2010	4	0	0
December 2009	2	0	0
November 2009	4	0	0
October 2009	21	0	0
September 2009	1	0	0
August 2009	12	0	0
July 2009	1	0	1
June 2009	1	0	0
May 2009	2	0	0
April 2009	6	0	0
March 2009	2	0	0
February 2009	5	0	0
January 2009	54	0	0
December 2008	1	0	0
November 2008	19	0	0
October 2008	35	0	0
September 2008	2	0	0
August 2008	22	0	0
July 2008	3	0	0
June 2008	2	0	0
May 2008	9	0	0
April 2008	5	0	0
March 2008	2	0	0
February 2008	6	1	0
January 2008	1	0	0
December 2007	3	0	0
November 2007	6	0	0
October 2007	8	0	0
September 2007	3	0	0
August 2007	3	0	0
July 2007	0	0	0
June 2007	1	0	0
May 2007	10	0	0

April 2007	10	0	0
March 2007	21	0	0
February 2007	16	0	0
January 2007	20	0	0
December 2006	17	0	0
November 2006	19	0	0
October 2006	19	0	0
September 2006	25	0	0
August 2006	29	0	0
July 2006	20	0	0
June 2006	32	0	1
May 2006	31	0	0
April 2006	22	0	0
March 2006	25	0	0
February 2006	17	0	0
January 2006	29	0	0
December 2005	18	0	0
November 2005	25	0	0
October 2005	50	0	0
September 2005	56	0	0
August 2005	65	0	0
July 2005	31	0	0
June 2005	39	0	1
May 2005	12	0	0
April 2005	55	0	0
March 2005	34	0	1
February 2005	28	0	0
January 2005	27	0	0
December 2004	24	0	0
November 2004	23	0	0
October 2004	42	0	0
September 2004	32	0	0
August 2004	30	0	0
July 2004	33	0	0
June 2004	32	0	0

May 2004	31	0	0
April 2004	19	0	0
March 2004	27	0	0
February 2004	13	0	0
January 2004	23	0	0
December 2003	35	0	0
November 2003	13	0	0
October 2003	29	0	0
September 2003	26	0	0
August 2003	17	0	0
July 2003	27	0	0
June 2003	27	0	0
May 2003	19	0	0
April 2003	24	0	0
March 2003	24	0	0
February 2003	24	0	0
January 2003	24	0	0
December 2002	41	0	0
November 2002	35	0	0
October 2002	35	0	0
September 2002	43	1	0
August 2002	31	0	1
July 2002	35	0	0
June 2002	24	0	0
May 2002	31	0	1
April 2002	20	0	2
March 2002	21	1	0
February 2002	34	1	1
January 2002	27	1	0
December 2001	32	1	0
November 2001	46	0	0
October 2001	29	0	0
September 2001	22	0	0
August 2001	33	0	0
July 2001	25	0	0
June 2001	27	0	0

June 2001	25	0	0
May 2001	42	0	0
April 2001	46	0	0
March 2001	45	0	0
February 2001	33	0	0
January 2001	26	0	1
December 2000	51	0	0
November 2000	54	0	0
October 2000	62	0	0
September 2000	36	0	0
August 2000	37	0	0
July 2000	42	2	0
June 2000	29	0	0
May 2000	37	0	0
April 2000	21	1	0
March 2000	22	0	0
February 2000	43	0	0
January 2000	29	0	0
December 1999	62	0	0

For the Period of 1-29 February 2012

Applicant #	Applicant	Date Issued/Denied
NAB-2011-61251-M28	<p>Mr. John Winner Town of Lonaconing 7 Jackson Street Lonaconing, Maryland 26539-1302</p> <p><b>Location:</b> At the Midland-Gilmore Reservoir (MDE Dam 290) on Elk Lick Run located along Buskirk Hollow Road, Midland, Allegany County, Maryland.</p> <p><b>Description:</b> To mechanically maintenance dredge the Midland-Gilmore Reservoir (MDE Dam 290) on Elk Lick Run located along Buskirk Hollow Road, Midland, Allegany County, Maryland.</p> <p>Public Notice: PN 11-82</p>	8 February 2012 Issued With Special Conditions
NAB-2011-61111-M28	<p>Mr. Vince Ritts Annapolis Cove Community 3169 Catrina Lane Annapolis, Maryland 21403</p> <p><b>Location:</b> In the picnic and boat launch area of the Annapolis Cove Community off of Catrina Lane, within Lake Ogelton, a tributary of the Chesapeake Bay, Annapolis, Anne Arundel County, Maryland.</p> <p><b>Description:</b> To discharge dredged or fill material into waters of the United States associated with the construction of approximately 700 linear feet of living shoreline within the Annapolis Cove community park.</p> <p>Public Notice: PN 11-85</p>	8 February 2012 Issued With Special Conditions
NAB-2005-60531	<p>Charles County</p> <p><b>Location:</b> The project would involve permanently impacting 7.18 acres of federally-regulated non-tidal wetlands and 2,151 linear feet of stream.</p> <p><b>Description:</b> Charles County has applied to the COE for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344) and to the Maryland Department of the Environment (MDE) for authorization pursuant to the Maryland Non-Tidal Wetlands Protection Act, to construct a new four-lane road system to connect Middletown Road and Indian Head Highway.</p> <p>Public Notice: PN 08-43</p>	14 February 2012 Denied With Prejudice
NAB-2011-61341-M33	<p>Coastal Seafood, Inc 1548 Taylors Island Road Woolford, Maryland 21677</p> <p><b>Location:</b> In the Honga River near Steamboat Wharf Road in Hoopersville, Dorchester County, Maryland.</p> <p><b>Description:</b> To emplace a broken concrete revetment and apron along an existing marsh.</p> <p>Public Notice: PN 11-89</p>	24 February 2012 Issued With Special Conditions
	Blackwater National Wildlife Refuge, Blackwater River,	

Baltimore District Home > News > District helps develop watershed resources registry

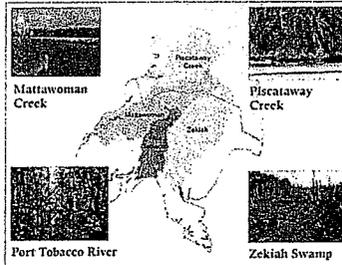


Photo courtesy of Environmental Protection Agency Region III

## District helps develop watershed resources registry

Posted August 9, 2010  
By Tina Carlsen  
Public Affairs Office

The U.S. Army Corps of Engineers Baltimore District is helping to develop a Watershed Resources Registry as part of a joint effort to improve watershed planning and protect valuable environmental resources.

The Army Corps of Engineers, along with other federal, state and local authorities, are charged with minimizing impacts to wetlands, streams and other aquatic resources.

When these resources must be impacted, applicants are required to offer compensatory wetlands to mitigate this impact. The registry is a screening tool designed to improve the process of locating these compensatory wetlands.

The registry will help the project manager at the Corps identify both what a particular watershed might need to protect ecosystem health, and where that activity might be most beneficial.

For example, a watershed that is primarily agricultural might benefit from the restoration and re-creation of wooded buffers along streams. The registry would identify this need and then find suitable sites where stream restoration could occur.

"The registry will help regulators and planners from different agencies and programs characterize and identify potential watershed needs, as well as target suitable opportunity sites for protection and restoration of important resources," said Ellen Bryson, a geographer for the Regulatory Branch in Operations Division. Ms. Bryson served as the principal geographic information systems manager for the project.

Watershed planning uses a holistic approach to managing watershed resources, as opposed to traditional site-specific management. The Watershed Resources Registry is a geographic information system-based mapping tool designed to address priority resource goals such as water quality, habitat, stormwater management and forests, integrate multiple programs such as regulatory and voluntary, and incorporate existing strategic watershed plans into a single database.

The development of the Watershed Resources Registry grew from the Green Highways Partnership, which is comprised of federal and state agencies, industry, nonprofit organizations and others that promote green practices for transportation projects, and a project proposed by the Maryland State Highway Administration, or MDSHA, for Route 301 in Prince Georges and Charles Counties.

A two-day work session in 2007, coordinated by the Environmental Protection Agency and the MDSHA, focused on ways that the Route 301 project could become a green highway by using recycled materials, porous pavement, new stormwater technology and other green techniques.

The session included the U.S. Army Corps of Engineers, both Headquarters and Baltimore District, the EPA, the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the Natural Resources Conservation Service, the Federal Highway Administration, the MDSHA, the Maryland Department of Natural Resources, the Maryland Department of Environmental, representatives from Charles and Prince George's Counties and nongovernmental organizations, such as The Conservation Fund.

"As the group met and discussed their many overlapping program goals, the value of the registry became more and more apparent," Ms. Bryson said. When funding for the transportation improvements ended, the group continued to work together.

Currently, the registry includes information on four watersheds in the Chesapeake Bay southeast of Washington, D.C., including portions of Charles and Prince George's Counties, Mattawoman Creek, Port Tobacco, Zekiah Swamp and the Piscataway Creek. The registry is being expanded to cover the entire state of Maryland.

Ralph Spagnolo, biologist for EPA Region III, served as the principal project manager for this project.

"These four watersheds boast significant natural resources, including spawning areas and nurseries for migratory fish, supporting several waterfowl and are used by more than 150 species of birds for migration," said Spagnolo.

The Zekiah Creek Watershed contains the largest hardwood swamp in Maryland, and is home to rare and federally endangered plants, insects and birds and is one of Maryland's most important oyster ground.

Mattawoman Creek supports a \$25 million largemouth bass fishery. Despite their high value, these resources are at risk of wetland conversion to upland development, increased stormwater discharge and other cumulative impacts associated with future development."

Although the pilot program is tailored to this area, it can be nationally transferred because of its commonly available databases and layers. Expected to be completed in 2010, the Watershed Resources Registry, when used in conjunction with a regional manager's expertise and best professional judgment, will help show where multiple ecological benefits can be found.

Rather than selecting a site simply based on a single agency's need, a selected area can now fulfill multiple beneficial watershed needs and regulatory requirements for several agencies at the same time.

Updated: 09-Feb-2011

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Prioritizing Sites for Wetland Restoration, Mitigation, and Preservation in Maryland.

May 18, 2006 - Maryland Department of the Environment

- Protect the designated Area of Critical State Concern: Broad-Henson Creek Marsh.

### Piscataway Creek (02140203)

#### *Background*

The nontidal portion of Piscataway Creek watershed covers roughly 56 mi<sup>2</sup>. The headwaters are around Andrews Air Force Base and it drains into the Potomac River (MDE, 2005b).

Based on MDP 2002 GIS land use data the Piscataway Creek watershed has 964 acres of open water and 43,513 acres of land. The land acres are divided as follows: urban 17,661 acres (41%), agriculture 5,538 acres (13%), forest 19,917 acres (46%), wetlands 110 acres (<1%) and barren land 287 acres (1%). Since the MDP wetland acreage is often underestimated, DNR wetland data estimates, as discussed later in this document, are preferred.

Estimates of wetland acreage for the entire watershed, based on DNR mapped wetlands, are as follows:

- Palustrine
  - Aquatic bed: <1 acre
  - Emergent: 225 acres
  - Scrub shrub: 149 acres
  - Forested: 1,605 acres
  - Unconsolidated bottom: 145 acres
  - Unconsolidated shore: 3 acres
  - Farmed: 8 acres
- Total: 2,135 acres

MDE tracks all regulated nontidal wetland activity in Maryland, including regulated wetland impacts and gains. Based on data for the time period of January 1, 1991 through December 31, 2004, for this watershed, there has been a slight gain in wetlands (Walbeck, 2005).

Basin code	Permanent Impacts	Permittee Mitigation	Programmatic Gains	Other Gains	Net Change
02140203	-8.43	14.14	2.20	0	7.91

#### *Code of Maryland Regulations*

All Maryland stream segments are categorized by Sub-Basin and are given a “designated use” in the Code of Maryland Regulations 26.08.02.08. Stream segments within the Prince Georges County portion of this watershed are designated Use I, recreation contact and protection of aquatic life.

#### *Water Quality*

The 1998 Clean Water Action Plan classified this watershed as "Priority" Category 1, a watershed not meeting clean water and other natural resource goals and therefore needing restoration. Since it is a "Priority" Category 1 watershed, this watershed was selected as being one of the most in need of restoration within the next two years since it failed to meet at least half of the goals. It is also classified as a Category 3, a pristine or sensitive watershed in need of protection. Failing indicators include high nutrient concentrations, poor SAV abundance and habitat index, poor non-tidal benthic index of biotic integrity (BIBI), high percent impervious surface (17%), high population density, and high soil erodibility (0.32). Wetland loss was estimated to be 15,504 acres. Indicators for Category 3 include high imperiled aquatic species indicator and migratory fish spawning areas.

According to the 2002 305(b) report, the tidal mainstem and tributaries fail to support all uses due to nutrients from poor tidal flushing and eutrophication. Nontidal mainstem fails to support all designated uses due to bacteria. Of the nontidal wadeable tributaries, a portion (21 miles) fully supports all uses, while the remainder (44 miles) had inconclusive results. Data for Cosca Lake was inconclusive.

The 2004 303(d) List contains basins and subbasins that have measured water quality impairment and may require a TMDL. The basin/subbasin name, subbasin number (if applicable), and type of impairment are as follows:

- *Piscataway Creek* (non-tidal); fecal coliform, nutrients, sediments.
- *Piscataway Creek* (021402030803 non-tidal); poor biological community.
- *Piscataway Creek* (021402030799 non-tidal); poor biological community.
- *Piscataway Creek Unnamed Tributary* (021402030803 non-tidal); poor biological community.
- *Piscataway Creek Unnamed Tributary* (021402030801 non-tidal); poor biological community.
- *Burch Creek Unnamed Tributary* (021402030801 non-tidal); poor biological community.
- *Paynes Branch* (021402030800 non-tidal); poor biological community.
- *Meetinghouse Branch* (021402030800 non-tidal); poor biological community.
- *Tinkers Creek Unnamed Tributary* (021402030800 non-tidal); poor biological community.
- *Butler Branch* (021402030801 non-tidal); poor biological community.
- *Pea Hill Branch* (021402030802 non-tidal); poor biological community.

A Draft Water Quality Analysis was completed in 2005 for fecal bacteria in the nontidal portion of Piscataway Creek. This study found that the current fecal bacteria levels did support the designated uses. Therefore, it is recommended that the nontidal portions of this watershed be removed from the 303(d) List for impairment by fecal bacteria.

A biological assessment was conducted for this County in 1999, 2000, and 2004. Benthic IBI was rated fair in the subwatershed Piscataway Creek and was rated poor in subwatershed Tinkers Creek. Habitat was rated poor in subwatershed Piscataway Creek and was rated very poor in subwatershed Tinkers Creek (MNCPPC, 2005).

### *Restoration/Preservation*

There are several State-designated Green Infrastructure hubs and corridors in this watershed, with the GI network being denser in the southern portion of the watershed, including along Tinkers Creek and Piscataway Creek. Some of this network is protected by Accokeek Foundation, Piscataway National Park, Rosaryville State Park, Fort Washington National Park, and many County-owned properties. Large federal properties, outside of the GI network, are Andrews Airforce Base and Naval Communication Unit. There are still some unprotected GI areas along Tinkers Creek and south of Piscataway Creek that should be protected. Since some areas within the GI network are considered as gaps, areas currently in a land use other than natural vegetation, these may be desirable locations for restoration. According to the 2000 Maryland Greenways Commission document, there are several existing or potential greenways including:

- *Potomac River Greenway*
- *Potomac River Water Trail*
- *Piscataway Creek Greenway*
- *Tinkers Creek*

The Prince George's Countywide Green Infrastructure Plan identifies several specific areas which should be carefully considered when land development proposals are reviewed in the vicinity to ensure that their ecological functions are protected or restored. One of these areas is Piscataway Park – 4,600 acres of forests, fields and wetlands.

There are two designated Nontidal Wetlands of Special State Concern and several potential WSSC within this watershed.

- *Mockley Swamp*. This freshwater tidal swamp, emergent marsh, and riparian tidal flats provide diverse habitat and contain three rare plant species. This site also provides important waterfowl and waterbird habitat, contains otter, and likely additional rare plant species. While this area is currently relatively free from threats, future threats may include development, forest clearing, alteration of hydrology, and shoreline stabilization (McCarthy et al., 1988). This site is protected by Piscataway National Park.
- *Fort Ravine*. The stream banks and lower slopes of this site contain a rare plant species. The mature forest provides migrating bird habitat and recreational opportunities. Threats include forest clearing, invasion by non-native plant species (currently near the mouth of the stream), and soil disturbance. There is an eroded gully upstream that has resulted in sediment covering the stream bottom. This erosion should be reduced (McCarthy et al., 1988). This site is protected by Fort Washington National Park.
- *Potential WSSC*. There are several small potential WSSC within the Piscataway National Park.

An extensive zone of tidal and non-tidal wetlands along Piscataway Creek, running from the mouth to the US Naval Reservation and Boys Village of Maryland (encompassing Mockley Swamp), was designated as an Area of Critical State Concern in 1981. This

stream is a very productive herring run and an excellent area for anadromous fish spawning. The surrounding areas are good plant and wildlife habitats. There are several large protected parcels. However, development in the Piscataway headwaters may result in erosion/sedimentation and hydrological changes to this system. (MDP, 1981).

Restoration recommendations:

- Restore wetlands and streams within the headwaters.
- Restore gaps in green infrastructure areas (both State and County-designated) to natural vegetation.

Protection recommendations:

- Protect wetlands and streams within the headwaters.
- Protect green infrastructure areas (both State and County-designated) especially along the waterways.
- Protect Nontidal Wetlands of Special State Concern and their buffers.
- Protect additional wetlands within designated Ecologically Significant Areas.
- Protect the designated Area of Critical State Concern along Piscataway Creek.
- Protect the wetland areas used as references in the tidal vegetative study conducted by DNR (in the mouth of Piscataway Creek).

Oxon Creek (02140204)

*Background*

Based on MDP 2002 GIS land use data for the Prince Georges County portion of the Oxon Creek watershed has 67 acres of open water and 6,824 acres of land. The land acres are divided as follows: urban 4,899 acres (72%), agriculture 290 acres (4%), forest 1,533 acres (22%), and barren land 101 acres (1%). Since the MDP wetland acreage is often underestimated, DNR wetland data estimates, as discussed later in this document, are preferred.

Estimates of wetland acreage for the entire Maryland portion of the watershed, based on DNR mapped wetlands, are as follows:

- Palustrine emergent: <1 acre
- Riverine unconsolidated shore: 3 acres
- Total: 3 acres

MDE tracks all regulated nontidal wetland activity in Maryland, including regulated wetland impacts and gains. Based on data for the time period of January 1, 1991 through December 31, 2004, for this watershed, there has been a slight loss in wetlands (Walbeck, 2005).

Basin code	Permanent Impacts	Permittee Mitigation	Programmatic Gains	Other Gains	Net Change
02140204	-0.47	0	0	0	-0.47

## 2009 Fisheries and Habitat Interactions Project:

### Development of Habitat-based Reference Points for Chesapeake Bay Fishes of Special Concern: Impervious Surface as a Test Case

Jim Uphoff, Margaret McGinty, Rudy Lukacovic, Jim Mowrer, Bruce Pyle, and Marek Topolski.

#### SUMMARY

- 1) Tax map derived development indices are the best source for standardized, readily updated, and accessible development indicators in Maryland. Counts of structures per acre and square footage of structures per acre had a strong relationship with "new" Towson IS estimates for 2000 and predictions of IS developed from these indices are well within the "play" experienced when using other data sources to estimate IS.
- 2) Little change in anadromous fish stream spawning in Mattawoman Creek was indicated between 1971 and 1989-1991; however, by 2008-2009 spawning site losses were evident for all three species groups. Stream spawning of anadromous fish nearly ceased in Piscataway, Swan, and Broad creeks, and Oxon Run between 1971 and 2008-2009. The most current urban cover estimate for Mattawoman Creek is similar to Piscataway Creek in 1973 and current Piscataway Creek urban cover is similar to that projected for Mattawoman Creek's development district. If planned development proceeds in Mattawoman Creek's watershed, anadromous fish stream spawning is expected to cease.
- 3) Elevated conductivity in non-tidal Mattawoman and Piscataway creeks indicated that urbanization has impacted both spawning streams. Average conductivity was greater in more urbanized Piscataway Creek than Mattawoman Creek. Mattawoman Creek's conductivity gradient in the non-tidal mainstem changed from declining to increasing with distance from the estuary between 1991 and 2008-2009.
- 4) Regression analyses (multiple watersheds and years) indicated IS was negatively related to an index of yellow perch egg-larval survival ( $L_p$ , the proportion of standard estuarine plankton tows with larvae), but the relationships were different in fresh-tidal and brackish systems. On average,  $L_p$  would be higher in fresh-tidal systems until high levels of IS ( $\approx 20\%$ ) were reached.
- 5) Generally, tidal fresh subestuaries experienced few DO criteria violations than mesohaline subestuaries. A total of 90,075 fish (trawl and seine) were captured representing 55 species in ten subestuaries sampled during 2009. Of these species, 8 comprised 90% of the catch, but only three (white perch, Atlantic menhaden, and blueback herring) were target species. White perch have been the most consistently captured species and is an ideal target species for examining habitat impacts because of they are ubiquitous, effectively captured in both seines and trawls as adults and juveniles, have similar habitat requirements as other target anadromous species, and are recreationally important panfish.
- 6) Mattawoman Creek's summer trawl sampling species richness and relative abundance ranked last in comparison with other watersheds monitored in 2009, including brackish tributaries with very high IS. It was the most highly ranked system in the early 1990s.
- 7) Mattawoman Creek fish community has declined over the last two decades in spite of the achievement of meeting Chesapeake Bay habitat goals related to water clarity, dissolved oxygen, nutrients and SAV.
- 8) Counts of structures in Mattawoman Creek's watershed steadily increased from about 11,000 to 21,000 during 1989-2008. Regression models described little or no effect of development on number of species collected or catch of all species until a threshold of about 18,000 structures was reached in 2002. Development beyond this threshold was followed by declines. The number of structures per acre threshold corresponds to 10% IS.
- 9) Planned levels of development in Charles County's portion of Mattawoman Creek Watershed should be reconsidered in light of the extent of declines detected in the fish community at current levels of IS. Mitigation and restoration must be considered to offset damage already exhibited.
- 10) There is no indication that the Corsica River is experiencing changes in habitat quality based on water quality and fish assemblages.
- 11) A decline in Wicomico River dissolved oxygen could indicate a development threshold (tipping point) was crossed. Greater monitoring effort should be expended here to clarify whether changes have occurred.

#### Acknowledgements

We extend gratitude to Dr. Jim Long and Norma and Whelden Merritt for their efforts in coordinating and participating in the collection of spring ichthyoplankton on Mattawoman Creek and Piscataway Creek respectively. Dr. Fred Pinkney (USWFS) is to be thanked for his assistance in obtaining Towson University impervious surface data.

AREAS OF CRITICAL STATE CONCERN:

DESIGNATION REPORT

Tidal Wetlands  
Non-Tidal Wetlands  
Protection and Enhancement of Rail Services  
Special Areas

January 1981

The preparation of this document was financed in part through a comprehensive planning grant from the United States Department of Housing and Urban Development, and in part through Coastal Zone Management funds as administered by the Maryland Department of Natural Resources.

Department of State Planning Publication 81-9  
(Price: \$20)

PISCATAWAY CREEK

CLASS: Tidal and Non-Tidal Wetlands

SITE NUMBER: TN 11

LOCATION:

Piscataway Creek is located in lower Prince George's County. The Creek itself empties into the Potomac River at Fort Washington National Park. The watershed is bounded on the east by Md. Rts. 301 and 373, on the north by the Andrews Air Force Base and Rosaryville Road, on the west by Old Fort and Allentown Roads, and on the south by Accokeek Road (Md. Rt. 373).

AREA DESCRIPTION:

The designated area consists of 100-year floodplains and associated tidal and non-tidal wetlands of Piscataway Creek and its major tributaries. The tidal wetlands are centered for the most part along the Creek south of Rt. 210 leading toward Piscataway Bay.

Piscataway Creek and its adjacent floodplain and wetland areas constitute a valuable aquatic and semiaquatic ecosystem. The stream itself is noted as an extremely productive herring run and is a prime spawning area for anadromous fish. In addition, the numerous freshwater marshes and wooded swamps contained within the floodplain provide a prime wildlife habitat for multifarious plant and animal species including muskrat, mink, wild turkey, otter, wood duck and osprey.

OWNERSHIP PATTERN:

The Piscataway Stream Valley contains a great number of small parcels in private ownership. There are, however, many large publicly and privately

owned parcels worth noting. Andrews Air Force Base is in the headwaters of the Creek, and the U.S. Naval Radio Receiving Station is a few miles south of Andrews. The Federal Government's Fort Washington National Park is on the north shore of the mouth of the estuary, and large parcels of land are on the south shore of the estuary. The State owns significant areas bordering the stream around the middle of the watershed: Boys Village and a Maryland Environmental Services Sludge Entrenchment Area. There are numerous large and small parcels in local ownership including Cosca Regional Park and several other sections of park and open land along the stream owned by the Maryland-National Capital Park and Planning Commission. The Washington Suburban Sanitary Commission owns the sewage treatment plant site on the south side of the River just upstream of the estuary. Washington Gas Light also owns large areas in the middle and upper stream valley. There are numerous other large private parcels along the entire valley.

#### CURRENT PLANS AND ZONING:

Land bordering Andrews Air Force Base and astride Md. Rt. 5 is zoned for medium to high density residential and commercial development. Most of the rest of the watershed, including the floodplain and wetland areas themselves, are zoned in low-density classifications such as R-E (residential estate -- 1 acre lots), R-A (residential agricultural -- 2 acre lots), and O-S (open space -- 5 acre lots).

Significant down-zoning has occurred in this watershed area in recent years in recognition of the environmental importance of the area.

The 1978 Water and Sewerage Plan for Prince George's County shows service patterns in the watershed similar to the land use patterns. Areas lying immediately south/southwest of Andrews Air Force Base are programmed for development in the near future. A wedge of parcels scheduled for water/sewerage service within 3 to 10 years extends in a southerly direction along Branch Avenue running through the center of the watershed. The eastern and southern sections, which include most of the designated area, are not scheduled for water/sewerage service. An exception is the northern shore

of Piscataway Creek near Fort Washington where most of the land has community water/sewerage facilities or is scheduled for service within 3 to 5 years.

The Piscataway Sewerage Treatment Plant, which currently discharges into Piscataway Bay, will ultimately discharge directly into the Potomac River.

CONTINUING PLANNING AND STUDIES:

The County is currently conducting a study to identify those areas of Piscataway Watershed susceptible to flooding, erosion, and general environmental degradation. The study will also recommend alternatives to correct existing problems and prevent future ones. A Sewerage Facilities Planning effort for the basin is currently being considered.

THREATS AND PROBLEMS:

Existing and proposed development centered in the impact area at the head of the Piscataway Watershed will result in erosion and increased runoff and flooding along Piscataway Creek and its main tributaries unless management tools are implemented. This erosion/sedimentation would also result in decreases in water quality which would adversely affect the fish and wildlife population in the watershed system.

MANAGEMENT:

Current management techniques within the wetland areas attack the twin problems of sedimentation and flooding by precluding construction in wetlands and floodplains and also by regulating runoff from adjacent areas. Construction within floodplains is severely limited by the County zoning ordinance. In addition, public purchase of conservation easements and the outright purchase of sensitive land for stream valley parks also effectively precludes development in many environmentally sensitive parts of the watershed.

County stormwater and sedimentation ordinances are utilized in the areas immediately surrounding these stream valleys. In addition, development on

steep slopes is limited to protect streambeds from siltation and runoff. In the rest of the watershed system, sedimentation controls are also utilized to control excess runoff.

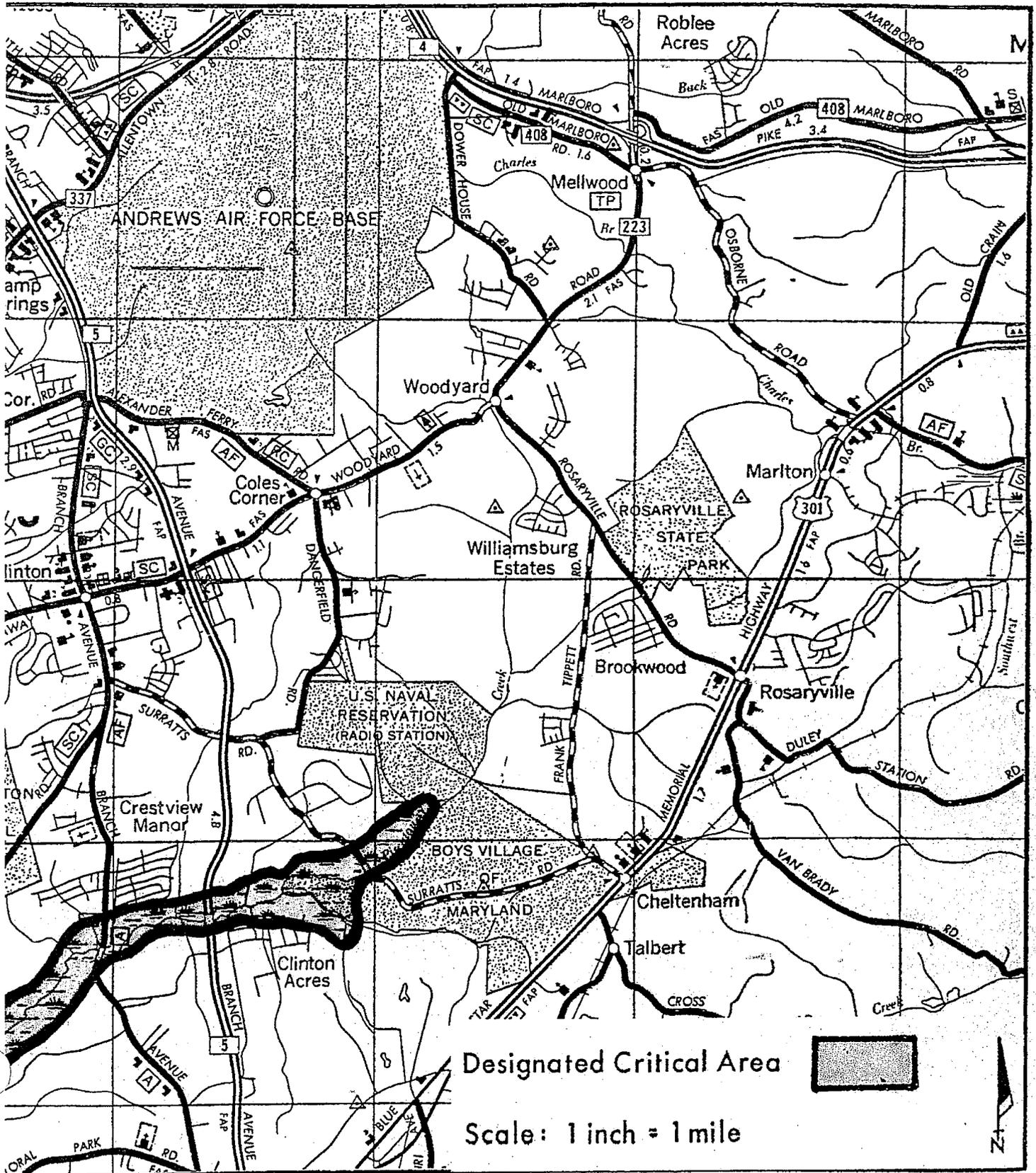
A long-range strategy for protecting the entire Piscataway Creek Watershed system is to encourage rezoning of large developable parcels to "comprehensive design zone" categories which allow development of cluster housing on smaller than normal lots with the provision that those portions of the parcel which are environmentally sensitive will be left undeveloped.



# AREAS OF CRITICAL STATE CONCERN

Site Name PISCATAWAY CREEK - TN11

County PRINCE GEORGE'S Acreage 2,450 Date Designated JAN.1981





Community Name	State	County	City
Stansbury Shores	Maryland	Baltimore	Dundalk
Vineyards (Vinyard Oak)(Buckler)	Maryland	Prince George's	Clinton
Westbury	Maryland	St. Marys	Lexington Park
Arbor Grove	Minnesota	Hennepin	Plymouth
Cobblestone	Minnesota	Dakota	Apple Valley
Dan Patch Trail	Minnesota	Scott	Savage
Dancing Waters	Minnesota	Washington	Woodbury
Eastgate	Minnesota	Washington	Mahtomedi
Hennepin Village	Minnesota	Hennepin	Eden Prairie
Lakes at Maple Grove	Minnesota	Hennepin	Maple Grove
Meadow Creek	Minnesota	Dakota	Farmington
Park View	Minnesota	Anoka	Columbia Heights
Pioneer Pass	Minnesota	Carver	Chanhassen
Red Oak Preserve - Oakdale	Minnesota	Washington	Oakdale
The Lakes	Minnesota	Anoka	Blaine
Avellino Park	Nevada	Clark	North Las Vegas
Catania	Nevada	Clark	Henderson
Centennial Crossings	Nevada	Clark	North Las Vegas
Cordova Estates	Nevada	Clark	Henderson
Jasmine	Nevada	Clark	Henderson
Kensington	Nevada	Clark	Las Vegas
Windimere	Nevada	Clark	Las Vegas
Bennington	North Carolina	Union	Marvin
Bethany Trace	North Carolina	Forsyth	Winston Salem
Brandon Oaks	North Carolina	Union	Indian Trail
Cannon Crossing	North Carolina	Cabarrus	Concord
Canterfield	North Carolina	Cabarrus	Harrisburg
Chatham Glen (Sunset Commons)	North Carolina	Brunswick	Shallotte TWSP
Coventry	North Carolina	Mecklenburg	Charlotte
Dominion Crossing	North Carolina	Mecklenburg	Charlotte
Edgefield	North Carolina	Mecklenburg	Charlotte
Fountain Grove	North Carolina	Guilford	High Point
Glen Village	North Carolina	Forsyth	Winston Salem
Glenhaven	North Carolina	Mecklenburg	Charlotte
Highland Creek	North Carolina	Cabarrus/Mecklenburg	Charlotte
Hunter Oaks	North Carolina	Union	Waxhaw
Lawson	North Carolina	Union	Waxhaw
Lindley Park	North Carolina	Guilford	Whitsett
Linwood Farms	North Carolina	Iredell	Mooresville
MacAulay	North Carolina	Mecklenburg	Huntersville
Mallard Forest	North Carolina	Mecklenburg	Charlotte
Mill Creek	North Carolina	Mecklenburg	Charlotte
Millbridge	North Carolina	Union	Waxhaw
Palisades	North Carolina	Mecklenburg	Charlotte
Providence Grove	North Carolina	Union	Waxhaw
Ravenswood	North Carolina	Mecklenburg	Charlotte
Reedy Creek	North Carolina	Mecklenburg	Charlotte
Somerset	North Carolina	Union	Waxhaw
Thornaby Park	North Carolina	Forsyth	Winston Salem
Torrence Chapel	North Carolina	Mecklenburg	Cornelius
Waterbury	North Carolina	Guilford	Whitsett
Waterside Landing	North Carolina	Cabarrus	Kannapolis
Westland Farm	North Carolina	Gaston	Mt. Holly
Winborne	North Carolina	Iredell	Mooresville
Wolfetraill Run	North Carolina	Guilford	Greensboro
Woodbridge	North Carolina	Union	Stallings
Arbor Oaks	South Carolina	Dorchester	Summerville
Arbor Walk	South Carolina	Dorchester	Summerville
Bellwood	South Carolina	Dorchester	Summerville
Bolton's Landing	South Carolina	Charleston	Charleston
Brickhope Plantation	South Carolina	Berkeley	Goose Creek
Bryson Meadows	South Carolina	Greenville	Simpsonville



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**JUSTICE NEWS**

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Office of Public Affairs

FOR IMMEDIATE RELEASE

Friday, October 7, 2011

**Homebuilder Ryland Group Inc. to Pay \$625,000 Clean Water Act Penalty and Implement Company-Wide Stormwater Controls**

WASHINGTON – The Ryland Group Inc., one of the nation’s largest homebuilders, will pay a civil penalty of \$625,000 to resolve alleged Clean Water Act violations at its construction sites, including sites located in the Chesapeake Bay Watershed, the Department of Justice and the U.S. Environmental Protection Agency (EPA) announced today. Ryland will also invest in compliance programs to improve employee training and increase management oversight at all current and future construction sites. The company is required to inspect its current and future construction sites routinely to minimize stormwater runoff from sites.

“This settlement will help protect communities in states across the nation from harmful pollutants in stormwater runoff,” said Ignacia S. Moreno, Assistant Attorney General for the Environment and Natural Resources Division of the Department of Justice. “Polluted stormwater runoff can contaminate rivers, lakes and sources of drinking water, and it can be easily prevented with the system-wide management controls and training that this settlement now requires Ryland to implement.”

“Protecting America’s water resources, like the Chesapeake Bay, by keeping contaminated stormwater from flowing unchecked into our waterways is one of EPA’s top priorities,” said Cynthia Giles, Assistant Administrator for EPA’s Office of Enforcement and Compliance and Assurance. “Today’s settlement will improve Ryland’s oversight of stormwater runoff at its construction sites nationwide and protect our nation’s water resources.”

EPA estimates the settlement will prevent millions of pounds of sediment from entering U.S. waterways every year, including sediment that would otherwise enter the Chesapeake Bay, North America’s largest and most biologically diverse estuary. The bay and its tidal tributaries are threatened by pollution from a variety of sources and are overburdened with nitrogen, phosphorus and sediment that can be carried by stormwater.

The government complaint, filed simultaneously with the settlement agreement in the U.S. District Court in Charlotte, N.C., alleges a pattern of violations that was discovered through site inspections and by reviewing documentation submitted by Ryland. The alleged violations include failure to obtain

permits until after construction began, failing to obtain permits at all, or failing to comply with permit requirements at sites where Ryland did obtain permits. Alleged permit violations include not developing complete stormwater pollution prevention plans, failure to conduct adequate inspections, and failure to install or implement adequate stormwater controls or practices.

The Clean Water Act requires permits for the discharge of stormwater runoff. In general, Ryland’s permits require that construction sites have controls in place to prevent pollution from being discharged with stormwater into nearby waterways. These controls include common-sense safeguards such as silt fences, phased site grading and sediment basins to prevent common construction contaminants from entering the nation’s waterways.

The settlement requires Ryland to obtain all required permits; develop site-specific pollution prevention plans for each construction site; conduct additional site inspections beyond those required by stormwater regulations; and document and promptly correct any problems detected. The company must properly train construction managers and contractors on stormwater requirements and designate trained staff for each site. Ryland must also submit national compliance summary reports to EPA based on its quarterly management oversight inspections and reviews.

This settlement is the latest in a series of enforcement actions to address stormwater violations from residential construction sites around the country. Keeping contaminated stormwater out of America’s waters is one of EPA’s national enforcement initiatives. Construction projects have a high potential for environmental harm because they disturb large areas of land and significantly increase the potential for

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erosion. Without onsite pollution controls, sediment-laden runoff from construction sites can flow directly to the nearest waterway and degrade water quality. In addition, stormwater can pick up other pollutants, including concrete washout, paint, used oil, solvents and trash. Polluted runoff can harm or kill fish and wildlife, degrade aquatic habitats and affect drinking water quality.

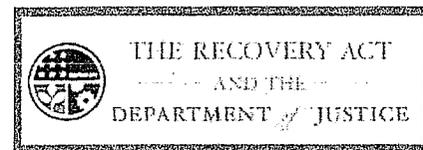
Seven states have joined the settlement. The states of Colorado, Florida, Illinois, Indiana, Maryland, Nevada and the commonwealth of Virginia will receive a portion of the \$625,000 penalty. The settlement also includes sites in the states of California, Georgia, Kentucky, Minnesota, North Carolina, South Carolina and Texas.

The consent decree, lodged in the U.S. District Court for the Western District of North Carolina, is subject to a 30-day public comment period and approval by the federal court. Once notice is published in the Federal Register, a copy of the consent decree will be available on the Justice Department website at [www.justice.gov/enrd/Consent\\_Decrees.html](http://www.justice.gov/enrd/Consent_Decrees.html).

More information on EPA stormwater enforcement at: [www.epa.gov/oecaerth/data/planning/priorities/cwastorm.html](http://www.epa.gov/oecaerth/data/planning/priorities/cwastorm.html)

11-1334

Environment and Natural Resources Division



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## Enforcement Case Report

Report & General Error Data Dictionary

Public Release - Unrestricted Dissemination. Report Generated on 08/04/11  
 Environmental Protection Agency - Office of Enforcement and Compliance Assurance

Date Dictionary

Case Number:	03-2005-0394	Result of Voluntary Disclosure?	No
Case Name:	HOVNANIAN ENTERPRISES, INC	Multi-media Case?	No
Case Type:	Judicial	Enforcement Type:	Civil Judicial Action
Case Status:	Final Order Entered	Violations:	Failure To Report Information As Required Violation Of A Permit Requirement
Regional Docket Number:	10-CV-1742		
Relief Sought:	Injunctive Relief		
Enforcement Outcome:	Penalty Final Order With Penalty		

**Penalties:**  
 EPA settles the vast majority of its enforcement actions and almost all of these cases are settled without an admission of liability. The agreement to pay a penalty as part of a settlement does not necessarily reflect an admission of liability for environmental violations by the company.

Total Federal Penalty* Assessed or Agreed To (not necessarily an admission of liability)	Total State/Local Penalty Assessed	Total SEP Cost	Total Compliance Action Cost	Total Cost Recovery
\$864,000	\$136,000		\$15,100,000	

### Case Summary:

THE VIOLATIONS AT THESE SITES CONSIST PRIMARILY OF FAILURE TO EITHER OBTAIN PERMIT COVERAGE OR TO IMPLEMENT THE REQUIREMENTS OF THE APPLICABLE PERMIT. EPA, TOGETHER WITH LOCAL COUNTY CONSERVATION DISTRICTS, CONDUCTED INSPECTIONS AT THREE SITES IN PENNSYLVANIA, IN PARTICULAR, EROSION CONTROLS AT THE SITES WERE NOT BEING IMPLEMENTED AND/OR MAINTAINED. EPA SOUGHT ADDITIONAL INFORMATION PURSUANT TO THE CWA SECTION 308, ON THE CONSTRUCTION ACTIVITIES OF HOVNANIAN ENTERPRISES IN THE REGION. HOVNANIAN'S RESPONSE TO THE 308 REQUEST PROVIDED EVIDENCE OF MORE VIOLATIONS, 45 OTHER CONSTRUCTION SITES WHICH WERE NEVER COVERED BY AN NPDES PERMIT, OR WHERE CONSTRUCTION ACTIVITY BEGAN BEFORE PERMIT COVERAGE WAS OBTAINED. BY FAILING TO OBTAIN COVERAGE UNDER, OR TO COMPLY WITH, AN NPDES STORMWATER PERMIT, HOVNANIAN HAS VIOLATED THE PROHIBITION OF SECTION 301(A) OF THE CWA, 33 U.S.C. SECTION 1311(A), AGAINST UNAUTHORIZED DISCHARGES OF POLLUTANTS.

### Laws and Sections:

Law	Sections	Programs
CWA	301/402, 308, 301	NPDES - Section 308 Information Requests NPDES - Other Unpermitted Discharges NPDES - Stormwater NPDES - Stormwater - Construction

### Citations:

Title	Part	Section
No Data Records Returned		

### Facilities:

110041198673 WOODYARD, THE ROSARYVILLE & WOODYARD RDS CLINTON MD 20735 1542

### Defendants:

Defendant Name	Named in Complaint	Named in Settlement
HOVNANIAN ENTERPRISES, INC	Y	Y

### Case Milestones:

Event	Actual Date
Complaint Filed With Court	04/20/2010
Final Order Lodged	04/20/2010
Final Order Entered	08/05/2010

### Pollutants:

Pollutant Name	Chemical Abstract Number
Sediment	

### Enforcement Conclusion

1  
 Enforcement Conclusion Type: Consent Decree or Court Order Resolving a Civil Judicial Action  
 Enforcement Conclusion Name: HOVNANIAN ENTERPRISES, INC  
 Facilities in Settlement (FRS ID): 110017344916, 110018942055, 110022317731, 110041210800, 110041220201, 110041220210, 110041220229, 110041220238, 110041220238, 110041210819, 110041220247, 110041210828, 110041220773, 110041220782, 110041220791, 110041220791, 110041220808, 110041196611, 110041196620, 110041220817, 110041212158, 110041212167, 110041212167, 110041220826, 110041220835, 110041196639, 110041196648, 110041196657, 110041196666, 110041196666, 110041196675, 110041196693, 110041196719, 110041196737, 110041220844, 110041212176, 110041212176, 110041212185, 110041220853, 110041220862, 110041196755, 110041220871, 110041220880, 110041220880, 110041196764, 110041196773, 110041196782, 110041220899, 110041221013, 110041198673, 110041198673, 110041221022

Settlement Entered Date: 08/05/2010  
 Settlement Lodged Date: 04/20/2010

### Enforcement Conclusion Dollar Amounts:

Federal Penalty Assessed or Agreed To	State/Local Penalty Assessed	SEP Cost	Compliance Action Cost	Cost Recovery
\$864,000	\$136,000		\$15,100,000	

### Pollutant Reductions:

Pollutant	Annual Amount	Units	Media	SEP or Comp
Sediment	366,208,399	FNDSYR	SWT	C

### Improvements in Reporting:

Pollutant	Average Annual Value	Units	Media
No Data Records Returned			

### Complying Actions:

Complying Action Type	Text Description
Best Management Practices	NA

### Supplemental Environmental Projects:

Categories	Description
No Data Records Returned	

Click here for a Detailed Facility Information.



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## Ryland Homes Consent Decree

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**Whelden Merritt** <merittus@gmail.com>  
To: Valerie.mann@usdoj.gov

Mon, Jun 4, 2012 at 2:11 PM

Hello,

Several months ago, Steven Johnson from the Maryland Department of the Environment indicated that you would be working on the Ryland Homes Consent Decree Case 3:11-cv-00499 filed 10/07/11.

Can you please tell me where, on the Internet, I can find the comment response document?

Many thanks,

Whelden Merritt

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**Mann, Valerie (ENRD)** <Valerie.Mann@usdoj.gov>  
To: Whelden Merritt <merittus@gmail.com>

Mon, Jun 4, 2012 at 2:24 PM

The response document has not been finalized yet.

--Valerie Mann



21091202

Status of Redrafting 33 CFR 325, Appendix C (Historic Properties), of the Regulatory Program's Permitting Regulations, 33 CFR 310-321.

The draft Concept Paper dated November 2007 is still the most recent draft of our intended Alternate Procedures available.

During the winter of 2007/2008, USACE met with staff of the Advisory Council on Historic Preservation (ACHP), and members of the ACHP's Federal Agencies Programs Committee (FAP). Members of the FAP committee who supplied major input included the National Conference of State Historic Preservation Officers (NCSHPO) and the National Trust for Historic Preservation (NHTP). We also met with the Office of Management and Budget (OMB) and had a teleconference with several Tribal officials representing the National Association of Tribal Historic Preservation Officers (NATHPO).

These meetings occurred at the Washington level, causing some of you to think we had either finished or forgotten our consultation obligations. However, since the ACHP and OMB have the final say in approving our draft rule, we found it necessary to negotiate with them prior to sending out another draft for your review.

In mid-February, our working group came up with a new draft. The ACHP was to give us final comments before the new draft was put on our website, and prior to alerting our Districts to inform you of this development, seek your input, and set up consultation meetings, if necessary.

Unfortunately, the ACHP's comments were so extensive we realized there had been serious miscommunications within the working group. Those of you who have followed this issue closely may not be surprised that the miscommunications involve our definition of "scope" vs. the Area of Potential Effects (APE), and the definition of "undertaking". Both the Corps and the ACHP thought these differences had been negotiated to a logical compromise in language and philosophy.

Thus, we were not able to present an updated draft at the ACHP's February meeting. At this point, no new document is being proposed and we are hopeful that we may reach a point of understanding soon.

If and when there is a resolution, a notice will be posted on the Regulatory and Tribal websites and you will be hearing from your nearest Corps District.

Thank you for your patience in this process.

# PUBLIC HEARING TRANSCRIPT

MD 5 CORRIDOR  
PROJECT PLANNING STUDY

PRIVATE TESTIMONY

THURSDAY, JUNE 7, 2012  
PRINCE GEORGE'S COUNTY

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN

EVENING PUBLIC HEARING  
(Private Testimony)

MD 5 Corridor Project Planning Study

Thursday, June 7, 2012

7:00 p.m.

Surrattsville High School  
6101 Garden Drive  
Clinton, MD 20735

1 1 MR. SATTERWHITE:

2 2 The name is Roy Satterwhite. Address, 5225  
3 3 Manchester Lane, near Manchester Drive. I am here  
4 4 representing the seven homes that are along Deer Pond Lane  
5 5 as well as myself.

6 6 I am here to say that of the alternatives that are  
7 7 currently proposed, Alternative 3 appears to be the best  
8 8 alternative and address the true issues or the problems for  
9 9 the corridor for the next 15, 20 years.

10 10 Alternative 4 would have an adverse impact on us  
11 11 in the Deer Pond Lane area as well as Alternative 5. So we  
12 12 would ask that strong consideration be given to Alternative  
13 13 3. We would ask that Alternative 3 be considered given that  
14 14 Alternative 4 and 5 has the most adverse impacts on our  
15 15 community. There is about six homes that the Alternative 4  
16 16 and 5 would impact us negatively. Alternative 3 addresses  
17 17 the issues in the southern corridor but has less of an impact  
18 18 on us. Thank you.

19 19 MS. CROWELL:

20 20 Adrienne Crowell, 9515 Pride Drive here in  
21 21 Clinton, Maryland.

22 22 I'm concerned that we are making all of these  
23 23 moves and plans to do things to fix the traffic situation and it

1 needs to be fixed. However, in the interim, we need to  
2 address the concerns that we have with our existing  
3 transportation. Namely Route 5. Route 5 hasn't been paved  
4 since Mary Surratts was alive and it is like, I need a wagon  
5 train instead of my car because the roads are just awful and  
6 no concern whatsoever.

7 I keep seeing Highway 202 continuously being  
8 paved over, lots of it being worked on, extensive work done  
9 there when they didn't need it because I travel there to go to  
10 work on a daily basis and our roads down here on Route 5  
11 leading to the southern part of this county, it is egregious  
12 and it needs to be addressed. Thank you.

13 MS. CAVITT:

14 My name is Sarah Cavitt. My address is 415  
15 Riverwood Drive, Fort Washington, Maryland 20744.

16 My concern is the fact that they have already  
17 done work on Branch Avenue and Route 5. Route 210 they  
18 have not touched at all. I think that Route 210, the first four  
19 intersections should be higher in priority than doing Route 5.

20 The other concern is the fact that I don't believe  
21 that widening the road or anything like that is going to help  
22 congestion as much as improving mass public transit. I think  
23 we need bus routes. I think we need bus rapid transit

1 because I don't think widening the road is going to lessen  
2 any congestion. That's it.

3 MS. GRAY:

4 My name is Camita Gray. I am the President of  
5 the Brandywine TV Southern Region Neighborhood Coalition.  
6 The address, the my physical address is 4 Park Road.  
7 Business address coalition is 8787 Branch Avenue, Suite 17,  
8 Clinton, Maryland 20735.

9 My concerns are overall I think the plans look  
10 good. I'm concerned about that lanes that are going to be  
11 charge lanes because it is going to be for people that can pay  
12 and for the most part are people going to pay or are they not  
13 going to pay and that still doesn't alleviate us from the traffic  
14 congestion.

15 I'm concerned about how transit is going to work  
16 with the plans for the expansions of the roads.

17 SPEAKER:

18 We need an urgent traffic regulator at Earnshaw  
19 Drive and Branch Avenue. I have been living there five years  
20 and I have seen at least 12 crucial accidents where there  
21 were some fatalities. But that needs to be put into  
22 consideration when you guys do your brainstorming.

23 (Whereupon, the private testimony ended.)

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STATE OF MARYLAND:

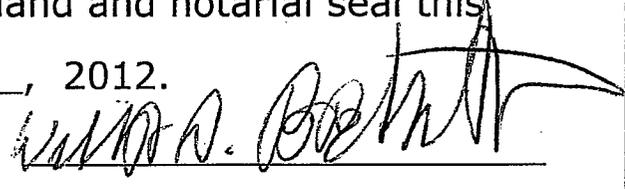
SS:

I, the undersigned, Notary Public of the State of Maryland, do hereby certify that the within named personally appeared before me at the time and place herein set out.

I further certify that the hearing was recorded electronically by me and this transcript is a true record of the proceedings.

I further certify that I am not of counsel to any of the parties, nor an employee of counsel, nor related to any of the parties, nor in any way interested in the outcome of this action.

As witness my hand and notarial seal this  
\_\_18th\_\_ day of \_\_June \_\_, 2012.



Notary Public

MY COMMISSION EXPIRES: 11/7/15

# PUBLIC NOTICE

MD 5 CORRIDOR

PROJECT PLANNING STUDY

- Newspaper Advertisements
  - (Published in the following newspapers)
  - Washington Post
  - Gazette
  - Afro American
  - El Tiempo Latino
  
- Post Card
  
- Brochure

**MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION,  
FEDERAL HIGHWAY ADMINISTRATION, AND THE US ARMY CORPS OF ENGINEERS  
WILL CONDUCT A JOINT LOCATION/DESIGN PUBLIC HEARING  
FOR MD 5 from US 301 to I-95/I-495 in Prince George's County**

**Thursday, June 7, 2012**

**Surrattville High School  
6101 Garden Drive, Clinton, MD 20735  
6:00 PM – Displays  
7:00 PM – Presentation/Testimony**

The purpose of this hearing is to provide all interested persons the opportunity to comment on the project's location, general design, proposed alternatives, and associated social, economic, cultural, and natural environmental impacts of the project alternatives.

MD 5 is a heavily traveled commuter corridor connecting southern Maryland and Virginia to Washington, D.C. The project would improve existing capacity and traffic operations along MD 5 to increase vehicular and pedestrian safety, support existing and planned development in the area, and enhance and facilitate transit services. In order to maintain the integrity of the interstate system, the study team must also consider the potential impacts on I-95/I-495 when improvements are made to traffic operations along northbound MD 5.

The project proposes widening MD 5 from two lanes to three in both directions (eastbound and westbound) in the southern half of the corridor (from US 301 to MD 223) and from three lanes to four in both directions in the northern half of the corridor (from MD 223 to I-95/I-495). The study also proposes Priced Managed and Non-Priced Managed Lane alternatives, which are "managed" using one or more of the following strategies: **Pricing** - tolls can vary based on roadway congestion, time of day, vehicle occupancy, or access to specific areas; **Vehicle Eligibility** - High Occupancy Vehicle (HOV) and truck restrictions; and **Access Control** - reversible lanes or express lanes. In addition to the mainline widening alternatives, the project proposes two interchange alternatives (Surratts Road and Burch Hill Road/Moores Road/ Earnshaw Drive). Each interchange alternative includes two options.

Beginning at 6:00 pm, the project alternatives and other information will be on display. Public hearing displays and other project information will be available on the SHA website at <http://www.roads.maryland.gov>. Click on **Projects & Studies, SHA Projects Page, and Prince George's County, then MD 5, Branch Avenue (US 301 at TB to Auth Road)** under **Preconstruction**. Representatives of the State Highway Administration (SHA), US Army Corps of Engineers (COE), and Prince George's County will be available to discuss the project and record comments.

A formal presentation, beginning at 7:00 pm and lasting approximately 20 minutes, will include a description of the project alternatives, a summary of environmental impacts, information on right-of-way acquisition and relocation assistance procedures, and an explanation of Title VI of the Equal Opportunity Program. The presentation will be followed by public testimony.

Depending on the build alternative and interchange option, stream impacts would range from 16,796 to 27,429 linear feet, and wetland impacts would range from 4.7 to 13.6 acres. SHA, in consultation with the COE, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions, and information which will be considered by the COE in evaluating a Department of the Army permit for impacts on wetlands and Waters of the US. All comments will become part of the formal project record. Copies of written statements expressing concern for aquatic resources may be submitted to Mary Frazier, US Army Corps of Engineers, Attn: CENAB-OP-RMN P.O. Box 1715, Baltimore, MD 21203-1715, or emailed to [Mary.A.Frazier@usace.army.mil](mailto:Mary.A.Frazier@usace.army.mil) until July 8, 2012.

The Environmental Assessment may serve as the application for a future COE permit pursuant to Section 404 of the Clean Water Act (33 USC 1344). Coordination with the Maryland Department of the Environment (MDE) also ensures that the document includes alternatives analysis for the state's wetland permit review. Application of the state permit will be made after the alternative selection process is completed.

The decision to issue the Section 404 permit will be based on the evaluation of the probable impacts of the proposed project on the public interest, including direct, indirect, and cumulative impacts. This decision will reflect the national concern for the protection and use of important resources. The benefits that may reasonably be expected to accrue from the proposed project must be balanced against the reasonably foreseeable detriments. All factors that may be relevant to the proposed project will be considered, including cumulative effects. Among these factors are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplains values, land use, navigational concerns, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, considerations of property ownership, and, in general, the needs and welfare of the people.

The evaluation of the impact that the work described above will have on the public interest will include an application of the Clean Water Act Section 404(b) (1) promulgated by the Administrator, US Environmental Protection Agency, under authority of Section 404 of the Clean Water Act.

The COE is soliciting comments from the public; federal, state, and local agencies and officials; Native American Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. The COE will consider these comments when determining whether to issue, modify, condition, or deny a permit for this proposal.

To make this decision, the COE takes into account public hearing comments regarding the assessment of impacts on endangered species, historic property, and other public-interest factors listed above.

The SHA is required to obtain water-quality certification for the project from MDE in accordance with Section 401 of the Clean Water Act. Any written comments concerning the work described above which would relate to water-quality certification should be sent to

Mr. Steve Hurt, Maryland Department of the Environment, Wetlands and Waterways Program, 1800 Washington Boulevard, Baltimore, MD 21230.

Individuals and representatives of organizations may submit a request to testify at the hearing by writing to

Ms. Tessa Young, Project Manager, Project Management Division, Maryland State Highway Administration, 707 N. Calvert Street, MS C-301, Baltimore, MD 21202; calling 410-545-8527 or toll-free 1-800-548-5026; or emailing [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us) no later than May 31, 2012.

Attendees may sign the Speakers List at the registration desk on the date of the hearing. Submit written statements and other exhibits for inclusion in the public hearing transcript to the Project Manager at the address listed above until July 9, 2012. The public hearing transcript will be available for review approximately eight weeks after the hearing at the locations listed below and on SHA's website. Please contact the Project Manager to confirm its availability.

Following the formal presentation, elected officials will be given the opportunity to speak first. Persons on the Speakers List will be called to testify in the order in which their requests were received, and those who did not pre-register will be invited to speak before testimony concludes. SHA may set a time limit for each speaker if a large number register to testify. Private and written testimony will also be accepted.

If you received a copy of this notice in the mail, you are included on the project mailing list and will receive information about project developments and opportunities for public involvement as the study progresses. Persons not on the mailing list may add their contact information by phoning, writing, or emailing the Project Manager. Brochures and comment forms will be available at the hearing.

Beginning on **May 7, 2012**, the **Environmental Assessment** describing the project will be available for inspection and copying during normal business hours at the following locations:

Prince George's County Government

Department of Public Works and Transportation  
9400 Peppercorn Place, Suite 300  
Largo, MD 20774  
(301) 883-5600

State Highway Administration

District 3 Office  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
(301) 513-7300

Prince George's County Public Library

Surratts-Clinton Library  
9400 Piscataway Road  
Clinton, MD 20735  
(301) 868-9200  
Monday - Wednesday, 10:00 AM – 9:00 PM

Thursday and Friday, 10:00 AM – 6:00 PM  
Saturday, 10:00 AM – 5:00 PM

Project Management Division  
707 N. Calvert Street, 3<sup>rd</sup> Floor  
Baltimore, MD 21202  
(410) 545-8527  
(800) 548-5026

Charles County Public Library

P.D. Brown Memorial Branch  
50 Village Street  
Waldorf, MD 20502  
(301) 645-2864  
Monday-Thursday, 9:00 AM – 8:00 PM

Friday, 1:00 PM – 5:00 PM  
Saturday, 9:00 AM – 5:00 PM

US Army Corps of Engineers

Regulatory Branch, 8<sup>th</sup> Floor  
10 S. Howard Street  
Baltimore, MD 21201  
(410) 962-4252

REQUESTS FOR ASSISTANCE

The Maryland Relay Service can assist teletype users at 711. Persons requiring special assistance to participate should contact the Project Manager. Whenever possible, SHA will provide an interpreter for persons with hearing/speech disabilities or who need assistance with the English language. To request special assistance or an interpreter, please contact the Project Manager no later than May 31.

May 10, 2012  
A-0621

Melinda B. Peters  
State Highway Administrator



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Maryland Department  
of Transportation



## MD 5 Project Planning Study

**MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION,  
FEDERAL HIGHWAY ADMINISTRATION AND US ARMY  
CORPS OF ENGINEERS WILL CONDUCT A  
LOCATION/DESIGN PUBLIC HEARING**

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration and the US Army Corps of Engineers, is conducting a project planning study along the MD 5 (Branch Avenue) corridor from south of the US 301/MD 5 Interchange to just north of the I-95/I-495 Capital Beltway Interchange in Prince George's County. The purpose of the 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, while enhancing and facilitating transit services. The study team must also consider the potential impacts on I-95/I-495 when improvements are made to traffic operations along northbound MD 5.

The purpose of this hearing is to provide all interested persons the opportunity to comment on the project's location and general design and the associated social, economic, cultural, and natural environmental impacts of the proposed alternatives before an alternative is selected.

Beginning at 6:00 p.m., the project alternatives and other information will be on display. Representatives of SHA will be available to discuss the project and record your comments.

A formal presentation lasting approximately 20 minutes will begin at 7:00 p.m. and will be followed by public testimony. SHA may set a time limit for public testimony if a large number of persons wish to speak. Testimony can also be provided privately to a court reporter or in writing.

### **PUBLIC HEARING**

**Thursday, June 7, 2012  
Surrattsville High School  
6101 Garden Drive  
Clinton, Maryland 20735**

Open House – **6:00 PM**  
Formal Presentation – **7:00 PM**  
Public testimony to follow presentation

MARYLAND

5

## MD 5 Transportation Study

**QUESTIONS?** **Tessa Young**, Project Manager  
State Highway Administration  
410-545-8527 or 1-800-548-5026  
[tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us)  
The Maryland Relay Service can  
assist teletype users at 711.

**TESTIFY?  
ASSISTANCE?** Please contact Ms. Hall by  
**May 31, 2012** to add your  
name to the speakers' list or  
request assistance, including  
spoken, sign-language, or  
non-English-language interpreters.

**MORE INFO?** For information on this and other  
SHA projects go to our website at  
[www.roads.maryland.gov](http://www.roads.maryland.gov) and click on  
[Projects and Studies/Public Meetings.](#)



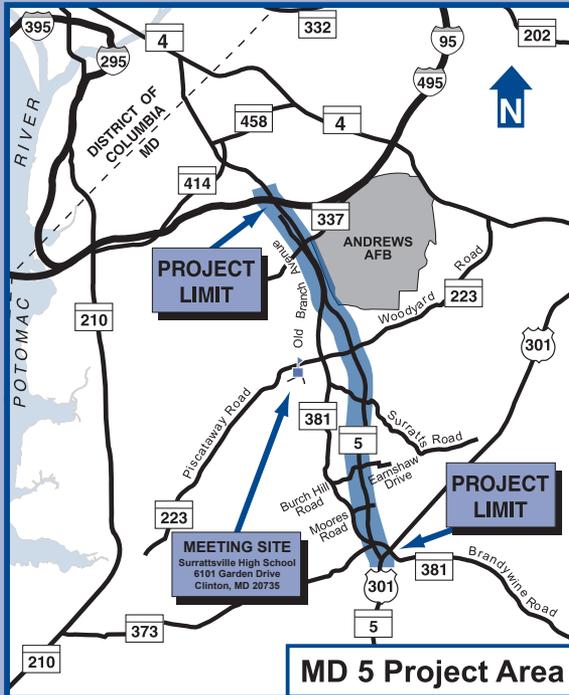
**707 N. Calvert Street  
MS C-301  
Baltimore, MD 21202**

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BALTIMORE, MD  
PERMIT NO. 4315

# MD 5 Corridor Transportation Study

from South of the US 301/MD 5 Interchange  
to North of the I-95/I-495 Interchange

## LOCATION/DESIGN Public Hearing



Thursday, June 7, 2012

6:00 PM – Maps/Displays Available

7:00 PM – Presentation/Testimony

Surrattsville High School

6101 Garden Drive

Clinton, Maryland 20735

Project No. PG391B16



Maryland Department of Transportation  
State Highway Administration



US Department of Transportation  
Federal Highway Administration



US Army Corps of Engineers

## Project Planning Team

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Questions or comments following the hearing may be directed to any of the team members listed below:

Mr. Gregory I. Slater, Director  
Office of Planning and Preliminary Engineering  
Maryland State Highway Administration  
707 N. Calvert Street, Mailstop C-411  
Baltimore, MD 21202

Ms. Tessa Young, Project Manager  
Project Management Division  
Maryland State Highway Administration  
707 N. Calvert Street, Mailstop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8527  
Toll-free within Maryland: 1-800-548-5026  
MD Relay Service for teletype users at 711  
Email: [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us)

Ms. Karen Arnold, Environmental Manager  
Environmental Planning Division  
Maryland State Highway Administration  
707 N. Calvert Street, Mailstop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8510  
Toll-free within Maryland: 1-866-527-0502  
MD Relay Service for teletype users at 711  
Email: [karnold@sha.state.md.us](mailto:karnold@sha.state.md.us)

Mr. Victor Weissberg  
Special Assistant to the Director  
Department of Public Works  
and Transportation  
Prince George's County  
9400 Peppercorn Place, Suite 300  
Largo, MD 20774

Mr. Brian Young, District Engineer  
District 3  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Telephone: (301) 513-7300  
Toll-free within Maryland: 1-800-749-0737  
MD Relay Service for teletype users at 711

Mr. Phillip Bobitz, Area Engineer  
Federal Highway Administration  
City Crescent Building  
10 S. Howard Street, Suite 2450  
Baltimore, MD 21201

## **Introduction**

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The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), is conducting a Project Planning Study along the MD 5 (Branch Avenue) corridor. The study limits extend from south of the US 301/MD 5 Interchange to just north of the I-95/I-495 (Capital Beltway) Interchange, a distance of approximately 10 miles. The project area is located in Prince George's County.

## **Purpose of the Study**

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The purpose of the MD 5 Corridor Transportation Study is to facilitate safe and efficient traffic flow while providing a 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 team must also consider the potential impacts on I-95/I-495 when improvements are made to traffic operations along northbound MD 5.

## **Purpose of the Hearing**

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The purpose of the Location/Design Public Hearing is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The public hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer spoken or written comments for the project record before an alternative is selected.

## **Hearing Format**

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Maps and other exhibits depicting the study's alternatives and other information will be on display for public viewing, beginning at 6:00 p.m. Representatives from SHA, USACE, and FHWA will be available to answer project-related questions and receive comments. A formal presentation lasting approximately 20 minutes will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review approximately eight weeks after the hearing, at the project-area libraries and government offices listed at the back of this brochure.

## **How To Comment On The Study**

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SHA encourages your participation in the public hearing and during the Project Planning process. The postage-paid return mailer included in this brochure will enable you to submit your comments. Additional copies of these mailers will be available at the receptionist's desk during the hearing. Written comments for inclusion in the project record and the hearing transcript may be submitted until July 9, 2012.

## **Project Mailing List**

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You may add your name to the project mailing list by completing the enclosed mailer or giving your information to the receptionist at the hearing. If you have previously submitted your name and address, or if you have received this brochure in the mail, you are already on the project mailing list.

## **Project Status**

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The MD 5 Corridor Transportation Study is included in the Maryland Department of Transportation (MDOT) Development and Evaluation Program of the Fiscal Year 2012-2017 Consolidated Transportation Program (CTP) for Project Planning only. This study is also included in the SHA Long-Range Plan (called the 2010 Highway Needs Inventory). If a build alternative is selected and receives Location/Design approval from FHWA, the project may become eligible for funding for Final Design, Right-of-Way Acquisition, and Construction.

## **Project History**

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MD 5 has been the focus of several transportation studies over the past 25 years. A Final Environmental Impact Statement for MD 5 from US 301 at T.B. to north of I-95/I-495, completed in 1988, identified several transportation solutions, including widening three lanes in each direction and upgrading that section of MD 5 to a fully access-controlled roadway. Those improvements were implemented north of Surratts Road in the 1990s. That project also identified the need for the construction of interchanges at the Surratts Road, Earnshaw Drive, and MD 373/MD 381 intersections.

The MD 5 corridor was also included in the US 301 Southern Corridor Transportation Studies. In 1993, then-Governor William Donald Schaefer and then-Transportation Secretary O. James Lighthizer appointed a diverse 75-member task force to study the US 301 corridor from the Governor Nice Bridge over the Potomac River to US 50 near Bowie. The Task Force developed a comprehensive package of recommendations to address transportation problems related to land use, growth, economic development, and environmental issues. In 1996, the Task Force recommended further detailed study to address those same issues along US 301 and MD 5. In 1997, SHA developed a planning strategy for the analysis of the Task Force recommendations. MD 5 was included as a sub-corridor as part of the US 301 Southern Corridor portion of the project; however, SHA identified no preferred transportation alternatives and made no formal recommendations for the US 301 Southern Corridor before those studies ended.

SHA's MD 5 Corridor Transportation Study Project Planning activities began in February 2005. An Alternates Public Workshop was held on June 15, 2006, at Surrattsville High School. The purpose of the workshop was to familiarize the public with SHA's Project Planning Process and the project's purpose and need, present the current findings of the environmental studies, and receive

comments on the preliminary alternatives. Following the workshop, SHA selected the alternatives to retain for detailed study and temporarily placed the project on hold. While the project was on hold, SHA and the Maryland Transit Administration (MTA) coordinated on MTA's Southern Maryland Transit Corridor Preservation Study as MTA evaluated alternative options for transit accommodations in the median of MD 5 within the project limits. When MTA decided to drop those options from further evaluation, SHA reinitiated the project in the fall of 2008. On February 24, 2009, SHA held an Informational Workshop at Surrattsville High School to acquaint the public with the MD 5 Corridor Transportation Study.

Recent changes in regulations for stormwater management and noise analyses made it necessary for SHA to re-do the technical analyses for the alternatives retained for detailed study and led to delays in scheduling the Location/Design Public Hearing.

## **Existing Conditions**

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MD 5 is a six-lane divided highway with full access control in the northern half of the project corridor, from the MD 223 (Woodyard Road) Interchange to the I-95/I-495 Interchange. Access is provided at six grade-separated interchanges or ramp connections (MD 223, Malcolm and Schultz Roads, Coventry Way, Old Alexandria Ferry Road, MD 337/Allentown Road, and Linda and Deer Pond Lanes). MD 5 is a four-lane divided highway with limited access control in the southern half of the project corridor from the US 301/MD 5 Interchange to the MD 223 Interchange. Access points are provided at three at-grade signalized intersections (MD 373, Brandywine Road, and Surratts Road) and two unsignalized intersections (Burch Hill Road/Earnshaw Drive and Moores Road).

## **Project Need**

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### **Background**

MD 5 is a heavily traveled commuter corridor that connects southern Maryland and Virginia to Washington, D.C. It provides community access to southern Prince George's County and operates as a major commuter route into the suburban and urban areas of Washington, D.C.

Traffic congestion along the MD 5 corridor is heavy during peak commute times, especially in the southern portion of the corridor with its signal-controlled intersections and four through travel lanes (two lanes in each direction). Over the past 25 years, the following areas have experienced some of the highest population growth in all of Maryland: areas adjacent to the southern portion of the corridor and points south in Prince George's County, and areas in the Southern Maryland region, including Charles, Calvert, and St. Mary's counties. Forecasts indicate that these areas will continue to grow at rates exceeding the growth rate of the State of Maryland as a whole. The planned and expected growth and development adjacent to the southern portion of the MD 5 corridor and points south are expected to contribute to increasing traffic volumes through the year 2030.

## Traffic Operations

As drivers move from south to north, traffic volumes generally increase as drivers access MD 5 to get to I-95/I-495 and Washington, D.C., as shown in **Table 1**. Traffic volumes are forecasted to grow between 15 and 30 percent from 2008 to 2030 as residential, employment, and commercial growth in the corridor and Southern Maryland continues.

SHA performed Level of Service (LOS) analyses for 2008 and 2030. LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, with little or no congestion) to LOS F (failure, with stop-and-go conditions). LOS is normally computed for the peak periods of a typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for highways in urban and suburban areas. At LOS E, volumes are near the capacity of the highway, while at LOS F, drivers experience operational breakdowns, with stop-and-go traffic and extremely long delays at signalized intersections.

As shown on **Table 2**, in 2008, all five at-grade intersections analyzed along MD 5 operated at LOS F for one peak period of the day. This condition matches observations in the field: queues along MD 5 at these signals are common during rush hours, particularly northbound in the morning and southbound in the evening. By 2030, six freeway sections are expected to operate at failing conditions for at least one peak period during the day, and all three of the remaining intersections are expected to fail during both the morning and evening peaks.

## Safety

SHA completed a crash analysis for the three-year period from January 1, 2008, to December 31, 2010. A total of 638 crashes, resulting in 8 fatalities and 245 injuries, were reported within the limits of the crash analysis. These numbers are generally less than, but consistent with, the statewide average crash and fatality rates for similar types of roadways. Two roadway sections of MD 5—from US 301 to Brandywine Road and from MD 223 to Old Alexandria Ferry Road—had crash rates significantly higher than the statewide average crash rate. No crashes resulting in pedestrian injury were reported.

## Land Use

Heavily developed areas are present in the northern portion of the MD 5 corridor approaching I-95/I-495. Joint Base Andrews is the largest single land use along the corridor. Commercial land uses and moderately dense residential development exist within this portion of the corridor. The southern portion and points south are currently less developed than the northern portion and include undeveloped lands and more scattered lower-density residential and commercial development. Areas to the south of the corridor in Southern Maryland are rapidly developing and serve primarily as bedroom communities to Washington, D.C.

<b>MD 5 Existing and Forecasted Average Daily Traffic Data</b>		
<b>MD 5 Sections</b>	<b>2008 Daily Volume Range</b>	<b>2030 No-Build Daily Volume Range</b>
US 301/MD 5 Interchange at T.B. to MD 223	63,200 – 79,900	84,800 – 108,900
MD 223 to MD 337	106,500 – 124,200	135,300 – 157,600
MD 337 to I-95/I-495 (Capital Beltway)	120,000 – 126,300	152,700 – 159,600

**Table 1**

<b>2008 (Existing) and 2030 (No-Build) MD 5 Freeway/Weave Segment and At-Grade Intersection LOS Analyses Results</b>		
<b>MD 5 Freeway/Weave Segments and At-Grade Intersections (South to North)</b>	<b>2008 AM/PM LOS</b>	<b>No-Build 2030 AM/PM LOS</b>
US 301 at T.B. to MD 381	NA	C/D (SB) D/C (NB)
MD 373 (at-grade intersection)	F/F	NA
MD 381 (at-grade intersection)	F/E	NA
MD 381 to Surratts Road	B/E (SB) F/C (NB)	B/D (SB) E/D (NB)
Moores Road (at-grade intersection)	F/D	F/F
Burch Hill Road (at-grade intersection)	F/E	F/F
Surratts Road (at-grade intersection)	F/D	F/F
Surratts Road to MD 223	B/D (SB) D/B (NB)	D/F (SB) D/C (NB)
MD 223 to Schultz Road	B/D (SB) D/C (NB)	C/F (SB) E/C (NB)
Schultz Road to Coventry Way	B/D (SB) C/B (NB)	C/E (SB) E/C (NB)
Coventry Way to Old Alexandria Ferry and Kirby Roads	B/D (SB) D/B (NB)	C/E (SB) E/C (NB)
Old Alexandria Ferry and Kirby Roads to MD 337	C/E (SB) E/C (NB)	D/F (SB) F/D (NB)
MD 337 to Linda Lane	C/D (SB) D/B (NB)	C/F (SB) D/C (NB)
MD 337 (at-grade intersection)	B/C	D/F

**Table 2**

## **Intermodal Connectivity**

Transit services operating along this corridor include bus service (Metrobus and The Bus), a park-and-ride lot, and Metrorail service. MTA has commuter bus routes along MD 5, but they do not serve Prince George's County. Bus riders and personal-vehicle drivers experience the same congestion and safety issues because both use the same roadway. The Southern Maryland region is MTA's largest and fastest-growing region for ridership in the state. SHA is committed to working with area transportation agencies to develop alternatives that take advantage of current intermodal resources and enhance their capabilities. Such alternatives could include transit improvements as part of larger transportation improvement packages. All MD 5 build alternatives are designed to allow Bus Rapid Transit (BRT) along the median shoulder (Alternatives 3 and 4) or within the managed lanes (Alternatives 5, 6, and 8).

## **Context Sensitive Solutions**

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As part of this project, the project team will consider suggestions received from the public at the Location/Design Public Hearing and from comment cards, letters, and e-mails. SHA will continue to coordinate with representatives from Prince George's County, FHWA, and other environmental resource agencies to further develop or refine the alternatives to incorporate Context Sensitive Solutions (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the area.

CSS concepts address the following:

- Safety
- Pedestrian and bicycle circulation
- Local residential and business traffic circulation
- Access to transit
- Reduction of right-of-way impacts
- Effects on response times of police, fire, and other emergency services providers
- Aesthetics/landscape/streetscape opportunities

Your comments will help ensure that the proposed alternatives for improvements to the study area reflect the community's local character and aesthetic preferences. We encourage you to comment on CSS issues using the comment card in this brochure.

## **Alternatives Retained for Detailed Study**

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### **Alternative 1 – No-Build**

The No-Build Alternative includes no major capital improvements. Minor short-term improvements would occur as part of routine maintenance and safety operations. This alternative does not address the purpose and need for the project. It serves as a baseline for comparing the impacts and benefits of the build alternatives.

### **Alternative 3 – Expressway Upgrade South of MD 223** *(See page 17)*

Alternative 3 would convert the at-grade intersections in the southern section into grade-separated interchanges and widen MD 5 to the inside in each direction, with one additional 12-foot-wide through lane and a 12-foot-wide shoulder. The wider shoulder south of MD 223 will be able to accommodate buses and BRT operations. The mainline MD 5 widening would occur south of MD 223 only.

### **Alternative 4 – Expressway Upgrade Entire Corridor** *(See page 18)*

Alternative 4 would incorporate all of the improvements from Alternative 3 and add a fourth 12-foot-wide through lane and a 12-foot-wide shoulder in each direction, from north of MD 223 to I-95/I-495. The shoulder will be able to accommodate buses and BRT operations.

## **Managed Lanes Alternatives**

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In addition to evaluating traditional widening alternatives, the MD 5 Corridor Transportation Study team is also investigating Express Toll Lanes (ETL) and High Occupancy Vehicle (HOV) alternatives. The addition of Express Toll Lanes to MD 5 would give motorists the option of paying an electronic toll (without stopping at a tollbooth) to drive in separate, relatively free-flowing highway lanes. Toll rates would vary based on demand – either by time of day or by actual traffic conditions. Tolls would increase when the lanes are relatively full and decrease when the lanes have extra capacity.

### **Alternative 5 – Two Reversible Priced Managed Lanes** *(See page 19)*

Alternative 5 would provide two new reversible priced managed lanes (lanes in which drivers would pay electronic tolls without stopping) in the MD 5 median, with access allowed only at select locations. Buses would be allowed to travel in the priced managed lanes at no cost. This alternative would also convert the remaining at-grade intersections into grade-separated interchanges and provide direct-access ramps to and from the priced managed lanes at MD 223 and I-95/I-495. At MD 223, ramps would be provided to and from the north, with access to the commuter parking lot.

### **Alternative 6 – One to Two Priced Managed Lanes** *(See page 20)*

Alternative 6, north of MD 223, would provide one new priced managed lane in each direction and convert one existing general-purpose lane in each direction to a priced managed lane, resulting in two general-purpose and two priced managed lanes in each direction. South of MD 223, this alternative would provide one new priced managed lane in each direction and keep the two existing lanes in each direction as general-purpose lanes. Buses would be allowed to travel in the priced managed lanes at no cost. This alternative would also convert remaining at-grade intersections into grade-separated interchanges and provide direct-access ramps to and from the priced managed lanes at MD 223 and I-95/I-495. At MD 223, ramps would be provided to and from the north, with access to the commuter parking lot.

## **Alternative 8 – Non-Priced Managed Lanes** *(See page 21)*

Alternative 8 would widen MD 5 by adding a lane to the inside in each direction along the whole corridor, with the additional lane designated a Non-Priced Managed Lane that could accommodate buses and BRT operations. This alternative would also provide direct-access ramps to and from the non-priced managed lanes at MD 223, where ramps would be provided to and from the north, with access to the commuter parking lot.

## **Interchange Options**

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### **I-95/I-495 Direct Access Ramps**

This interchange would provide direct access ramps to MD 5 and I-95/I-495 for the ETL/ HOV/General Purpose lanes. The design of these ramps takes into consideration the future plans of I-95/I-495 and the interchange modifications currently under design for the MD 5/I-95/I-495 Interchange.

### **MD 223 Direct Access Ramps**

This interchange would provide direct access ramps between the MD 5 lanes and MD 223. One ramp would be provided for southbound MD 5 traffic to access MD 223. A second ramp would be provided for traffic to access MD 5 northbound from MD 223. Access to the parking lot at MD 5/MD 223 would also be provided.

### **Surratts Road Interchange – Option A** *(See page 22)*

This option would create a grade-separated interchange at MD 5 and Surratts Road, with Surratts Road bridging over MD 5. The intersection of Surratts Road and MD 5 is currently an at-grade intersection with traffic signals. Option A would create a Modified Diamond Interchange with ramps for each movement to and from MD 5. Surratts Road would be slightly shifted to the north of the existing intersection. Other improvements would include removing the existing “S” curve on Surratts Road and providing a second entrance to the Southern Maryland Hospital Center.

### **Surratts Road Interchange – Option B** *(See page 23)*

Option B would be a Diamond Interchange, with Surratts Road bridging over MD 5. The bridge would be placed where the existing intersection is located. Ramps would be included for each movement to and from MD 5. This interchange is proposed at the existing intersection and would require construction of a temporary intersection while the bridge is built. Other improvements would include removing the existing “S” curve on Surratts Road and providing a second entrance to the Southern Maryland Hospital Center.

### **Burch Hill/Moores Road/Earnshaw Drive Interchange – Option A** *(See page 24)*

Option A would create a modified diamond interchange between the two existing unsignalized intersections of Moores Road and Earnshaw Drive with MD 5. Currently, Moores Road and Earnshaw Drive are both at-grade intersections with MD 5. The new interchange would include a bridge over MD 5, with ramps to access both directions of MD 5.

## **Burch Hill/Moores Road/Earnshaw Drive Interchange – Option B (See page 25)**

Option B also proposes a grade-separated interchange between the two existing unsignalized intersections, as described in Option A; however, two-way service roads would be constructed parallel to MD 5 along both northbound and southbound roadways between Moores Road and Earnshaw Drive. A bridge would be built over MD 5 to connect the two service roads, and drivers would use the service roads and bridge to access both directions along MD 5.

## **Alternatives And Options No Longer Under Consideration**

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Following the Alternates Public Workshop, the project team dismissed Alternative 2 and Alternative 7.

Alternative 2, the Transportation Systems Management (TSM) Alternative, does not fully meet the project's purpose and need as a stand-alone alternative. It would not eliminate the at-grade intersections along the southern portion of the corridor, which are primary factors contributing to traffic congestion during peak travel periods.

Alternative 7, the Moveable Barrier Priced Managed Lane Alternative, has a very high long-term operational cost. A moveable barrier machine, machine operator, variable lane indicators, maintenance, and the amount of time to move five miles of barrier all contributed to the high cost of this alternative, making it not beneficial over the other two managed lanes alternatives.

## **Environmental Summary**

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Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify potential impacts on natural, cultural, and socioeconomic resources within the study area. A comparison of potential impacts for each alternative and interchange option is included in **Table 3**.

### **Land Use**

According to the Prince George's County Approved General Plan (Maryland-National Capital Park and Planning Commission (M-NCPPC) 2002), the MD 5 corridor is primarily situated in a developing area targeted for future growth and development, with development centers at each end of the corridor. In addition to the county's General Plan, the four smaller planning areas in the study area include (1) the Sub-Region V Master Plan and Sectional Map Amendment (M-NCPPC, 2009), (2) the Sub-Region VI Master Plan and Sectional Map Amendment (M-NCPPC, 2009), and, within Sub-Region VII, (3) the Henson Creek South Potomac Master Plan (M-NCPPC, 2006), and (4) the Heights and Vicinity Master Plan (M-NCPPC, 2000). Each sub-region or area plan calls for the MD 5 corridor to be upgraded to a fully access-controlled freeway with grade-separated interchanges and six to eight lanes to help improve traffic operations and safety while supporting proposed land use and development patterns within the area. The sub-region plans also call for BRT and/or high-occupancy-vehicle lanes or reversible lanes once the corridor has more than six lanes.

Summary of Environmental Impacts										
Resources	No-Build	Alt 3	Alt 4	Alt 5	Alt 6	Alt 8	Surratts Rd. Interchange – Option A	Surratts Rd. Interchange – Option B	Burch Hill Rd./ Moores Rd./ Earnshaw Dr. Interchange – Option A	Burch Hill Rd./ Moores Rd./ Earnshaw Dr. Interchange – Option B
Potential Displacements										
Residential (No.)	0	0	0	7	2	0	1	1	0	0
Business (No.)	0	0	2	2	2	2	1	0	0	0
Properties Affected (No.)	0	56	187	209	186	198	29	31	28	35
Right-of-Way Required (acres)										
Residential	0	9.1	16.2	21.1	19.6	16.3	4.2	4.2	20.2	12.1
Commercial/Industrial	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 Right-of-way Required (acres)	0	27.6	61.7	71.2	69.0	65.1	20.5	20.4	25.9	25.6
Prime Farmland Soils (acres)	0	17.6	85.6	89.2	89.7	88.3	0	<0.01	4.9	12.1
Wetlands (acres)	0	4.3	9.1	10.7	10.4	9.7	0.2	0.3	0.2	2.6
Stream (linear feet)	0	12,087	18,010	20,153	19,520	18,183	2,715	3,410	1,994	3,866
Impervious Surface (acres)	0	16.2	30.3	79.0	51.1	32.7	6.0	9.6	5.3	3.8
100-Year Floodplain (acres)	0	14.9	19.8	20.3	20.4	20.1	4.6	4.6	0.7	9.2
Forest (acres)	0	51.8	65.6	73.5	70.7	65.7	11.6	11.4	26.0	32.8
Number of NSAs**, Exceeding Abatement Criteria / noise barriers are warranted, feasible, and reasonable	NA	13/8	37/18	36/16	37/17	37/18	NA	NA	NA	NA
Construction Costs (in millions)	0	110-130	600-620	870-890	950-970	690-710	54-59	64-69	40-45	55-60

\* Other includes properties owned by churches, community and non-profit organizations, and rural zoned unsubdivided properties.  
 \*\* NSAs=Noise Sensitive Areas

**Table 3**

Existing land use in the study area consists primarily of forested areas in the south and residential areas with commercial and industrial development (including Joint Base Andrews) in the north. The intent of Maryland's Smart Growth legislation is to limit sprawl and direct state funding for growth-related projects toward county-designated regions, which are called Priority Funding Areas (PFAs). The Prince George's County General Plan shows infill and redevelopment in the area north of Allentown Road, and low-density residential and employment growth south of Allentown Road. The alternatives and interchange options retained for detailed study are located within PFAs, with the exception of the area north of Dyson Road to north of Burch Hill Road in the southern half of the study area. SHA has coordinated with the Maryland Department of Planning (MDP) to confirm that the project serves to connect the two PFAs and is consistent with Smart-Growth criteria. SHA will continue to coordinate with MDP to ensure project compliance with Smart-Growth Initiatives once a Preferred Alternative is designated.

### **Socioeconomic Resources**

No residential relocations would be required for Alternatives 3, 4, and 8 and the Burch Hill/Moores Road/Earnshaw Drive Interchange Options. However, Alternative 5 would relocate seven residences, Alternative 6 would relocate two residences, and Surratts Road Interchange Options A and B would each relocate one residence. Alternatives 4, 5, 6, and 8 would require two commercial displacements, and Surratts Road Interchange Option A would require one additional commercial displacement. Depending on the alternative and interchange option chosen, between 4.2 and 21.1 acres of residential right-of-way and between 0.1 and 16.9 acres of commercial right-of-way may be required.

Several communities within the study area have been identified as minority or low-income (Environmental Justice, or EJ) populations. However, the Deer Pond Lane community is directly adjacent to the corridor and could be impacted by Alternative 5. SHA will continue to address these impacts through its public outreach efforts. Consistent with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," no disproportionately high or adverse effects on minority and low-income communities are expected from any of the alternatives or interchange options.

Emergency response times in the study area are expected to improve as a result of the implementation of any of the proposed build alternatives. SHA will continue to coordinate with emergency services providers to identify potential traffic delays during construction and detour routes that could affect response times.

### **Cultural Resources**

The Maryland Historical Trust has reviewed the proposed build alternatives and concurred with SHA's determination that no historic properties would be affected.

## Natural Resources

The study area is within the Piscataway Creek and Potomac River Upper Tidal watersheds, which are part of the larger Middle Potomac River Basin. Meetinghouse Branch, Payne's Branch, Fox Run, Piscataway Creek, and their tributaries flow west through the study area, eventually draining into the Potomac River. They are classified as Use I streams (water contact recreation, aquatic life) and have an in-stream work restriction period of March 1 through June 15, inclusive, during any year. Stream impacts range from 1,994 linear feet (under Burch Hill/Moores Road/Earnshaw Drive Interchange Option A) to 20,153 linear feet (under Alternative 5), depending on the build alternative and interchange option. Between 0.7 acre (under Burch Hill/Moores Road/Earnshaw Drive Interchange Option B) and 20.4 acres (under Alternative 6) of 100-year floodplain impacts are anticipated.

SHA, through consultation with the USACE, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. Between 4.7 and 13.6 acres of wetland impacts are anticipated if a build alternative and interchange option are selected.

This public hearing provides the opportunity to present views, opinions, and information which will be considered by the USACE in evaluating a Department of the Army permit. The USACE regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from the Maryland Department of the Environment (MDE). Written statements expressing concern for aquatic resources may be submitted to Ms. Mary Frazier, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203, until July 9, 2012, or by email at [Mary.A.Frazier@usace.army.mil](mailto:Mary.A.Frazier@usace.army.mil). Permits from the USACE and/or MDE are required for wetland and stream impacts. Adverse impacts on water quality during construction would be minimized through strict adherence to SHA sediment and erosion-control procedures which will be developed in accordance with MDE criteria.

Coordination with the Maryland Department of Natural Resources (DNR) and the U.S. Fish and Wildlife Service indicated that no rare, threatened, or endangered plant or animal species are known to exist within the project area.

Between 32.8 and 73.5 acres of forest impacts could result from the build alternative and interchange option. DNR noted that the forested area adjacent to the corridor may provide habitat for Forest Interior Dwelling Bird Species (FIDS). Impacts on potential FIDS habitat range from 20.3 to 20.7 acres for the build alternatives, and up to 11.9 acres of potential FIDS habitat under the Burch Hill/Moores Road/Earnshaw Drive options. Nearly all FIDS impacts would affect forest edges, rather than forest interior habitats. DNR guidelines to minimize impacts on potential FIDS habitat will be followed in the project's Final Design phase.

## **Air and Noise Impacts**

Detailed air-quality and noise analyses have been conducted for this project. The air-quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards are expected and that the project meets the transportation conformity requirements of the Clean Air Act.

Seventy-five Noise Sensitive Areas (NSAs) were identified along the MD 5 Corridor Study limits. A noise model was built to predict future noise levels from the build improvements and to establish a 66-decibel noise impact zone. Depending on the alternative, 7-18 NSAs would be considered for noise barriers. Seven NSAs would be considered for noise barriers under Alternative 3; 18 NSAs would be considered for noise barriers under Alternatives 4 and 8; 16 NSAs would be considered for noise barriers under Alternative 5; and 17 NSAs would be considered for noise barriers under Alternative 6.

## **Related Transportation Projects**

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**Several other transportation projects located in the study area and listed in the 2012-2017 CTP are listed below:**

- I-495 Corridor Transportation Project - This SHA planning study would evaluate potential alternatives to widen I-495 and to determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles). The study is on hold due to lack of funding.
- US 301 Waldorf Area Planning Project – This SHA planning study would evaluate alternatives to facilitate vehicular movement along the US 301 corridor in the Waldorf area. Alternatives include upgrades to the existing route and bypass options, which may include tolling. The study is on hold due to lack of funding.
- MD 5 Branch Avenue Metro Access Project – This SHA design project will provide improved access between the Branch Avenue Metro Station and MD 5 and I-95/I-495.
- MD 5/MD 381/MD 373 Interchange Project – This SHA design project will replace the current MD 381 and MD 373 intersections at MD 5 with an interchange connection.

## Remaining Steps in the Project Planning Process

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- Evaluate and address public hearing comments and coordinate with state and federal environmental review and regulatory agencies (*Summer 2012*)
- Identify the SHA Preferred Alternative (*Fall 2012*)
- Obtain Location/Design Approvals (*Fall 2013*)

## Non-Discrimination in Federally Assisted and State-Aid Programs

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For information concerning non-discrimination, please contact:

Ms. Sharon Lynn Holmes, Deputy Director  
Office of Equal Opportunity  
Maryland State Highway Administration  
707 N. Calvert Street  
Baltimore, MD 21202  
Telephone: (410) 545-0317  
Toll-free within Maryland: 1-888-545-0098  
Email: sholmes@sha.state.md.us

## Right-Of-Way and Relocation

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The proposed project may require additional right-of-way. Residential and commercial relocations may be required. For information regarding right-of-way and relocation assistance, please contact:

Mr. Paul Lednak, Chief  
District 3, Office of Real Estate  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Telephone: (301) 513-7470  
Toll-free within Maryland: 1-800-331-5603  
Email: plednak@sha.state.md.us

## Media Used for Meeting Notification

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An advertisement appeared in the following newspapers to announce this Location/Design Public Hearing:

- Washington Post
- Gazette (Prince George's County)
- Afro American
- El Tiempo Latino

## **Your Opinion Matters**

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This hearing offers members of the public the opportunity to discuss their thoughts and concerns about the project and provide spoken and/or written comments. The Project Team will carefully review and consider the concerns and preferences expressed at the hearing. To assist you in providing comments, we have included in this brochure a pre-addressed, postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the Project Planning Team.

## **Documents Available for Review**

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The Environmental Assessment is available for review at the locations listed below. The Location/Design Public Hearing Transcript will be available for review approximately eight weeks after the hearing. To confirm availability, please call ahead, Monday through Friday, at:

Maryland State Highway Administration  
District 3 Office  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Telephone: (301) 513-7300

Maryland State Highway Administration  
Public Involvement Section  
707 N. Calvert Street  
Baltimore, MD 21202  
Telephone: (410) 545-8522  
Toll-free within Maryland: 1-800-548-5026

Prince George's County Public Library  
Surratts-Clinton Branch  
9400 Piscataway Road  
Clinton, MD 20735  
Telephone: (301) 868-9200  
Monday - Wednesday, 10:00 AM – 9:00 PM  
Thursday and Friday, 10:00 AM – 6:00 PM  
Saturday, 10:00 AM – 5:00 PM

Prince George's County Government  
Department of Public Works and Transportation  
9400 Peppercorn Place, Suite 300  
Largo, MD 20774  
(301) 883-5600

Charles County Public Library  
P.D. Brown Memorial Branch  
50 Village Street  
Waldorf, MD 20502  
Telephone: (301) 645-2864  
Monday - Thursday, 9:00 AM - 8:00 PM  
Friday, 1:00 - 5:00 PM  
Saturday, 9:00 AM - 5:00 PM

US Army Corps of Engineers  
Regulatory Branch, 8th Floor  
10 S. Howard Street  
Baltimore, MD 21201  
(410) 962-4252

## Thank You

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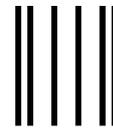
Thank you for participating in the MD 5 Corridor Transportation Study Location/ Design Public Hearing. Your comments are greatly appreciated! Please direct your questions or concerns to project team members by mail, telephone, or e-mail. For more information about this project and others, visit our internet site at <http://www.roads.maryland.gov>. Click on **Projects & Studies, SHA Project Page**, and **Prince George's County**, then **MD 5, Branch Avenue (US 301 at TB to AUTH ROAD)** under **Preconstruction**.

The Corps of Engineers has issued a public notice:  
[http://www.nab.usace.army.mil/Wetlands%20Permits/public\\_notices.htm](http://www.nab.usace.army.mil/Wetlands%20Permits/public_notices.htm)

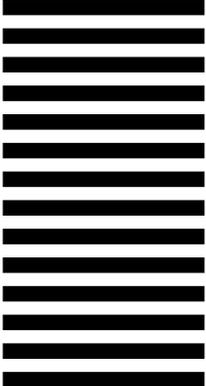


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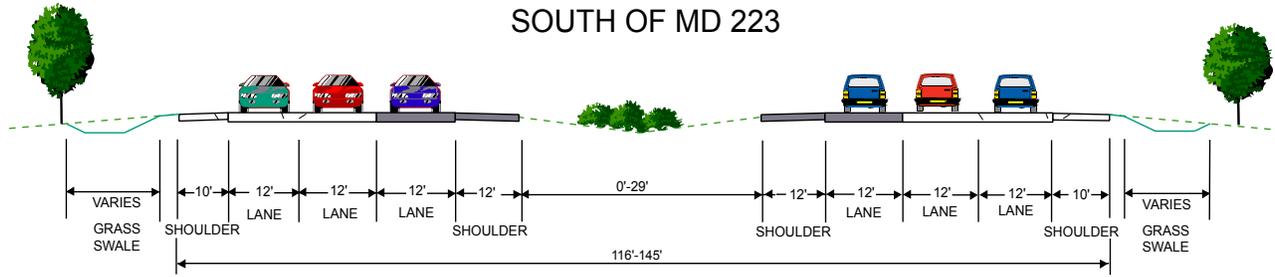
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OFFICE OF PLANNING AND PRELIMINARY ENGINEERING  
MD STATE HIGHWAY ADMINISTRATION  
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BALTIMORE MARYLAND 21298-6521



# ALTERNATIVE 3: EXPRESSWAY UPGRADE SOUTH OF MD 223

17



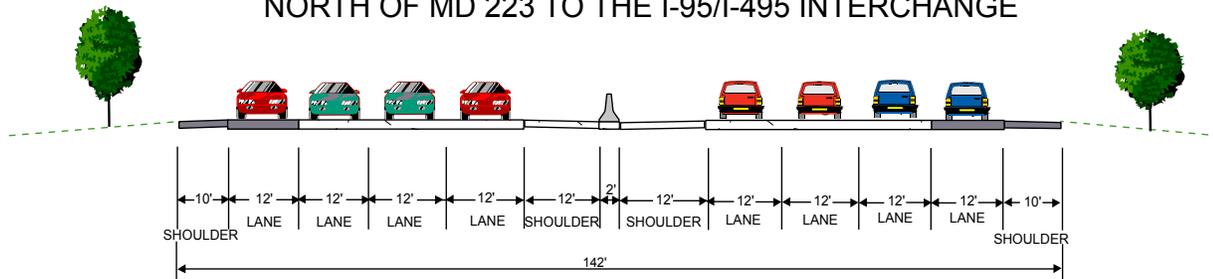
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-  EXISTING ROADWAY
-  PROPOSED ROADWAY

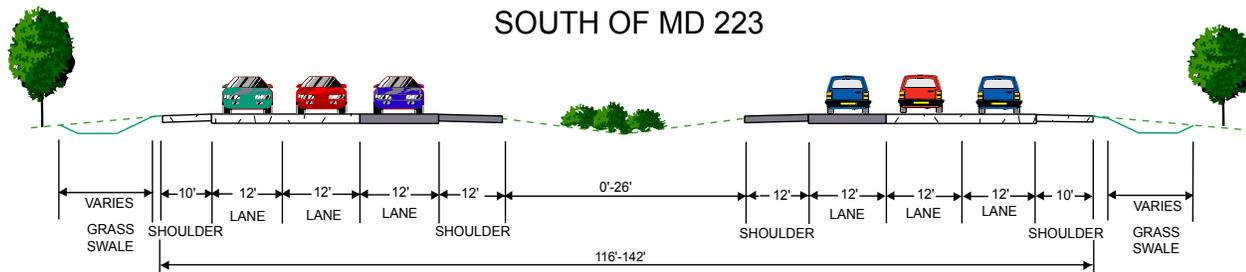
NOT TO SCALE

# ALTERNATIVE 4: EXPRESSWAY UPGRADE ENTIRE CORRIDOR

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



## SOUTH OF MD 223

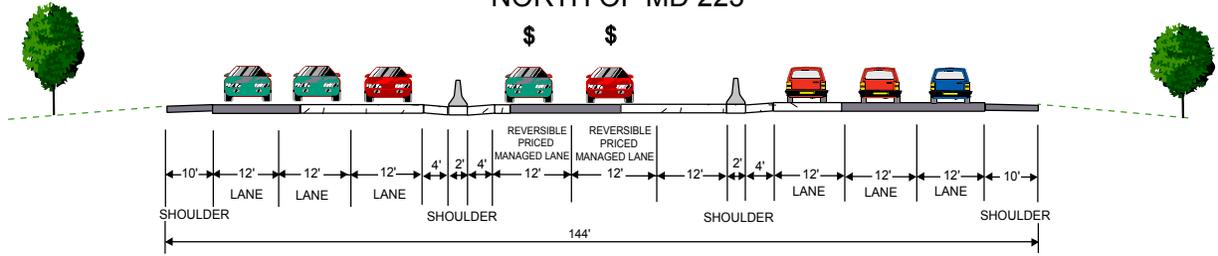


**LEGEND**

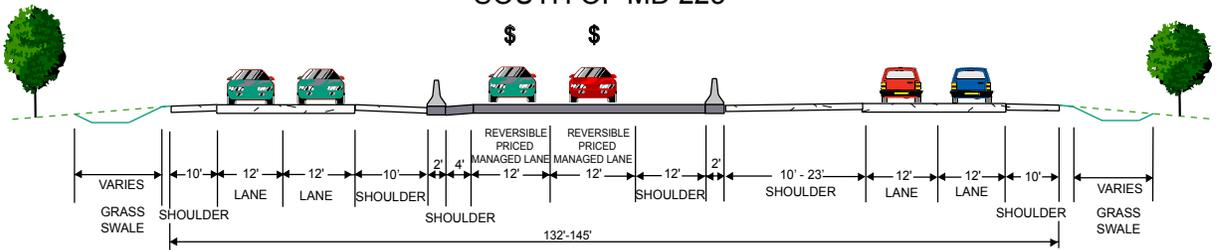
- EXISTING ROADWAY
- PROPOSED ROADWAY

# ALTERNATIVE 5: TWO REVERSIBLE PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



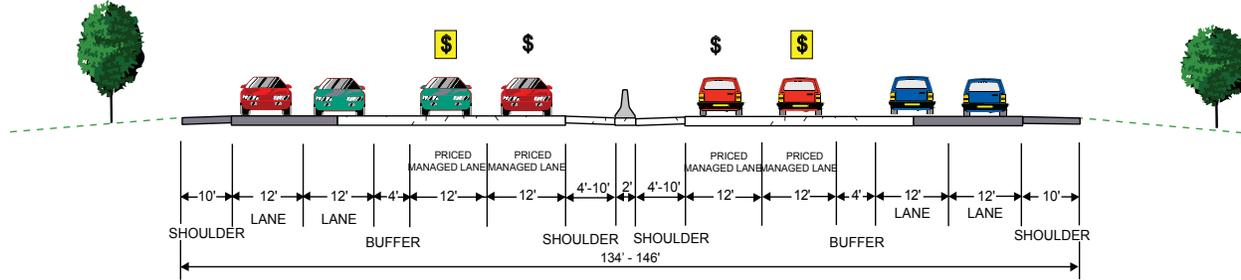
**LEGEND**

-  EXISTING ROADWAY
-  PROPOSED ROADWAY
-  NEW PRICED MANAGED LANE

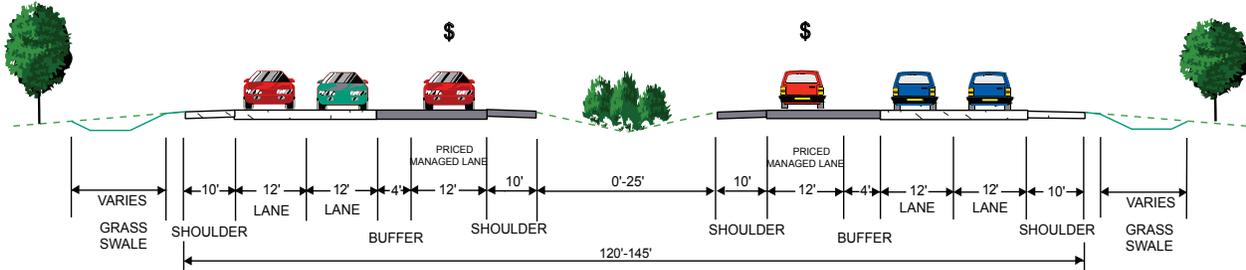
NOT TO SCALE

# ALTERNATIVE 6: ONE TO TWO PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



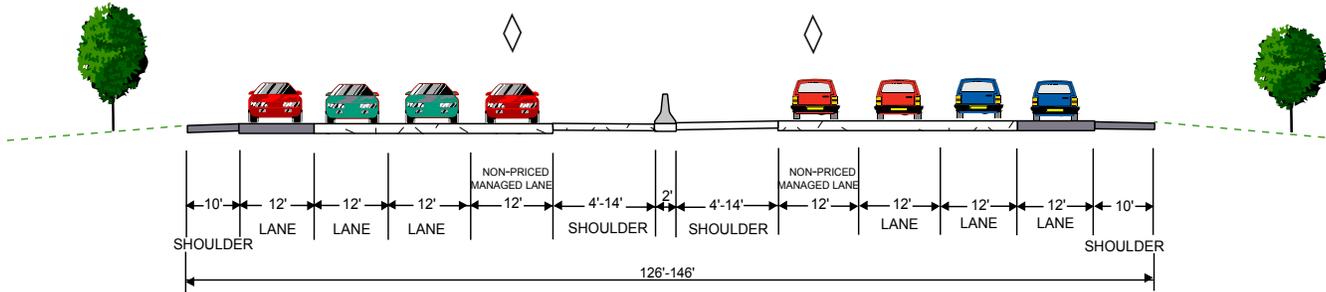
**LEGEND**

- EXISTING ROADWAY
- PROPOSED ROADWAY
- NEW PRICED MANAGED LANE
- EXISTING LANE CONVERTED TO PRICED MANAGED LANE

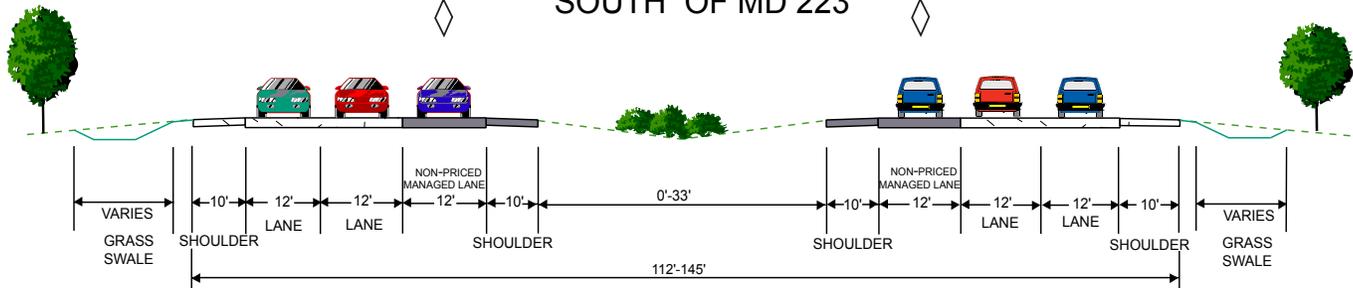
NOT TO SCALE

# ALTERNATIVE 8: NON-PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



## LEGEND



EXISTING ROADWAY



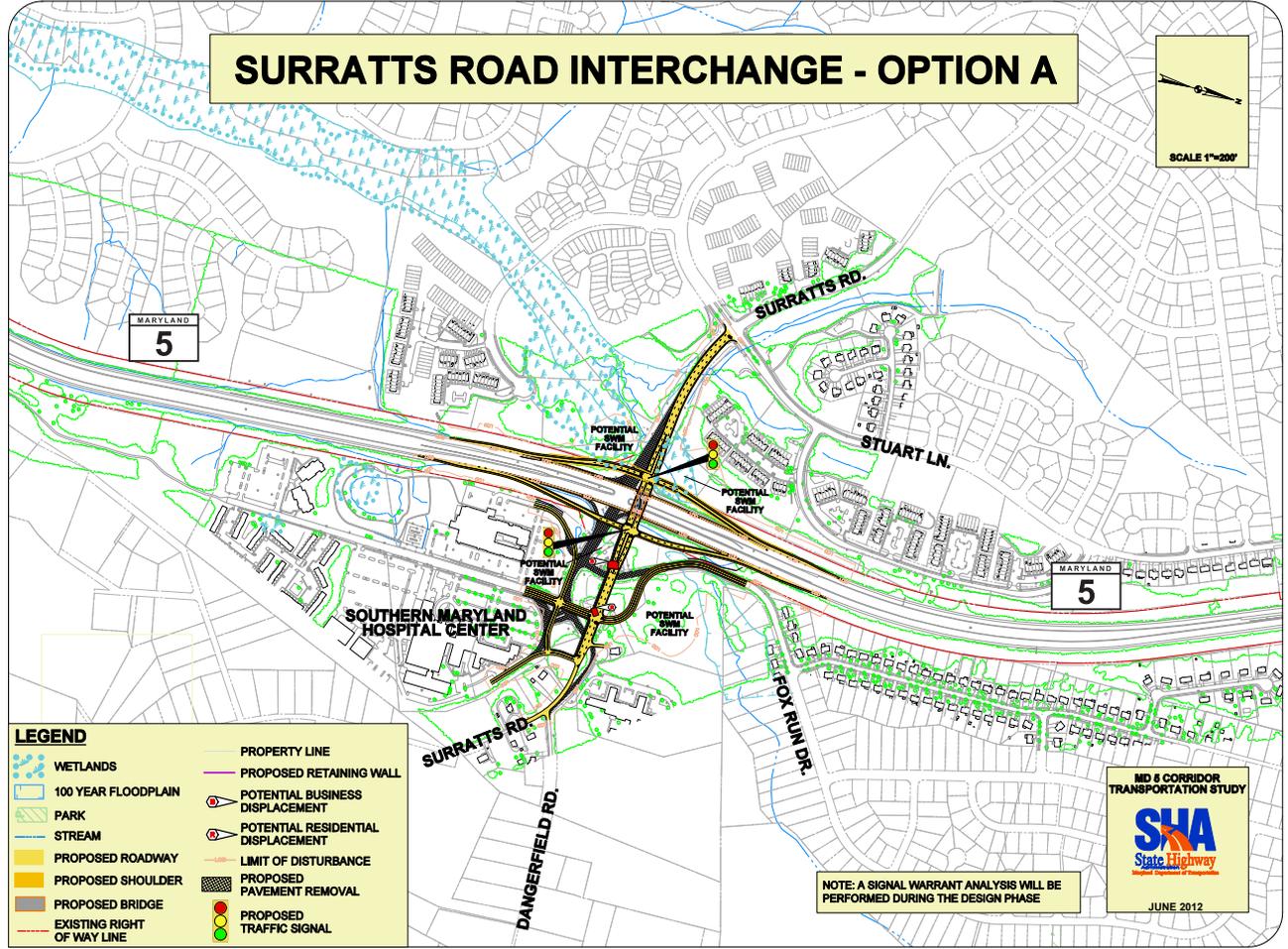
NEW NON-PRICED  
MANAGED LANE



PROPOSED ROADWAY

NOT TO SCALE

# SURRATTS ROAD INTERCHANGE - OPTION A



**LEGEND**

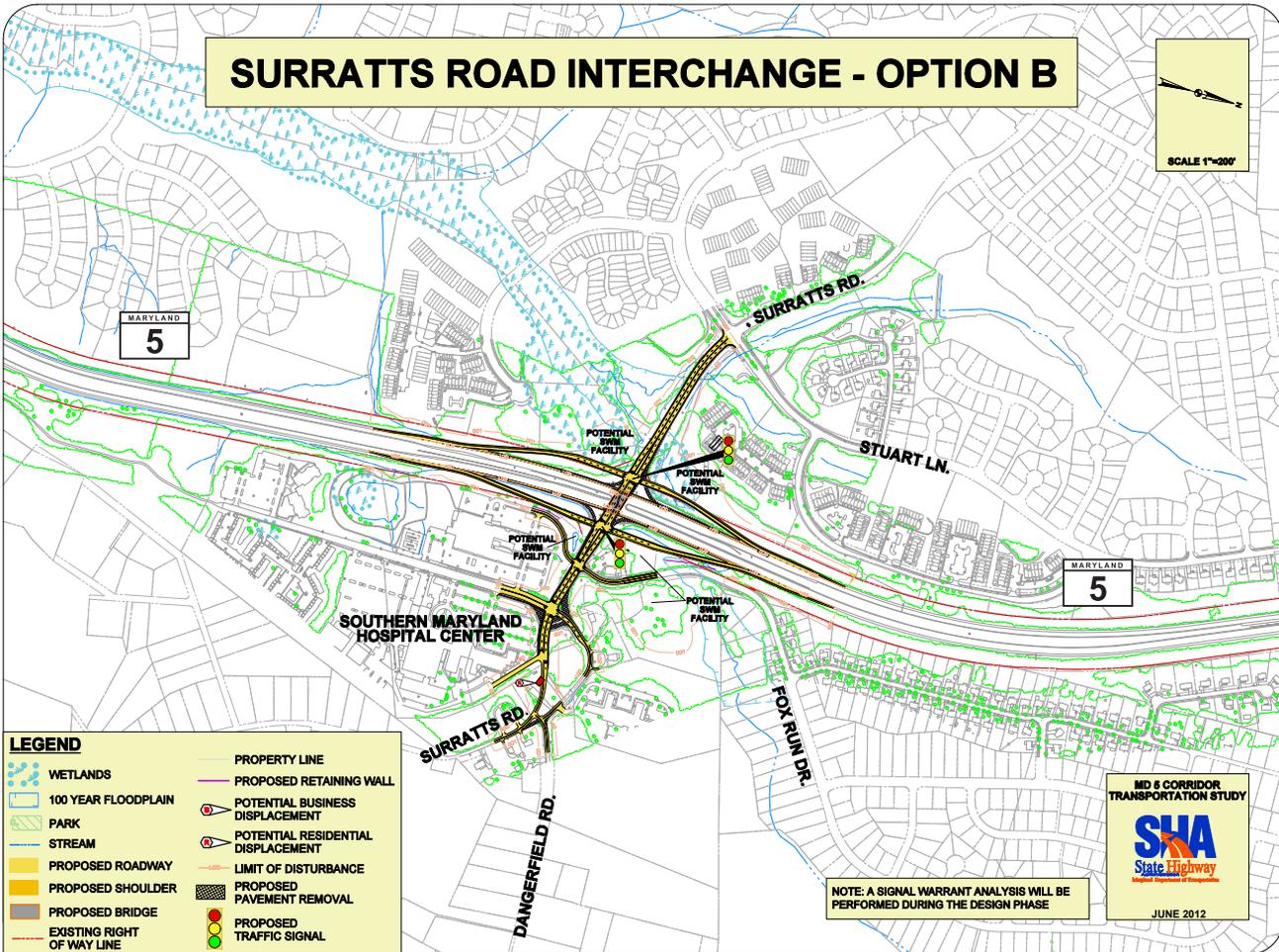
WETLANDS	PROPERTY LINE
100 YEAR FLOODPLAIN	PROPOSED RETAINING WALL
PARK	POTENTIAL BUSINESS DISPLACEMENT
STREAM	POTENTIAL RESIDENTIAL DISPLACEMENT
PROPOSED ROADWAY	LIMIT OF DISTURBANCE
PROPOSED SHOULDER	PROPOSED PAVEMENT REMOVAL
PROPOSED BRIDGE	PROPOSED TRAFFIC SIGNAL
EXISTING RIGHT OF WAY LINE	TRAFFIC SIGNAL

NOTE: A SIGNAL WARRANT ANALYSIS WILL BE PERFORMED DURING THE DESIGN PHASE

MD 8 CORRIDOR  
TRANSPORTATION STUDY

JUNE 2012

# SURRATTS ROAD INTERCHANGE - OPTION B



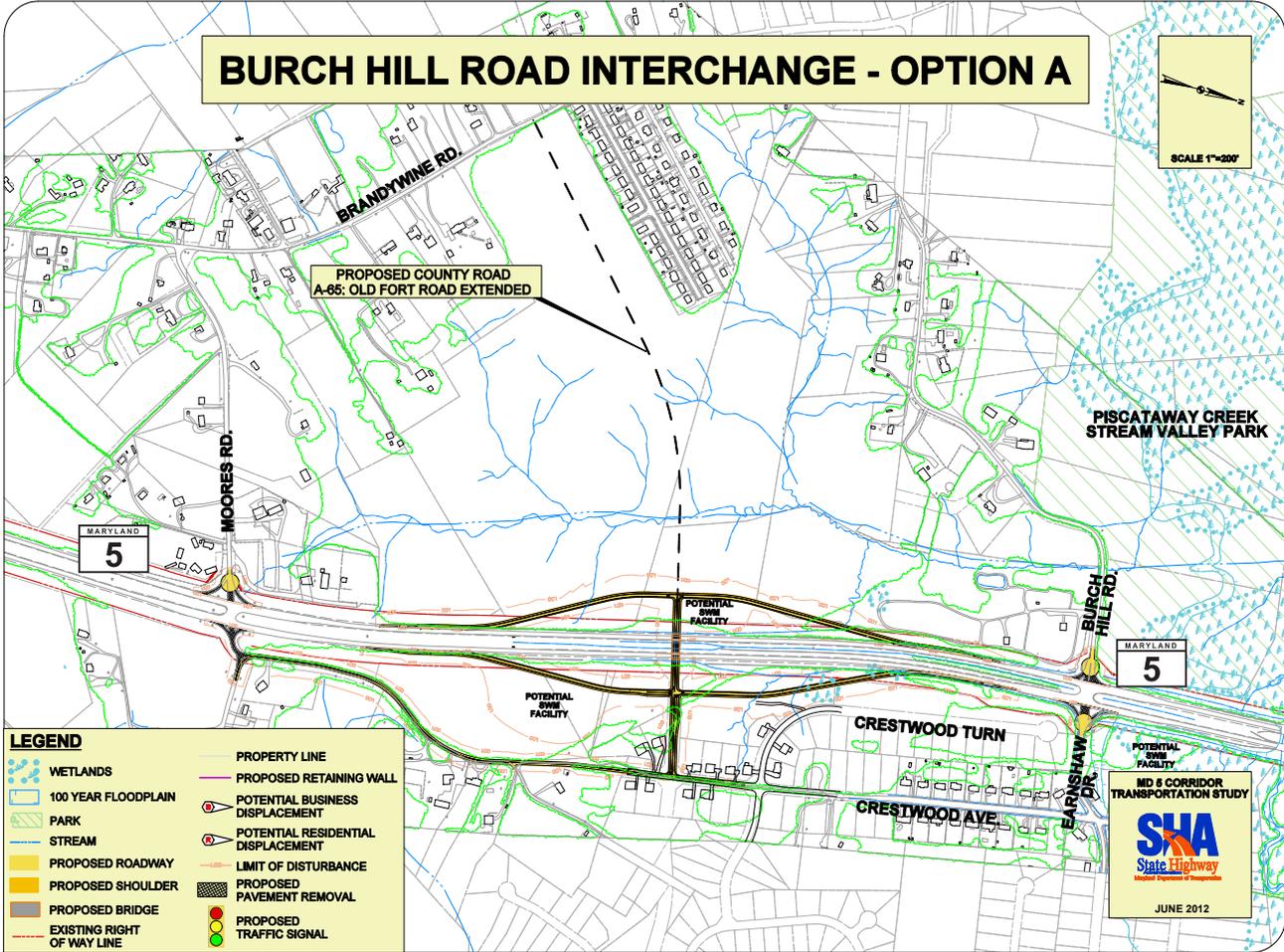
LEGEND	
	WETLANDS
	100 YEAR FLOODPLAIN
	PARK
	STREAM
	PROPOSED ROADWAY
	PROPOSED SHOULDER
	PROPOSED BRIDGE
	EXISTING RIGHT OF WAY LINE
	PROPERTY LINE
	PROPOSED RETAINING WALL
	POTENTIAL BUSINESS DISPLACEMENT
	POTENTIAL RESIDENTIAL DISPLACEMENT
	LIMIT OF DISTURBANCE
	PROPOSED PAVEMENT REMOVAL
	PROPOSED TRAFFIC SIGNAL

NOTE: A SIGNAL WARRANT ANALYSIS WILL BE PERFORMED DURING THE DESIGN PHASE

MD 8 CORRIDOR  
TRANSPORTATION STUDY

JUNE 2012

# BURCH HILL ROAD INTERCHANGE - OPTION A



PROPOSED COUNTY ROAD A-85: OLD FORT ROAD EXTENDED

PISCATAWAY CREEK  
STREAM VALLEY PARK

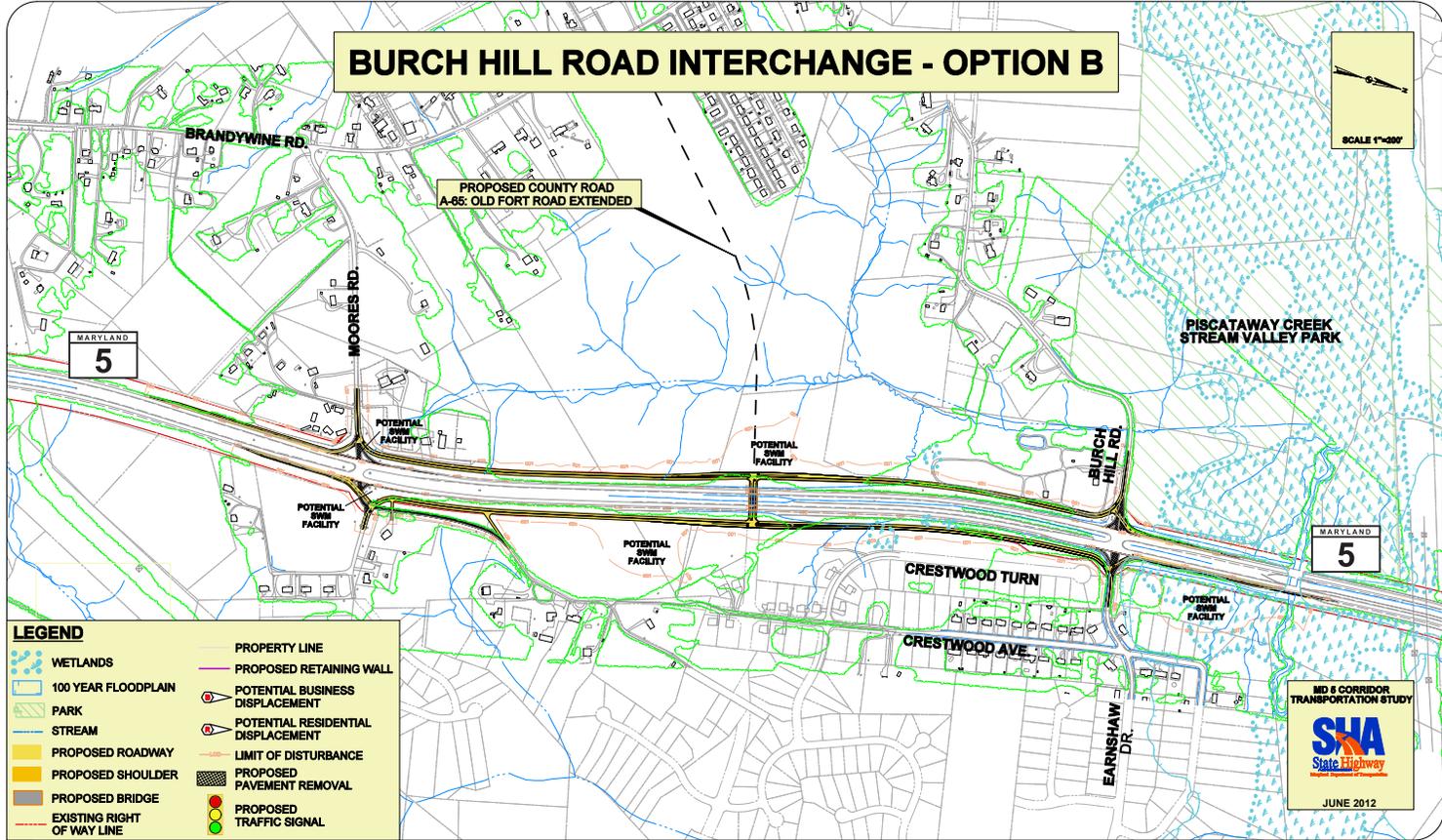
**LEGEND**

WETLANDS	PROPERTY LINE
100 YEAR FLOODPLAIN	PROPOSED RETAINING WALL
PARK	POTENTIAL BUSINESS DISPLACEMENT
STREAM	POTENTIAL RESIDENTIAL DISPLACEMENT
PROPOSED ROADWAY	LIMIT OF DISTURBANCE
PROPOSED SHOULDER	PROPOSED PAVEMENT REMOVAL
PROPOSED BRIDGE	PROPOSED TRAFFIC SIGNAL
EXISTING RIGHT OF WAY LINE	PROPOSED TRAFFIC SIGNAL

MD 8 CORRIDOR  
TRANSPORTATION STUDY

JUNE 2012

# BURCH HILL ROAD INTERCHANGE - OPTION B



MD & CORRIDOR  
TRANSPORTATION STUDY

JUNE 2012



Maryland Department of Transportation  
STATE HIGHWAY ADMINISTRATION  
Office of Planning and Preliminary Engineering  
707 North Calvert Street  
Mail Stop C-301  
Baltimore, MD 21202

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*Lieutenant Governor*

**Beverly K. Swaim-Staley,**  
*Secretary*

**Melinda B. Peters,**  
*Administrator*



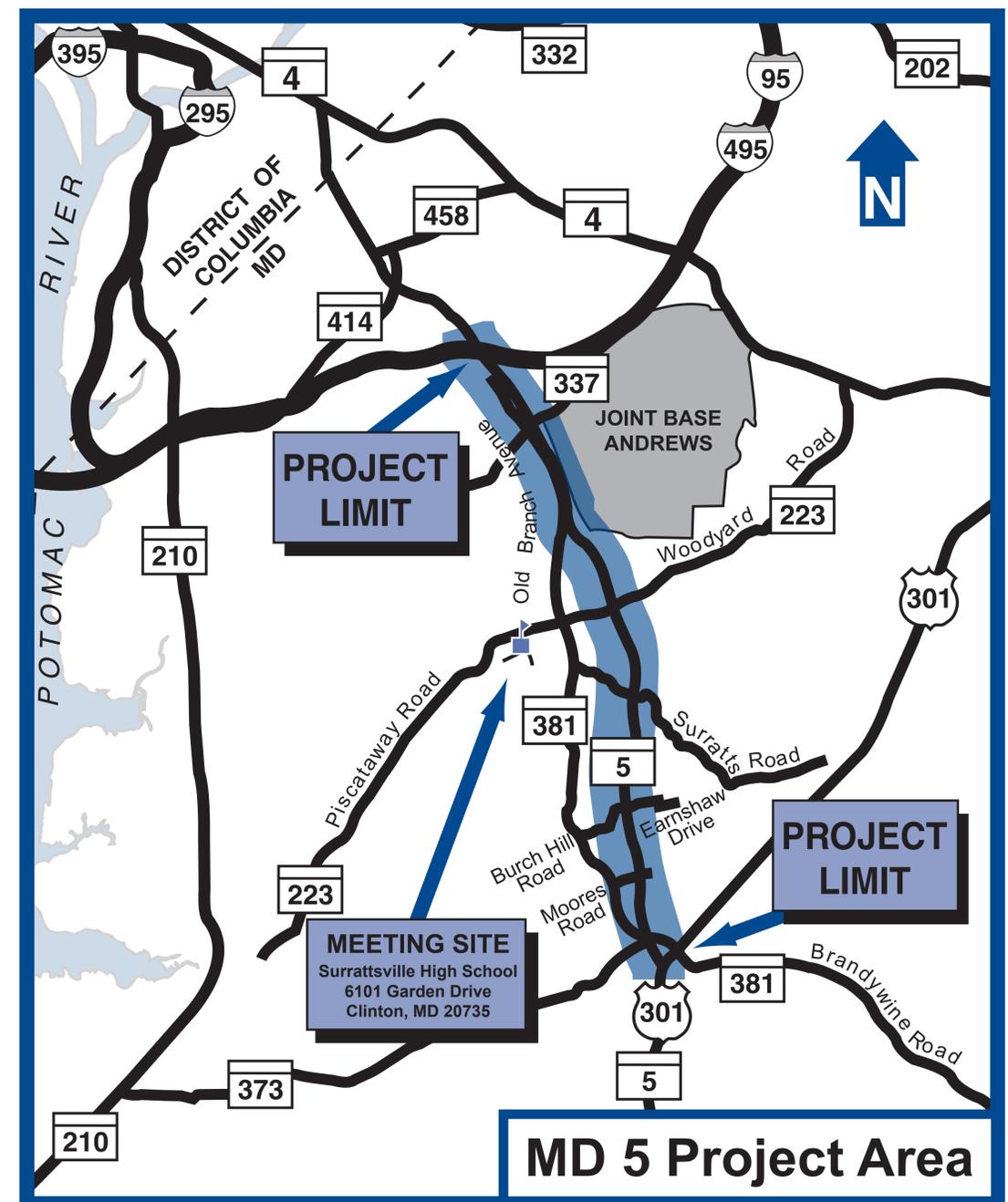
*printed on recycled paper*

# DISPLAY BOARDS & WALL MAPS

MD 5 CORRIDOR  
PROJECT PLANNING STUDY

## 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



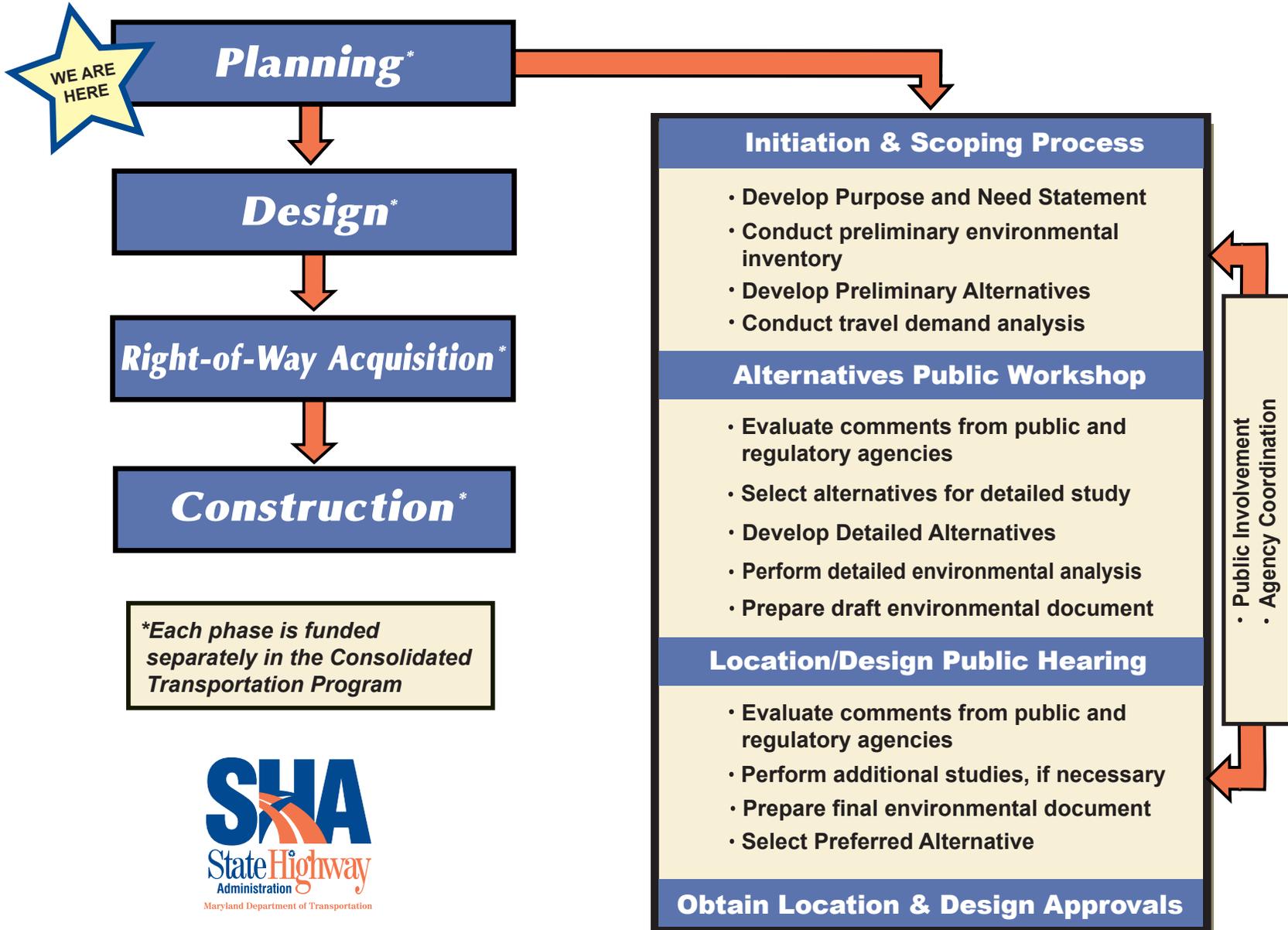
## WHY IS THIS PROJECT NEEDED?

- 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



# 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.

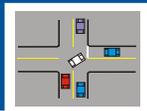
Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.

## Intersection

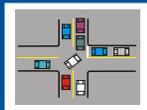
- Highly stable, free-flow condition with little or no congestion
- Delay: <10 seconds/vehicle



- Stable, free-flow condition with little congestion
- Delay: 10 to 20 seconds/vehicle



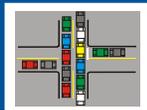
- Free-flow condition with moderate congestion
- Delay: 20 to 35 seconds/vehicle



- Approaching unstable condition with increasing congestion
- Delay: 35 to 55 seconds/vehicle



- Unstable, congested condition
- Delay: 55 to 80 seconds/vehicle



- Stop and go
- Delay: >80 seconds/vehicle



## Roadway

### LOS A



- Free flowing
- Uninterrupted vehicle

### LOS B



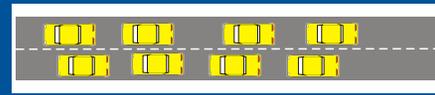
- Stable flow
- Other vehicles are more noticeable

### LOS C



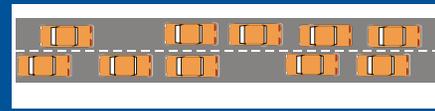
- Stable flow
- Vehicle operations affected by other vehicles

### LOS D



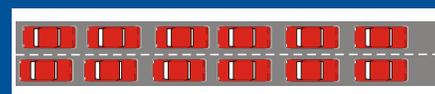
- High density free flow
- Operation of vehicle is affected by other vehicles

### LOS E



- High density traffic flow, nearing capacity
- Operating conditions are extremely poor

### LOS F

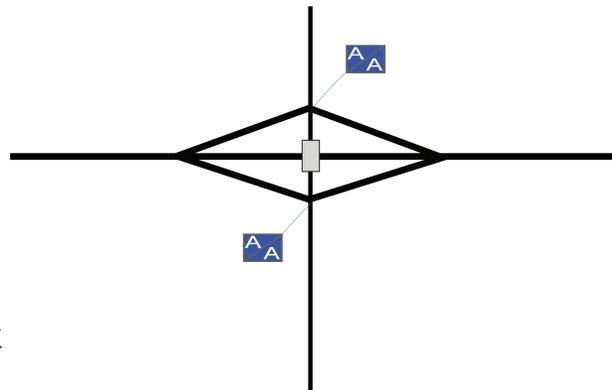


- Forced or breakdown flow
- Amount of traffic exceeds capacity

## BUILD LEVEL OF SERVICE

### Surratts Road Interchange

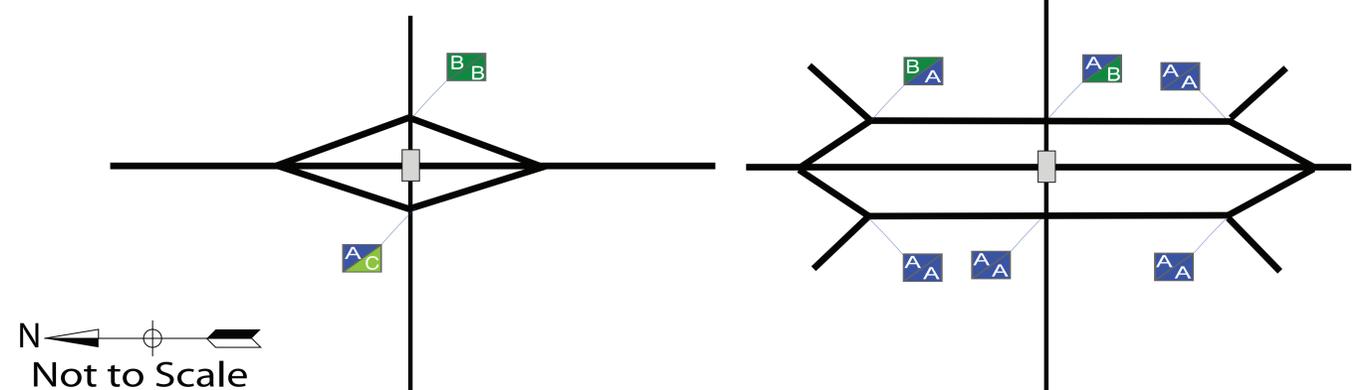
#### Option A & B



### Burch Hill Road Interchange

#### Option A

#### Option B



## SAFETY STATISTICS - 2008 TO 2010

MD 5 Sections	Crash Type			Total Crashes	Average Total Crash Rate <sup>^</sup>	Statewide Average Total Crash Rate <sup>^</sup>	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

<sup>^</sup> per 100 million vehicle miles traveled

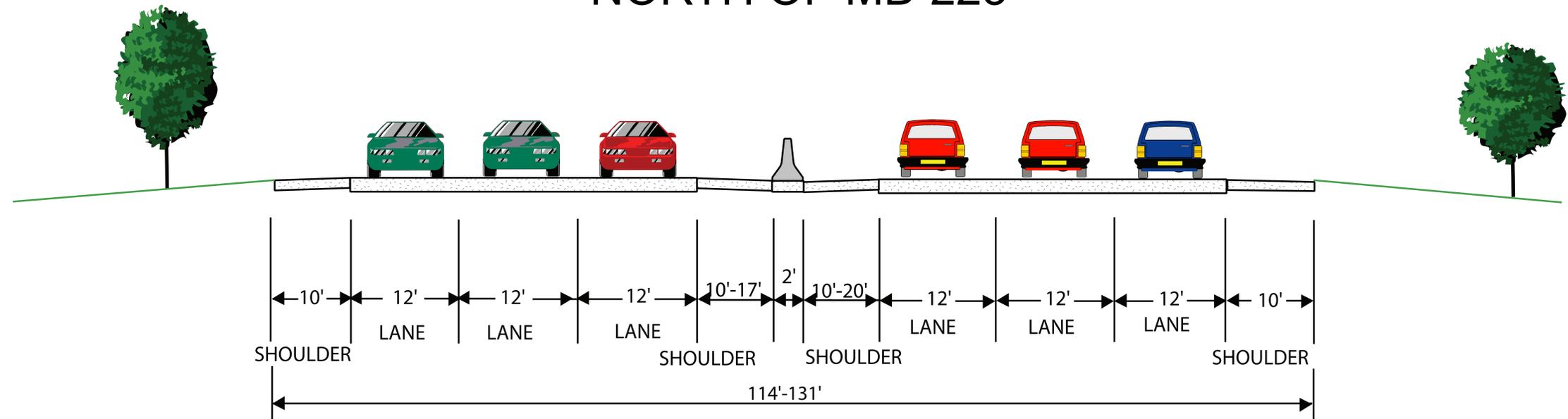
\* Significantly higher than statewide average for similar designed roadways

## WHAT ARE MANAGED LANES?

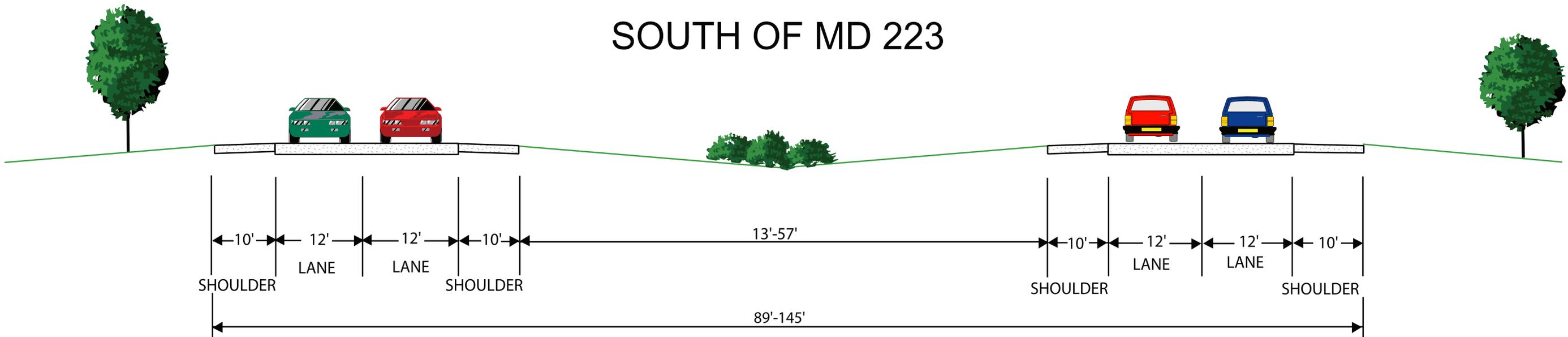
- Lane management strategies have been used by agencies for decades to provide reliable, relatively free-flowing travel in highly congested corridors
- Managed lanes may include High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes and Express Toll Lanes (ETL), and exclusive or special-use 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

# EXISTING TYPICAL SECTION

## NORTH OF MD 223



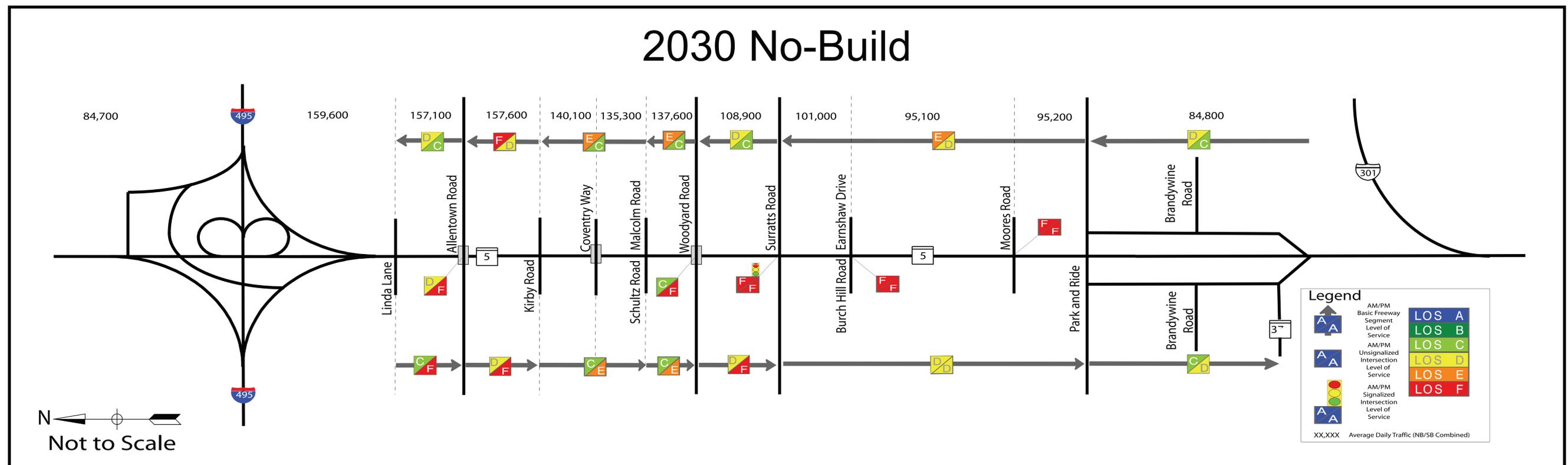
## SOUTH OF MD 223



**LEGEND**

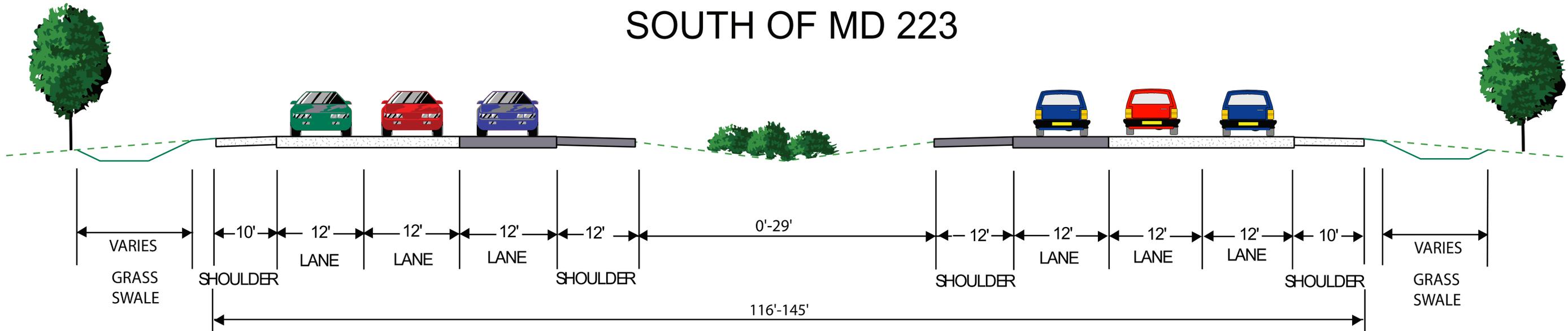
	EXISTING ROADWAY
	PROPOSED ROADWAY

# EXISTING AND NO-BUILD LEVEL OF SERVICE



# ALTERNATIVE 3: EXPRESSWAY UPGRADE SOUTH OF MD 223

SOUTH OF MD 223

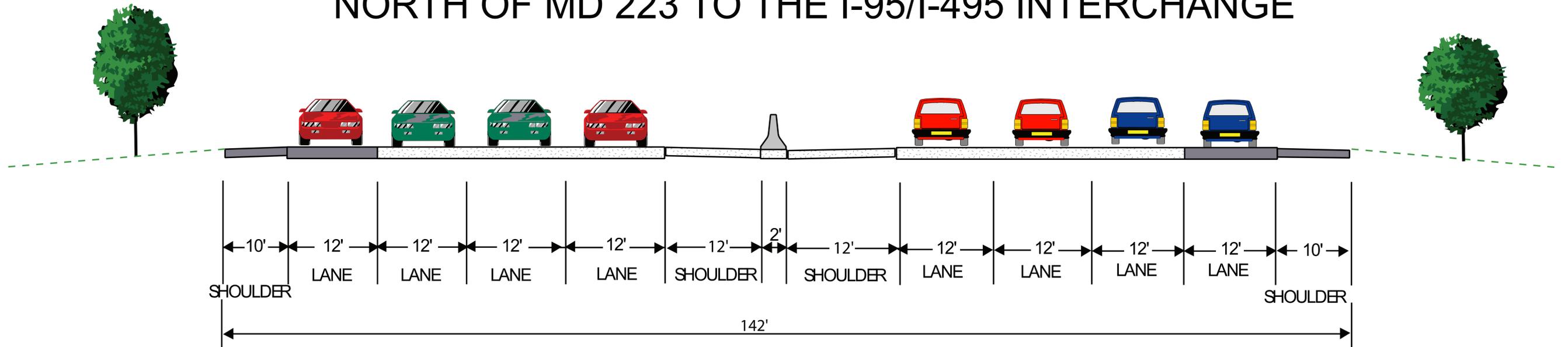


**LEGEND**

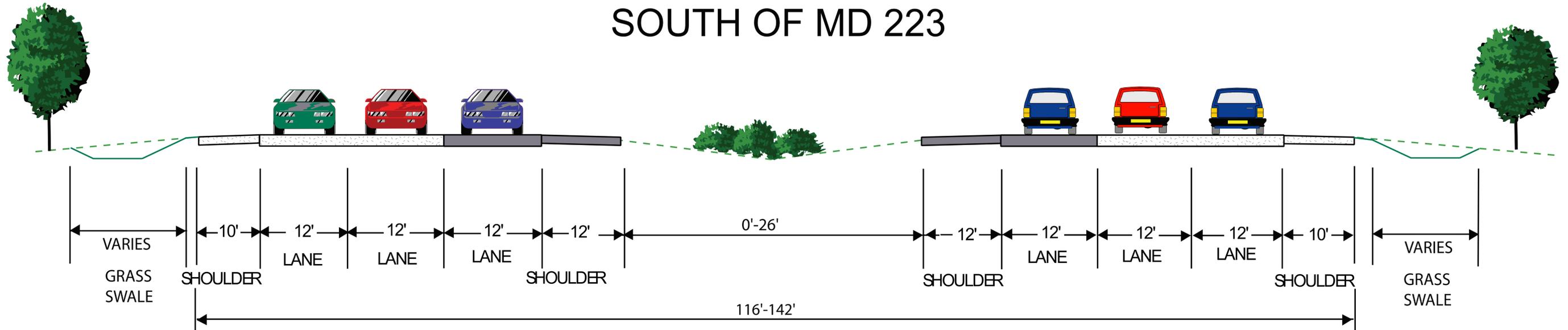
-  EXISTING ROADWAY
-  PROPOSED ROADWAY

# ALTERNATIVE 4: EXPRESSWAY UPGRADE ENTIRE CORRIDOR

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



## SOUTH OF MD 223

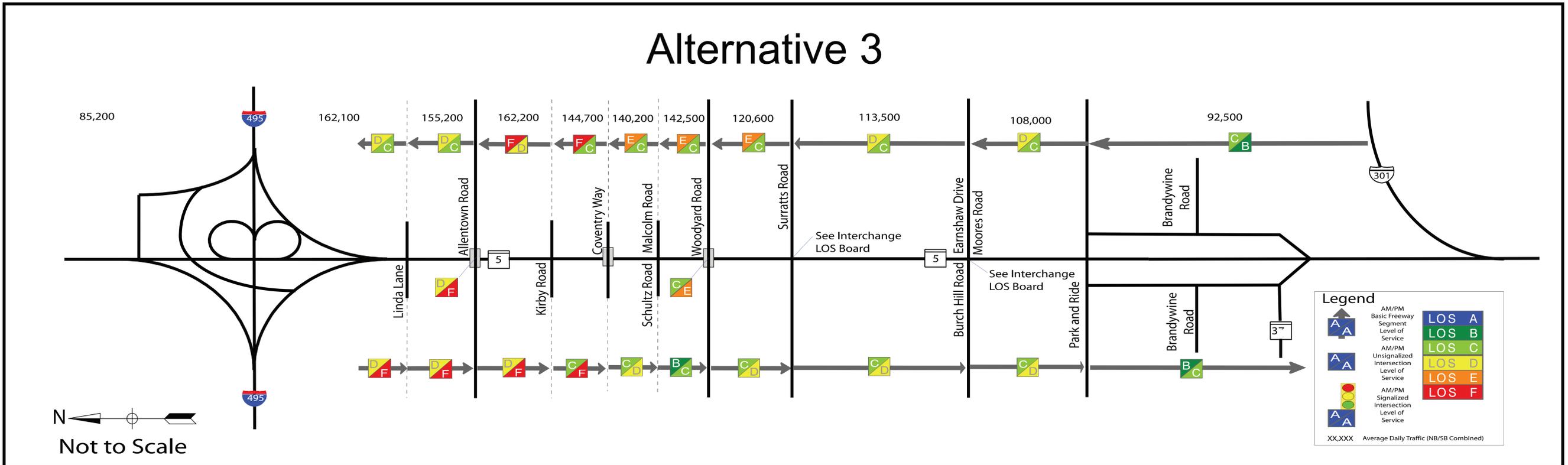


**LEGEND**

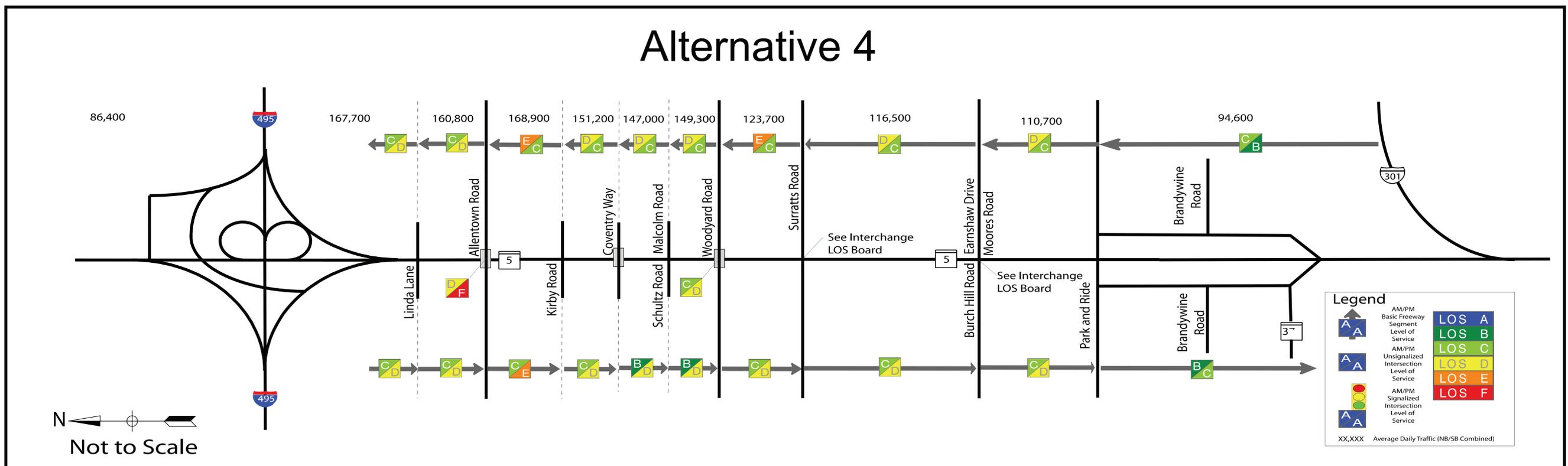
	EXISTING ROADWAY
	PROPOSED ROADWAY

# BUILD LEVEL OF SERVICE

## Alternative 3

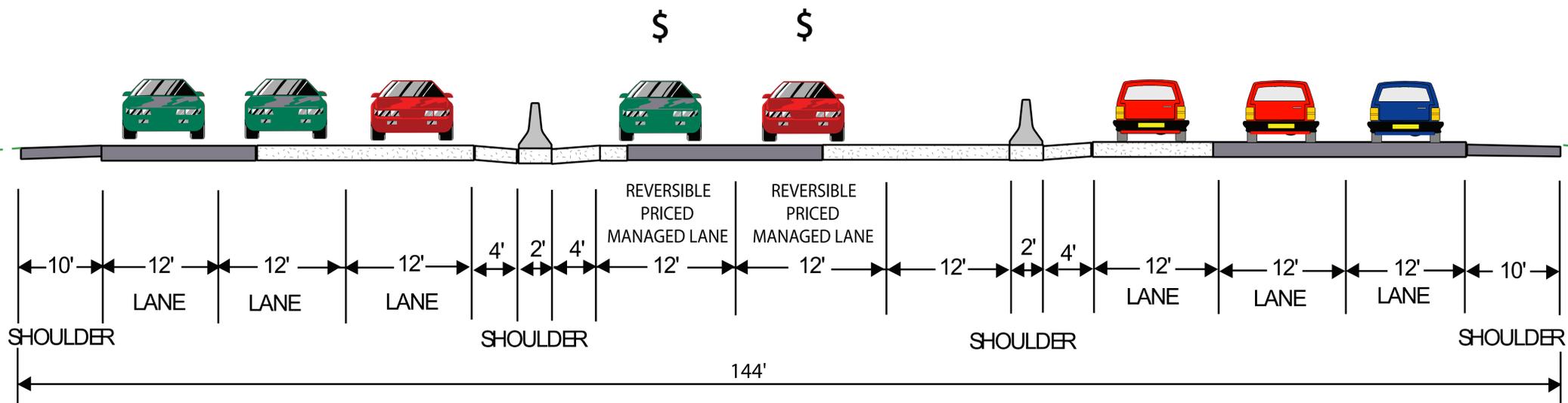


## Alternative 4

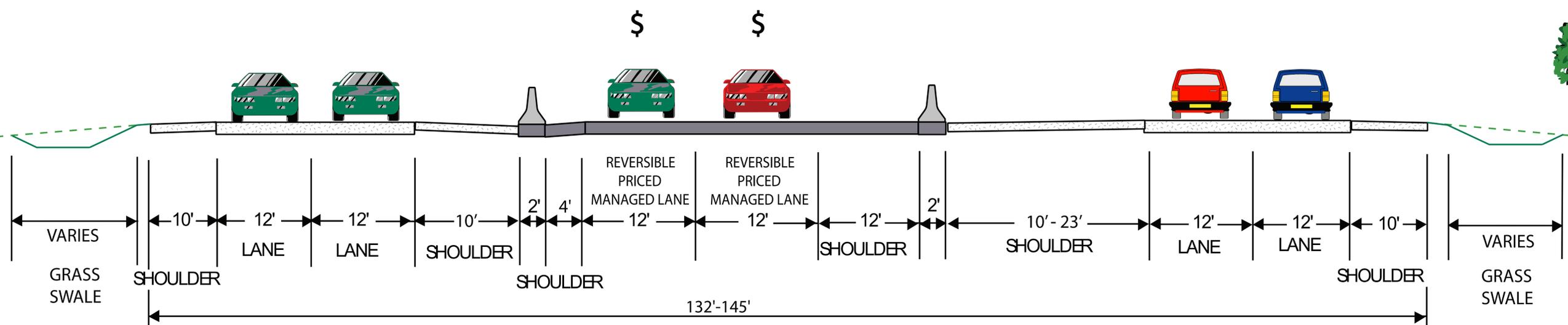


# ALTERNATIVE 5: TWO REVERSIBLE PRICED MANAGED LANES

## NORTH OF MD 223



## SOUTH OF MD 223



**LEGEND**

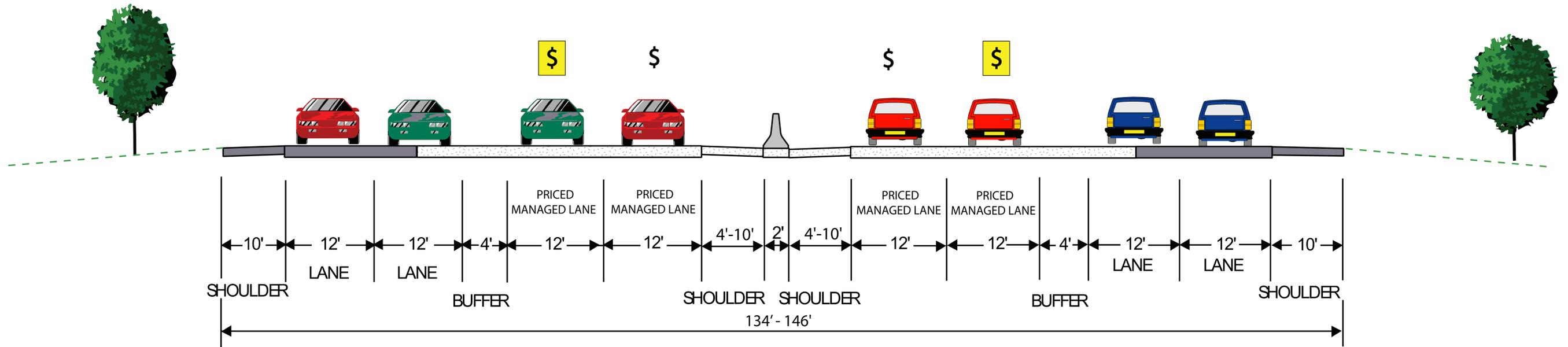
- EXISTING ROADWAY
- PROPOSED ROADWAY

\$ - New Priced Managed Lane

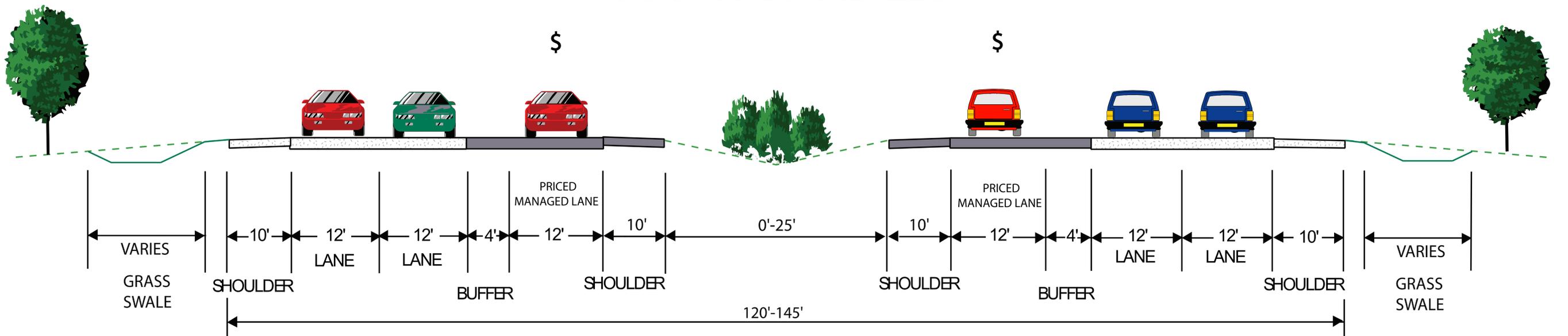
NOT TO SCALE

# ALTERNATIVE 6: ONE TO TWO PRICED MANAGED LANES

## NORTH OF MD 223



## SOUTH OF MD 223

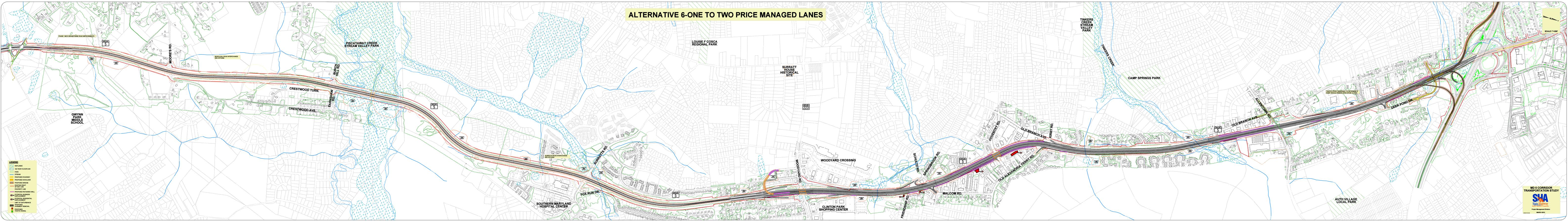


**LEGEND**

- EXISTING ROADWAY
- PROPOSED ROADWAY

\$ - New Priced Managed Lane  
 \$ - Existing Lane Converted to Priced Managed Lane

# ALTERNATIVE 6-ONE TO TWO PRICE MANAGED LANES



**LEGEND**

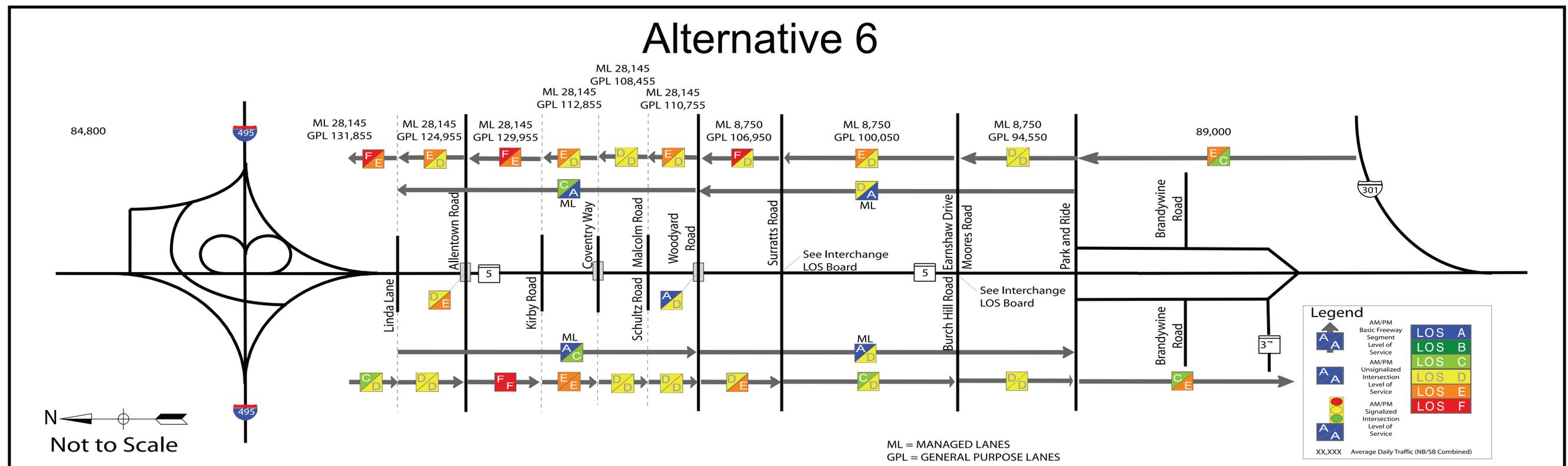
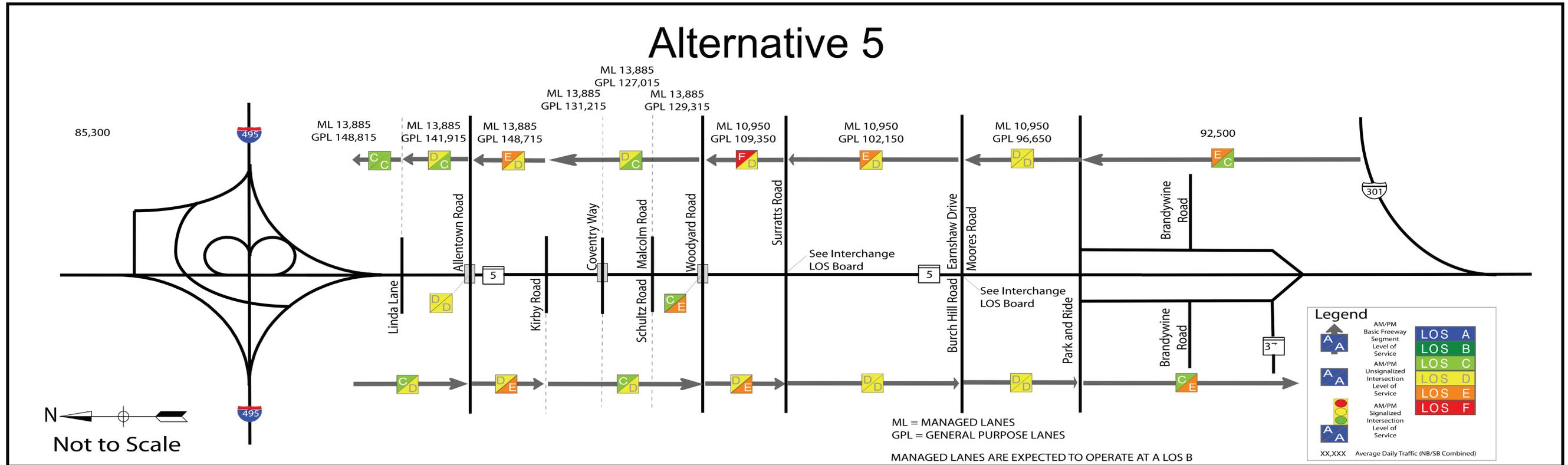
- RETAINING WALL
- 100 YEAR FLOODPLAIN
- PARK
- STREAM
- PROPOSED ROADWAY
- PROPOSED SHOULDER
- PROPOSED BRIDGE
- PROPOSED RETAINING WALL
- POTENTIAL BUSINESS DISPLACEMENT
- POTENTIAL RESIDENTIAL DISPLACEMENT
- LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT REMOVAL
- PROPOSED TRAFFIC SIGNAL

MD 5 CORRIDOR  
TRANSPORTATION STUDY

**SHA**  
State Highway

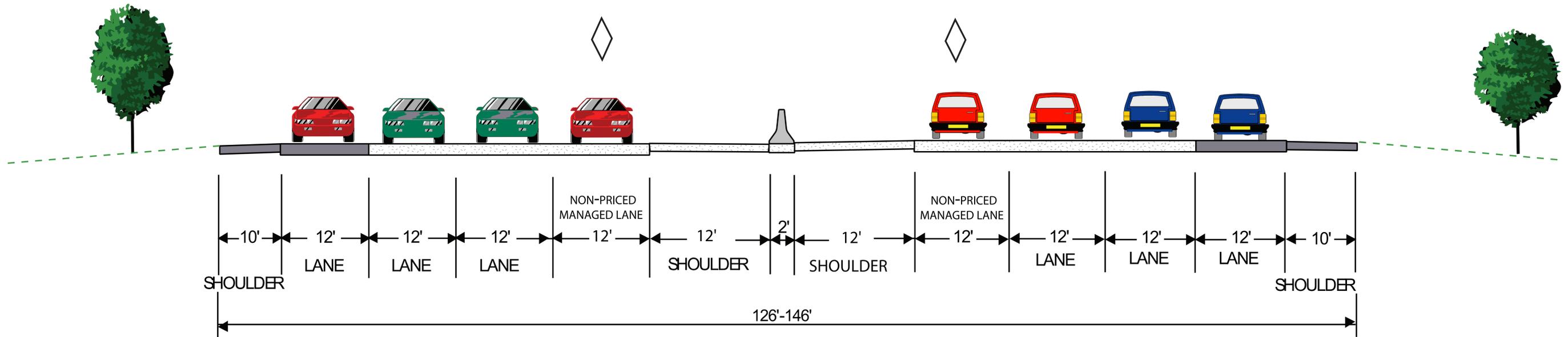
Project Management Division  
MARCH 2015

# BUILD LEVEL OF SERVICE

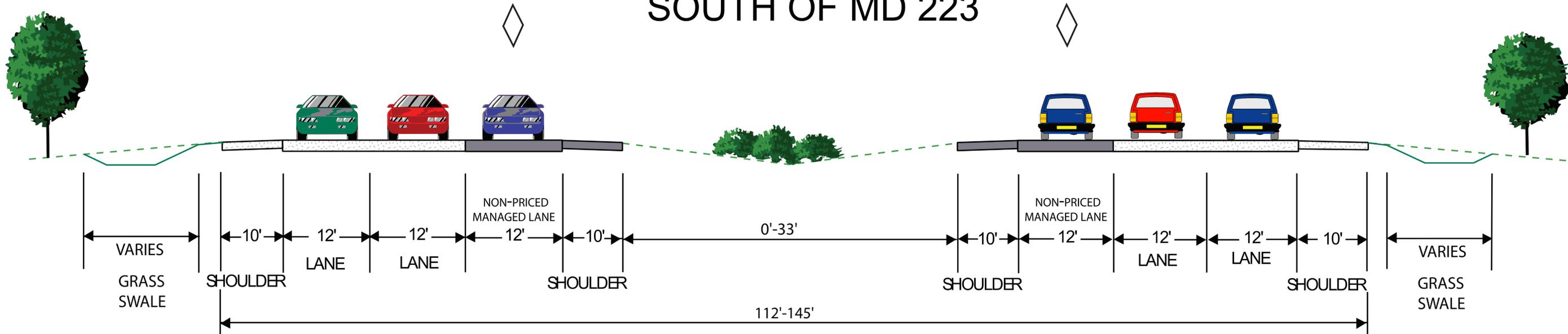


# ALTERNATIVE 8: NON-PRICED MANAGED LANES

## NORTH OF MD 223



## SOUTH OF MD 223

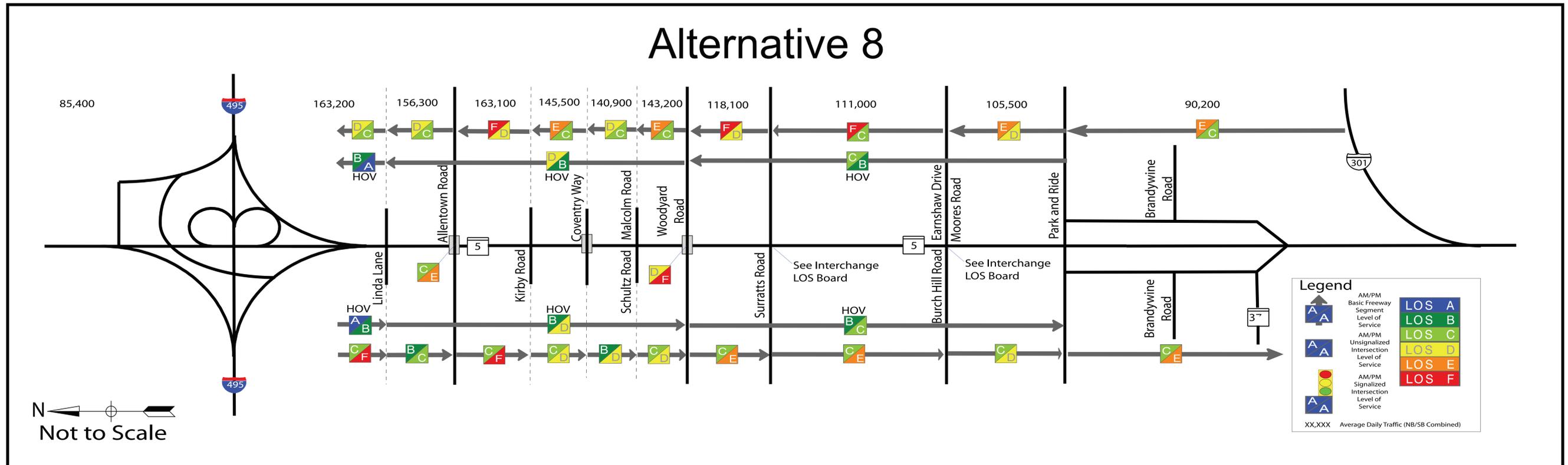


**LEGEND**

- EXISTING ROADWAY
- PROPOSED ROADWAY

◇ - New Non-Priced Managed Lane

# 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](http://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.

## 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
<b>Displacements (number)</b>										
Residential	0	0	0	7	2	0	1	1	0	0
Business/Commercial	0	0	2	2	2	2	1	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Properties Impacted (number)</b>	<b>0</b>	<b>56</b>	<b>187</b>	<b>209</b>	<b>186</b>	<b>198</b>	<b>29</b>	<b>31</b>	<b>28</b>	<b>35</b>
<b>Right-of-Way Area Required (acres)</b>										
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
<b>TOTAL</b>	<b>0</b>	<b>27.6</b>	<b>61.7</b>	<b>71.2</b>	<b>69.0</b>	<b>65.1</b>	<b>20.5</b>	<b>20.4</b>	<b>25.9</b>	<b>25.6</b>
<b>Selected Natural Environment Impacts</b>										
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
<b>Cost Ranges (Millions \$)</b>	<b>0</b>	<b>206 - 226</b>	<b>660 - 730</b>	<b>930 - 1,028</b>	<b>989 - 1,093</b>	<b>745 - 825</b>	<b>94 - 104</b>	<b>102 - 112</b>	<b>75-83</b>	<b>86 - 95</b>

# CORRESPONDENCE

MD 5 CORRIDOR  
PROJECT PLANNING STUDY

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME BARBARA DRECHSLER DATE 6/7/12  
 ADDRESS 6010 Rinnymede Ave  
 CITY CLINTON STATE MD ZIP 20735-1362

**I/We wish to comment or inquire about the following aspects of this project:**

① INTERCHANGE AT 495/95 + 5 NOT THATCHED - what a waste of money to tear it apart again.

② Why are you building up Surratts Rd. Way of land more convenient for Rt 5 to go over Surratts Rd - as Woodyard, Coventry + Allentown!

How many years will we have to find alternative ways to get out of our neighborhoods - this is being done as a whole or in sections?

People left early because it was too cold

MAILING LIST\* :  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

----- FOLD -----

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

did not receive prior to hearing.

Which part of the brochure was most valuable? \_\_\_\_\_

Which part of the brochure was least valuable? \_\_\_\_\_

How can we improve the brochure? \_\_\_\_\_

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Ms. Barbara Drechsler  
6010 Runnymede Avenue  
Clinton, MD 20735-1342

Dear Ms. Drechsler:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/ I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comments, you suggested not to rebuild the I-95/I-495 (Capital Beltway) interchange and to build MD 5 over Surratts Road for the Surratts Road Interchange options configuration. The I-95/I-495 Direct Access Ramps Interchange option only provides ramps to and from MD 5 and the Capital Beltway for the priced or non-priced managed lanes alternatives. There would be no rebuilding of the entire Capital Beltway interchange. In regards to the Surratts Road Interchange options, Surratts Road is not a major highway, it carries less traffic, and is shorter with fewer lanes. Therefore, the study team thought it would be more beneficial to build Surratts Road over MD 5 as it would be less disruptive for construction, more cost effective, and less time-consuming.

In addition, you asked whether the improvements to MD 5 would be constructed in its entirety or in sections. After evaluating and addressing all of the comments received from the Public Hearing, the study team will begin discussions for selecting a preferred alternative which will include determining if the corridor should be constructed in phases or possibly be broken out in sections for cost and time benefits. All of your comments have been noted in the project record and will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa Young'.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

My name is Judith Allen-Leventhal, 1130 Apple Valley Road, PO Box 217, Accokeek, MD. I represent the Greater Accokeek Civic Association, an organization representing approximately 10 homeowners associations. We are a growing population of approximately 4,000 residents living in the southern-most part of Prince George's County and the northern-most quadrant of Charles County.

The MD 5 Corridor Transportation Study and the planning it implements will have enormous impact on our community, directly and indirectly, as it impacts the tens of thousands of daily commuters who travel through our community from areas south and east (Charles, St. Mary's, and Calvert Counties, as well as Virginia). Commuters have long traveled through the Greater Accokeek area, and our concern with what we see of the current planning approach is a continuation of the long-standing practice of facilitating travel THROUGH communities without consideration of the corresponding negative impacts (e.g. noise and light pollution, denigrated connectivity of residential areas, etc.). One key consideration that we urge you to focus more resources on is ways to facilitate mass transit. The Maryland 5 Corridor offers various potential for rail and bus commuter options. Connecting to the Branch Avenue metro with new rail and/or bus service needs to be highlighted in this process. It is essential that all agencies and planning entities work together to expand mass transit options for commuters.

The continued expansion of lanes in highways and increased numbers of intersections will continue to facilitate more and more commuters driving from greater and greater distances. Communities all along the travel route toward the central metropolitan area will be passed by and through (e.g., with no income generation from commuters) and continued deterioration of quality of life in those communities will result.

Please keep erasers on your pencils as you consider ALL OPTIONS for enhancing the Maryland 5 Corridor. Serious consideration of Mass transportation options should be central to the planning process and should not be an after thought or sidebar discussion.

Thank you for your consideration.



Judith Allen-Leventhal  
President, Greater Accokeek Civic Association  
7 June 2012



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Ms. Judith Allen-Leventhal  
1130 Apple Valley Road  
PO Box 217  
Accokeek MD 20607

Dear Ms. Allen-Leventhal:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/ I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comments, you expressed the need to consider mass transportation options, such as rail and bus, for this study. The MD 5 team understands that commuters deal with many of the same congestion and safety issues as those driving because they share the same facility; however, it was never the intention of the MD 5 study to evaluate a new transit line within its own right-of-way. The purpose of this SHA study is to develop alternatives which take advantage of, and enhance, current intermodal resources and capabilities. Thereby, all of the MD 5 build alternatives are designed to accommodate buses or BRT (Bus Rapid Transit) within the existing inside shoulder or proposed managed lane. Furthermore, SHA will work in close coordination with the Maryland Transit Administration (MTA) on any transit initiatives they have within the MD 5 Corridor Transportation study area.

Your comments have been noted in the project record and will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'. The signature is written in a cursive style and is positioned to the right of the typed name.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)



# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME John M. Scroggins DATE June 7, 2012  
 ADDRESS 3408 Welkham Street  
 CITY Suitland STATE MD ZIP 20746

**I/We wish to comment or inquire about the following aspects of this project:**

*Without a rail or dedicated Row BRT alternative, this is all B.S. and a gross waste of money. It does nothing to encourage Transit Oriented Development or help grow the County's commercial tax base. All of the alternatives encourage the wrong kind of development and are the antithesis of what we most need.*

*A terrible wasted opportunity - but it does explain how the state wastes millions without accomplishing what it claims are its planning and development goals.*

MAILING LIST\* :  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

--- FOLD ---

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

<i>Please circle the most appropriate number.</i>	Poor			Excellent
Overall, was the brochure useful and informative?	1	(2)	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? \_\_\_\_\_

Which part of the brochure was least valuable? \_\_\_\_\_

How can we improve the brochure? \_\_\_\_\_

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 5 Corridor Transportation Study - Project No. PG391A16



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Mr. John M. Scroggins  
3408 Weltham Street  
Suitland MD 20746

Dear Mr. Scroggins:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/ MD 5 interchange to just north of the I-95/ I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comments, you expressed the need for this study to include transit in the form of rail or dedicated ROW for a BRT alternative. The MD 5 team understands that patrons of the transit routes deal with many of the same congestion and safety issues as those driving because they share the same facility; however, it was never the intention of the MD 5 study to evaluate a new transit line within its right-of-way. The purpose of this SHA study is to develop alternatives which take advantage of, and enhance, current intermodal resources and capabilities. Thereby, all of the MD 5 build alternatives are designed to accommodate buses and/ or BRT within the existing inside shoulder or proposed managed lane. In addition, SHA will work in close coordination with the Maryland Transit Administration (MTA) on any transit initiatives they have within the MD 5 Corridor Transportation study area.

Your comments have been noted in the project record and will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. You have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'. The signature is written in a cursive style with a large, looping 'Y' at the end.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING  
MD 5 CORRIDOR TRANSPORTATION STUDY  
THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY  
SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

**NAME** \_\_\_\_\_ **DATE** June 14, 2012

**ADDRESS** T Mrs. Sara Ann Tatsumi  
8244 Peach Ln  
Fogelsville, PA 18051

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**I/We wish to comment or inquire about the following aspects of this project:**

TO PONDER, DESCRIBES THIS RESPONSE. NEWLY RECRUITED TO RUN A PHARMACY IN CLINTON EARLY IN THE 1950'S. MRS VANDEREE, LOCAL REALTOR, HAPPENED INTO OUR PHARMACY, AND SAID THE MOORE BROTHERS WERE IN NEED OF CASH, SO ANYONE INTERESTED IN PURCHASING SOME ACRES ALONG THE NEWLY BUILT MD 5 HIGHWAY? BY CHANCE, I HAD JUST INHERITED A SUM OF MONEY, AND IT SEEMED TO INVEST IN LAND, A GOOD IDEA. LOCATION, FUTURE PROSPECTS ETC. APPEARED THE AREA WOULD PROSPER. FAST FORWARD, APPROXIMATELY 56 YEARS LATER, CHANGE IS ON THE HORIZON IN THAT AREA. MY LAST FORAY TO THE AREA OF CLINTON IN (2009) WAS SHOCKING. AT 4:55 PM, MD 5 ROUTE WAS NONSTOP GOING INTO T.B, WALDORF ETC. BUSINESS AREAS ALONG 301 EXTENDED TO LAPLATA AND BEYOND. CONCLUSION COMMENTS: **PLEASE NO POTENTIAL SWIM ON MY PROPERTY.** AS TO OPTION A OR B, SERVICE ROAD VS. DIAMOND INTERCHANGE, I WOULD LIKE TO SEE A MORE CALMER TRAFFIC PATTERN INSTITUTED WHEN CHOICE MADE AS WITNESS TO BOSTON, FLORIDA & EAST COAST, PHILA, PA AND D.C. CIRCUMFERAL ROUTES, FAST TRANSITS ROUTES, CAR PARKS SEEM WAVE OF

**MAILING LIST\*:**  Add my name.  Delete my name. (OF THE 2009)

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list. FUTURE.

THANK YOU, S.A.T.

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor	3	Excellent
Overall, was the brochure useful and informative?	1	2	3 (4)
Was each part of the brochure easy to understand?			
Purpose of the Study	1	2	3 (4)
Purpose of the Hearing	1	<del>2</del>	3 (4)
Public Comments	1	<del>2</del>	3 (4)
Project Status	1	2	3 (3) 4
Project History	1	2	3 (4)
Project Need	1	2	3 (4)
Description of Alternatives	1	2	3 (4)
Maps of Alternatives	1	2	3 (4)
Tables and Charts	1	2	3 (4)
Environmental Summary	1	2	3 (4)
Remaining Steps in Planning Process	1	2	3 (4)

Which part of the brochure was most valuable? PAGES 6 THRU 15, MAPS ON 24 + 25.  
ALL EXPLANATIONS VERY INFORMATIVE. AS A PHARMICIST RETIRED, I AM NO EXPERT ON THIS, BUT NEEDLESS TO SAY AS OWNER OF THIS PROPERTY, I LIKE PATIENCE TO BE REWARDED.

Which part of the brochure was least valuable?  
ALL WAS GOOD

How can we improve the brochure? AS CIVIL ENGINEERING NOT MY FIELD, BUT POINTING TO THE FUTURE (LIKE N.Y. CITY PROPOSING PERMITS (ETC) TO DISCOURAGE CARS COMING INTO THE CITY). PARKING AREA IN D.C. IS FINITE, POLLUTION, ORGANIZATION OF RIDERS PARAMOUNT, SO HEARDEN

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing. TO THE FUTURE.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Mrs. Sara Ann Tatsumi  
8244 Peach Lane  
Fogelsville PA 18501

Dear Mrs. Tatsumi:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you express that you would like to see a more calm traffic pattern instituted when a choice is made. In addition, you stated that you did not want a potential SWM (storm water management) pond on your property. Please note that once a preferred alternative is selected, SHA will make every effort to minimize all impacts to affected properties. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. You have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'. The signature is written in a cursive, flowing style.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING  
 MD 5 CORRIDOR TRANSPORTATION STUDY  
 THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY  
 SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME PAUL GRIFFIN DATE 30 May 2012  
 ADDRESS 7401 Georgian Drive  
 CITY Upper Marlboro STATE MD ZIP 20772

I/We wish to comment or inquire about the following aspects of this project:

The paragraph titled Traffic Operations highlights the "As-Is" stated of a failing level of service (LOS F) and a Return on Investment (ROI) of a failing level of service (LOS F) at 2030 at what is described as a per use fee in Alternatives 5, 6, & 8.

The requirement to pay a private entity to use a failing service is not a best practice or what I would see as a viable option.

Additionally, there needs to be a table similar to Table 2 that compares the LOS in detail for each individual option. Brochure in general is missing information for decision/opinion between options.

MAILING LIST:  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

FOLD \_\_\_\_\_ FOLD \_\_\_\_\_ FOLD \_\_\_\_\_

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	①	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	②	3	4
Purpose of the Hearing	1	②	3	4
Public Comments	1	2	③	4
Project Status	1	②	3	4
Project History	1	2	③	4
Project Need	①	2	3	4
Description of Alternatives	①	2	3	4
Maps of Alternatives	①	2	3	4
Tables and Charts	1	②	3	4
Environmental Summary	1	2	③	4
Remaining Steps in Planning Process	1	②	3	4
Which part of the brochure was most valuable?	<u>Table 2 showed weakness of brochure itself</u>			

Which part of the brochure was least valuable? Graphic of Alternatives fail to illustrate the benefit of the change/from the change

How can we improve the brochure? • Needs to link with other study/projects along MD5/301  
• Remaining Steps needs to be in more detail  
• Address the above comments & response on brochure

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Mr. Paul Griffin  
7401 Georgian Drive  
Upper Marlboro MD 20735

Dear Mr. Griffin:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you expressed that the study brochure, in general, is missing information to make a decision between the options. In addition, you also noted that the failing LOS for Alternatives 5, 6, and 8 for the years 2008 and 2030 would not be viable options as they would require one to pay to use a failing service. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads "Tessa K. Young". The signature is written in a cursive style with a large, looped initial "T".

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME M.T. SADIE (GH) OWNER P.G. ZAMIN DATE 6-14-2012  
 ADDRESS MAILING ADDRESS 14829 ROCKING SPRING DR  
 CITY ROCKVILLE STATE MD ZIP 20853

I/We wish to comment or inquire about the following aspects of this project:

THANK YOU FOR INVITING ME FOR THE REVIEW SESSION.  
AFTER HEARING YOUR PRESENTATION AND READING THE  
DOCUMENTATION, I CAN ONLY AGREE WITH OPTION THREE.  
ALL OTHER OPTIONS WILL LEAD TO SUBSTANTIAL DEVALUATION  
OF OUR PROPERTY. WE SEE NO VALUE ADDED TO CURRENT POSITION.

OUR PROPERTY ADDRESS: 6500 OLD BRANCH AVE CAMPSPRING MD 20748

MAILING LIST\* :  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

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## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

<i>Please circle the most appropriate number.</i>	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	(3)	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	(3)	4
Purpose of the Hearing	1	2	(3)	4
Public Comments	1	2	3	(4)
Project Status	1	2	(3)	4
Project History	1	(2)	3	4
Project Need	1	2	(3)	4
Description of Alternatives	1	2	(3)	4
Maps of Alternatives	1	2	(3)	4
Tables and Charts	1	2	(3)	4
Environmental Summary	1	(2)	3	4
Remaining Steps in Planning Process	1	2	(3)	4

Which part of the brochure was most valuable? \_\_\_\_\_

Which part of the brochure was least valuable? \_\_\_\_\_

How can we improve the brochure? \_\_\_\_\_

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor* |  
Anthony G. Brown, *Lt. Governor* |

| Beverley K. Swaim-Staley, *Secretary*  
| Melinda B. Peters, *Administrator*

July 26, 2012

M.T. Sadeghi  
14829 Rocking Spring Drive  
Rockville MD 20853

Dear M.T. Sadeghi:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you expressed support for Alternative 3. Your preference along with your comments has been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'. The signature is written in a cursive style with a large, looping initial 'T'.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME Mildred Kriemelmeyer DATE 6/7/12  
 ADDRESS 16900 MATTAWOHAN LANE  
 CITY WALDORF STATE MD ZIP 20601

**I/We wish to comment or inquire about the following aspects of this project:**

I do not like your MD 5/MD 373/MD 381  
plan.

MAILING LIST\* :  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

— FOLD — FOLD — FOLD —

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

<i>Please circle the most appropriate number.</i>	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? \_\_\_\_\_

Which part of the brochure was least valuable? \_\_\_\_\_

How can we improve the brochure? \_\_\_\_\_

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*



Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

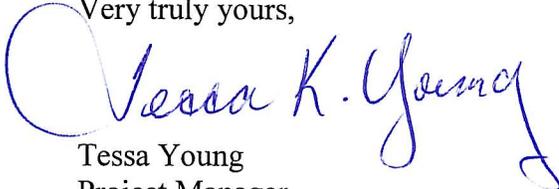
Ms. Mildred Kriemelmeyer  
16908 Mattawoman Lane  
Waldorf MD 20601

Dear Ms. Kriemelmeyer:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you stated that you are not in support of the MD 5/MD 373/MD 381 Brandywine Road Interchange study. Your comment has been noted in the project record. Your comment will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,  
  
Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME Maurice Banks DATE \_\_\_\_\_

ADDRESS 8102 OWENS WAY

CITY Brandywine STATE MD ZIP 20613

I/We wish to comment or inquire about the following aspects of this project:

The flow of traffic south bound on RT  
5 after Ernschaw

MAILING LIST\* :  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

--- FOLD ---

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

<i>Please circle the most appropriate number.</i>	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? \_\_\_\_\_

Which part of the brochure was least valuable? \_\_\_\_\_

How can we improve the brochure? \_\_\_\_\_

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Mr. Maurice Banks  
8102 Owens Way  
Brandywine MD 20613

Dear Mr. Banks:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you expressed that the flow of traffic southbound on route 5 after Earnshaw Drive is a concern. Your comment has been noted in the project record. Your comment will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'. The signature is written in a cursive style with a large initial 'T'.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME Loni Matthews DATE 6.7.12  
 ADDRESS 9600 Hale Dr  
 CITY Clinton STATE MD ZIP 20735

I/We wish to comment or inquire about the following aspects of this project:  
Surreatts Road Interchange Plan B would be great  
but NO TOLLS!!

-Breech Hill Rd Interchange Option B

MAILING LIST\* :  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

— FOLD —

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

<i>Please circle the most appropriate number.</i>	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>			3	
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? \_\_\_\_\_

Which part of the brochure was least valuable? \_\_\_\_\_

How can we improve the brochure? \_\_\_\_\_

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

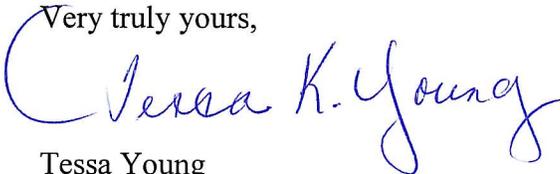
Ms. Lori Matthews  
9600 Mule Drive  
Clinton MD 20735

Dear Ms. Matthews:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you expressed your support for Surratts Road Interchange Option B, and Burch Hill Interchange Option B. In addition, you are not in support of tolls. Your preference for Option B for both interchange alternatives along with your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,  


Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

## MD 5 Corridor Transportation Study

- **Alternative # 3** is the best alternative and addresses the true issues/problems for the corridor over the next 20 years
- **Alternative #4** is the next best alternative but not the most desirous because of it's impact on the Deer Pond Lane community requiring a loss of an additional 22 feet of right away. Placing more of a back up gaining access to I-95 North given it is congested at the peak hours of the morning.
- **Alternative #5** is the most disadvantageous to the Deer Pond Lane community, and would be have a disproportionately high and adverse effect on minority and low-income communities from this alternative

ERNE SATTERWHITE

(703) 525-9421 cell

5225 MANCHESTER DR.

GUTHRIE, MD 20846



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Mr. Ernie Satterwhite  
5225 Manchester Drive  
Suitland MD 20746

Dear Mr. Satterwhite:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you expressed support for Alternative 3. You also stated that you are not in support of Alternatives 4 and 5 because of their impacts to the Deer Pond Lane community. Your preference for Alternative 3 along with your comments has been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. You have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING

MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY

SURREATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

PLEASE PRINT

NAME DAVID HUMPHREYS DATE 7 JUNE 2012  
 ADDRESS 11 CREEKROAD, 3466 NORTH CAROLINA AVE  
 CITY JOINT BASE ANDREWS STATE MD ZIP 20762

I/We wish to comment or inquire about the following aspects of this project:

THE OTHER PHOTO & PLAN MAP FOR ALTERNATIVE 6 DISPLAYED ON THE WALL @ THE 7 MAY PUBLIC HEARING IS OUT OF DATE. THESE MAPS SHOW BUILDINGS (MOSTLY HOUSING) THAT HAVE BEEN DEMOLISHED OR DEMOLISHED AND RECONSTRUCTED IN A DIFFERENT CONFIGURATION. IT IS DIFFICULT TO EVALUATE THE IMPACT OF STORMWATER AND LOD LOCATIONS ON JOINT BASE ANDREWS. ALSO, THE MAPS IMPLY THAT MORE SOUND WALL WILL BE REQUIRED THAN MIGHT BE JUSTIFIED. PLEASE UPDATE MAPS TO REFLECT THE CURRENT DEVELOPMENT FOOTPRINT SO THAT THE TRUE IMPACT CAN BE EVALUATED.

MAILING LIST\*:  Add my name.  Delete my name.

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

FOLD FOLD FOLD

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor	2	3	4	Excellent
Overall, was the brochure useful and informative?	1	2	3	4	4
Was each part of the brochure easy to understand?					
Purpose of the Study	1	2	3	4	4
Purpose of the Hearing	1	2	3	4	4
Public Comments	1	2	3	4	4
Project Status	1	2	3	4	4
Project History	1	2	3	4	4
Project Need	1	2	3	4	4
Description of Alternatives	1	2	3	4	4
Maps of Alternatives	1	2	3	4	4
Tables and Charts	1	2	3	4	4
Environmental Summary	1	2	3	4	4
Remaining Steps in Planning Process	1	2	3	4	4

Which part of the brochure was most valuable? TOTAL CHANGE MAPS, SHOWED ENOUGH DETAIL TO UNDERSTAND ALTERNATIVE IN THAT AREA.

Which part of the brochure was least valuable? CROSS SECTIONS ARE HELPFUL TO UNDERSTAND OVER ALL CONCEPT. WITHOUT PLAN MAPS, LISTED IN BROCHURE OR ON WEBSITE, IT IS NOT POSSIBLE TO UNDERSTAND SPECIFIC IMPACTS.

How can we improve the brochure? BROCHURE NEEDS TO BE SUPPORTED BY A ROBUST WEB PROJECT SITE THAT SHOWS THE DETAILED PLANS SO IMPACTS CAN BE EVALUATED. DRAWING NEEDS TO POSTED ONLINE.

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverly K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Mr. David Humphreys  
3466 North Carolina Avenue  
Joint Base Andrews MD 20762

Dear Mr. Humphreys:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you noted the need to update the project mapping to reflect the current developments in the study area so that the various impacts can be properly evaluated. Your comments will be taken into consideration by our study team and have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA

# STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PG391A16 - LOCATION/DESIGN PUBLIC HEARING  
 MD 5 CORRIDOR TRANSPORTATION STUDY  
 THURSDAY, JUNE 7, 2012

6:00 PM - MAPS/DISPLAYS AVAILABLE, 7:00 PM - PRESENTATION/TESTIMONY  
 SURRATTSVILLE HIGH SCHOOL, 6101 GARDEN DRIVE, CLINTON, MARYLAND 20735

**NAME** Carol C. Canteen **DATE** 6/11/12  
**ADDRESS** 9303 Gwynndale Ct.  
**CITY** Clinton **STATE** MD **ZIP** 20735

**I/We wish to comment or inquire about the following aspects of this project:**

*I live in the Surratts Garden neighborhood. On many occasions, it takes approximately an hour to get to the new Brandywine shopping center from my home. Usually this is well before peak rush hour traffic adding only one lane, whether priced or non priced managed would not sufficiently address the volume of traffic and congestion.*

**MAILING LIST\* :**     **Add my name.**     **Delete my name.**

\* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

## Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	(3)	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	(3)	4
Purpose of the Hearing	1	2	(3)	4
Public Comments	1	2	(3)	4
Project Status	1	2	(3)	4
Project History	1	2	(3)	4
Project Need	1	2	3	(4)
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	(3)	4
Tables and Charts	1	(2)	3	4
Environmental Summary	1	2	(3)	4
Remaining Steps in Planning Process	1	2	(3)	4

Which part of the brochure was most valuable? project need

Which part of the brochure was least valuable? Table 2 is unclear.

How can we improve the brochure? It needs to be more concise.

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

July 26, 2012

Ms. Carol Canteen  
9303 Gwynndale Court  
Clinton MD 20735

Dear Ms. Canteen:

Thank you for your comments regarding proposed alternatives and options associated with the MD 5 Corridor Transportation Study from south of the US 301/MD 5 interchange to just north of the I-95/ I-495 Capital Beltway interchange. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comments, you noted the traffic delay you experience on MD 5, well before peak rush hour begins, when trying to go to the new Brandywine Shopping Center from your home. In addition, you expressed that adding only one lane, whether priced or non-priced managed, would not sufficiently address the volume of traffic and congestion on MD 5. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. You have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8527 or via email at [tyoung@sha.state.md.us](mailto:tyoung@sha.state.md.us). I can also be reached toll free at 1-800-548-5026.

Very truly yours,

A handwritten signature in blue ink that reads 'Tessa K. Young'. The signature is fluid and cursive, with a large initial 'T'.

Tessa Young  
Project Manager  
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA