Maryland 5 Corridor Transportation Study

Purpose and Need Report

SHA Project No. PG391A16

Report

February 2, 2006

TABLE OF CONTENTS

INTRODUCTION.....1
Project Location and Description.....1
Functional Classification 1
Project Background.....1

PURPOSE AND NEED 3
Traffic 4
Operational Analyses 6
Safety 8
Land Use, Planning, and Economic Development 10
Intermodal Connectivity 12
Other Related Transportation Projects.....14
Environmental Inventory 15

CONCLUSION 17

LIST OF TABLES

Table 1 – MD 5 Existing and Forecasted Average Daily Traffic Data 5
Table 2 – Existing and Future Peak Hour Traffic Directional Split 6
Table 3 – 2004 and 2030 MD 5 Freeway/Weave Segment and At-Grade Intersection LOS Analyses Results 7
Table 4 – MD 5 Crash Summary Data.....9

APPENDIX

INTRODUCTION

Project Location and Description

The proposed project is located along the MD 5 corridor in Prince George's County as shown on the Regional Project Location Map in the Appendix. The limits for this project were determined in coordination with the FHWA based on the issues identified in the Logical Termini report for the US 301 and MD 5 corridors. The southern project limits include the US 301/MD 5 interchange at T.B. (T.B. refers to the area in the vicinity of the MD 5 and US 301 interchange where properties owned by the Townshend and Brooke families met). The northern limit begins north of I-95/I-495 (the Capital Beltway) and includes the Auth Road intersection to allow for the study of connections to the Branch Avenue Metro Station.

Functional Classification

MD 5 is functionally classified as an Urban Freeway/Expressway north of MD 373 and as a Rural Other Principal Arterial south of MD 373 on the Federal Functional Classification System within the project limits. Between the US 301/MD 5 interchange at T.B. and the MD 5/MD 223 interchange, MD 5 is a four-lane divided highway with limited access control, with access points provided primarily at several at-grade signalized (MD 373, MD 381/Brandywine Road, Moores Road, and Surratts Road) and unsignalized (Burch Hill and Earnshaw Roads) intersections. From the MD 223 interchange north to the Capital Beltway interchange, MD 5 becomes a six-lane divided highway with full access control, with access provided primarily via grade separated interchanges or ramp connections (MD 223, Malcolm and Schultz Roads, Coventry Way, Old Alexander Ferry Road, MD 337/Allentown Road, and Linda and Deerpond Lanes), several being of single point diamond design. Key study area intersections and interchanges are shown on the Study Area map in the Appendix.

Project Background

MD 5 within these project limits has been the focus of several transportation studies over the past 25 years. A Final Environmental Impact Statement was completed in 1988, which identified several transportation solutions, including widening MD 5 to 3 lanes per direction and improving MD 5 to a fully access controlled facility. These improvements were implemented north of

Surratts Road in the 1990's. That project also identified need for the construction of an interchange at the MD 5/MD 373/MD 381 intersections, which just recently received additional funding for design.

The MD 5 corridor has also been included in the US 301 Southern Corridor Transportation Studies. In 1993, then Governor William Donald Schaefer and Transportation Secretary O. James Lighthizer appointed a diverse 75-member task force to study and develop a comprehensive package of transportation recommendations to address transportation problems related to land use, growth, economic development, and environmental issues along the US 301 corridor from the Governor Nice Bridge over the Potomac River to US 50 near Bowie. In 1996, the Task Force issued recommendations for further detailed study to address transportation, land use, economic development, and environmental issues along US 301 and MD 5. In 1997, a planning strategy was developed 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, no preferred transportation alternatives were identified and no formal recommendations were promoted by SHA for the Southern Corridor prior to the cessation of those studies.

SHA is now proposing to reinitiate studies to investigate possible transportation solutions for the MD 5 corridor extending from its interchange with US 301 at T.B. in the south to the I-95/I-495 interchange in the north. SHA's MD 5 planning team will be working closely with other transportation agencies (MTA, MdTA, WMATA, Prince George's County, etc.) to develop a full range of alternatives to investigate.

The MD 5 corridor was separated from the US 301 Southern Corridor project through the Logical Termini report mentioned previously. The MD 5 planning team will closely coordinate with the US 301/Waldorf planning team to address common issues due to the projects' close proximity to each other. Such issues could include travel demand model assumptions and traffic forecasts, land use and environmental data, alignment engineering, SCEA, etc. The Logical Termini report provides information for why the chosen project endpoints are considered rational based on changes in traffic volumes and roadway characteristics, why the termini are of sufficient spacing to allow environmental issues to be addressed on a broad scale, why the

project has independent utility based on the unique characteristics of the project area, and why the project would not restrict the alternatives evaluation for other projects (such as US 301/Waldorf).

PURPOSE AND NEED

The purpose of the MD 5 project, between US 301 at T.B. and I-95/I-495, 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.

Maryland's roadways are among the most congested in the country. Millions of people who rely on the State's highways to travel to work or school or for other everyday travel are paying too high a price. The Ehrlich Administration has made a promise to Maryland's residents and businesses to make tangible and near-term improvements to traffic flow throughout the State and, in doing so, to achieve Governor Ehrlich's vision of a More Mobile Maryland. The State's transportation agencies are committed to easing the near-crippling congestion that clogs our highways – and to do so as soon as possible. Significant near-term improvements, however, cannot be achieved without new approaches and new funding.

Traffic congestion along the MD 5 corridor is currently experienced during the peak commuter periods especially in the southern portion of the corridor with its signal controlled intersections and four through travel lanes (two lanes per direction). Areas adjacent to the southern portion of the corridor and points south in Prince George's County, and the Southern Maryland region (including Charles, Calvert, and St. Mary's counties) have experienced some of the highest levels of population growth in all of Maryland over the past 25 years, and are forecasted to continue to grow at levels faster that 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. The resulting projected traffic volume increases are forecast to result in increased levels of congestion along the entire MD 5 corridor by 2030.

Traffic

MD 5 within this corridor is a heavily traveled commuter route connecting Southern Maryland and Virginia in the south, to Washington, D.C. in the north. It provides access to the communities through southern Prince George's County and is a major commuter route into the suburban and urban areas of Washington, D.C. This facility is comprised of two major roadway types. From the US 301/MD 5 interchange at T.B. to south of the MD 5/MD 223 interchange, MD 5 is a four-lane limited access controlled facility with access provided primarily via signalized intersections. A typical cross-section on this portion of MD 5 includes two twelve-foot travel lanes in each direction with inside and outside shoulders both ten feet wide. From south of the MD 223 interchange to the I-95/I-495 interchange, MD 5 becomes a six-lane fully access controlled freeway. A typical cross-section on this portion of MD 5 includes three twelve-foot travel lanes in each direction with four-foot inside and twelve-foot outside shoulders. Much of the land surrounding MD 5 is built-out with residential and commercial development, especially through the access controlled portion of the roadway in the northern portion of the corridor.

MD 210 and MD 4 are the other major parallel highway routes to MD 5 in this area, which provide north-south access for Southern Maryland and Prince George's County. Between MD 210 to the west, and MD 4 to the east, there is a variety of locally maintained north-south roadways providing access to this area, such as Brandywine Road, Old Branch Avenue, Rosaryville Road, and Dower House Road. There are also numerous east-west roadways, both state and locally maintained, which intersect MD 5 in this corridor, including MD 373, MD 381, Moores Road, Burch Hill and Earnshaw Roads, Surratts Road, MD 223, Malcolm and Shultz Roads, Coventry Way, Kirby and Old Alexander Ferry Roads, MD 337/Allentown Road, Linda and Deerpond Lanes, and Auth Road.

Table 1 shows the range of existing daily traffic volumes for several sections of MD 5 within the project limits. Please note that several background transportation network assumptions for 2030 that were used in developing the previous Non-Segmentation Analysis for the US 301/Waldorf and MD 5 corridors were different than those used for this Purpose and Need Report. For example, the Non-Segmentation analysis assumed the No-Build condition for both corridors, while the MD 5 Purpose and Need assumes a Build condition for the US 301/Waldorf corridor

(Western Bypass south of MD 228) as that project is included in the region's Constrained Long Range Plan (CLRP) 2030 network. Therefore, 2030 volumes in this report will be marginally different from that in the Non-Segmentation report.

Table 1 – MD 5 Existing and Forecasted Average Daily Traffic Data

MD 5 Sections	2004 Daily Volume Range	2030 No-Build Daily Volume Range
US 301/MD 5 Interchange at T.B. to MD 223	57,000 – 75,000	73,000 – 97,000
MD 223 to MD 337	102,000 – 120,000	120,000 – 141,000
MD 337 to I-95/I-495 (Capital Beltway)	113,000 – 120,000	131,000 – 138,000

Traffic volumes generally increase along MD 5 moving from south to north as traffic accesses MD 5 to get to I-95/I-495 (Capital Beltway) and Washington, D.C. Traffic volumes are forecasted to grow between 15 and 30 percent from 2004 to 2030 as residential, employment, and commercial growth in the corridor and Southern Maryland continues. Existing and forecasted truck volumes are between 7 and 9 percent of the average daily traffic levels.

A high portion of the AM peak hour traffic stream on MD 5 consists of commuter traffic heading from Prince George's County and Southern Maryland to the employment areas near I-95/I-495 (Capital Beltway) and the greater Washington, D.C. metropolitan area, with the reverse movement higher for the PM peak. Traffic volumes that exhibit this type of directional split throughout the day are typical of a commuter corridor. Along the MD 5 corridor, the percentages of peak hour traffic traveling in the predominant directions are typically between 60 and 70 percent, indicating a strong flow of commuter traffic on this section to and from Washington, D.C. and I-95/I-495.

As Table 2 shows, the percent directional peak hour split decreases slightly over time. Much of this is due to capacity constraints restricting the growth of traffic in the AM/PM peak hours.

Table 2 – Existing and Future Peak Hour Traffic Directional Split

MD 5 Sections	2004 Directional Peak Hour Split % (AM/PM)	2030 Directional Peak Hour Split % (AM/PM)
US 301/MD 5 Interchange at T.B. to MD 381	68% NB/60% SB	64% NB/59% SB
MD 381 to MD 223	72% NB/63% SB	67% NB/61% SB
MD 223 to MD 337	68% NB/64% SB	66% NB/63% SB
MD 337 to I-95/I-495 (Capital Beltway)	69% NB/62% SB	67% NB/62% SB

The detailed 2004 and 2030 daily and peak hour volumes for this project are included in the Appendix section.

Operational Analyses

The 2004 and 2030 No-Build peak hour traffic volumes were used to evaluate the existing and forecasted operational conditions of the MD 5 corridor. Table 3 summarizes the results of the level of service (LOS) analyses for the MD 5 corridor for the at-grade intersections and mainline freeway and weave sections. Where weave situations do occur, the weave condition is assumed to be the critical LOS for the section over the mainline operation, and is listed on the table. Detailed LOS summary displays are included in the Appendix for 2004 and 2030.

Table 3 – 2004 and 2030 MD 5 Freeway/Weave Segment and At-Grade Intersection LOS Analyses Results

MD 5 Freeway/Weave Segments and At-Grade Intersections (South to North)	2004 AM/PM LOS	2030 AM/PM LOS
US 301 at T.B. to MD 381	NA	C/D (SB) D/C (NB)
MD 373 **	F/F	NA
MD 381 **	F/E	NA
MD 381 to Moores Road	NA	C/D (SB) E-F/D (NB)
Moores Road **	F/D	F/F
Burch Hill Road	F/E	F/F
Surratts Road **	F/D	F/F
Surratts Road to MD 223	B/D (SB) C/B (NB)	C/F (SB) D/C (NB)
MD 223 to Schultz Road	A/D (SB) D/C (NB)	B/F (SB) F/C (NB)
Schultz Road to Coventry Way	B/C (SB) C/B (NB)	B/E (SB) D/B (NB)
Coventry Way to Old Alexander Ferry and Kirby Roads	B/D (SB) D/B (NB)	C/E (SB) E/C (NB)
Old Alexander Ferry and Kirby Roads to MD 337	C/E (SB) E/C (NB)	C/F (SB) F/D (NB)
MD 337 to Linda Lane	B/C (SB) D/B (NB)	B/D (SB) D/C (NB)
Linda Lane to I-95/I-495 (Capital Beltway)	B/D (SB) C/B (NB)	C/F (SB) C/B (NB)

*** Indicates signalized intersections.*
Pink shading indicates one failing peak LOS. Red shading indicates more than one failing peak LOS.

The current MD 373 and MD 381 intersections with MD 5 are assumed to be replaced by 2030 by the proposed interchange in this vicinity as part of a current design study which has already received NEPA approval (see the Other Related Transportation Projects section). Therefore, the sections of MD 5 from US 301 at T.B. to MD 381, and MD 381 to Moores Road, are evaluated as freeway sections in 2030, but are considered to be controlled by at grade intersections in 2004.

In 2004, all five of the at grade intersections analyzed along MD 5 operated at a LOS F for one peak of the day, with volume to capacity ratios ranging from 1.00 to 1.19. This matches observations in the field as queues along MD 5 at these signals are common during rush hours, particularly northbound in the morning and southbound in the evening. Also in 2004, all of the MD 5 freeway/weave sections operated at a LOS E or better. The only ramp merge or diverge that was found to fail in 2004 was the southbound MD 5 diverge to Kirby Road in the evening peak hour.

By 2030, the number of failing intersections and freeway sections increases as traffic volumes grow. Five freeway sections are shown to operate at failing conditions for at least one peak period during the day, and all three of the remaining intersections evaluated are expected to be failing in both the morning and evening peaks with volume to capacity ratios ranging from 1.19 to 1.66 resulting in even longer queues and side street delays. Also, the northbound MD 5 ramp diverge to Malcolm and Schultz Roads was found to fail in the morning peak hour.

Safety

The crash history for the MD 5 corridor was obtained for the years 2001 through 2003 (2001 to 2004 for the two sections from Manchester Drive to Auth Road). This information includes summaries of crash types and severities for major roadway segments, and the crash rates per 100 million vehicle miles of travel versus the comparable weighted statewide average crash rates for all similarly designed State maintained highways. Statistically significant high crash categories were noted, as were any Candidate Safety Improvement Intersections (CSII) and Candidate Safety Improvement Sections (CSIS), which occurred during the three-year period.

The crash history information for the MD 5 corridor is divided in five segments: US 301/MD 5 Interchange at T.B. to MD 223 (non-freeway segment), MD 223 to MD 337 (freeway), MD 337 to Manchester Drive (freeway), Manchester Drive to I-95/I-495 (freeway interchange), and lastly, I-95/I-495 to Auth Road (freeway interchange). The crash data is summarized in Table 4, with more detailed breakdowns of crash data provided in the Appendix. As shown in the table, the average total crash rates for the four freeway segments was between 46.7 and 1073.4 per 100

million vehicle miles, with the two freeway interchange segments adjacent to the I-95/I-495 interchange being significantly higher than the statewide rate.

Table 4 – MD 5 Crash Summary Data

MD 5 Sections	3 or 4-year Average Total Crash Rate (per 100 million vehicle miles)	Statewide Average Total Crash Rate for Similar Roadways (per 100 million vehicle miles)	Individual Crash Types Significantly Higher than Statewide Rates
US 301/MD 5 Interchange at T.B. to MD 223	*87.0*	*121.7*	*Sideswipe*
MD 223 to MD 337	*46.7*	*54.7*	*Fixed Object, Night Time*
MD 337 to Manchester Drive	*58.6*	*54.7*	*Fixed Object, Alcohol Related*
Manchester Drive to I-95/I-495 (Capital Beltway)	*154.4**	*54.7*	*Rear End, Sideswipe, Pedestrian, Fixed Object, Wet Surface*
I-95/I-495 (Capital Beltway) to Auth Road	*1073.4**	*54.7*	*Opposite Direction, Rear End, Sideswipe, Left Turn, Angle, Parked Vehicle, Fixed Object, Truck Related, Wet Surface*

** - Sections that have Significantly High Total Crash rates*

The two sections around the I-95/I-495 interchange have numerous crash types that are significantly higher than statewide rates, including rear end, sideswipe, angle, left turn and fixed object crashes. This preliminarily indicates difficulties with high volumes of traffic shifting lanes under highly congested conditions. The high rate of wet surface crashes may indicate a need to investigate the drainage capabilities of these two sections as well.

Within the two freeway segments between MD 223 and Manchester Drive, fixed object crashes were significantly higher than the statewide rate, as were night time collisions between MD 223 and MD 337. Therefore, lighting conditions for this section may be a concern. Sideswipe crashes in the section between the US 301/MD 5 interchange at T.B. and MD 223 could indicate high volumes of traffic maneuvering to turn off and on from the at-grade side streets under heavy traffic conditions.

A total of 781 crashes occurred during the study period between 2001 and 2003 for the five sections. Of these, eight were fatal crashes, 340 were injury crashes, and 433 were property damage crashes. Though not leading to a significantly high crash rate, four of the eight fatal crashes happened on the section of MD 5 between the US 301/MD 5 interchange at T.B. and MD 223, which has partial access control. Please see the Appendix section for a summary of the crashes by year, plus line diagrams of the crash locations for each section.

MD 5 within the two sections adjacent to the I-95/I-495 interchange met the criteria for a CSIS in both 2002 and 2003. The MD 5/Auth Road intersection also met the criteria for a CSII in 2002. No other locations along MD 5 in the project area met the criteria for a CSII or CSIS during the three year study period. It should be noted that recent improvements have been made to the I-95/I-495 interchange, including the removal of a loop ramp on northbound MD 5. Although the above noted improvements may help in the reduction of some of these rates, the expected increases in traffic volumes and congestion throughout the corridor may still increase the potential for high crash rates.

Land Use, Planning, and Economic Development

The MD 5 corridor is situated within areas that are both developed and developing. Heavily developed areas are present in the northern portion of the corridor approaching the Capital Beltway. Andrews Air Force Base, located south of MD 337, is the largest single land use (government/institutional). Along this portion of the corridor commercial land uses are present near many of the interchanges and intersections, surrounded by moderately dense residential development. Areas surrounding the northern portion of the corridor in western Prince George's County and Washington D.C. are also intensely developed and serve as major employment centers. Areas in the southern portion of the corridor and points south are currently less intensely developed than the northern portion of the corridor. South of Piscataway Creek, land uses include undeveloped lands, and more scattered lower density residential and commercial development approaching T.B. Areas to the south of the corridor in Southern Maryland, are rapidly developing but largely serve as bedroom communities to Washington D.C. A Land Use Map for the area is provided in the Appendix.

With regard to local land use planning, according to Prince George's County's Approved General Plan (October 2002), the MD 5 corridor is situated primarily in a developing area targeted for future growth and development. The Plan divides the County into three tiers: The Developed Tier, the Developing Tier, and the Rural Tier. The majority of the MD 5 corridor (all but the extreme northern end near the interchange with the Capital Beltway) is designated as being within the Developing Tier. The County is actively promoting the development of land within this area. The Plan also identifies important corridors and centers targeted for development within the county. As one of only seven such corridors within the county where more intensive development is being encouraged, MD 5 plays an important role in providing access to and from residential communities, shopping centers, employment centers, and community facilities and services, such as the Southern Maryland Hospital Center. Additionally, two points at either end of the MD 5 corridor were identified as key development centers, where increased development is being targeted. These two areas, the Branch Avenue Metro Station and Brandywine, are shown in the Appendix on the Prince George's County Corridors and Centers map as centers 21 and 25, respectively. The Brandywine center, an area targeted for future development, was identified as a possible future community center in the county's General Plan. Improvements to MD 5 are needed to help accommodate future traffic generated by planned development along the corridor and at the development centers at either end of the corridor.

In addition to the County's General Plan, the project area includes places that are governed by the following sub region master plans developed by the Maryland-National Capital Park and Planning Commission:

- Master Plan for Subregion V (Planning Areas 81A, 81B, 84A, 85B), September 1993
- The Heights Master Plan (Planning Area 76A), November 2000
- Master Plan for Subregion VII (Planning Areas 76B and 80) October 1981 (this plan is in the process of being updated as the Preliminary Henson Creek-South Potomac Master Plan, issued in June 2005)

These sub region plans call for the MD 5 corridor within the project area to be upgraded to a fully access controlled freeway with grade separated interchanges to help improve traffic operations and safety, while supporting the proposed future land use and development patterns of the area. The sub region plans also call for MD 5 to be 6 to 8 lanes in width, with any addition

of lanes above 6 occurring as a means of accommodation of bus transit and/or high-occupancy vehicles or reversible lanes to serve peak demand.

With regard to future land use, the Heights Master Plan recommends a high-intensity development area of office uses, a hotel, and limited retail uses for the area immediately adjacent to the Branch Avenue Metro station. Further from the station, the plan recommends a mix of office, employment, and midrise residential development. The remainder of the northern half of the study area, along MD 5 north of Piscataway Creek is already developed and planned to remain as a mix of dense suburban residential, commercial, and government/institutional (Andrews Air Force Base) uses. Between Piscataway Creek and T.B., much of this land is targeted for low density suburban development. The Brandywine future community center is located on both sides of MD 5/US 301 north of the Charles County line. On the east side is a partially developed large industrial/employment area. On the west side is the Brandywine Special Study Area which was identified in the 1993 Subregion V Master Plan as an area recommended for a mix of residential, employment and retail uses.

Prince George's County certified Priority Funding Areas (PFAs) are present along the majority of the MD 5 corridor. Area PFA boundaries are located on both sides of MD 5 between the Capital Beltway and Piscataway Creek and east and southeast of the MD 373 and MD 381 intersections at T.B. in the vicinity of the Brandywine designated development area. Note that the certified PFA boundaries do not include the portion of MD 5 from just south of Piscataway Creek to the MD 373 and MD 381 intersections just north of T.B. A map showing Prince George's County PFAs is provided in the Appendix section.

Intermodal Connectivity

Transit services are provided along the MD 5 corridor including bus service, a park and ride lot, and Metrorail service. The patrons of these transit routes must deal with many of the same congestion and safety issues as those using personal vehicles due to transit traffic needing to utilize the same facility, or passengers using this roadway to reach the transit services. The MTA (Maryland Mass Transit Administration) runs commuter bus routes (Routes 903, 905, 909, and 913) between park and ride lots in communities in Charles and St. Mary's counties (including Waldorf and LaPlata) and

the Washington, D.C. metro area. These busses do not provide services in Prince George's County, but travel on MD 5 through the study area. The Southern Maryland region is MTA's largest and fastest growing region for ridership in the State, with 75 daily one-way trips and an average of over 2,300 riders per day on the four referenced routes in October of 2005.

WMATA (Washington Metropolitan Area Transit Authority) operates two bus routes and one Metrorail line in the project area. The Green Line Metrorail line terminates at the Branch Avenue Metrorail Station located adjacent to the north end of this project near the MD 5 interchange with the Capital Beltway. The WMATA bus routes (C11 and C13) provide service to the Branch Avenue Metrorail Station, with both C11 and C13 routes coming from the Clinton Park and Ride lot near the MD 5/MD 223 interchange.

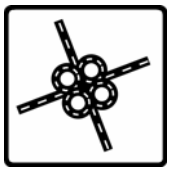
The Prince George's County Department of Public Works also provides local bus service in the corridor. "The Bus" Routes 30, 32, and 33 provide service from area locations to Metrorail stations in Prince George's County, including the Branch Avenue, Naylor Road and Southern Avenue stations.

The Clinton Park and Ride lot is serviced by both The Bus and WMATA Metrobus routes. The MD 5/US 301 Transit Service Staging Plan developed in 2003 reported that the 424 spaces in this lot experience 100% utilization.

The MTA developed the MD 5/US 301 Transit Service Staging Plan to "guide the expansion of transit service in the corridor to the year 2025." The conclusion of the plan states that four transit alternatives have been developed and evaluated by the MTA, including; enhanced commuter bus, bus rapid transit (at "moderate" and "high" levels), and light rail transit. Funding availability and increasing the ridership established along the existing MD 5 and US 301 corridors for the 2025 timeframe will determine which alternatives are ultimately chosen.

SHA is committed to working with the pertinent transportation agencies in the area (including those mentioned in this section) to develop alternatives which will take advantage of the current intermodal resources, and look to enhance those capabilities. Such alternatives could include stand alone transit options, or transit improvements as part of larger transportation improvement packages.

Other Related Transportation Projects



On-going major transportation projects in the study area include the following items. Only those projects that are included in the region's Constrained Long Range Plan (CLRP) or are funded for construction in the county's Capital Improvement Program (CIP) were included in the 2030 traffic forecasts in the "Traffic" section.

- I-495 Corridor Transportation Project - This SHA planning project is evaluating potential alternatives on the Capital Beltway to improve regional mobility during the peak travel periods including Express Toll Lane (ETL) strategies. (The No-Build alternative is assumed in 2030 analysis as it is not in the CLRP network)

- MD 210 Multi-modal Project – This SHA planning project proposed providing interchange access at congested locations between MD 228 and the Capital Beltway. Project Planning is now complete and the project is a candidate for future design funding. (MD 210 is assumed to be upgraded to a six lane freeway south of the Beltway in the 2030 analysis down to Old Fort Road South)

- US 301 Waldorf Planning Project – This SHA planning project will be evaluating alternatives to facilitate vehicular movement along the US 301 corridor in the Waldorf area, including upgrades to the existing route and bypass options. (A western Waldorf Bypass is assumed to be in place by 2030 south of MD 228 in the CLRP and is in the 2030 analysis)

- MD 5 Branch Avenue Metro Access Project – This multi-phase SHA project will provide more direct access between the Metro station, MD 5 and the Beltway. Phase I, which involves the reconstruction of the I-95/I-495/MD 5 interchange, is currently underway. Phase II, which is currently under design, will involve the construction of access improvements from MD 5 to the Metro station. (This project is assumed to be complete in the 2030 analysis)

- MD 5/MD 381/MD 373 Interchange Project – This SHA design project will allow the replacement of the current MD 381 and MD 373 intersections with MD 5 with an interchange connection. (This project is assumed to be complete in the 2030 analysis)

- MD 4 Corridor Project – This SHA planning study completed in 2000 evaluated alternatives to upgrading MD 4 to a freeway between MD 223 and the Capital Beltway. The proposed interchange at Suitland Parkway is partially funded in the State's 2006-2011 Consolidated Transportation Program. The County's 2005-2010 Capital Improvement Program (CIP) shows that MD 4 will be widened in the vicinity of Suitland Parkway and Dower House Road. (MD 4 is assumed to be widened by one lane in each direction and upgraded to a freeway in the 2030 analysis)

- MD 5/US 301 Transit Service Staging Plan – This MTA project evaluated alternatives for enhancing transit services along this corridor including Enhanced Commuter Bus, Bus

Rapid Transit, and Light Rail Transit. It recommended a staging approach to providing these services. (The 2030 analysis includes increased bus services along MD 5)

- Old Branch Avenue Project – The County will be funding preliminary design work to widen approximately 2.5 miles of Old Branch Avenue to a four-lane roadway south of MD 223. (This project is included in the 2030 traffic analysis)

- Surratts Road – The County will be upgrading Surratts Road to a collector-type roadway between Beverly Avenue and Brandywine Road west of MD 5, with improvements to the MD 5/Surratts Road intersection. (This project is included in the 2030 traffic analysis)

- Wade Avenue – The County will upgrade and extend Wade Avenue between Stuart and Pine View Lanes southwest of the MD 5/MD 223 interchange to provide for better local access. (The model is not refined to the level to capture this small side street improvement, however, it will be included in future analyses if applicable)

- Clinton Fringe Parking Lot Overflow – The County will be purchasing property to provide for 74 additional parking spaces near Stuart Lane and Woody Terrace near the MD 5/MD 223 interchange. (The model is not refined to the level to capture this small improvement, however, it will be included in future analyses if applicable)

- MD 223 Widening – The County CIP shows funding for the widening of MD 223 from Rosaryville Road to Dower House Road between MD 5 and MD 4. (This project is not included in the 2030 traffic analysis as it is not in the CLRP network)

Environmental Inventory

The following is a brief summary of the natural and cultural resources in the MD 5 study area based on review of readily available secondary sources of information (previously published maps, data, and reports; both in paper and electronic format), GIS data layers, cursory field views, and preliminary coordination with resource and regulatory agencies. A map depicting key environmental features is provided in the Appendix section.

Large portions of the corridor have been previously surveyed for historic standing structures as a result of other project planning studies, including the MD 5 Brandywine Interchange study and the US 301 Southern Corridor Transportation Study. As a result of these surveys, six resources were determined eligible for the National Register of Historic Places in the proposed Brandywine Interchange vicinity including, Gwynn Park (PG:85A-13), Marlow/Huntt Store (PG:85A-14), J. Eli Huntt Casket Shop/Tenant House (PG:85A-15), Marlow-MacPherson House

(PG:85A-16), J. Eli Huntt House (PG:85A-17), and the T.B. "Colored" School (PG:85A-26). The northern portion of the corridor (north of Allentown Road) appears to have not yet been extensively surveyed. Several properties along the northern portion of the corridor are listed on the Maryland Inventory of Historic Properties, including, Victorian House (PG:76A-2), Manchester Farm (PG:76A-7), Joseph Stephenson House (PG:81A-6), and Dassori House (PG:81A-10), none of which have been evaluated for National Register eligibility.

In terms of archaeological resources, parts of the proposed corridor were previously examined by Evans (1979: MHT Doc. # 3122), Wesler et al. (1981), Ballweber (1989a, MGS File Report 203; 1989b, MGS File Report 214), and Moeller (1995; MHT Doc. # 130132). Four archaeological sites have been recorded in or near the corridor: 18PR314 (a possible historic structure location), 18PR315 (a possible Archaic Lithic Scatter), 18PR416 (a late 18th through early 19th century standing farmstead), and 18PR446 (a 19th through late 20th century standing farmstead).

The extreme northern end of the corridor, from I-95/I-495 to MD 337, falls within the Potomac River Upper Tidal watershed. MD 5 crosses Henson Creek just north of the study area, but crosses at tributary to Henson Creek at the I-95/I-495 interchange. The majority of the corridor, from approximately MD 337 to US 301 at T.B., falls within the Piscataway Creek watershed. A total of six stream crossings of Piscataway Creek and its tributaries are currently present along the MD 5 corridor, including (from north to south):

- Meetinghouse Branch
- Paynes Branch
- Pea Hill Branch
- Fox Run (north of Surratts Road)
- Fox Run (south of Surratts Road)
- Piscataway Creek

These streams are all tributaries to the Potomac River and, according to the Maryland Department of Natural Resources (MD DNR), are classified as Use I streams (Water Contact Recreation, Aquatic Life) and have an instream work restriction period of March 1 through June 15, inclusive, during any year. Spawning activities of anadromous fish species (herring and white perch) have been documented in the above listed streams. Review of GIS data revealed

that wetlands as well as floodplains are present along Henson and Piscataway Creeks, and their tributaries, in the vicinity of the corridor. Several isolated palustrine wetlands were also shown near the southern portion of the corridor. Waterway and floodplain permits will be required.

Response letters from the United States Fish and Wildlife Service and the MD DNR indicate that except for occasional transient individuals, no federally or state listed threatened or endangered species have been recorded along the corridor. It was noted by the MD DNR that the forested area adjacent to the corridor may provide habitat for Forest Interior Dwelling Bird Species (FIDS) and that minimization efforts to avoid impacts to FIDS and other native plant and animal species is strongly encouraged.

In addition to several local community parks, Tinkers Creek Stream Valley Park and Piscataway Creek Stream Valley Park are the only two major parks in the study area. Only Piscataway Creek Stream Valley Park borders MD 5.

CONCLUSION

In conclusion, there are a variety of issues indicating the need for improvements along the MD 5 corridor. The MD 5 corridor within the study area currently experiences severe traffic congestion during the peak commuter periods especially in the southern portion of the corridor with its signal controlled intersections and four through travel lanes (two lanes per direction). The majority of freeway segments are also expected to fail by 2030 without changes to MD 5.

The sections of MD 5 in the vicinity of the Capital Beltway interchange have total crash rates that are significantly higher than statewide rates with numerous crash types with very high rates, including rear end, sideswipe, fixed object, wet surface crashes. The sections south of Manchester Drive also have individual crash rates that are significantly high.

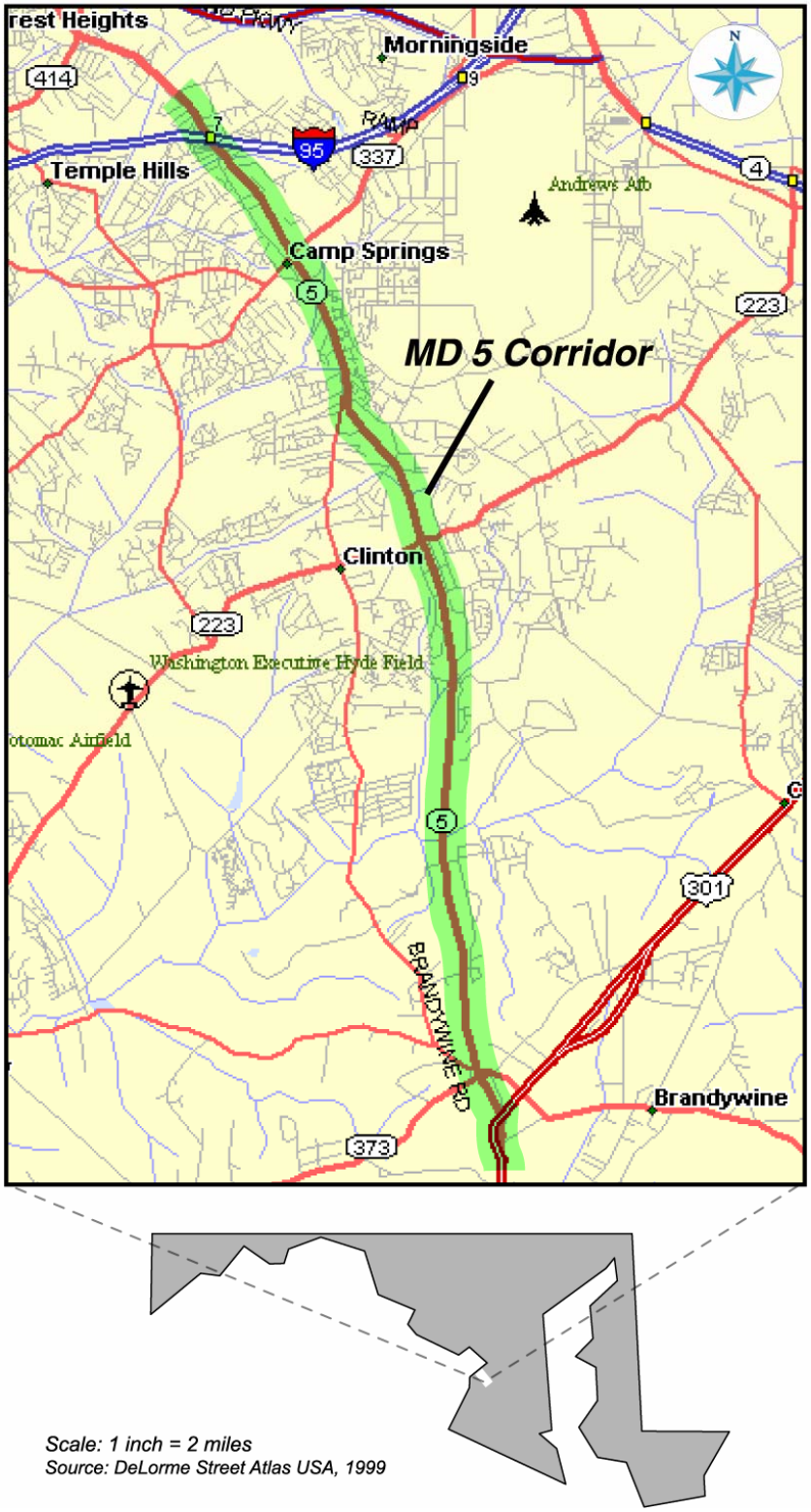
Areas adjacent to the southern portion of the corridor and points south in Prince George's County, and the Southern Maryland region (including Charles, Calvert, and St. Mary's counties) have experienced some of the highest levels of population growth in all of Maryland over the past 25 years, and are forecasted to continue to grow at levels faster that 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. The resulting projected traffic volume increases are forecasted to result in increased levels of congestion and crash totals and rates along the entire MD 5 corridor by 2030.

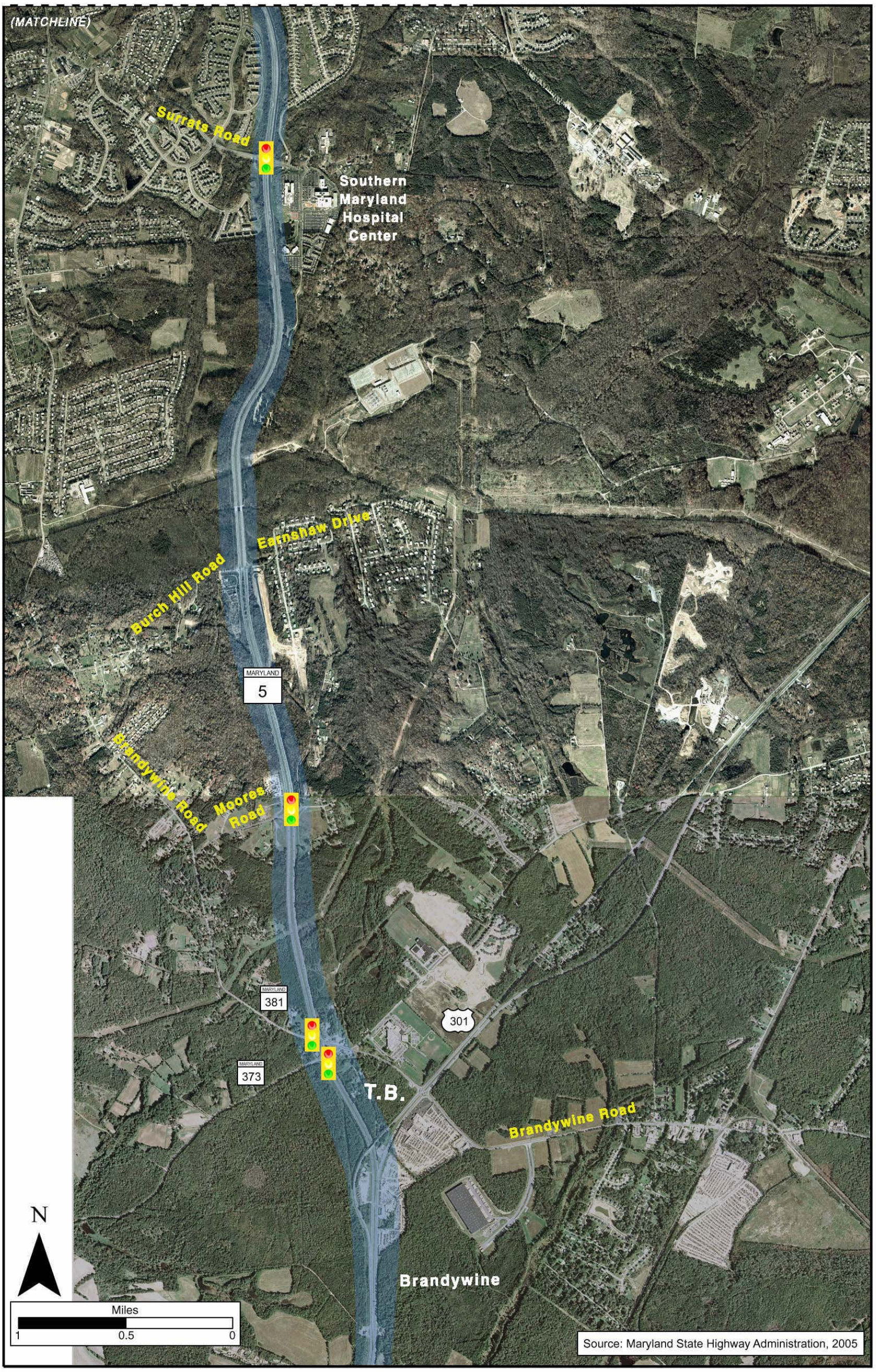
Transportation improvements along the MD 5 corridor are needed to relieve the current and projected severe traffic congestion along the corridor, to improve safety, and to support the local, regional, and statewide land use planning and development patterns for the area. New approaches and funding must be explored to meet the State's goals of easing congestion with near-term improvements.

Appendix

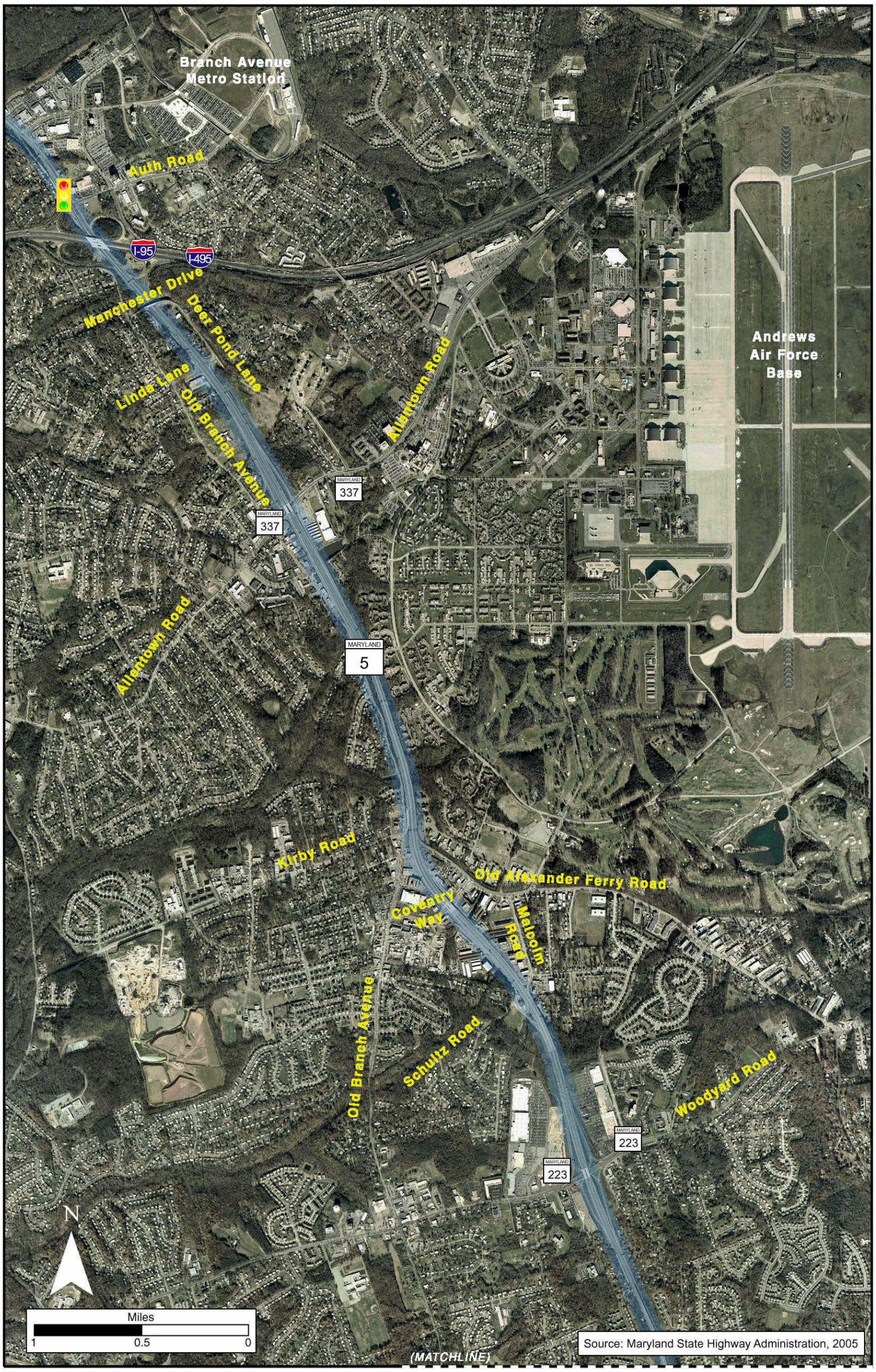
Regional Location Map



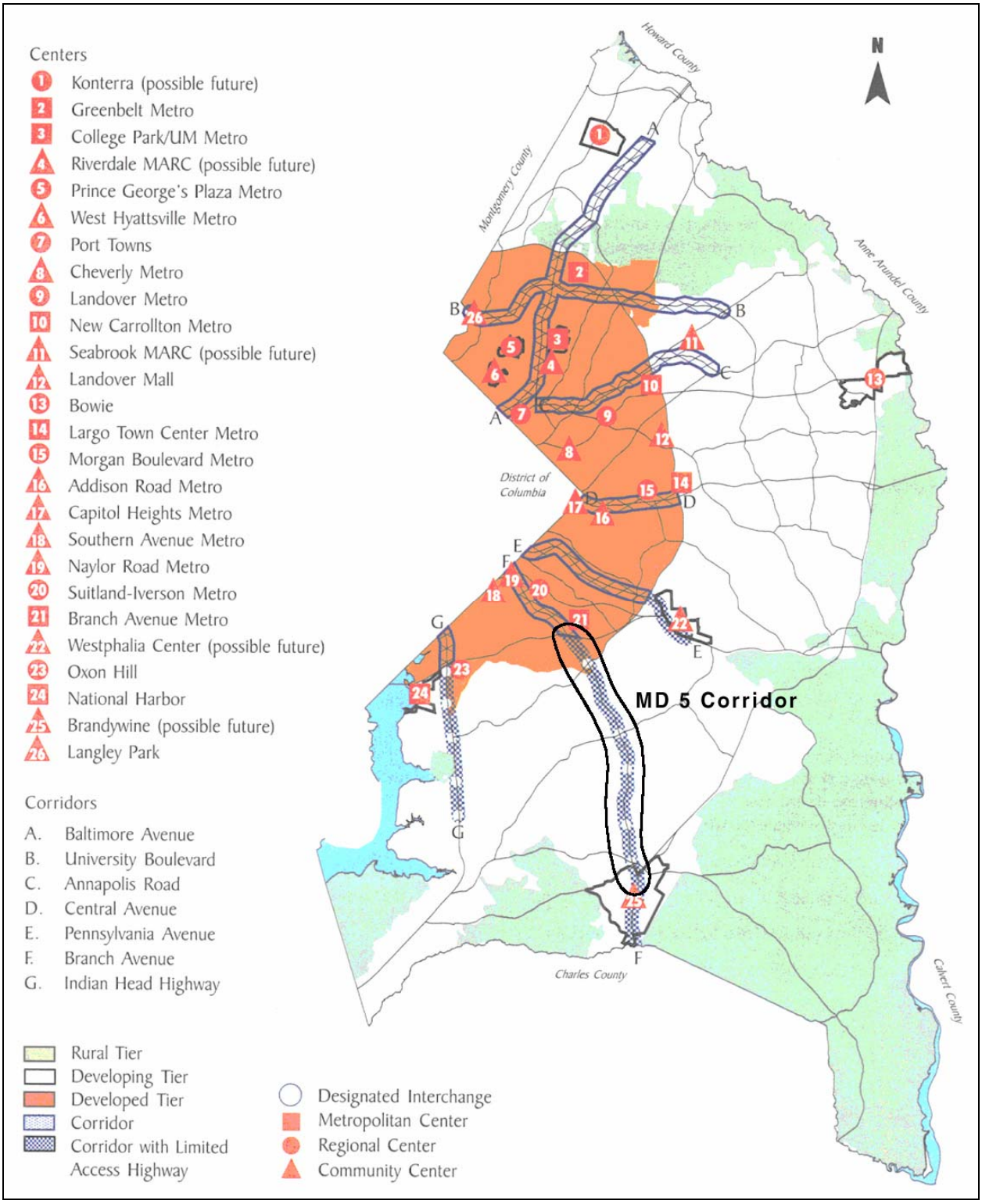
Project Area *(cont'd on next page)*



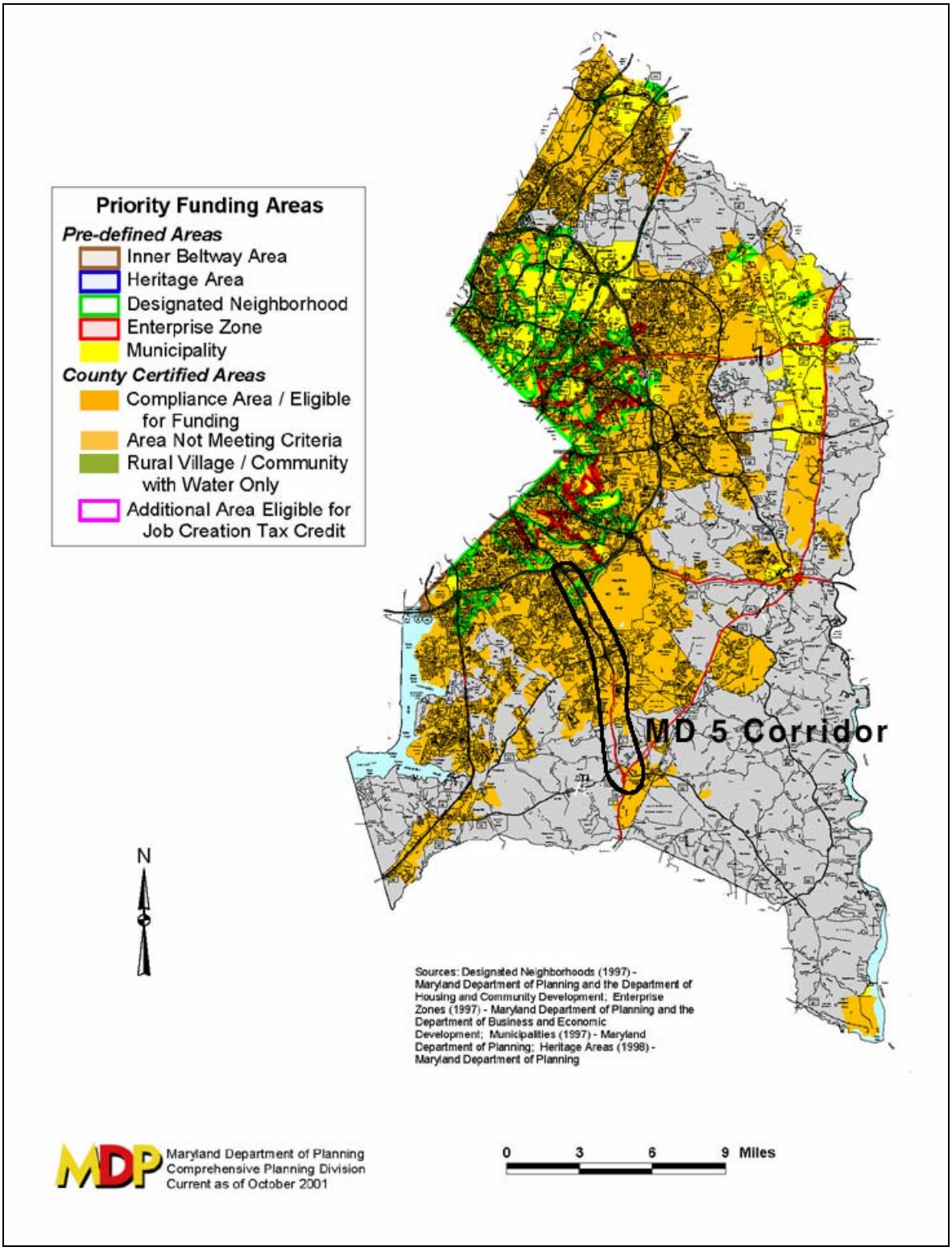
***Project Area** (cont'd)*



Prince George's County Centers & Corridors

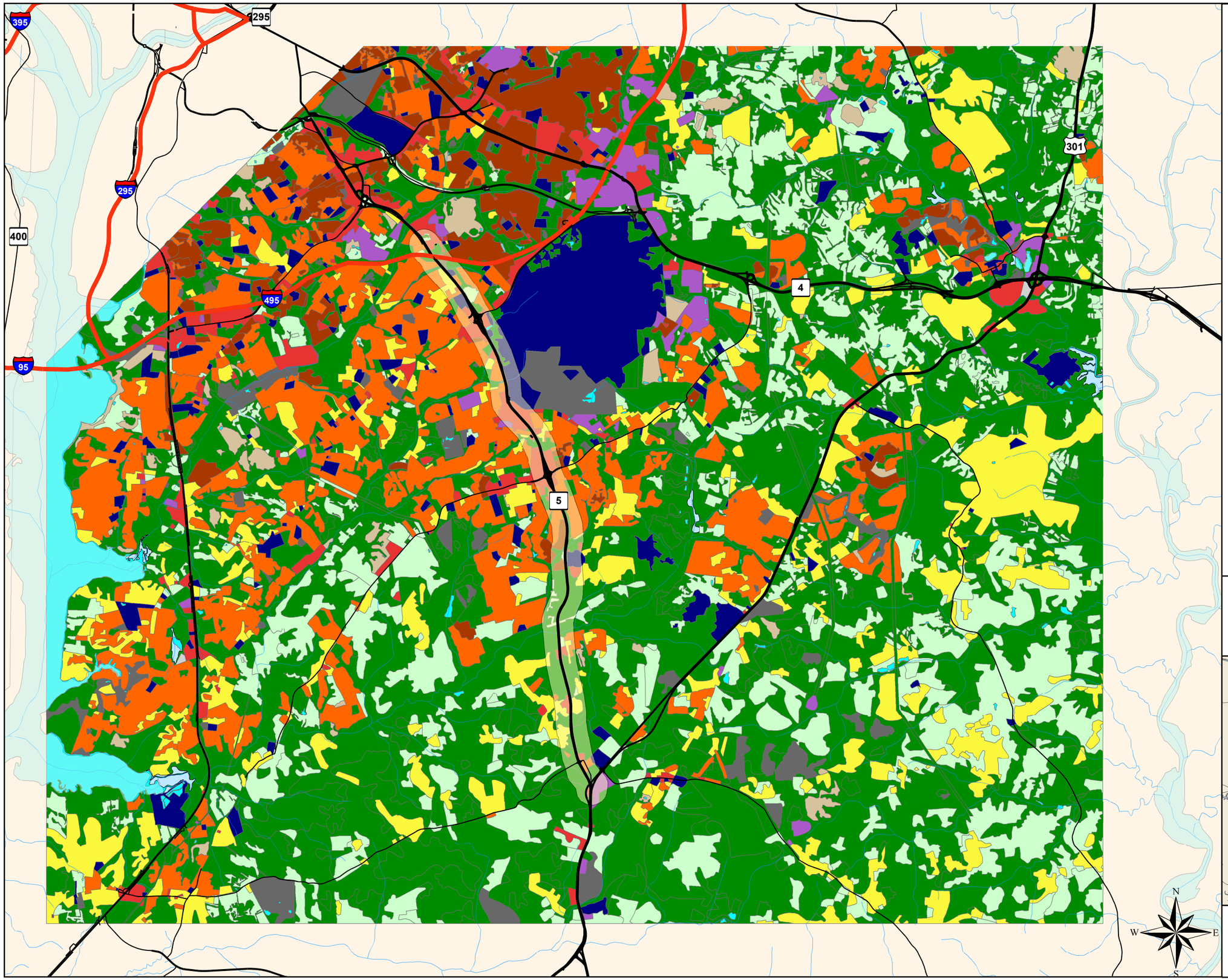


Prince George's County Priority Funding Areas



Land Use Map

MD 5 Corridor Transportation Study



Legend

- Interstates
- US Routes
- State Roads
- MD 5 Corridor
- Low-density Residential
- Medium-density Residential
- High-density Residential
- Commercial
- Industrial
- Institutional
- Other Developed Land
- Agriculture
- Forest
- Water
- Wetlands
- Barren Land
- Transportation

Scale:

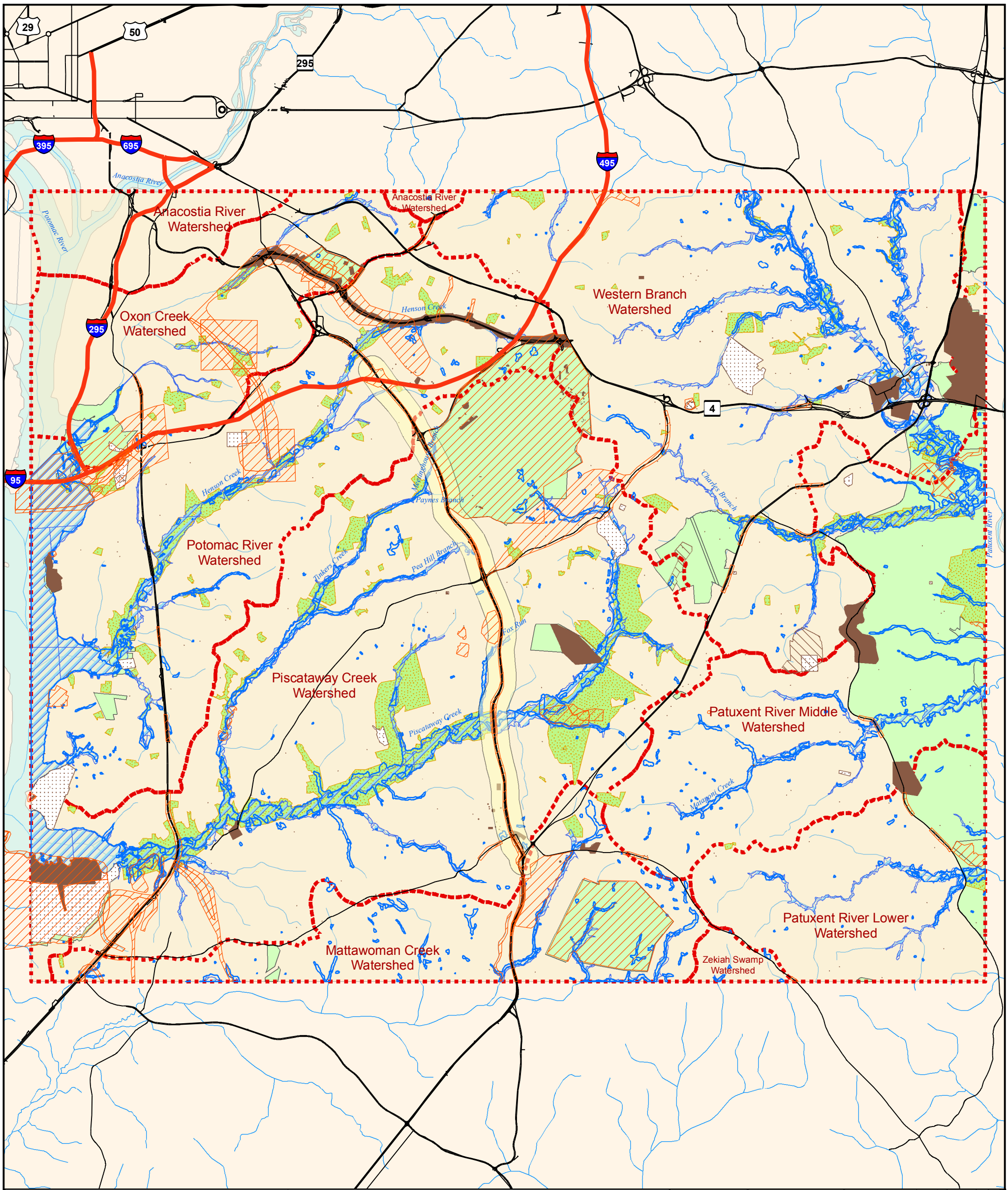
0 1 2 4

Miles

Source:
State Highway Administration
Maryland Department of Transportation
November 2005

1

November 2005



Legend

- Interstates
- US Routes
- State Roads
- MD 5 Corridor
- Archeological Surveys Sites
- National Register of Historic Places
- Maryland Inventory of Historic Places
- Maryland Historical Trust Easements
- 100-year Floodplains
- NWI Wetlands
- Watershed Boundaries
- County Parks
- Protected Lands

Environmental Features Map

MD 5 Corridor
Transportation Study

N
W E
S

Scale:
0 1.25 2.5 5
Miles

Source:
State Highway Administration
Maryland Department of Transportation
November 2005

1

February 2006

MD 5 Corridor Crash Summaries by Segment

MD 5 from the US 301/MD 5 Interchange at T.B. to MD 223						
Severity	**2001**	**2002**	**2003**	**Total**	**Rate/100 mvm**	**Statewide Average Rate**
Fatal	0	2	2	4	1.0	1.7
Injury	55	50	51	156	39.0	57.3
Prop. Dam.	70	62	56	188	47.0	62.7
Total	125	114	109	348	87.0	121.7

Collision Type	Number of Accidents 2001-2003	Accident Rate per 100 mvm	Statewide Average Rate
Opposite Direction	5	1.3	4.8
Rear End	148	37.0	39.9
Sideswipe	30	7.5*	4.8
Left Turn	17	4.3	13.5
Angle	16	4.0	21.6
Pedestrian	1	0.3	2.2
Parked Vehicle	9	2.3	2.1
Fixed Object	62	15.5	15.1
Other	60	15.0*	10.1

* Significantly higher than the statewide rate

MD 5 from the MD 223 to MD 337						
Severity	**2001**	**2002**	**2003**	**Total**	**Rate/100 mvm**	**Statewide Average Rate**
Fatal	1	1	0	2	0.7	0.4
Injury	20	25	28	73	23.8	21.5
Prop. Dam.	21	14	33	68	22.2	32.8
Total	42	40	61	143	46.7	54.7

Collision Type	Number of Accidents 2001-2003	Accident Rate per 100 mvm	Statewide Average Rate
Opposite Direction	0	0.0	0.3
Rear End	31	10.1	21.5
Sideswipe	24	7.8	7.2
Left Turn	1	0.3	0.1
Angle	0	0.0	0.3
Pedestrian	1	0.3	0.2
Parked Vehicle	3	1.0	1.3
Fixed Object	56	18.3*	14.2
Other	27	8.8*	4.9
Other Factors	**Number of Accidents 2001-2003**	**Accident %**	**Statewide Average %**
Night Time	60	41%*	32%

* Significantly higher than the statewide rate or percentage

MD 5 Corridor Crash Summaries by Segment (cont'd)

MD 5 from MD 337 to Manchester Drive						
Severity	**2001**	**2002**	**2003**	**Total**	**Rate/100 mvm**	**Statewide Average Rate**
Fatal	0	0	0	0	0.0	0.4
Injury	9	10	6	25	22.5	21.5
Prop. Dam.	16	10	14	40	36.1	32.8
Total	25	20	20	65	58.6	54.7

Collision Type	**Number of Accidents 2001-2003**	**Accident Rate per 100 mvm**	**Statewide Average Rate**
Opposite Direction	0	0.0	0.3
Rear End	17	15.3	21.5
Sideswipe	12	10.8	7.2
Left Turn	1	0.9	0.1
Angle	0	0.0	0.3
Pedestrian	0	0.0	0.2
Parked Vehicle	2	1.8	1.3
Fixed Object	23	20.7*	14.2
Other	9	8.1*	4.9
Other Factors	**Number of Accidents 2001-2003**	**Accident %**	**Statewide Average %**
Alcohol Related	12	18%*	8%

* Significantly higher than the statewide rate or percentage

MD 5 from Manchester Drive to I-95/I-495 Interchange							
Severity	**2001**	**2002**	**2003**	**2004**	**Total**	**Rate/100 mvm**	**Statewide Average Rate**
Fatal	0	1	0	0	1	1.7	0.4
Injury	10	11	12	5	38	65.9*	21.5
Prop. Dam.	9	15	13	13	50	86.7*	32.8
Total	19	27	25	18	89	154.4*	54.7

Collision Type	**Number of Accidents 2001-2004**	**Accident Rate per 100 mvm**	**Statewide Average Rate**
Opposite Direction	1	1.7	0.3
Rear End	21	36.4*	21.5
Sideswipe	22	38.2*	7.2
Left Turn	0	0.0	0.1
Angle	0	0.0	0.3
Pedestrian	2	3.5*	0.2
Parked Vehicle	1	1.7	1.3
Fixed Object	30	52.1*	14.2
Other	12	20.8	4.9
Other Factors	**Number of Accidents 2001-2004**	**Accident %**	**Statewide Average %**
Wet Surface	46	51%*	28%

* Significantly higher than the statewide rate or percentage

MD 5 Corridor Crash Summaries by Segment (cont'd)

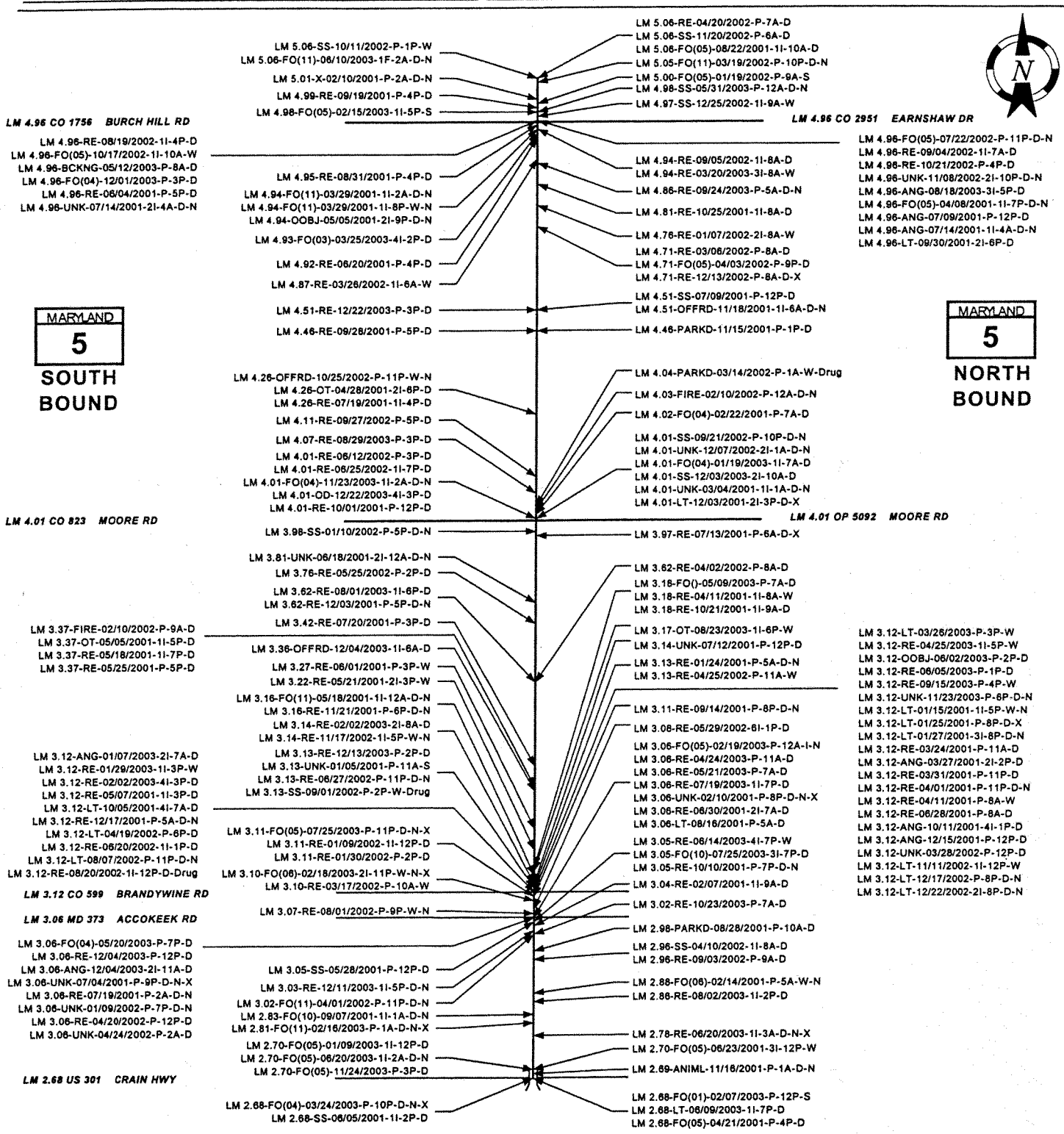
MD 5 from I-95/I-495 Interchange to Auth Road							
Severity	**2001**	**2002**	**2003**	**2004**	**Total**	**Rate/100 mvm**	**Statewide Average Rate**
Fatal	0	1	0	0	1	5.4	0.4
Injury	12	25	16	14	67	363.2*	21.5
Prop. Dam.	29	36	35	30	130	704.8*	32.8
Total	41	62	51	44	198	1073.4*	54.7

Collision Type	**Number of Accidents 2001-2004**	**Accident Rate per 100 mvm**	**Statewide Average Rate**
Opposite Direction	6	32.5*	0.3
Rear End	62	336.1*	21.5
Sideswipe	22	119.3*	7.2
Left Turn	3	16.3*	0.1
Angle	5	27.1*	0.3
Pedestrian	1	5.4	0.2
Parked Vehicle	2	10.8*	1.3
Fixed Object	54	292.7*	14.2
Other	43	233.1	4.9
Other Factors	**Number of Accidents 2001-2004**	**Accident Rate per 100 mvm or %**	**Statewide Average Rate or %**
Truck Related	9	48.8*	9.2
Wet Surface	123	62%*	28%

* Significantly higher than the statewide rate or percentage

Office of Traffic and Safety
Traffic Safety Analysis Division
Studies and Analysis Section

Location: MD 5 from US 301 to approx. 0.10 miles north of Earnshaw Drive
County: Prince Georges
Study Period: 01/01/2001 to 12/31/2003
Analyst: Dennis McMullen Date: 03/11/2005



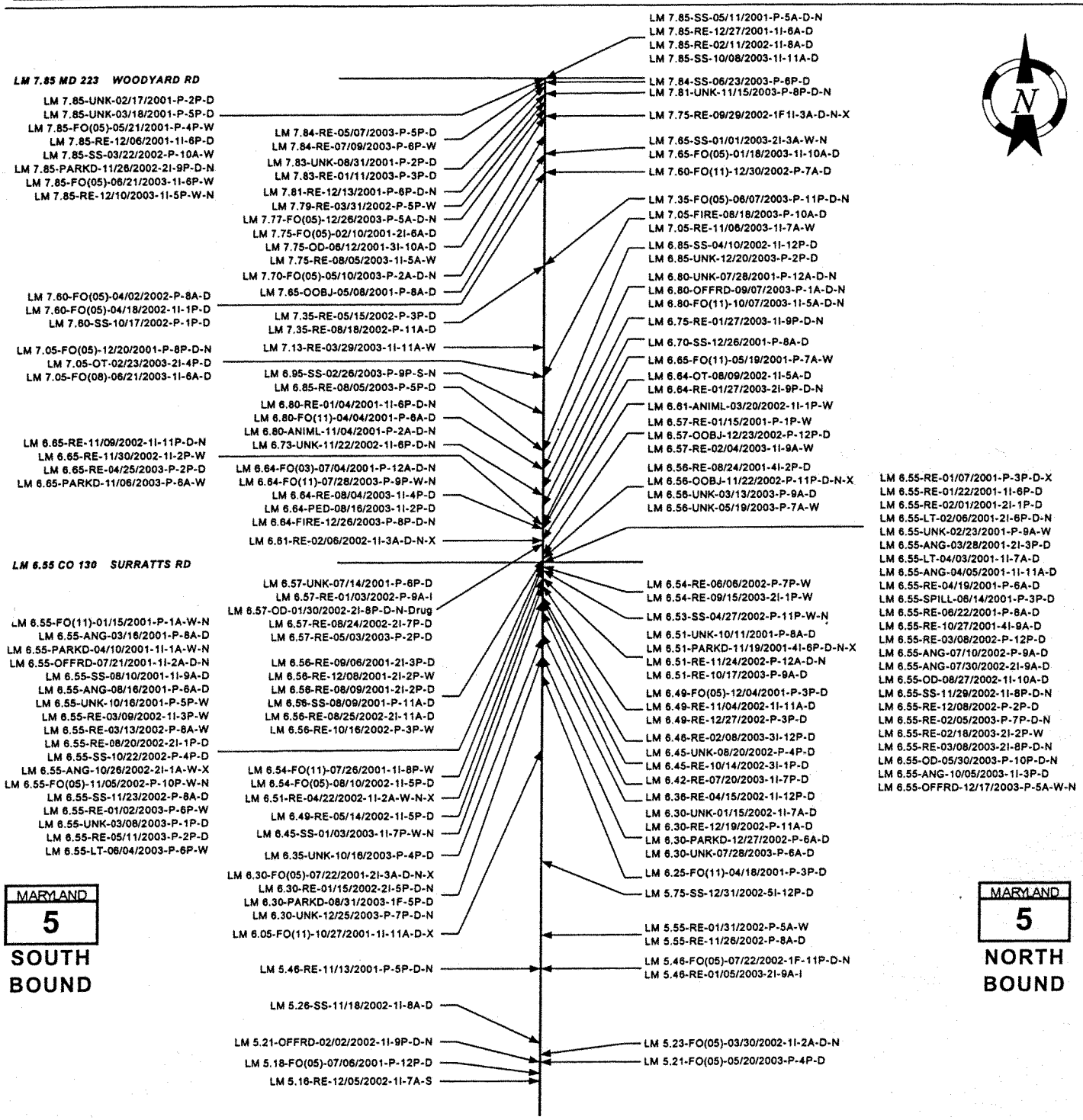
Y: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 9-13-04

Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Office of Traffic and Safety
Traffic Safety Analysis Division
Studies and Analysis Section

Location: MD 5 from app. 0.10 miles north of Earnshaw Drive to MD 223
County: Prince Georges
Study Period: 01/01/2001 to 12/31/2003
Analyst: Dennis McMullen Date: 03/11/2005



*: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 9-13-04

atalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Office of Traffic and Safety
Traffic Safety Analysis Division
Studies and Analysis Section

Location: MD 5 from MD 223 to MD 337
County: Prince Georges
Study Period: 01/01/2001 to 12/31/2003
Analyst: Dennis McMullen Date: 03/10/2005

LM 10.68-FO(04)-03/16/2001-1I-1A-W-N
LM 10.68-RE-06/03/2001-P-8A-D
LM 10.68-RE-06/21/2001-P-2A-D-N
LM 10.68-PARKD-07/09/2001-1I-6P-D
LM 10.68-LT-07/16/2001-2I-4P-D
LM 10.68-RE-08/24/2002-2I-12P-D
LM 10.68 CO 126 ALLENTOWN RD
LM 10.68 MD 337 ALLENTOWN RD

LM 10.67-UNK-03/30/2001-P-4P-D
LM 10.66-FO(05)-07/11/2001-1I-10P-D-N
LM 10.66-UNK-11/08/2001-P-8P-D-N
LM 10.66-FO(05)-02/15/2003-P-4P-I
LM 10.66-UNK-02/24/2003-P-9P-D-N
LM 10.66-RE-06/27/2003-P-4P-D
LM 10.66-SS-09/30/2003-3I-9A-D
LM 10.62-FO(05)-03/18/2002-1I-2A-W-N-X
LM 10.59-FO(05)-11/01/2003-P-4A-D-N
LM 10.58-OOBJ-02/04/2001-P-2P-D
LM 10.58-FO(05)-11/30/2002-2I-6P-D-N
LM 10.58-FO(05)-01/15/2003-1I-12P-S
LM 10.58-SS-08/02/2003-P-9P-D-N
LM 10.49-FO(05)-08/21/2002-1I-10A-D
LM 10.43-UNK-01/27/2001-P-3A-D-N
LM 10.43-OFFRD-12/09/2002-P-10P-D-N
LM 10.43-RE-09/10/2003-P-5P-D
LM 10.38-UNK-12/30/2003-P-5P-D-N
LM 10.28-FO(05)-08/17/2003-P-1A-W-N
LM 10.18-FO(05)-08/16/2003-2I-3P-D
LM 10.00-FO(11)-04/07/2002-P-12A-D-N
LM 9.78-RE-07/03/2002-P-11P-D-N-X
LM 9.58-PARKD-07/03/2002-1I-10P-D-N
LM 9.57-UNK-01/07/2002-P-5P-D-N
LM 9.57-FO(06)-02/24/2002-1F-6P-D-N
LM 9.52-RE-07/03/2002-P-11P-D-N
LM 9.50-FO()-03/23/2001-P-6P-D-N
LM 9.49-FO(04)-06/21/2002-2I-10P-D-N
LM 9.48-FO(05)-04/18/2003-P-11P-W-N-X
LM 9.32-FO(05)-08/07/2002-3I-12A-D-N-X
LM 9.48 MD 5 N NO NAME
LM 9.27-FO(05)-04/19/2001-1I-1P-D
LM 9.27-RE-03/11/2002-P-11A-D
LM 9.27-SS-08/23/2003-1I-8P-D-N
LM 9.22-FO(05)-11/14/2002-2I-7A-D
LM 9.13-UNK-10/03/2002-P-1A-D-X
LM 9.12-FO(05)-11/14/2002-3I-9P-D-N-X
LM 9.11-FO(05)-08/03/2003-P-5P-W
LM 9.04-FO(05)-03/14/2003-1I-2P-D
LM 9.03-SS-01/15/2001-1I-8P-D-N-X
LM 9.03-SS-08/10/2003-1I-7A-W-X
LM 9.02 MD 5 L COVENTRY WAY
LM 9.02-FO(05)-08/03/2001-1I-4P-D
LM 9.02-RE-02/21/2002-1I-4P-D
LM 9.02-FO(05)-04/05/2002-1I-2A-D-N-X
LM 9.02-FO(05)-06/10/2002-3I-8P-D-N
LM 9.02-FO(05)-02/15/2003-P-5P-I-N
LM 9.02-FO(05)-02/15/2003-1I-3P-I
LM 9.02-OOBJ-03/19/2003-P-7P-W-N
LM 8.99-RE-12/31/2001-P-11A-D
LM 8.93-RE-11/16/2001-1I-3A-D-N
LM 8.93-RE-12/24/2003-3I-4P-D
LM 8.56-RE-12/04/2003-P-6P-D-N
LM 8.12-RE-12/23/2003-1I-6P-D-N
LM 8.10-RE-02/10/2001-P-2P-D
LM 8.10-FO(05)-06/03/2001-1I-9A-D
LM 8.10-FO(09)-04/20/2003-P-8P-D-N
LM 8.39 MD 967 D SERVICE RD
LM 8.05-FO(08)-08/30/2003-P-5A-D-N
LM 7.95-RE-07/09/2002-1I-3A-D-N
LM 7.89-RE-12/12/2001-5I-4P-D
LM 7.89-RE-02/11/2002-1I-4P-D
LM 7.87-RE-04/02/2003-2I-3P-D
LM 7.87-RE-08/03/2003-2I-5A-D-N
LM 7.86-FO(08)-01/03/2002-2I-9A-I
LM 7.86-FO(05)-01/14/2003-P-4P-D
LM 7.86-UNK-07/18/2003-P-7P-D
LM 7.86-RE-12/09/2003-2I-6P-D
LM 7.85-UNK-02/17/2001-P-2P-D
LM 7.85-UNK-03/18/2001-P-5P-D
LM 7.85-FO(05)-05/21/2001-P-4P-W
LM 7.85-RE-12/06/2001-1I-6P-D
LM 7.85-SS-03/22/2002-P-10A-W
LM 7.85-PARKD-11/26/2002-2I-9P-D-N
LM 7.85-FO(05)-06/21/2003-1I-6P-W
LM 7.85-RE-12/10/2003-1I-5P-W-N
LM 7.85 MD 223 WOODYARD RD

MARYLAND 5 SOUTH BOUND

LM 10.68-SS-07/16/2001-1I-12P-D
LM 10.68-RE-12/09/2001-P-7P-D-N
LM 10.68-SS-08/22/2002-2I-8P-D-N
LM 10.68-UNK-11/29/2002-1I-5A-D-N
LM 10.68-FO(05)-02/15/2003-P-4P-I
LM 10.68-FO(05)-02/26/2003-P-9P-I-N
LM 10.68-FO(05)-05/11/2003-P-6A-W
LM 10.68-SS-07/26/2003-P-6A-D
LM 10.68-OFFRD-09/07/2003-P-2A-D-N-X
LM 10.67-SS-06/18/2001-1I-1P-D
LM 10.66-FO(05)-02/26/2003-P-10A-S
LM 10.43-RE-05/16/2001-P-12A-D-N
LM 10.38-RE-12/29/2003-1I-2P-D
LM 10.28-FO(05)-04/06/2002-P-8P-D
LM 10.18-SS-11/06/2001-1F-4P-D
LM 10.18-FO(05)-11/11/2002-P-6A-W
LM 10.18-SS-07/06/2003-1I-11A-D
LM 10.02-SS-09/01/2001-P-1A-D-N-X
LM 9.91-OFFRD-01/19/2002-2I-3A-D-N
LM 9.88-SS-11/20/2002-1I-10A-D
LM 9.68-UNK-06/14/2003-1I-7A-D
LM 9.32-FO(05)-07/01/2003-1I-2P-D
LM 9.27-SS-05/04/2001-1I-7A-D
LM 9.27-RE-08/23/2001-2I-1P-D
LM 9.27-OT-03/26/2002-P-6A-W
LM 9.27-FO(05)-01/06/2003-2I-2P-D
LM 9.27-SS-02/18/2003-1I-8P-W-N
LM 9.22-RE-09/29/2003-P-8A-D
LM 9.06-FO(05)-06/12/2002-P-1P-D
LM 9.06-FO(05)-09/25/2002-1I-10P-D-N
LM 9.04-FO(05)-06/22/2001-P-6P-D
LM 9.03-FO(05)-01/21/2001-2I-4A-S-N
LM 9.03-FO(05)-08/03/2003-1I-2A-D-N
LM 9.02-FO(07)-04/15/2002-1I-6A-W
LM 9.02-ANIML-06/16/2002-P-1P-D
LM 9.02-FO(05)-02/26/2003-1I-2P-I
LM 9.02-PED-06/06/2003-1I-10P-D-N-X
LM 9.02-FO(05)-08/01/2003-P-3P-W
LM 9.01-FO(05)-09/02/2003-2I-7A-D
LM 8.99-FO(05)-01/02/2001-1I-2P-D
LM 8.60-FO(05)-08/25/2003-P-5P-D
LM 8.53-SS-06/24/2003-3I-9A-D
LM 8.53-SS-10/12/2003-1I-2P-D
LM 8.52-UNK-02/09/2002-1I-12A-D-N
LM 8.52-FO(05)-02/27/2003-P-6P-S-N
LM 8.52-FO(05)-08/15/2003-P-7P-D
LM 8.51-FO(05)-06/02/2003-P-11P-D-N
LM 8.51-SS-10/09/2003-1I-7P-D-N-X
LM 8.51-OT-11/01/2003-P-2A-D-N
LM 8.51-OOBJ-12/26/2003-P-12P-D
LM 8.53 MD 5 M MALCOLM RD
LM 8.35-RE-03/30/2001-P-9A-D
LM 8.33-SS-02/15/2003-P-3P-I
LM 7.95-FO(05)-01/27/2001-P-7A-D
LM 7.95-SS-02/16/2002-2I-11A-D
LM 7.94-OFFRD-01/10/2001-P-7A-D
LM 7.87-FO(05)-06/01/2001-1I-8P-W-N
LM 7.86-UNK-08/29/2001-P-4P-D
LM 7.86-FO(05)-10/17/2002-P-3A-D
LM 7.85-SS-05/11/2001-P-5A-D-N
LM 7.85-RE-12/27/2001-1I-6A-D
LM 7.85-RE-02/11/2002-1I-8A-D
LM 7.85-SS-10/08/2003-1I-11A-D

MARYLAND 5 NORTH BOUND

: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 9-13-04

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Office of Traffic and Safety
Traffic Safety Analysis Division
Studies and Analysis Section

Location: MD 5 from MD 337 to MANCHESTER DRIVE
County: Prince George's
Study Period: 01/01/2001 to 12/31/2003
Analyst: Robert L. Booker, Jr. **Date:** 03/10/2005

LM 11.61-RE-01/14/2003-2I-5P-D-N-X
LM 11.61-RE-04/20/2001-2I-9A-D
LM 11.61-FO(05)-12/05/2002-1I-6A-S-N
LM 11.61 CO 1011 MANCHESTER DRIVE (PROPOSED)
LM 11.61 CO 1011 STRUCTURE #16254
LM 11.60-RE-11/09/2001-P-8A-D
LM 11.61-SS-06/24/2002-P-7A-D
LM 11.61-FO(05)-09/18/2002-P-4A-D-N
LM 11.60-FO(05)-06/19/2002-P-7P-D
LM 11.59-RE-11/04/2002-P-8A-D
LM 11.59-FO(05)-02/15/2001-P-6P-W-X
LM 11.59-FO(10)-12/17/2002-P-8A-D
LM 11.55-RE-08/28/2001-3I-3P-D
LM 11.57-BCKNG-04/01/2002-P-5P-D
LM 11.57-RE-10/11/2001-P-9A-D
LM 11.51-OT-12/17/2003-1I-2A-W-N
LM 11.46-RE-09/19/2001-P-12P-W
LM 11.45-RE-07/05/2001-P-5P-W
LM 11.41-FO(07)-07/27/2003-P-4A-D-N
LM 11.38-FO(05)-08/20/2001-2I-5P-D
LM 11.37-SS-01/17/2002-P-4P-D
LM 11.33-FO(05)-03/22/2003-P-1A-W-X
LM 11.32-FO(04)-07/06/2001-P-1A-D-N
LM 11.31 CO 1031 LINDA LA
LM 11.31 OP 669 DEERPOND LA
LM 11.31-NONCO-10/02/2001-P-4P-D
LM 11.31-SS-04/08/2002-P-3P-W
MARYLAND
5
LM 11.18-FO(05)-07/20/2002-1I-7A-D-X
LM 11.18-FO(05)-06/29/2003-P-2P-D
LM 11.15-SS-11/28/2003-P-12P-W
LM 11.11-SS-11/05/2001-2I-7A-D
LM 10.93-RE-08/10/2003-3I-1A-W-N-X
LM 10.93-RE-06/30/2001-P-8P-D-N-Drug
LM 10.93-SS-07/02/2003-P-3P-W
LM 10.88-FO(05)-01/01/2003-P-2A-D-N
LM 10.88-SS-08/12/2001-P-3A-D-N-X
LM 10.87-FO(05)-11/26/2003-1I-12P-D
LM 10.84-FO(05)-03/16/2001-P-12P-D
LM 10.81-RE-07/27/2002-1I-9P-D-N
LM 10.78-SS-10/04/2003-1I-10P-D
LM 10.78-FO(05)-02/21/2002-P-12A-W-N
LM 10.78-FO(05)-02/16/2001-P-11P-W-N
LM 10.78-RE-09/04/2002-1I-11P-D-N-X
LM 10.78-FO(05)-05/25/2002-3I-3A-D-N-X
LM 10.72-FO(05)-08/21/2002-1I-9A-D
LM 10.72-RE-04/04/2001-2I-7P-D
LM 10.70-FO(05)-01/17/2002-2I-7A-D
LM 10.70-SS-05/17/2003-P-9A-W
LM 10.69-OFFRD-07/06/2002-P-9P-D-N-X
LM 10.69-OFFRD-03/17/2001-P-1A-D-N-X
LM 10.70-FO(05)-02/15/2003-P-4P-I
LM 10.70-PARKD-11/10/2001-P-2A-D-N-X
LM 10.68-SS-07/16/2001-1I-12P-D
LM 10.68-OFFRD-09/07/2003-P-2A-D-N-X
LM 10.70-FO(05)-01/04/2003-P-2A-D-N
LM 10.68-SS-08/22/2002-2I-8P-D-N
LM 10.68-SS-07/28/2003-P-6A-D
LM 10.68 MD 337 ALLENTOWN RD
LM 10.69-UNK-02/15/2003-1I-4P-I
LM 10.68-UNK-11/29/2002-1I-5A-D-N
LM 10.68-RE-12/09/2001-P-7P-D-N
LM 10.68 CO 126 ALLENTOWN RD
LM 10.68-FO(05)-02/15/2003-P-4P-I
LM 10.68-FO(05)-05/11/2003-P-6A-W
LM 10.68 RP 2005 01 RAMP 1 FR RAMP 4 TO MD 337
LM 10.68-FO(05)-02/26/2003-P-9P-I-N
LM 10.68 RP 2005 05 RAMP 5 FR MD 5 TO MD 337
LM 10.68 UU STRUC #16253
LM 10.68-LT-07/16/2001-2I-4P-D
LM 10.68-FO(04)-03/16/2001-1I-1A-W-N
LM 10.68-RE-06/24/2002-2I-12P-D
LM 10.68-RE-06/03/2001-P-8A-D
LM 10.68-PARKD-07/09/2001-1I-6P-D
LM 10.68-RE-06/21/2001-P-2A-D-N

: LogMile-Collision Type (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 9-13-04

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Office of Traffic and Safety
Traffic Safety Analysis Division
Studies and Analysis Section

Location: MD 5 from I-95 to Auth Road
County: Prince Georges
Study Period: 01/01/2001 to 12/31/2004
Analyst: Dennis McMullen Date: 06/22/2005

LM 12.13 RP 95 01 RAMP 1 FR MD 5 TO IS 95

LM 12.13-RE-01/30/2001-1I-4A-W-N
LM 12.13-RE-04/14/2001-P-5P-D
LM 12.13-FO(05)-04/15/2001-P-9P-W-N
LM 12.13-SS-04/24/2001-1I-5P-W
LM 12.13-RE-07/18/2001-P-10A-W
LM 12.13-LT-08/26/2001-P-11P-D-N
LM 12.13-SS-01/25/2002-P-7P-D-N
LM 12.13-RE-02/04/2002-P-6P-D
LM 12.13-FO(05)-03/31/2002-P-1P-W
LM 12.13-FO(05)-03/31/2002-P-6A-W
LM 12.13-FO(04)-04/10/2002-1I-1A-W-N
LM 12.13-LT-09/20/2002-1I-12P-D
LM 12.13-RE-09/30/2002-1I-1P-D
LM 12.13-UNK-08/01/2002-1I-5P-W
LM 12.13-RE-04/18/2002-P-10P-D-N
LM 12.13-UNK-11/17/2002-1I-5P-W-N
LM 12.13-FO(04)-01/01/2003-P-2A-W-N
LM 12.13-UNK-05/20/2003-P-4P-D
LM 12.13-PARKD-06/15/2003-P-7P-D
LM 12.13-RE-08/23/2003-4I-3P-D
LM 12.13-FO(05)-10/28/2003-P-11P-W-N
LM 12.13-RE-07/08/2004-1I-10A-D
LM 12.13-RE-11/23/2004-P-9P-W-N

LM 12.06 RP 95 07 RAMP 7 FR IS 95 TO MD 5

MARYLAND
5
SOUTH
BOUND

LM 11.95-FO(05)-01/06/2002-3I-5P-W-N
LM 11.95-FO(05)-01/31/2002-2I-11A-W
LM 11.95-FO(04)-02/10/2002-P-4P-I
LM 11.95-FO(05)-03/17/2002-P-3P-W
LM 11.95-OD-06/03/2002-2I-12P-D
LM 11.95-FO(05)-09/01/2002-P-1P-W
LM 11.95-FO(05)-11/11/2002-1I-10A-W
LM 11.95-OT-04/18/2003-P-2P-W
LM 11.95-PED-08/04/2003-1I-4P-W
LM 11.95-SS-06/29/2003-P-12P-D
LM 11.95-SS-07/14/2003-P-6P-D
LM 11.95-UNK-10/29/2003-P-9A-W
LM 11.95-FO(05)-11/06/2003-P-6A-W-N
LM 11.95-FO(12)-12/14/2003-P-4P-W
LM 11.95-FO(04)-04/01/2004-P-12P-W
LM 11.95-FO(04)-04/03/2004-P-11P-D-N
LM 11.95-SS-07/18/2004-P-10P-D-N

LM 11.95 IS 95 CAPITAL BELTWAY

LM 12.12-FO(05)-07/04/2002-1I-11P-D-N
LM 12.12-FO(04)-04/11/2003-P-2A-W-N
LM 12.12-OD-06/07/2003-P-8P-W
LM 12.12-RE-06/17/2003-P-5P-W
LM 12.12-FO(04)-11/12/2003-P-11A-W
LM 12.12-FO(04)-05/30/2004-P-8P-W
LM 12.12-SS-11/28/2004-3I-4A-W-N

LM 12.11-RE-05/26/2001-6I-3P-W
LM 12.11-FO(04)-04/21/2002-P-5P-W
LM 12.11-FO(05)-04/07/2003-P-8P-W-N
LM 12.11-FO(05)-04/07/2003-P-8P-W-N
LM 12.11-RE-07/26/2003-1I-3P-D
LM 12.11-RE-08/16/2003-1I-4P-W
LM 12.11-UNK-11/05/2003-P-11P-W-N
LM 12.11-FO(05)-11/24/2003-P-10P-W-N
LM 12.11-RE-04/02/2004-P-7P-D-N
LM 12.11-UNK-07/18/2004-P-1A-W-N

LM 12.10-FO(05)-03/03/2002-P-10A-W
LM 12.10-RE-09/01/2003-2I-10P-W-N
LM 12.10-FO(05)-07/18/2004-P-6A-W
LM 12.10-OD-11/28/2004-P-8A-W
LM 12.10-RE-12/07/2004-1I-2P-W

LM 12.09-FO(04)-08/28/2002-P-11P-W-N
LM 12.09-FO(04)-01/18/2004-P-12P-W

LM 12.08-OT-03/31/2002-P-9P-W-N
LM 12.08-FO(04)-11/18/2002-P-12A-W-N

LM 12.07-UNK-08/23/2001-P-10P-W
LM 12.07-FO(05)-07/26/2004-P-8P-W-N

LM 12.06-FO(04)-11/25/2001-P-6A-W

LM 12.05-FO(05)-04/22/2002-P-6A-W

LM 12.04-FO(04)-05/19/2001-P-4A-W-N
LM 12.04-FO(03)-05/26/2001-P-2P-W
LM 12.04-OT-03/17/2002-P-8P-W-N
LM 12.04-RE-11/05/2003-1I-8P-W-N
LM 12.04-FO(04)-11/28/2004-P-7A-W

LM 12.03-FO(05)-02/20/2002-P-8P-W-N

LM 12.00-UNK-04/05/2002-P-5P-D
LM 12.00-RE-04/14/2003-P-7A-D

LM 11.99-FO(04)-01/20/2001-P-5P-W
LM 11.99-FO(04)-10/26/2002-P-2A-W-N
LM 11.99-FO(04)-09/18/2004-P-2A-W-N

LM 11.98-FO(05)-07/30/2001-P-5A-W

LM 11.97-UNK-08/07/2001-P-12A-D-N
LM 11.97-UNK-11/24/2001-P-11A-W
LM 11.97-FO(04)-12/24/2001-P-6A-W
LM 11.97-FO(04)-05/23/2003-P-8P-W-N
LM 11.97-FO(05)-12/05/2003-P-8A-W

LM 11.96-OOBJ-11/24/2001-P-11A-W
LM 11.96-FO(05)-03/02/2002-P-7P-W-N
LM 11.96-FO(04)-04/13/2004-1I-6P-W
LM 11.96-FO(04)-11/24/2004-P-3A-W-N

LM 12.13 MD 535 A AUTH RD

LM 12.12-PARKD-01/12/2003-P-5A-D-N
LM 12.12-RE-01/23/2004-P-7P-D-N
LM 12.12-RE-08/14/2004-P-4P-W
LM 12.12-RE-09/14/2004-1I-1P-D
LM 12.12-RE-10/22/2004-P-6P-D-N

LM 12.11-RE-05/26/2001-1I-5P-W
LM 12.11-RE-11/03/2001-2I-9P-D-N
LM 12.11-UNK-11/25/2001-P-5P-W-N
LM 12.11-OD-11/17/2002-2I-6P-W-N
LM 12.11-UNK-11/21/2002-P-10A-W
LM 12.11-SS-11/08/2003-P-11A-D
LM 12.11-FO(04)-08/14/2004-P-3P-W
LM 12.11-RE-12/19/2004-1I-5P-S-N

LM 12.09-UNK-07/31/2002-1I-2A-D-N-X
LM 12.09-FO(04)-09/14/2002-1I-9P-W-N
LM 12.09-RE-01/02/2004-6I-9A-W
LM 12.09-OD-02/24/2004-2I-1P-W

LM 12.08-RE-11/30/2001-P-7A-D
LM 12.08-RE-12/02/2002-P-4P-D

LM 12.07-FO(05)-06/07/2003-P-1P-W
LM 12.07-ANG-03/06/2004-P-9A-W
LM 12.07-RE-07/13/2004-P-6P-W
LM 12.07-RE-12/07/2004-1I-5P-W-N

LM 12.05-RE-03/09/2002-3I-4P-W
LM 12.05-SS-03/27/2003-P-7P-D-N
LM 12.05-RE-01/26/2004-1I-2P-S

LM 12.04-FO(05)-03/20/2002-P-8A-W
LM 12.04-SS-04/28/2002-P-12P-W
LM 12.04-UNK-02/15/2003-P-1P-I
LM 12.04-RE-05/10/2003-3I-11A-W

LM 12.03-FO(05)-08/24/2002-1I-10A-W
LM 12.03-OT-11/25/2003-2I-10A-D

LM 12.01-FO(05)-02/10/2002-P-2P-W

LM 12.00-FO(04)-06/16/2001-P-9A-W
LM 12.00-FO(05)-07/18/2001-2I-8A-W
LM 12.00-RE-07/14/2002-2I-3A-W-N-X

LM 11.98-SS-06/18/2002-P-5A-D
LM 11.98-SS-05/08/2003-5I-12P-W

LM 11.97-FO(05)-07/30/2001-P-6A-W
LM 11.97-FO(05)-09/26/2002-2I-10A-W

LM 11.96-RE-01/02/2001-1I-5A-D
LM 11.96-SS-10/11/2001-P-1P-D
LM 11.96-SS-04/02/2004-1I-10A-W
LM 11.96-FO(05)-04/27/2004-P-6P-W
LM 11.96-SS-05/03/2004-P-9A-W
LM 11.96-FO(05)-09/08/2004-P-9A-W

LM 11.95-FO(06)-02/23/2001-P-8P-D-N
LM 11.95-SS-03/04/2001-P-11A-W
LM 11.95-RE-04/03/2001-1I-7A-D
LM 11.95-FO(05)-01/10/2002-1F-2A-D-N
LM 11.95-SS-06/19/2002-P-11A-D
LM 11.95-OT-05/10/2003-2I-3P-W
LM 11.95-SS-06/03/2003-P-4P-W
LM 11.95-SS-07/17/2003-1I-6A-D
LM 11.95-OT-08/03/2004-1I-7A-W
LM 11.95-FO(05)-10/02/2004-P-10P-W-N

LM 12.13-RE-02/05/2001-P-1P-D
LM 12.13-RE-03/29/2001-2I-11A-W
LM 12.13-RE-05/18/2001-1I-1P-D
LM 12.13-UNK-09/21/2001-P-12A-W-N
LM 12.13-RE-10/01/2001-1I-3A-W-N
LM 12.13-LT-10/15/2001-P-3P-D
LM 12.13-SS-10/19/2001-1I-12P-D
LM 12.13-RE-11/24/2001-P-11A-W
LM 12.13-FO(04)-12/09/2001-P-2A-W-N
LM 12.13-NA-12/09/2001-P-2A-W-N
LM 12.13-NA-12/09/2001-P-2A-W-N
LM 12.13-UNK-12/17/2001-P-8P-W-N
LM 12.13-RE-03/11/2002-1I-10A-D
LM 12.13-FO(04)-03/16/2002-P-11P-D-N
LM 12.13-RE-03/22/2002-P-2P-D
LM 12.13-OTHR-03/23/2002-P-3A-D-N-X
LM 12.13-RE-03/26/2002-P-7A-W
LM 12.13-RE-08/08/2002-1I-11A-D
LM 12.13-UNK-04/22/2002-1I-7A-D
LM 12.13-UNK-09/27/2002-P-9A-W
LM 12.13-RE-05/17/2002-P-7P-W
LM 12.13-RE-06/26/2002-P-7A-D
LM 12.13-RE-10/02/2002-1I-12A-D-N-X
LM 12.13-RE-04/23/2002-P-5P-D
LM 12.13-OD-06/18/2002-3I-10A-D-Drug
LM 12.13-ANG-07/13/2002-1I-11A-D-X
LM 12.13-UNK-10/03/2002-1I-8P-D-N
LM 12.13-RE-10/28/2002-P-2P-W
LM 12.13-RE-10/29/2002-3I-11A-W
LM 12.13-SS-12/25/2002-P-1A-W-N
LM 12.13-UNK-03/05/2003-P-8A-D
LM 12.13-RE-04/09/2003-P-11A-W
LM 12.13-RE-04/18/2003-P-7P-W
LM 12.13-RE-05/14/2003-P-11A-D
LM 12.13-RE-06/08/2003-4I-3A-D-N
LM 12.13-ANG-07/09/2003-4I-12P-D
LM 12.13-ANG-08/01/2003-1I-3P-W
LM 12.13-RE-08/03/2003-P-5P-D
LM 12.13-RE-08/30/2003-1I-9A-D
LM 12.13-RE-09/22/2003-2I-9P-W-N
LM 12.13-SS-10/26/2003-P-11P-W-N
LM 12.13-RE-12/17/2003-1I-11A-D
LM 12.13-UNK-12/29/2003-P-10P-D-N
LM 12.13-UNK-02/04/2004-P-2A-D-N
LM 12.13-SS-02/12/2004-1I-6P-D-N
LM 12.13-ANG-04/28/2004-P-2P-D
LM 12.13-X-05/03/2004-P-2P-W
LM 12.13-RE-07/25/2004-4I-9A-W
LM 12.13-UNK-08/30/2004-P-5P-D
LM 12.13-RE-09/13/2004-P-2P-D
LM 12.13-RE-10/09/2004-P-4P-D

MARYLAND
5
NORTH
BOUND

N

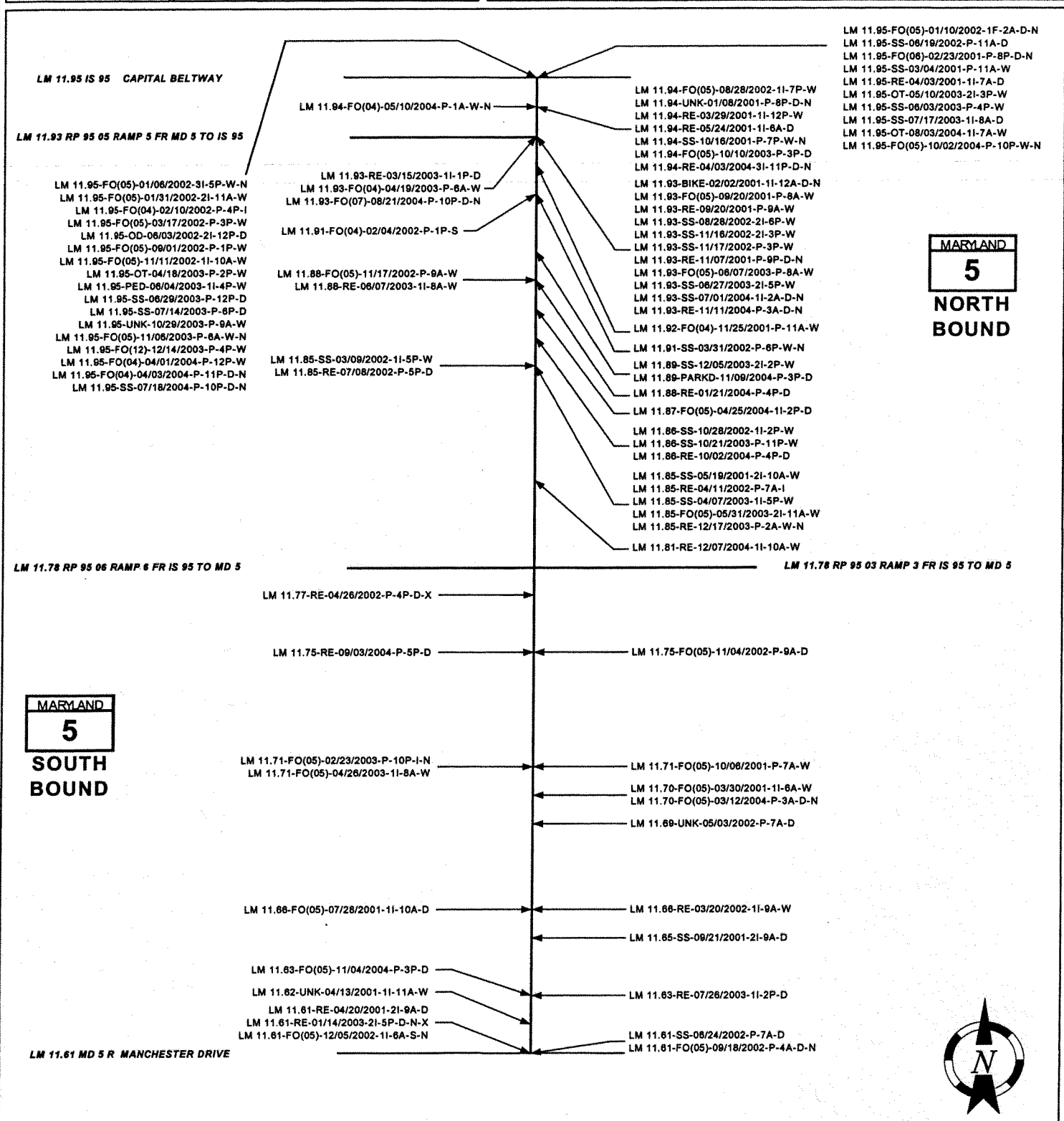
KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 9-13-04

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

Office of Traffic and Safety
Traffic Safety Analysis Division
Studies and Analysis Section

Location: MD 5 from Manchester Drive to I-95
County: Prince Georges
Study Period: 01/01/2001 to 12/31/2004
Analyst: Dennis McMullen Date: 06/22/2005



KEY: LogMile-CollisionType (FixedObjectStruck) -Date-Severity-Time-Surface-Illumination-Alcohol

template 9-13-04

F - Fatalities	SS - Sideswipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuater	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	99 - Unknown	

US 301/MD 5

2004 AM (PM) PEAK HOUR VOLUMES

11/05

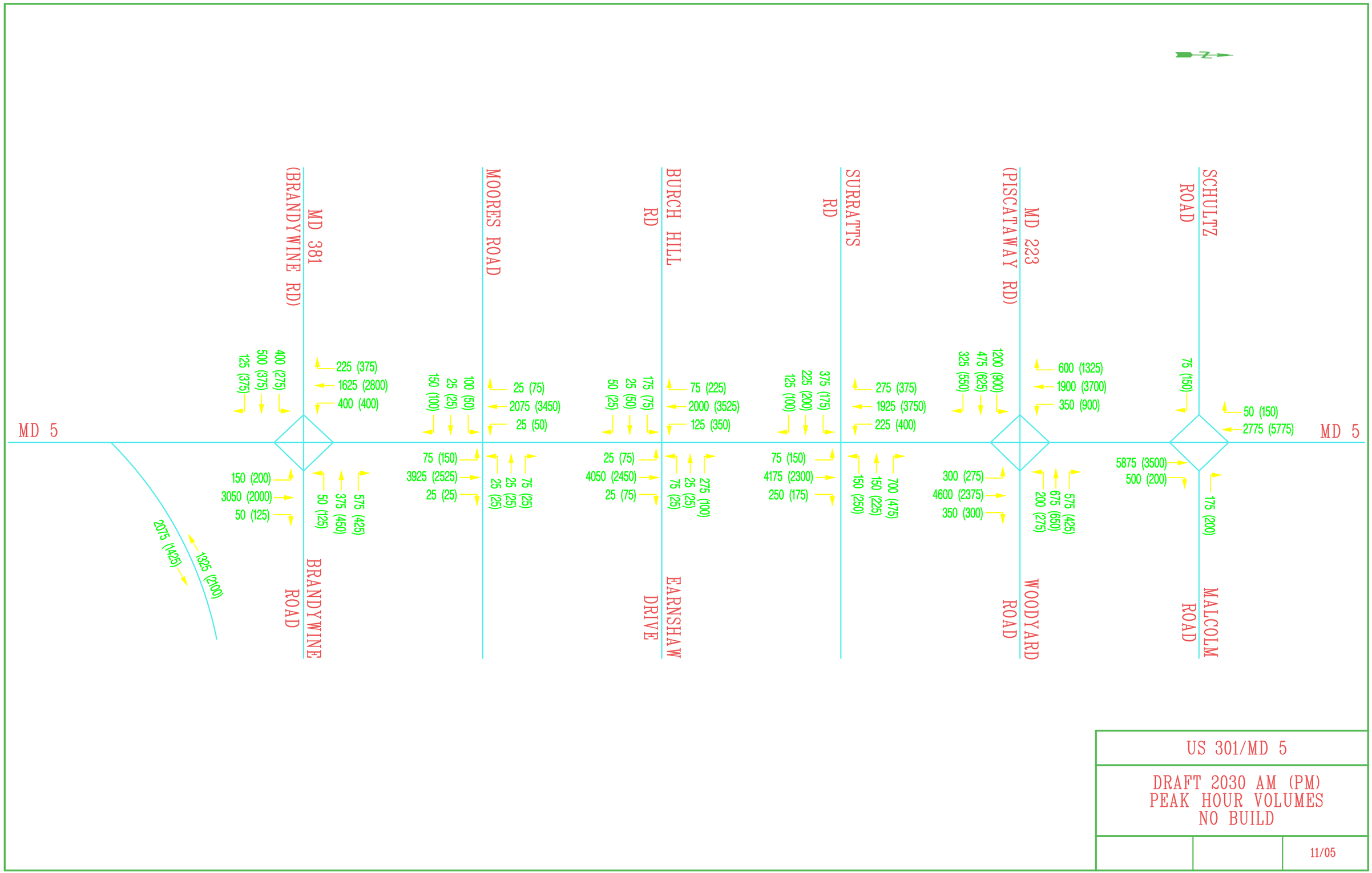
$FILE$
11/09/2005

US 301/MD 5

2004 AM (PM)
PEAK HOUR VOLUMES

11/05

$FILE$
11/09/2005

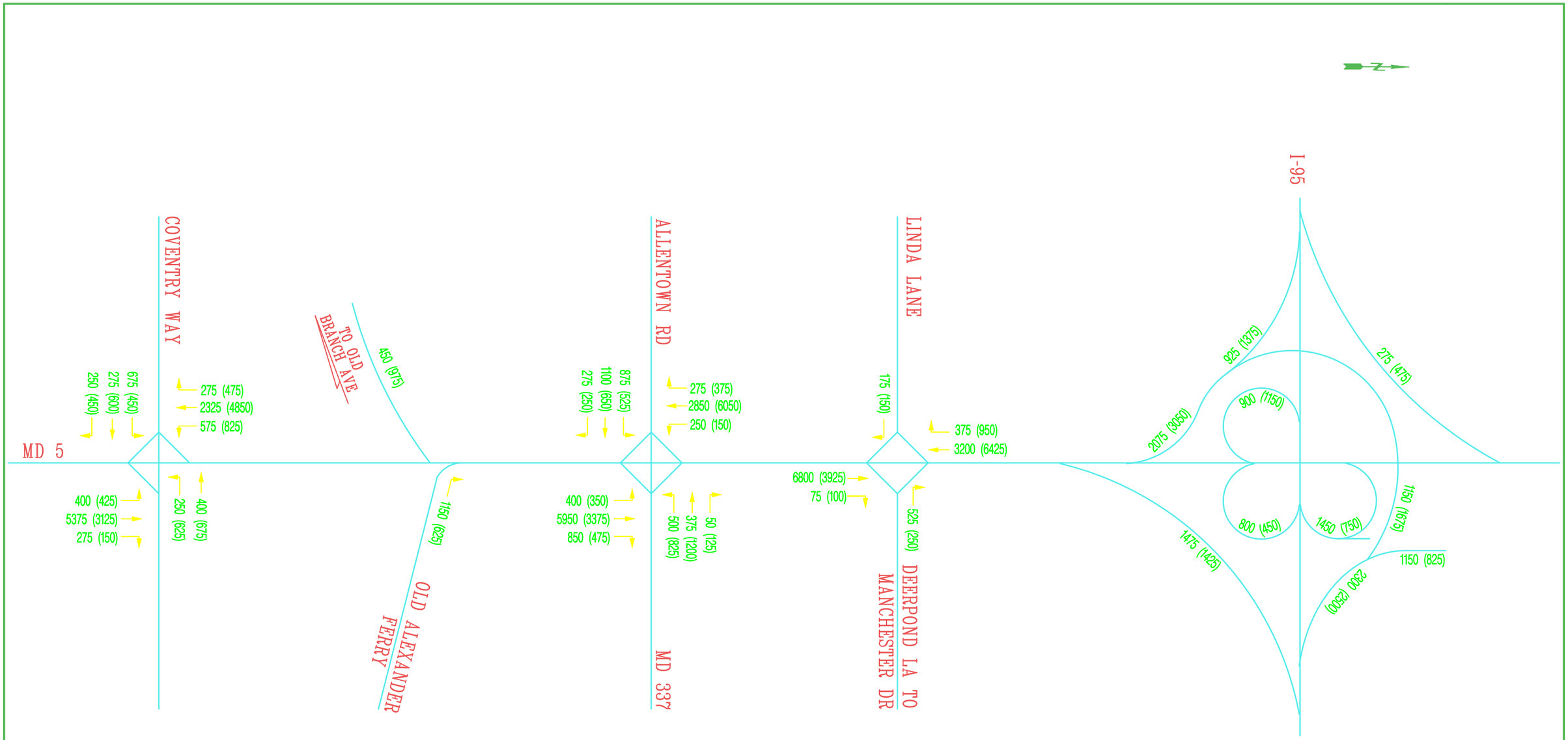


US 301/MD 5

DRAFT 2030 AM (PM)
PEAK HOUR VOLUMES
NO BUILD

11/05

$FILE$
11/09/2005

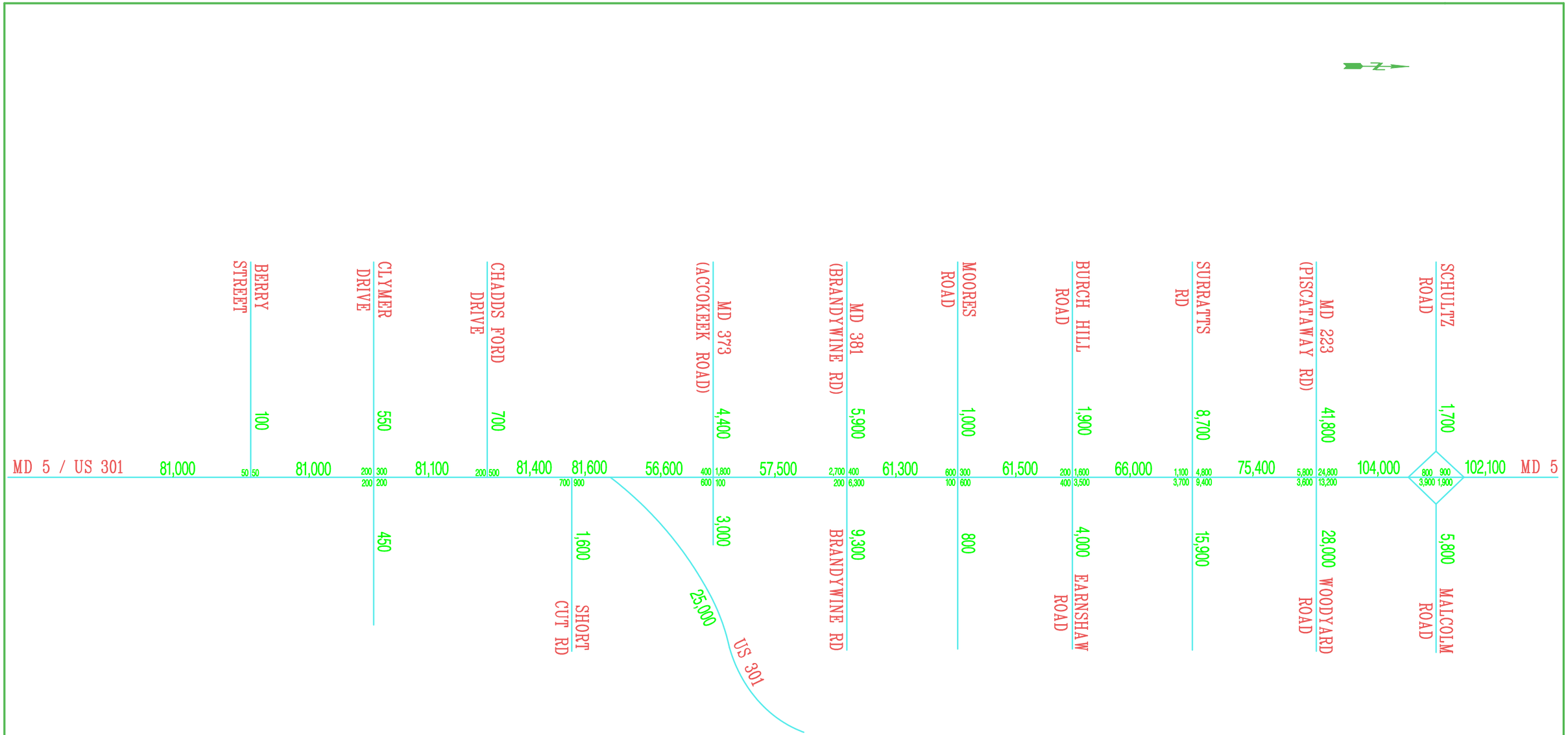


US 301/MD 5

DRAFT 2030 AM (PM)
PEAK HOUR VOLUMES
NO BUILD

11/05

$FILE$
11/09/2005

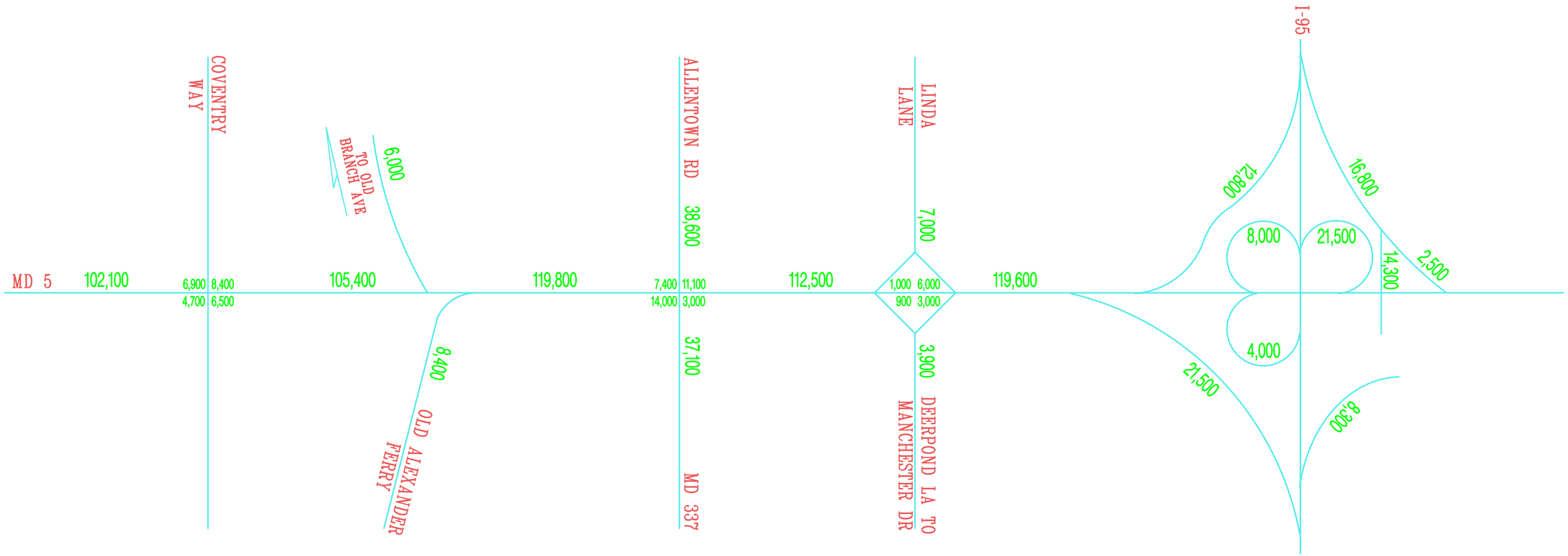


US 301/MD 5

2004 AVERAGE DAILY TRAFFIC

11/05

$FILE$
11/09/2005

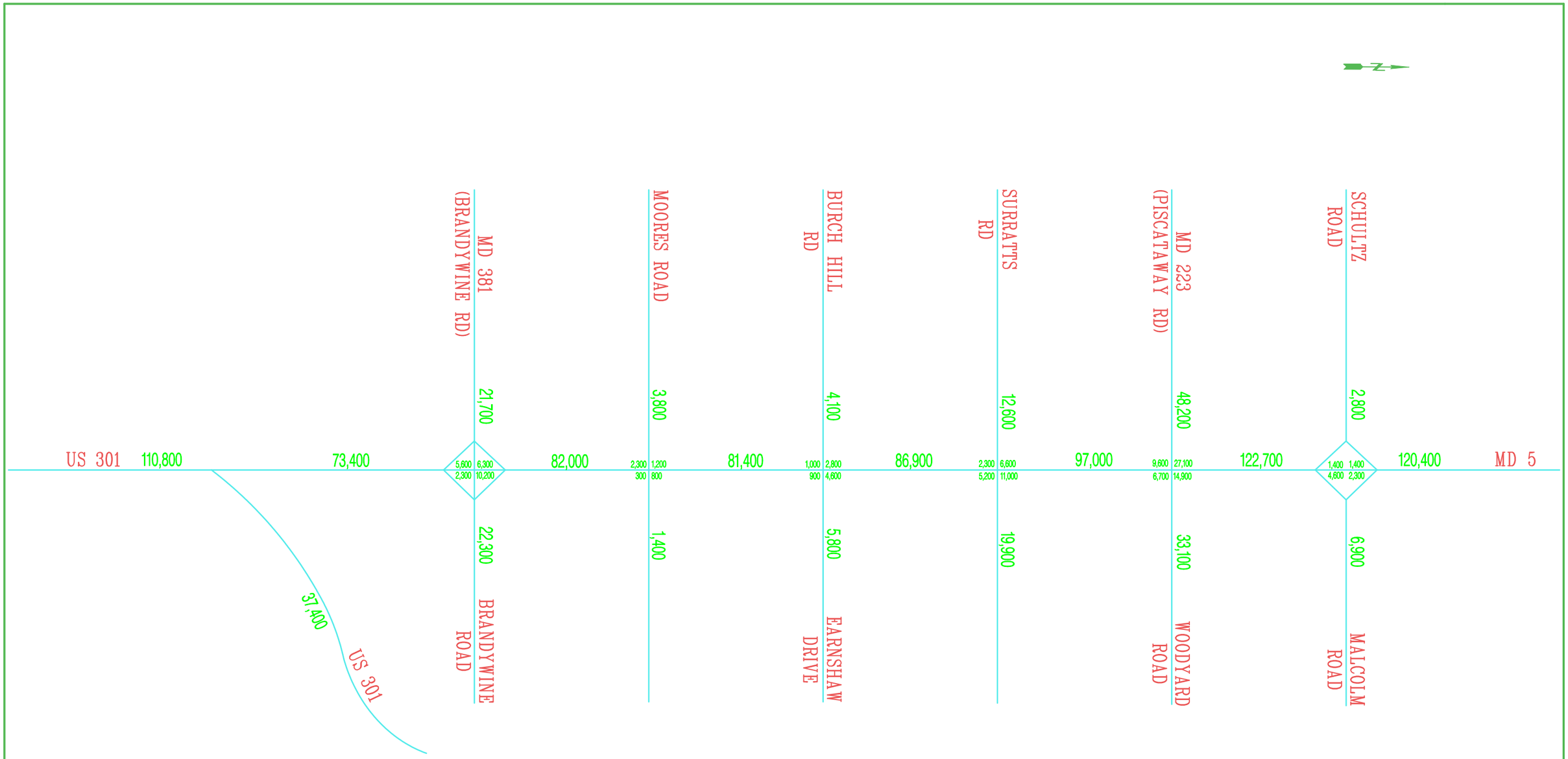


US 301/MD 5

2004 AVERAGE
DAILY TRAFFIC

11/05

DATE: 18-Mar-05 11:15
FILE: m:\TRAFFIC\loc_maps\MD5_Exist.dgn

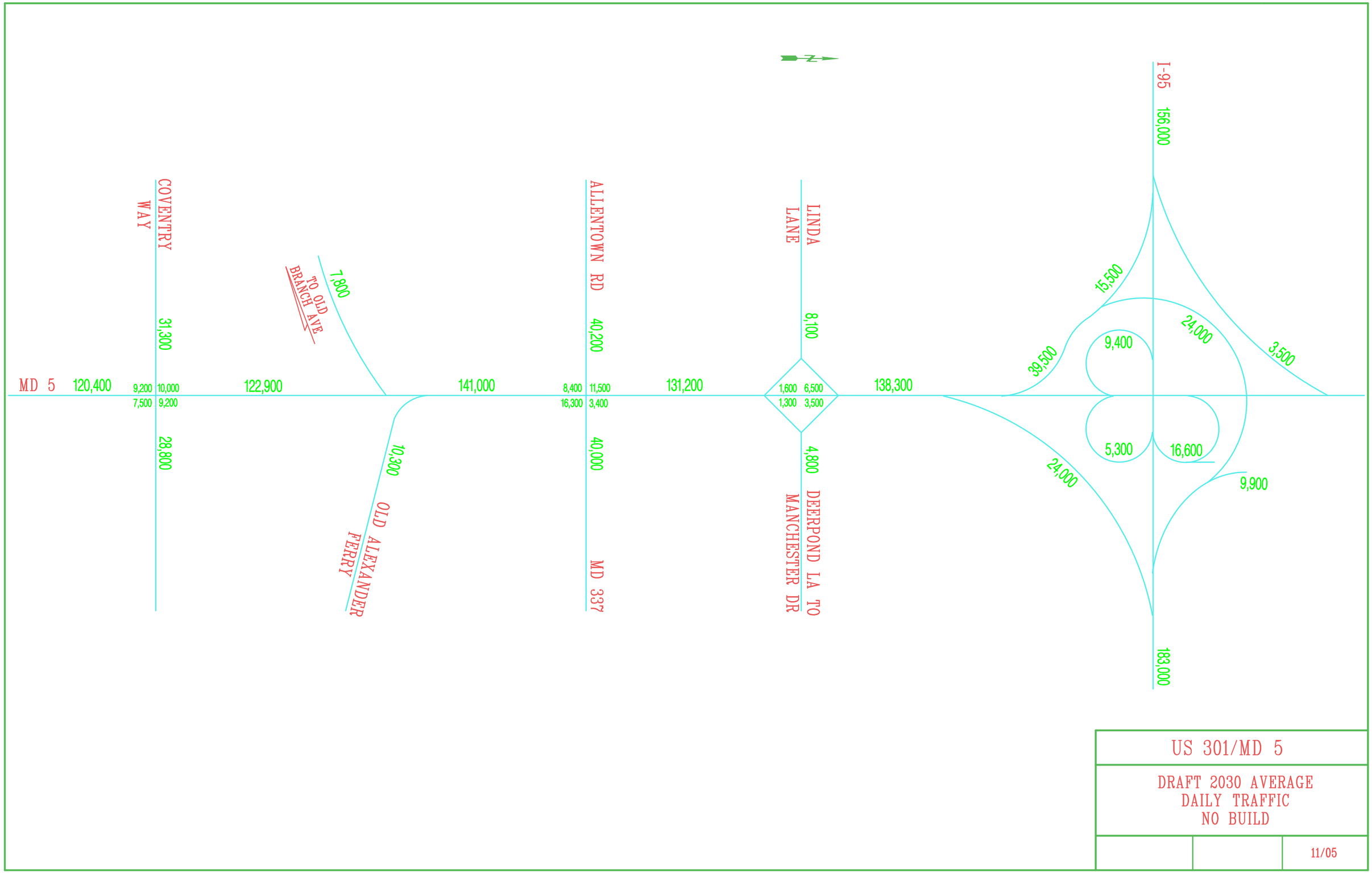


US 301/MD 5

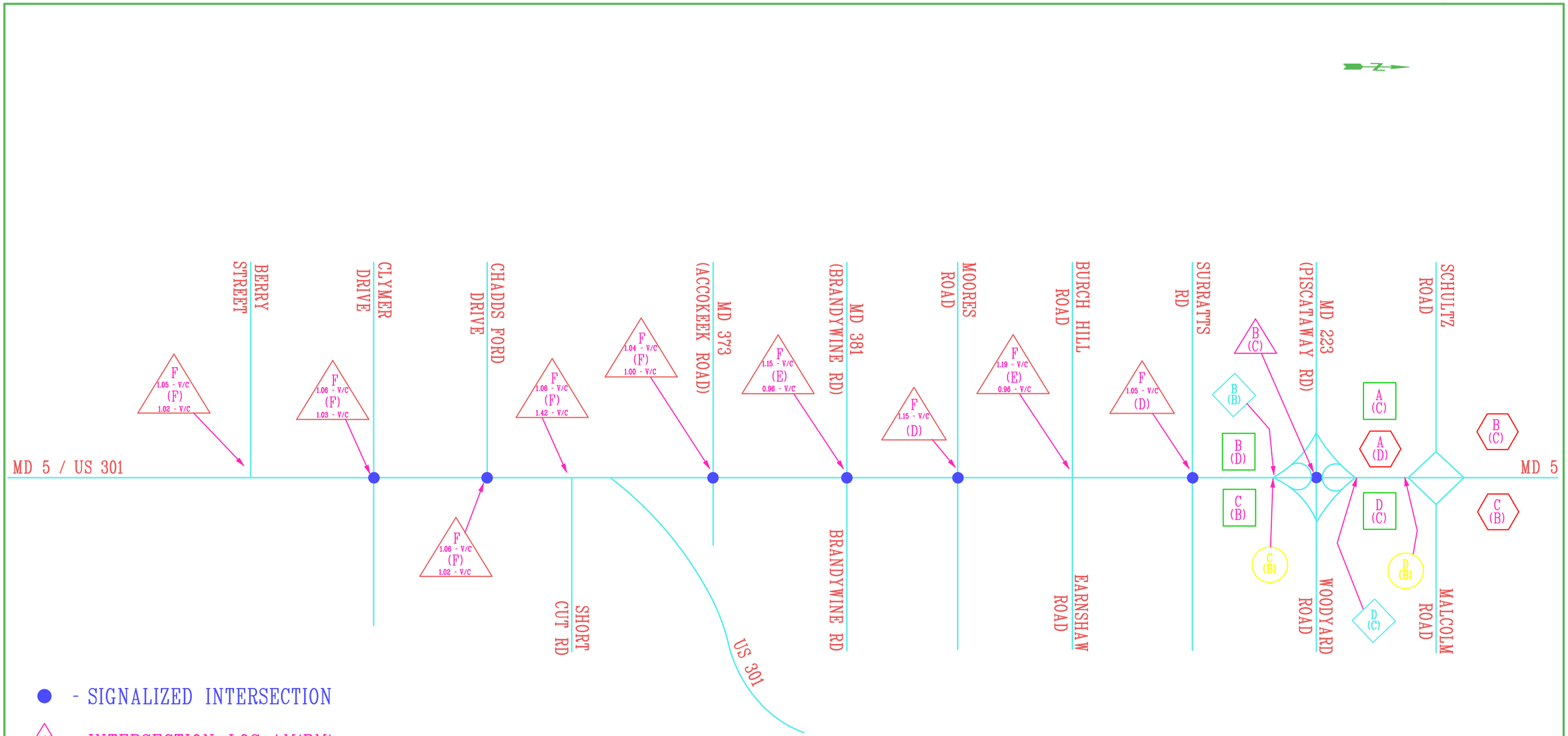
DRAFT 2030 AVERAGE
DAILY TRAFFIC
NO BUILD

11/05

$FILE$
11/09/2005



$FILE$
11/09/2005

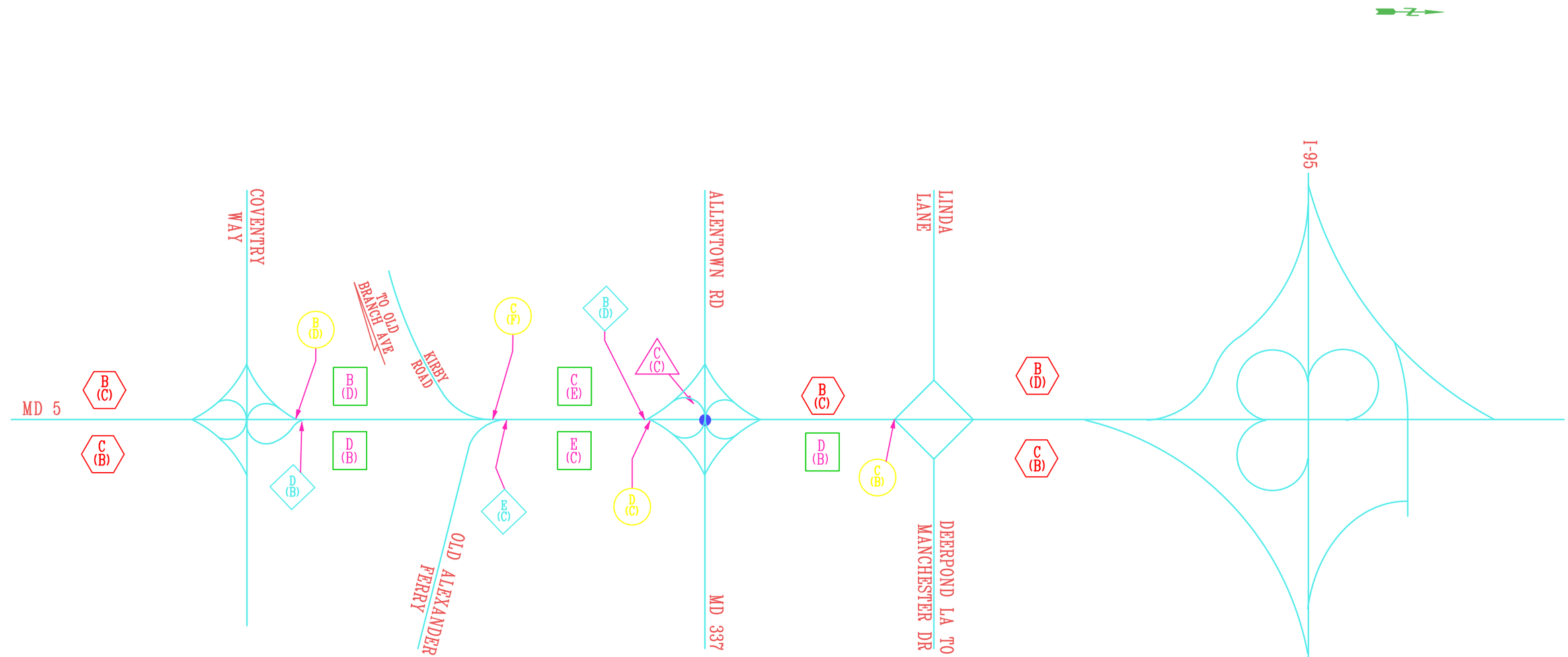


US 301/MD 5

2004
LEVELS OF SERVICE

REV 1/06

$FILE$
01/23/2006



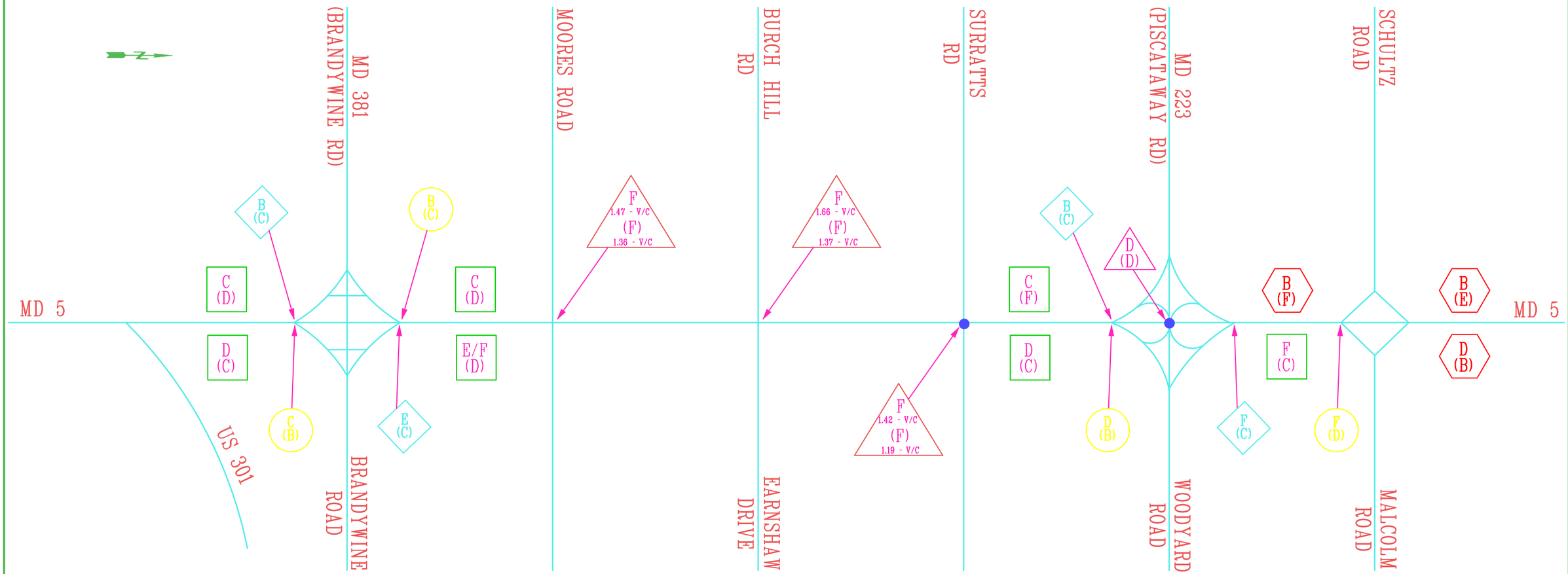
- SIGNALIZED INTERSECTION
- INTERSECTION LOS AM(PM)
- WEAVE LOS AM(PM)
- MERGE LOS AM(PM)
- DIVERGE LOS AM(PM)
- MAINLINE LOS AM(PM)

US 301/MD 5

2004
LEVELS OF SERVICE

REV 11/05

$FILE$
11/09/2005



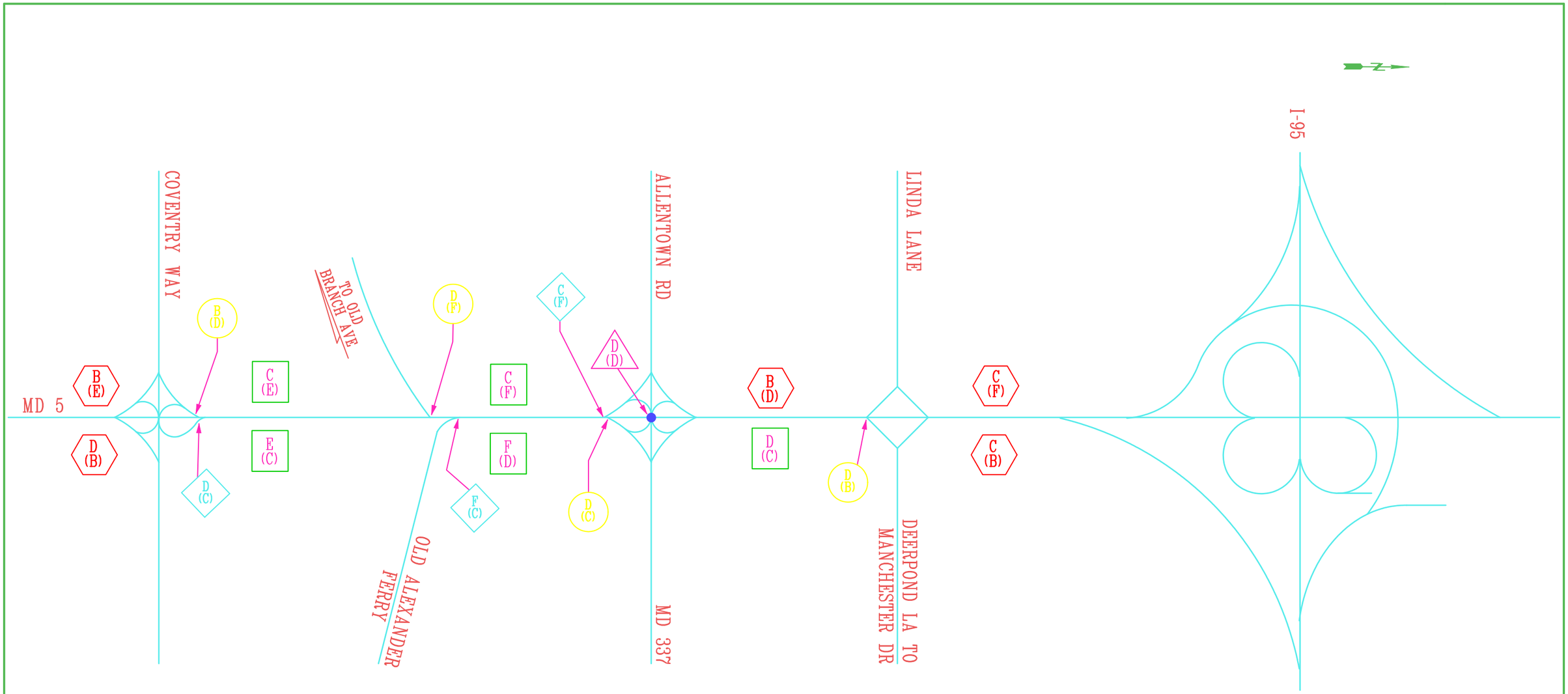
- SIGNALIZED INTERSECTION
- INTERSECTION LOS AM(PM)
- WEAVE LOS AM(PM)
- MERGE LOS AM(PM)
- DIVERGE LOS AM(PM)
- MAINLINE LOS AM(PM)

US 301/MD 5

DRAFT 2030
LEVELS OF SERVICE

11/05

$FILE$
11/09/2005



- SIGNALIZED INTERSECTION
- INTERSECTION LOS AM(PM)
- WEAVE LOS AM(PM)
- MERGE LOS AM(PM)
- DIVERGE LOS AM(PM)
- MAINLINE LOS AM(PM)

US 301/MD 5

DRAFT 2030
LEVELS OF SERVICE

11/05

$FILE$
11/09/2005